

North Central Texas
Council Of Governments

TIGER V

Trinity River Vision Bridges

PROJECT NARRATIVE

FORT WORTH, TEXAS



616 Six Flags Drive
Arlington, TX 76005

Co-applicant:



TIGER DISCRETIONARY GRANT PROGRAM

Project Application

Name of Project: Trinity River Vision Bridges Project

Agency Submitting Project: North Central Texas Council of Governments (MPO)

Other Project Parties: Texas Department of Transportation (Implementing Agency, Grantee) City of Fort Worth (Partnering Agency)

Primary Contact:

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Street Address: 616 Six Flags Drive
Arlington, TX 76005

Type of Project: Road and Bridge

Project Location:

City: Fort Worth

County: Tarrant County

State: Texas

Congressional Districts: District 12 (Rep. Kay Granger)

Type of Jurisdiction: Urban Area

TIGER Funds Requested: \$16,443,140

Total Project Cost: \$112,768,342

DUNS Number: 10-246-2256

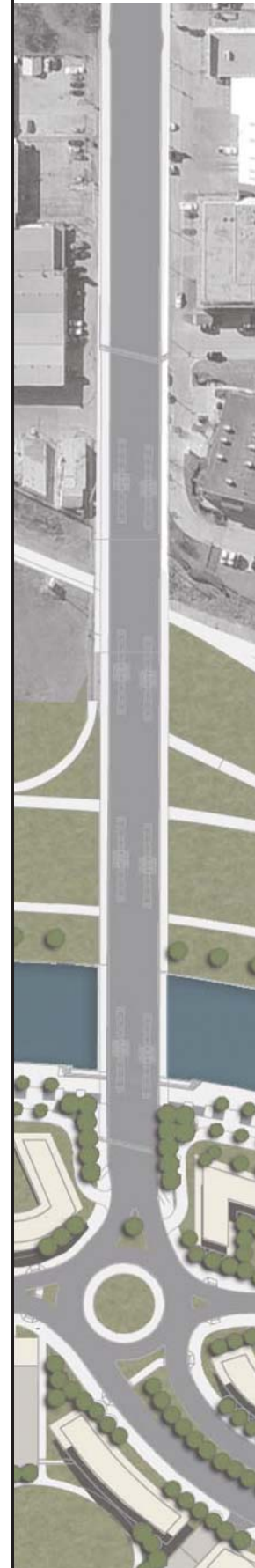


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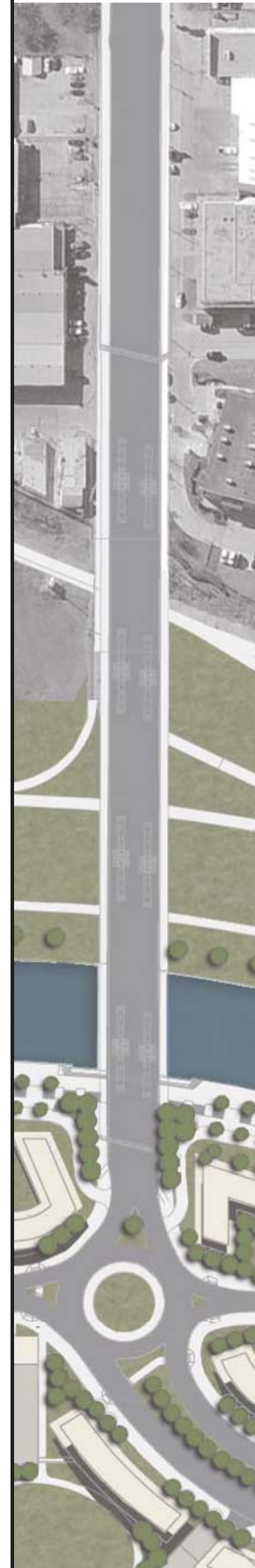
- | | |
|---|--|
| ■ U.S. Senator, John Cornyn* | ■ Tarrant Regional Water District,
Board President Victor Henderson |
| ■ U.S. Congresswoman, Kay Granger | ■ Tarrant Regional Water District,
General Manager Jim Oliver |
| ■ City of Fort Worth, Mayor Betsy Price | ■ Trinity River Vision Authority,
Board President GK Maenius |
| ■ City of Fort Worth, City | ■ Fort Worth Chamber of Commerce,
President Bill Thornton |
| ■ Texas Department of
Transportation, Fort Worth District
Engineer Maribel Chavez | ■ Fort Worth Black Chamber of
Commerce, President Devoyd Jennings |
| ■ Regional Transportation
Council, Chair Pete Kamp | ■ Fort Worth Hispanic Chamber of
Commerce, President Asusena Resendiz |
| ■ Tarrant County, County
Administrator GK Maenius | |
| ■ Tarrant County, Judge B. Glen Whitley | |

*Not included in Appendix B; letter will be sent directly to the USDOT

C. NEPA Support Documents

D. Federal Wage Rate Certification Statement

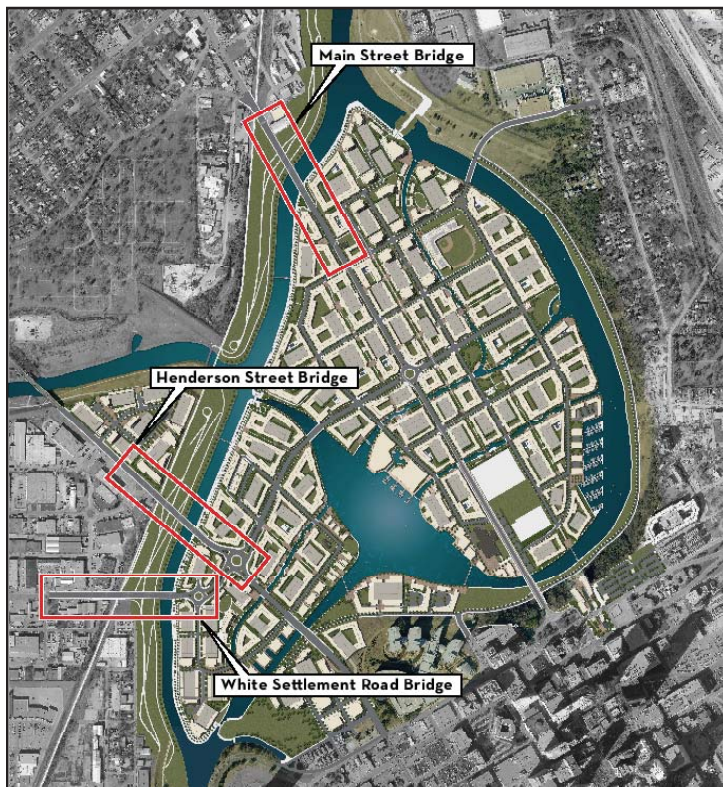
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I. Project Description

Project Overview

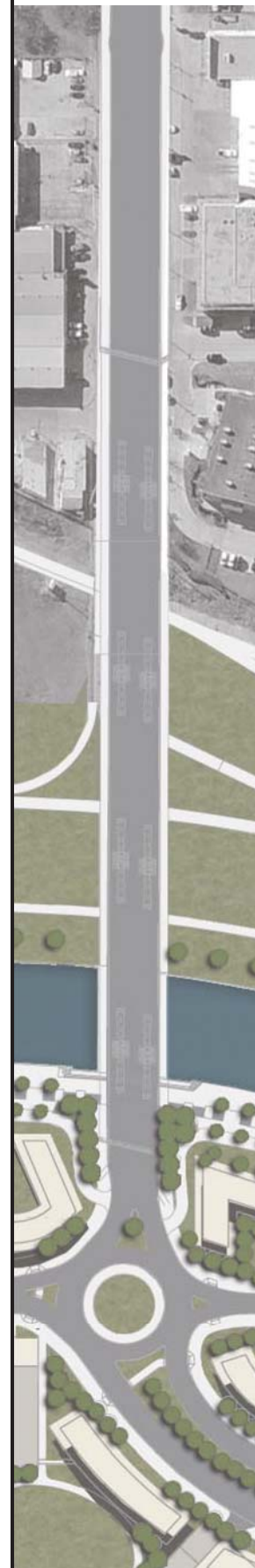
The U.S. Army Corps of Engineers (USACE) is six years into a 15-year, long-term sustainable design flood control project called the Trinity River Vision Central City Project, or commonly referred to as the Fort Worth Central City (FWCC) Project. With coordination from the community and local agencies, the USACE developed the FWCC Project that includes a new 8,400 linear foot bypass channel, three flood control isolation gates, a stormwater pump station, a dam, three bridges, and numerous valley storage mitigation and ecosystem restoration areas. The three bridges or the Trinity River Vision Bridges are the main transportation components of this project and will connect the north and northwest sections of the City of Fort Worth (City) to downtown.



The Fort Worth Central City Project

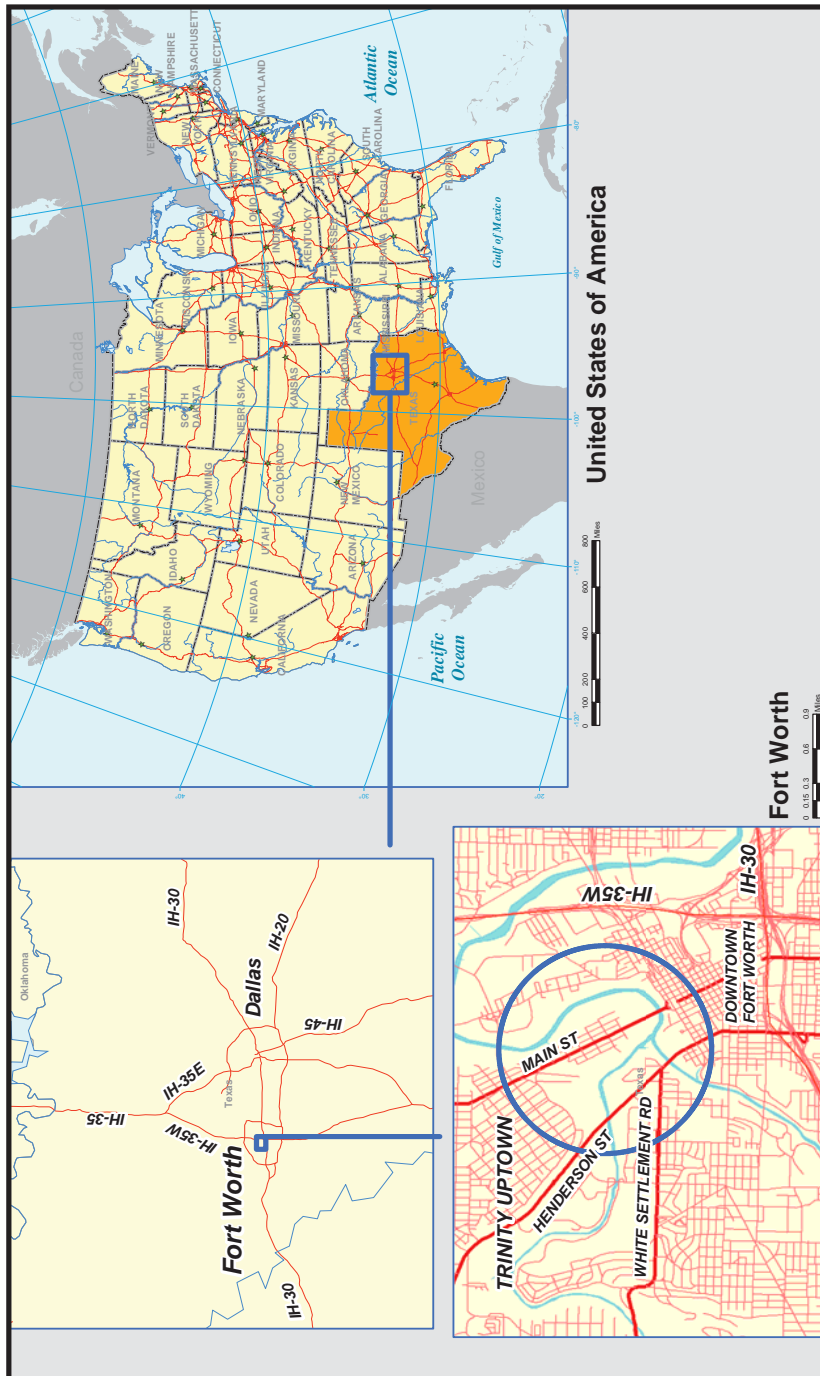
The FWCC project was initiated to modify the existing system of levees and channels of which 86 percent in the Fort Worth System no longer provide adequate flood protection. The FWCC project will enhance current levels of flood protection, restore components of the natural riverine system that were sacrificed when the existing flood control system was constructed in the 1960s, facilitate urban revitalization, and provide major quality-of-life enhancements (ecosystem improvements and recreation) for citizens of the region.

The City of Fort Worth, Trinity River Vision Authority (TRVA), North Central Texas Council of Governments (NCTCOG), Texas Department of Transportation (TxDOT), and other agencies have developed a partnership to implement this infrastructure program. Responsibilities under this partnership include relocating existing utilities (stormwater, sanitary sewer, water, and franchise utilities), constructing local street modifications, and building the Trinity River Vision Bridges to clear the way for the construction of the USACE projects, including the new flood control channel. The NCTCOG, TxDOT, and the City are seeking to partner with the U.S. Department of Transportation (USDOT) to construct the Trinity River Vision Bridges over the channel.



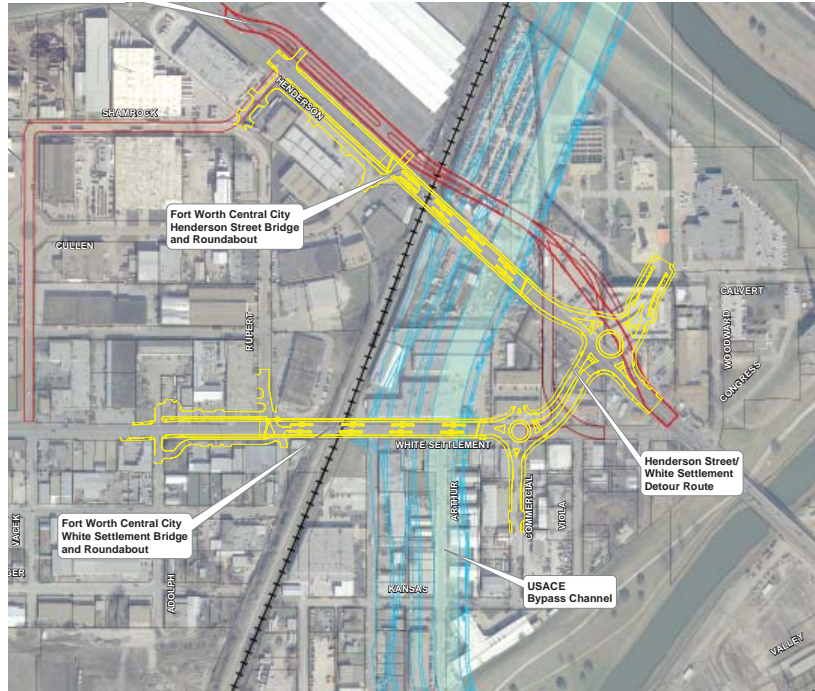
The Trinity River Vision Bridges include the Henderson Street, White Settlement, and Main Street Bridges. The local sponsors have committed \$54,035,629, which combined with existing (committed) federal, state, and regional funding sources of \$42,289,573, leaves a \$16,443,140 funding gap. Receipt of a TIGER grant for this project will fully fund this multi-modal bridge project.

Trinity River Vision Bridge Overview



Trinity River Vision Bridges Combating Suburban Sprawl

Combating sprawl with the creation of inner city work force housing opportunities and transportation alternatives is critical for the City and the Dallas/Fort Worth region. The FWCC project combines needed transportation improvements and flood control to address one of Fort Worth's biggest challenges in this effort, which is mobility. Fort Worth grew by over 39 percent in just 10 years and was recently named the fastest-growing metropolitan area by the U.S. Census Bureau in 2011. However, very little of this growth has occurred in the central city. The negative impacts caused by this suburban sprawl growth pattern make it imperative to Fort

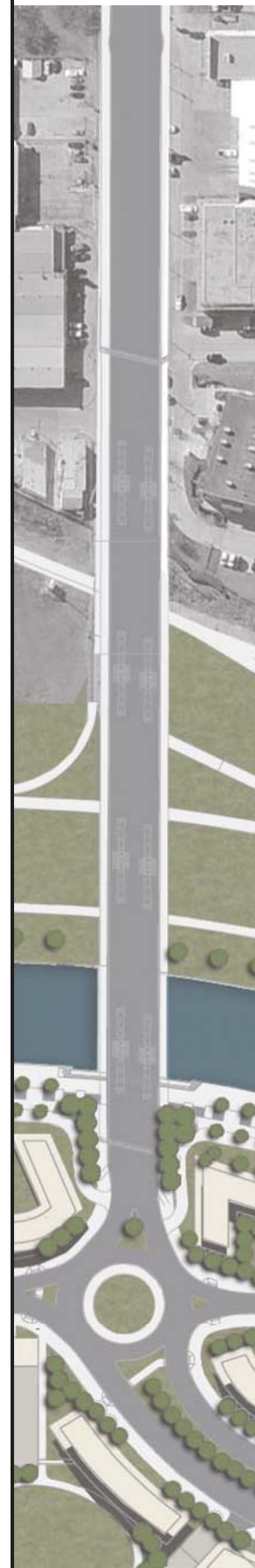


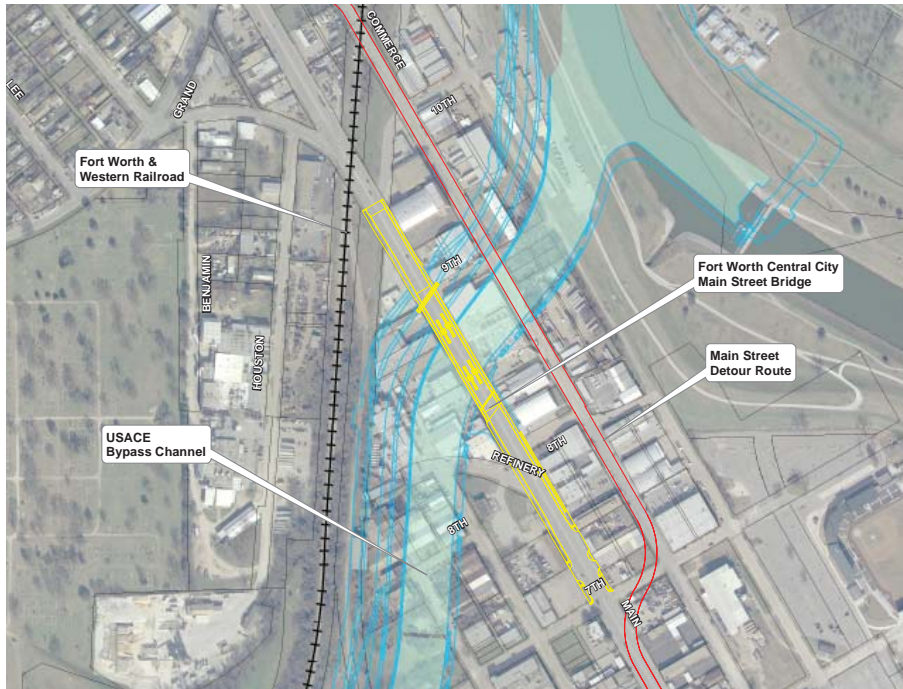
Henderson and White Settlement Bridges and Surrounding Area

Worth's continued economic growth that investment be made in central city infrastructure improvements such as the Trinity River Vision Bridges.

The Trinity River Vision Bridges are integral to the FWCC project, and they are the solution to this challenge. Combined FWCC public improvements and new smart-growth zoning and development standards will allow an 800-acre, aging industrial area adjacent to downtown (Trinity Uptown) to be transformed into a walkable, high-density, mixed-use neighborhood in the central city; a viable, sustainable alternative to suburban sprawl.

With the implementation of the new Trinity River bypass channel, levees that were once a barrier to development will be replaced with a flood control system that provides a publicly accessible riverwalk amenable for private development. Approximately 7,000 households and 3 million square feet of commercial space are projected as a result of these improvements.





Main Street Bridge and Surrounding Area

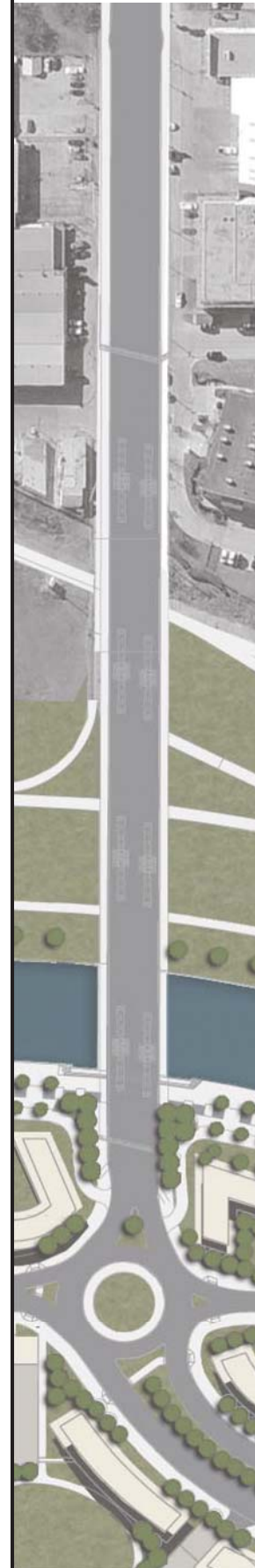
Maintaining a Federally Authorized Flood Control Project

The FWCC project is a critical flood control project that provides flood protection for the highest level of expected events for over 2,400 acres of neighborhoods in Fort Worth. Authorized by Congress in 2006, the project's key component is an 8,400 linear foot Trinity River bypass channel. The bypass channel provides needed protection, but poses a real transportation challenge. The channel essentially cuts off Henderson Street, White Settlement Road, and Main Street (which are some of the main thoroughfares into the City) eliminating access into downtown Fort Worth from the north and northwest sectors of the City.

The construction of the Trinity River Vision Bridges is the solution to this challenge. It will provide a safe river crossing, maintain a multi-modal transportation connection, and preserve efficient functionality of the flood control project. Building the Trinity River Vision Bridges is part of the local/regional partners' commitment to support the efforts of our Federal partner, the USACE, to address flood concerns. If the Trinity River Bridges are built now (prior to the USACE construction of the bypass channel), construction costs will be significantly less due to construction on dry land without additional access issues caused by spanning the channel itself.

Addressing Existing Roadway Safety

Public safety is the number one concern of project partners, and the existing Henderson, White Settlement and Main streets are aging thoroughfares with safety implications. The community has had long-term safety concerns with the at-grade Fort Worth and Western Railroad crossings on Henderson and White Settlement. The new Henderson and White Settlement Bridges



eliminate these dangerous crossings by providing a grade separation that elevates the bridges over the railway.

Additionally, the poor intersection configuration of the existing roadway does not promote safe pedestrian activity. Inadequate sidewalks and limited space for a bike lane pose hazards to the non-motorized users. The new Trinity River Vision Bridges will significantly upgrade the safety and performance by adding both sidewalks and bike lanes, bringing the roadways up to industry standards that will meet or exceed the City's mobility guidelines. The project will also support the projected bicycle/pedestrian growth of Trinity Uptown and the surrounding area.

Reducing Traffic Congestion and Promoting Circulation

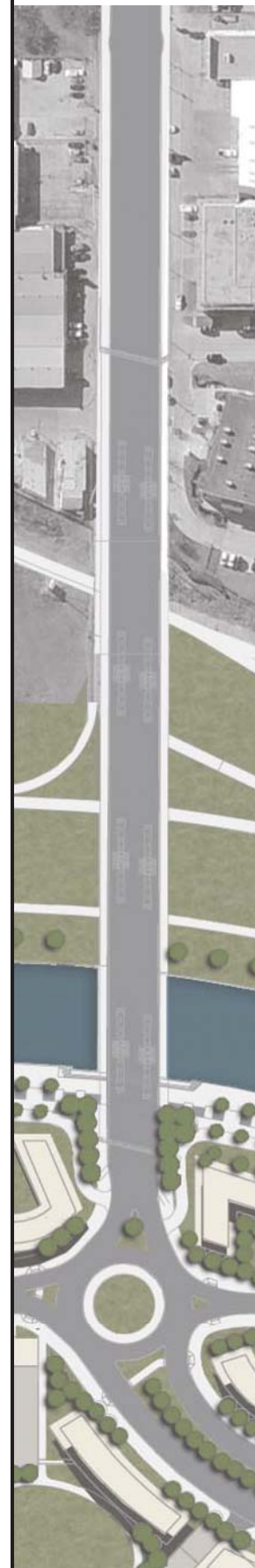
After completing a constructability review of the plans for the Trinity River Vision Bridges and traffic studies for the area, the project team incorporated a traffic roundabout into the White Settlement and Henderson designs. The roundabout will prevent traffic from backing up on the White Settlement and Henderson bridges, reducing both the overall size required for the structure itself and the congestion in the area by eliminating traffic signals at the next major intersection. A traffic roundabout can process 20 percent more traffic than traditional intersections — ultimately moving more traffic through the area in less time. Modern roundabouts make roads safer for drivers and pedestrians because they cut traffic speed by one third, while also cutting the delay time in half for each vehicle. Roundabouts satisfy the mobility guidelines for Trinity Uptown, which promotes pedestrian-friendly design and are more cost effective than traditional traffic signals.

Addressing Future Transportation Needs and a Growing Population

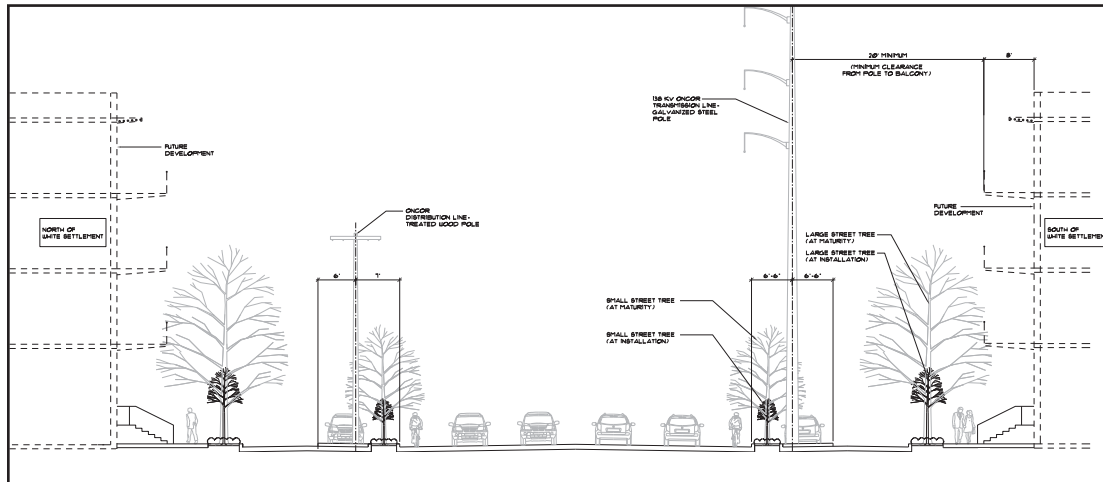
The Dallas/Fort Worth region is expected to reach a population of over 9 million by 2030. While the new bypass channel will increase flood protection for this growing population, the channel itself will eliminate access to the north and northwest sectors of Fort Worth. However, construction of the Trinity River Vision Bridges will maintain multi-modal access to this section of the community, downtown Fort Worth, and Trinity Uptown. The Trinity River Vision Bridges will serve as the main corridors for Trinity Uptown, a master-planned community that will support and sustain the growing population. Providing transportation arteries that support alternate modes of transportation affords the public options to reduce emissions, and ultimately, our dependence on oil.

Construction Zones and Growing Pains

A common problem in growing and thriving communities is maintaining or building roadways while minimizing negative impacts to the public during construction. Downtown Fort Worth will have multiple major arteries under construction during the next few years, creating a potential problem for the public and economic stability. Maintaining access to businesses, preventing long idle times while cars sit in traffic, and providing alternate routes to major destinations is critical to reduce the growing pains for our community during construction. To



address these concerns, a four-lane Henderson Street detour and a two-lane Main Street detour will provide alternate routes during the Trinity River Vision Bridges construction.



Typical Cross Section

II. Project Parties

The public infrastructure for the Trinity River Vision Bridges Project is being funded and managed through a partnership of eight governmental and non-profit agencies. This partnership consists of the North Central Texas Council of Governments, the Texas Department of Transportation, City of Fort Worth, Tarrant County, U.S. Army Corps of Engineers, Tarrant Regional Water District, the Trinity River Vision Authority, and Streams & Valleys, Inc.

North Central Texas Council of Governments (NCTCOG) has pledged funding a portion of the project cost and plays a facilitating role in the transportation infrastructure development.



Texas Department of Transportation (TxDOT) will be the recipient of the grant and lead the construction of the Trinity River Vision Bridges project. TxDOT also plays a facilitating role in the transportation infrastructure. TxDOT will own the Henderson and Main Street bridges, as they are part of the State Highway System. (The City of Fort Worth will assume ownership of the White Settlement bridge upon completion of construction by TxDOT.)

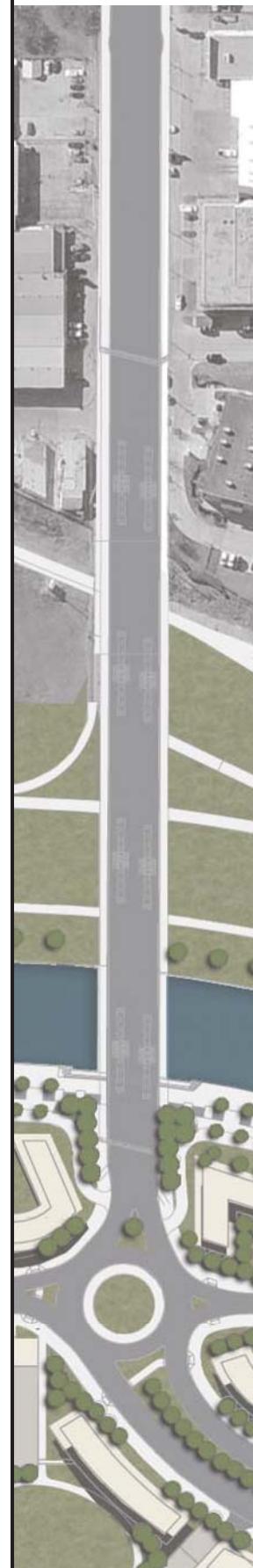


The following are the other partners on this project and their responsibilities:

The City of Fort Worth. As mentioned previously, the City is one of the local sponsors for the project and has been involved in the last six years on the project.



The City has funded pre-construction activities. As indicated above, the City of Fort Worth will assume ownership (and maintenance) of the White Settlement bridge upon completion of construction by TxDOT.



Tarrant County has pledged funding for a portion of the project cost and plays a facilitating role in the infrastructure development.



U.S. Army Corps of Engineers (USACE) will design and construct the flood control channel, valley storage mitigation, and ecosystem restoration areas.



Tarrant Regional Water District (TRWD) is a political subdivision of the State of Texas and is responsible for the land acquisition, easements, relocation and demolition.



Trinity River Vision Authority (TRVA) manages/oversees the schedule, finance, and education component for the participating project partners and is the governing body for the larger Trinity Uptown project. The TRVA is a quasi-governmental entity created to act as the umbrella management authority overseeing the project schedule, financing, and public outreach for all partners. In addition to the development of the TRVA, the partners have also established Citizen Advisory Committees to help provide planning input. These committees facilitate participation from various groups, including developers, members from the business community, and local citizens.



Streams & Valleys, Inc. is a non-profit organization. They are heavily involved in planning to assure that all components (roads, parks, greenways, canals and river trails) are accessible to all Fort Worth citizens.

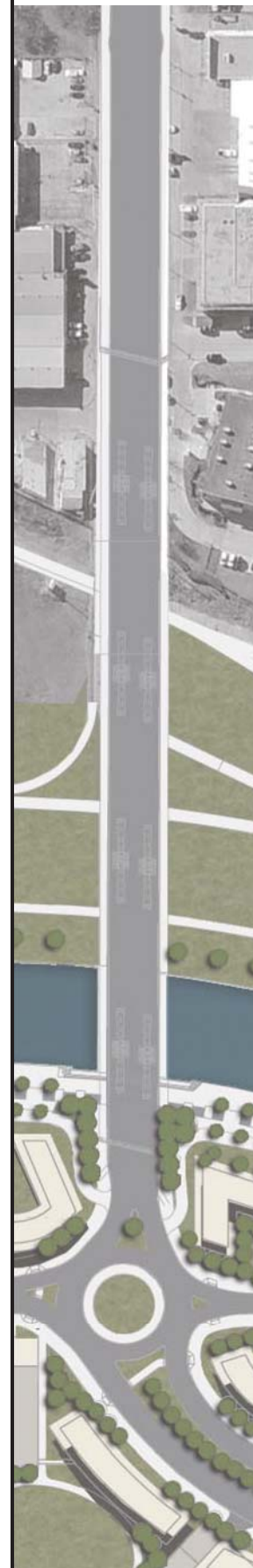


III. Grant Funds and Sources/Uses of Project Funds

The total cost of the project is \$112,768,342 with 48 percent committed by local agencies, 37 percent committed with existing federal, state, or regional resources, and the remaining 15 percent being requested from the TIGER program. The North Central Texas Council of Governments (NCTCOG) is seeking a TIGER V grant in the amount of \$16,443,140. The US DOT would receive any cost savings on the project if the bids come in under the estimate.

The receipt of the TIGER V grant funds will allow this project to start construction in 2014, prior to the construction of the bypass channel. Timing becomes critical, as this will allow the construction of the Trinity River Vision Bridges while the property is still dry and without a channel to cross. If the bridge is not constructed in this manner, both the cost and the duration of construction for the bridges will substantially increase. With all three bridges bidding as one project, cost savings will result from economics of scale in unit prices and mobilization.

Each local partner has committed funding that total the 48 percent match guaranteed with this application. Project partners created a 40-year tax increment finance (TIF) district to serve as one of the local funding sources. A TIF district generates funding by capturing the tax increment derived from the difference in appraised value between the year the reinvestment zone is established (base year) and each year the reinvestment zone is in existence. Over the life of the TIF, the increase in property taxes is captured for use exclusively within the TIF



boundary. The City, County and TRWD have agreed to put 80 percent of all TIF revenues back into the project for payment in any local project cost. The TIF funds will also be used for design and construction of other components of the Trinity Uptown project that were not included in this TIGER V grant request.

Below, Table 1 shows the TIGER V requested funding amount, along with existing committed dollars:

Table 1: Funding Sources and Amounts

Phase	TIGER V	Local Partners/ TIF	Federal/State/ Regional	TOTAL
Design & Right-of-Way	\$0	\$38,637,501	\$0	\$38,637,501
Construction	\$16,443,140	\$15,398,128	\$42,289,573	\$74,130,841
TOTAL	\$16,443,140	\$54,035,629	\$42,289,573	\$112,768,342
Percentage of Total	15%	48%	37%	100%

IV. Selection Criteria

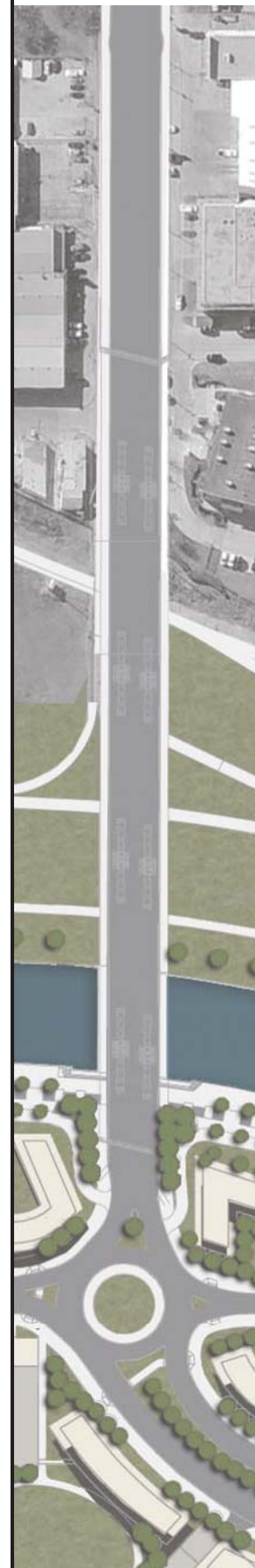
a. Long-Term Outcomes

i. State of Good Repair

The existing conditions along Henderson Street, White Settlement Road, and Main Street are such that continual maintenance activities are required to maintain the poor condition of the roadway facility. It is estimated that maintenance costs of an asphalt facility are annually approximately \$15,000 per road, and that the facility will require a complete overlay every 10 years at a cost of approximately \$500,000 per road. Each road is currently in need of an overlay. For purposes of this analysis, it is assumed that these funds will continue to be sunk costs associated with attempting to maintain the roadway in its existing condition. With the TIGER V funds, Henderson, White Settlement, and Main will be constructed as concrete facilities, and will have minimal maintenance needs over the initial 20-year life span. The state of good repair savings translates into approximately \$3.6 million for the avoided roadway maintenance costs, and approximately \$5.1 million for the avoided vehicle repair costs over the 20-year project life for the Trinity River Bridges areas of the Trinity Uptown development.

ii. Economic Competitiveness

Realignment of the Trinity River followed by the successful implementation of the Trinity River Vision Project (referred to locally as Trinity Uptown) would have a dramatic impact on Fort Worth's economic development future. According to the Center for Economic Development



and Research at the University of North Texas¹, the \$435 million in construction-related spending required to realign the Trinity River will translate into a total impact of \$609 million in economic activity, supporting almost 6,100 jobs and accounting for \$16 million in state and local tax revenue.

Trinity Uptown aims to revitalize an 800-acre area north of downtown Fort Worth with a combination of public improvements and private development. The Trinity Uptown plan embraces the concept of livability, striving to create a walkable community along the river that hosts a variety of businesses, recreation, and residential opportunities. High-density, mixed-use zoning and a form-based code set for the area promote this mindset.

Once completed, ongoing commercial business activity and residential spending within Trinity Uptown should support nearly 6,500 jobs. Approximately 20,000 residents will occupy the 7,000 new housing units. The development of Trinity Uptown will bring diverse and substantial benefits, both in terms of its overall economic impact and its role in enhancing the image of Fort Worth.

Early results indicate the realignment of the Trinity River and implementation of the Trinity Uptown master plan are already having a positive impact on the area. A number of important projects are nearing completion. New development and construction activity has surpassed the projections of the financing plan for the Trinity Uptown area. Over the past five years, the Trinity Uptown Tax Increment Financing District (TIF) has attracted over \$213.9 million in new construction private sector activity. The five local taxing entities that created the TIF have agreed to reinvest this incremental revenue each year in the zone for the next 40 years.

The challenge now facing Trinity Uptown is that the new development (outlined in Table 2) is located in the small portion of Trinity Uptown, which is not negatively impacted by transportation infrastructure limitations and flood plain issues. Unless Trinity Uptown can fund the needed transportation improvements outlined in this grant application, the implementation of the master plan risks stalling until funds become available.

¹ Clower, T. L., & Weinstein, B. L. (2005). Economic and fiscal impacts of the Corps of Engineers' Trinity River Vision project in Tarrant County Texas. Denton, Texas: University of North Texas at Denton, Center for Economic Development and Research.

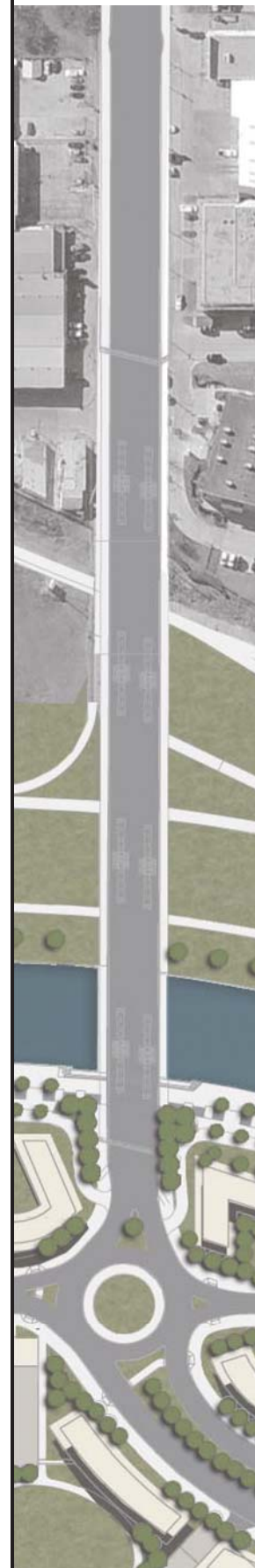


Table 2: Trinity Uptown Tax Base Growth

Year	Baseline	Taxable Value	Increment
2005	\$128,628,104	\$168,794,363	\$40,166,259
2006	\$128,628,104	\$211,096,713	\$82,468,609
2007	\$111,579,244	\$241,704,119	\$130,124,875
2008	\$111,601,748	\$248,084,744	\$136,482,996
2009	\$111,601,748	\$275,626,427	\$164,024,679
2010	\$111,601,748	\$316,846,609	\$205,244,861
2011	\$111,601,748	\$330,149,276	\$218,547,528
2012	\$111,601,748	\$375,952,904	\$264,351,156

Source: Tarrant Appraisal District

The economic benefits associated with redeveloping Trinity Uptown are outlined in the Benefit-Cost Analysis (Appendix A). Apart from increasing the local tax base and attracting thousands of new jobs to the area, improving the transportation infrastructure of Trinity Uptown will increase the productivity of existing residents and underutilized land. Lower income Trinity Uptown residents who are currently working will have access to higher paying jobs in the immediate area. Unemployed and underemployed residents seeking work will have increased employment opportunities as new employers move to the area. Enhanced access to reclaimed land will increase property values above and beyond the cost of future real estate investment.

Economically Distressed Area

The Trinity Uptown area has been struggling economically for the past few decades. The Trinity Uptown plan is designed to improve the economic conditions of the area by attracting new employers to the area, improving transportation capacity which increases access to regional employment opportunities, and enhancing livability.

While Tarrant County as a whole does not qualify as an Economically Disadvantaged Area, Trinity Uptown represents a smaller area within the county that has economically disadvantaged attributes, such as higher unemployment rates and lower per capita income levels. Trinity Uptown overlaps five census tracts using Census 2000 boundaries. In Census 2010, two Census tracts were combined. The American Community Survey (ACS) 2007 to 2011 uses Census 2010 boundaries. Over the past ten years, total population has declined by 25 percent, while the City of Fort Worth at large has grown 36 percent. Figure 1, on the following page, shows the census tracts in Trinity Uptown and Table 3 shows the population by census tract.

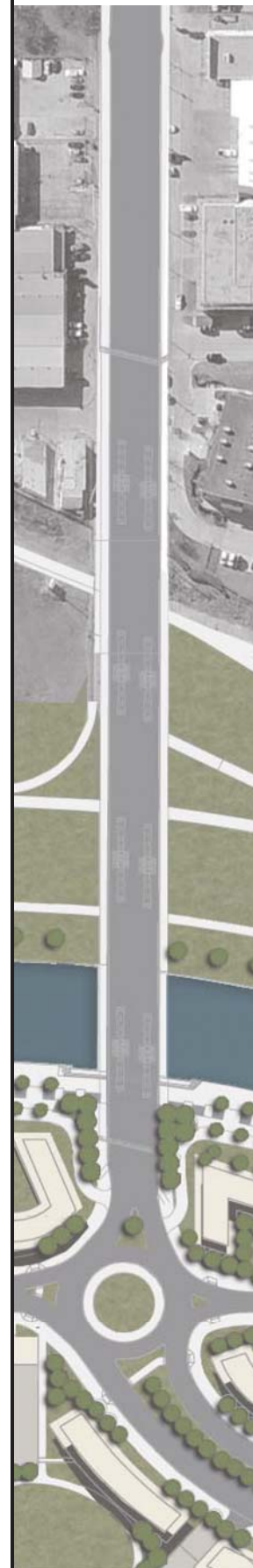
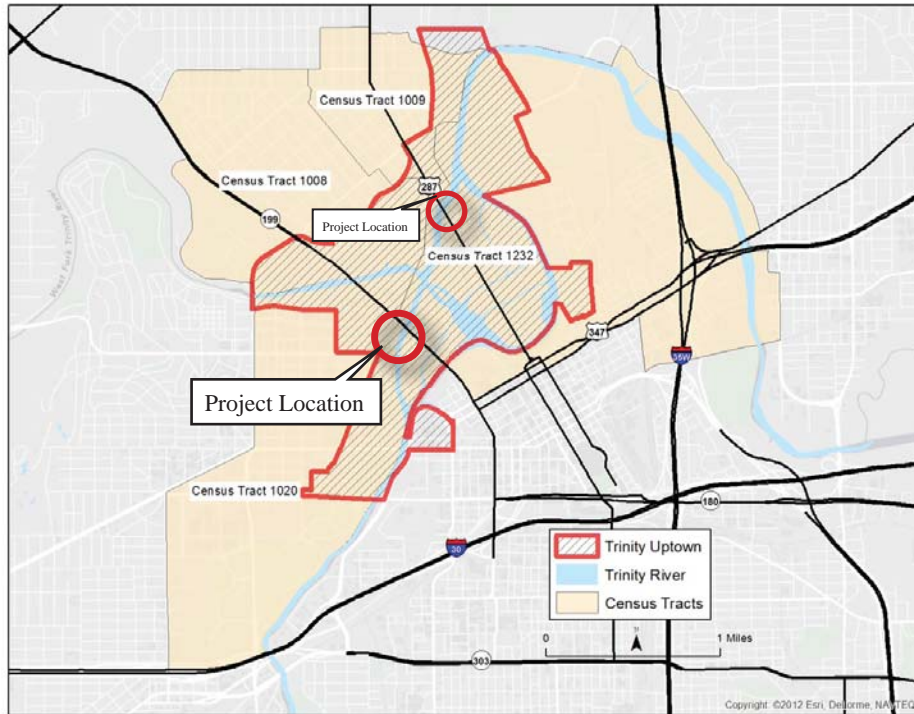


Figure 1: Trinity Uptown and Corresponding Census Tracts (2010 Census Boundaries)



Source: TXP, Inc.

Table 3: Trinity Uptown Population by Census Tract

Census Tract	Census 1990	Census 2000	ACS 2007 to 2011	Census 2010
1008	5,717	6,675	6,296	5,901
1009	2,303	2,475	2,270	2,009
1010	3,592	4,270	N.A.	N.A.
1011	1,788	551	N.A.	N.A.
1020	1,151	915	1,174	1,316
1232	N.A.	N.A.	2,093	1,896
Total	14,551	14,886	11,833	11,122

Source: U.S. Census Bureau

Note: Census tracts 1010 and 1011 merged into tract 1232.

The unemployment rate for local residents is much higher than national and regional averages. Using the most recent sub-county dataset from the 2007 to 2011 ACS 5-year Estimates, the Trinity Uptown unemployment rate was 11.0 percent. For this same period, the national and Tarrant County unemployment rates were 8.7 percent and 7.8 percent respectively. According to the U.S. Bureau of Labor Statistics, the current national unemployment rate is 7.5 percent. Regardless of dataset used, the Trinity Uptown unemployment rate is well above the local and national average. Table 4 highlights the labor force and unemployment rates of the census tracts in this area and Figure 2 shows the unemployment rate geographically.

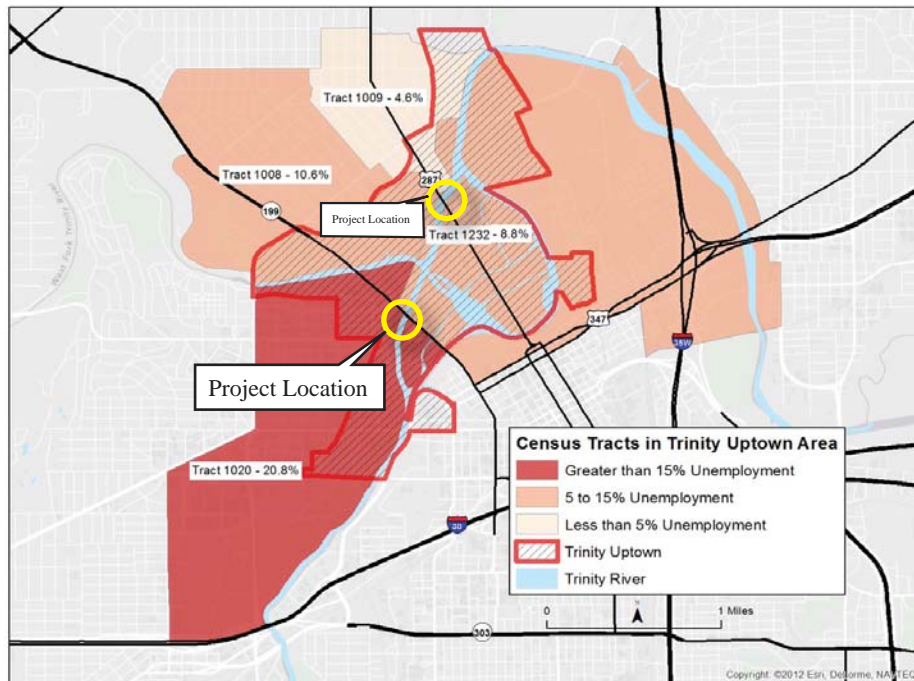


Table 4: Trinity Uptown Labor Force and Unemployment Rate (ACS 2007 to 2011)

Census Tract	Labor Force	Employed	Unemployed	Unemployment Rate
1008	3,001	2,684	317	10.6%
1009	1,048	1,000	48	4.6%
1020	693	632	61	8.8%
1232	967	766	201	20.8%
Total	5,709	5,082	627	11.0%

Source: U.S. Census Bureau — America Community Survey

Figure 2: Trinity Uptown Unemployment Rates by Census Tract (2010 Census Boundaries)



Source: U.S. Census Bureau — America Community Survey

Trinity Uptown per capita income and household (HH) income statistics are below the national and regional averages. The national per capita income figure is \$27,915. The current per capita income rate of the Trinity Uptown area is \$16,078 – this represents a per capita incomes rate that is only 57.6 percent of the national average. Table 5 outlines the per capita and household income data by census tract.

Table 5: Trinity Uptown Per Capita Income & Household Income Data (ACS 2007 to 2011)

Census Tract	Households	Per Capita Income	Median HH Income	Mean HH Income
1008	1,886	\$13,914	\$37,329	\$43,817
1009	693	\$11,413	\$24,621	\$35,028
1020	544	\$29,864	\$48,438	\$61,379
1232	713	\$19,913	\$38,631	\$53,054
Total	3,836	\$16,078	N.A.	N.A.

Source: U.S. Census Bureau — America Community Survey

According to the Federal Highway Administration’s (FHWA) Office of Planning, Environment, and Realty Executive Geographic Information System website, Tarrant County is not identified as economically distressed. According to 42 U.S.C. 3161, Economically Distressed Areas (EDAs) are areas where the unemployment is 1 percent or more above the national average or the per capita income is 80 percent or less than the national average.

Clearly, the Trinity Uptown area meets the definition of an economically distressed area. Based on the most recently published data from the federal government, the area’s unemployment rate and per capita incomes levels meet and actually exceed the requirements.

Primary Selection Criteria – Economic Competitiveness

Job Creation & Near-term Economic Impact

According to U.S. Census Bureau – Longitudinal Employer-Household Dynamics (LEHD) dataset, approximately 5.9 percent of Trinity Uptown residents currently work in the construction sector, which translates to 330 workers. Over the past two years, over 160 Trinity Uptown construction workers have lost their jobs. Infrastructure spending on this project will create near term jobs for existing unemployed residents and other workers in the metropolitan area.

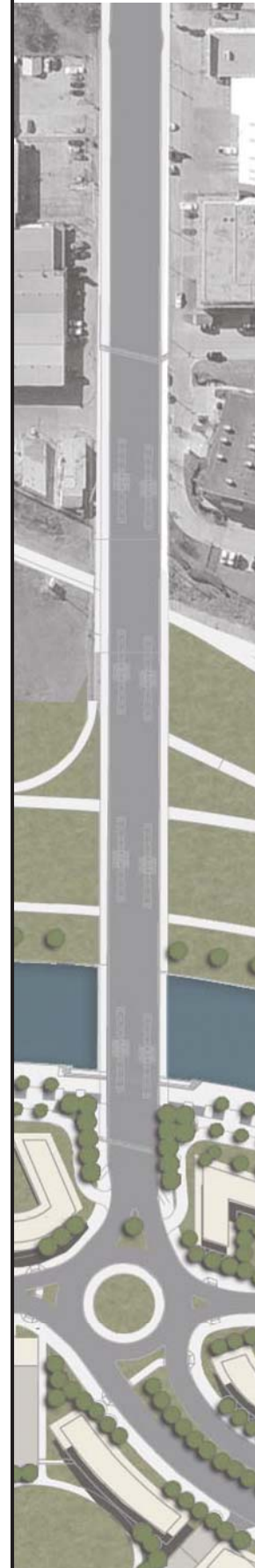
The public sector will spend a substantial amount of money on infrastructure related to the Trinity Uptown Master Plan. The following Table 6 highlights the economic impact of \$714.3 million in direct engineering services, environmental remediation, demolition, and construction spending by year. The TIGER Grant would pay for a portion of these improvements.

Table 6: Trinity Uptown - Economic Impact of Local Public Sector Infrastructure Spending (\$2008)

Year	Direct Spending	Output	Value Added	Earnings	Employment*
2008	\$28,232,893	\$52,347,040	\$34,204,208	\$14,951,525	320
2009	\$22,215,976	\$43,464,044	\$25,487,822	\$11,607,991	268
2010	\$47,640,456	\$95,008,268	\$53,524,899	\$24,767,832	589
2011	\$59,395,992	\$122,155,257	\$64,407,833	\$30,623,475	761
2012	\$67,708,844	\$138,227,615	\$74,064,960	\$34,980,207	860
2013	\$45,813,559	\$94,037,527	\$49,794,667	\$23,633,325	586
2014	\$86,812,572	\$178,703,805	\$94,035,546	\$44,747,695	1,114
2015	\$37,511,405	\$77,180,055	\$40,655,795	\$19,337,893	481
2016	\$63,285,668	\$130,932,161	\$68,137,782	\$32,575,196	817
2017	\$64,420,440	\$133,797,195	\$69,034,832	\$33,123,546	835
2018	\$72,953,498	\$151,732,226	\$78,045,772	\$37,496,372	947
2019	\$51,875,132	\$107,934,949	\$55,469,403	\$26,659,651	674
2020	\$46,684,123	\$97,213,794	\$49,868,748	\$23,986,387	607
2021	\$16,091,443	\$33,508,821	\$17,188,879	\$8,267,783	209
2022	\$3,654,963	\$7,611,095	\$3,904,231	\$1,877,920	48
Total	\$714,296,964	\$1,463,853,850	\$777,825,377	\$368,636,798	9,116

Source: TXP, Inc.

* Construction-related employment is also referred to as “person years of employment”



The private sector will also spend roughly \$1.5 billion (\$2008) on residential and commercial construction over the next 30 to 40 years. Table 7 highlights the total impact of construction spending.

Table 7: Trinity Uptown - Economic Impact of Local Public Sector Infrastructure Spending (\$2008)

Year	Direct Spending	Output	Value Added	Earnings	Employment*
Construction	\$1,539,757,985	\$3,206,392,027	\$1,644,769,479	\$791,127,653	20,022

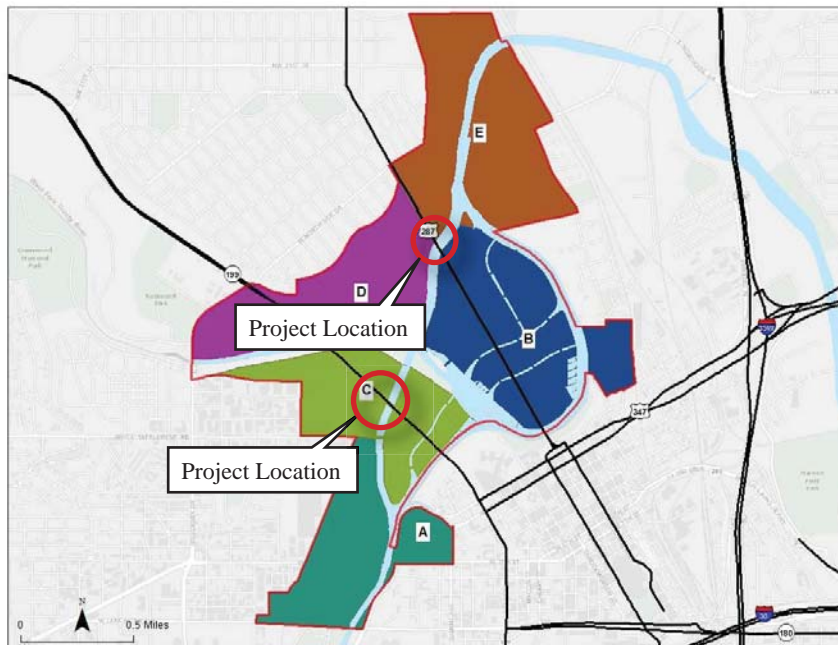
Source: TXP, Inc.

* Construction-related employment is also referred to as "person years of employment"

Long-term Term Outcomes

As indicated above, the larger Trinity Uptown project will make additional land available for development, and studies have identified a significant market demand for commercial and residential space in the new land that will be made available. In 2009, the Trinity River Vision Authority retained Gideon Toal to update its original market demand study for Trinity Uptown. Gideon Toal found that the potential for a prosperous and dynamic Trinity Uptown was strong, with significant interest from local and national real estate developers. A long-term build out schedule was established that informs planning and infrastructure activities within Trinity Uptown. Specifically, the area is divided into five sectors, each with a different land use pattern. Gideon Toal estimated it will take roughly 30 to 40 years for full build out depending on the pace of economic recovery. Total improvements will result in a tax base increase of \$1.5 billion.

Figure 3: Trinity Uptown by Sector



Source: Trinity River Vision

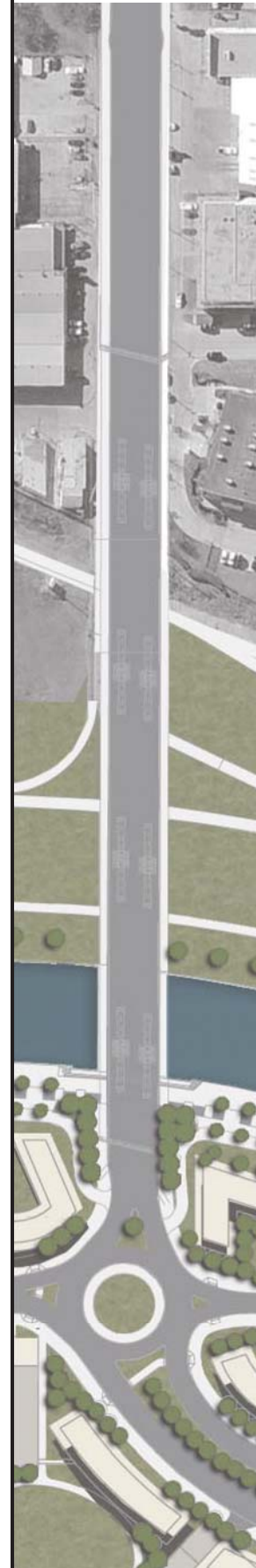


Table 8: Trinity Uptown Projected Real Estate Development by Sector (Square Feet)

Sector	Office	Retail	Hotel	Multifamily	High-rise Retirement	Total
A	392,580	410,500	180,000	985,000	300,000	2,268,080
B	1,002,750	895,000	0	4,665,200	0	6,562,950
C	370,000	120,000	214,000	1,314,000	0	2,018,000
D	20,000	75,000	0	206,875	0	301,875
E	0	0	180,000	220,000	0	400,000
Total	1,785,330	1,500,500	574,000	7,391,075	300,000	11,550,905

Source: Trinity River Vision TIF Update, Gideon Tool

Table 9: Trinity Uptown Projected Population and Employment by Sector at Build-Out

Sector	Residential Units	Population	Employment
A	1,168	3,213	1,966
B	4,241	11,663	3,796
C	1,195	3,285	1,408
D	188	517	190
E	200	550	360
Total	6,992	19,228	7,720

Source: Gideon Tool; TXP, Inc.

To validate the Trinity Uptown forecast, the North Central Texas Council of Governments (NCTCOG) traffic survey zones dataset was examined and aggregated at the census tract level. This forecast takes into account the 30 to 40 year Trinity Uptown Master Plan implementation timeline. Over the next 20 years and assuming the necessary infrastructure is put in place, the Trinity Uptown region should add 9,000 new residents, 3,300 new households, and 15,000 new jobs. Table 10 highlights the NCTCOG population and employment forecast numbers.

Table 10: NCTCOG Population & Employment Forecast

Census	2012 Population	2035 Population	2012 Households	2035 Households	2012 Employment	2035 Employment
1008	5,232	5,939	1,912	2,130	1,470	2,286
1009	2,296	3,642	839	1,306	1,538	2,100
1020	1,280	2,953	468	1,059	11,073	18,310
1232	2,520	8,149	921	2,922	11,648	17,562
Total	11,328	20,683	4,140	7,417	25,729	40,258

Source: North Central Texas Council of Governments, TXP, Inc.

Land Productivity

A primary benefit of the Trinity Uptown plan is to improve the productive value of land by removing it from the flood plain and providing adequate transportation access. Because the land was not previously developable, transportation access to the area was limited. When fully implemented, nearly 246 acres will become available for public and private sector redevelopment. Table 11 shows the land that will become developable through implementation of this project and Figure 4 shows this information geographically.

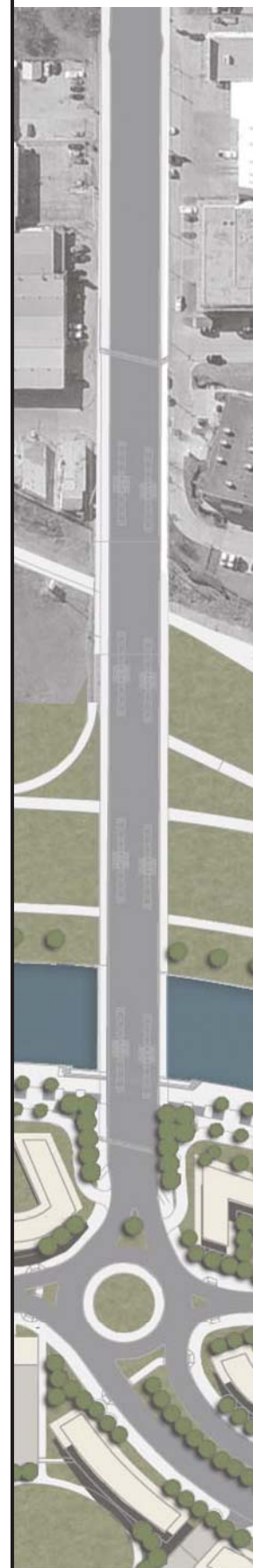
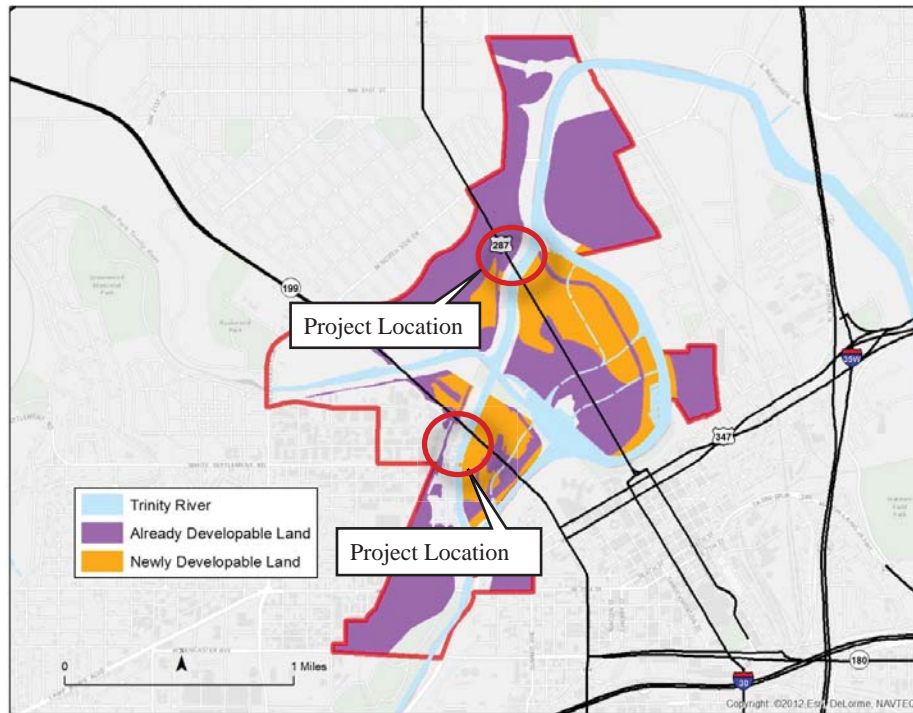


Table 11: Developable Land in Trinity Uptown at Full Implementation

Sector	Existing Developable	Former Flood Plain Property	Total Developable Land
A	126.7	0	126.7
B	134.4	151.5	285.9
C	29.6	74.2	103.8
D	118.5	18.3	136.8
E	224.8	2.2	227.0
Total	634.0	246.3	880.2

Source: Kimley-Horn and Associates, Inc.

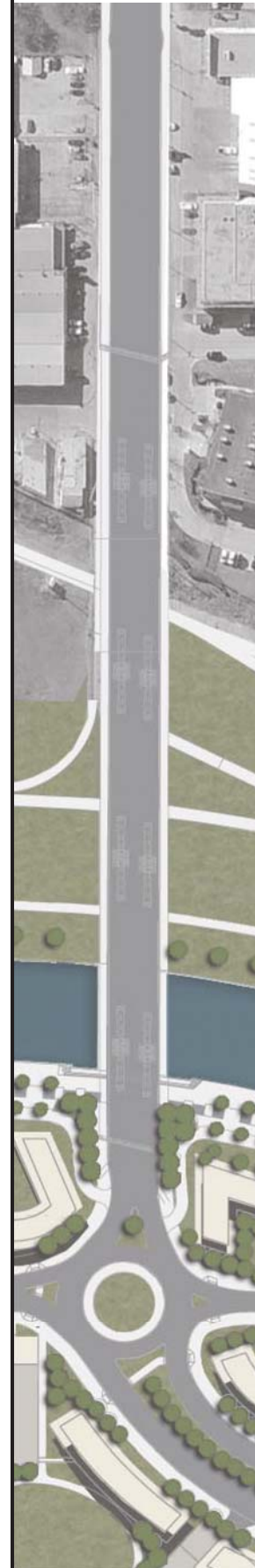
Figure 4: Developable Land in Trinity Uptown



Source: Trinity River Vision

A good comparison for what will likely happen to Trinity Uptown land and productive value over the long-term is downtown Fort Worth. Located across the Trinity River, the core of downtown Fort Worth is home to 4,500 residents. Total employment in downtown Fort Worth exceeds 48,000 jobs. In terms of acreage, greater downtown Fort Worth covers 1,600 acres. There is slight overlap in boundaries between Trinity Uptown and downtown Fort Worth, which allows the Trinity Uptown to capture spillover activity from downtown Fort Worth if transportation access allows residential and commercial users to easily flow from one area to another.

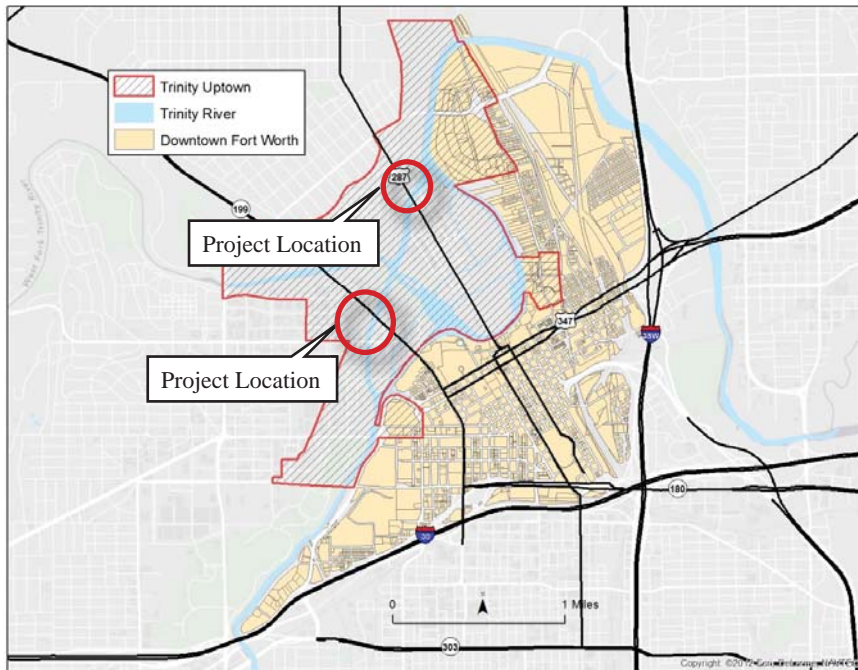
In terms of land values (excluding improvements), the average value per acre in downtown Fort Worth is \$583,180. In Trinity Uptown, the average value per acre of land is \$159,198.



Presently, over 34 percent of land in Trinity Uptown is underutilized, vacant, or farmland. These land uses are not typical of a dense urban environment, and the project will enable higher utilization.

The Trinity Uptown master plan envisions land uses and activity that are analogous to the downtown area. It is reasonable to use this delta in land values to estimate the increase in productive value as a result of transportation investments in Trinity Uptown. Therefore, for every acre of land the transportation investments impacts, the productive value of land should increase \$423,982. This increase is a one-time gain in productive value and does not include the amount spent on new construction on the land. Figure 5 shows the geographic extent of both the downtown and Trinity Uptown areas. Tables 12 and 13 outline the land values by land use type in both areas.

Figure 5: Downtown Fort Worth and Trinity Uptown



Source: Downtown Fort Worth, Inc.

Table 12: Land Values in Downtown Fort Worth (2013)

Land Use	Acres	Land Value	Land Value Per Acre
Single Family Residential	84.5	\$15,058,575	\$178,312
Multi-Family Residential	56.6	\$30,020,703	\$530,234
Vacant	253.6	\$111,726,709	\$440,506
Ag/Farm Land	47.1	\$1,412,421	\$29,989
Commercial	793.5	\$606,481,657	\$764,272
Utilities	120.2	\$25,813,870	\$214,788
Total	1,355.5	\$790,513,935	\$583,180

Source: Tarrant Appraisal District

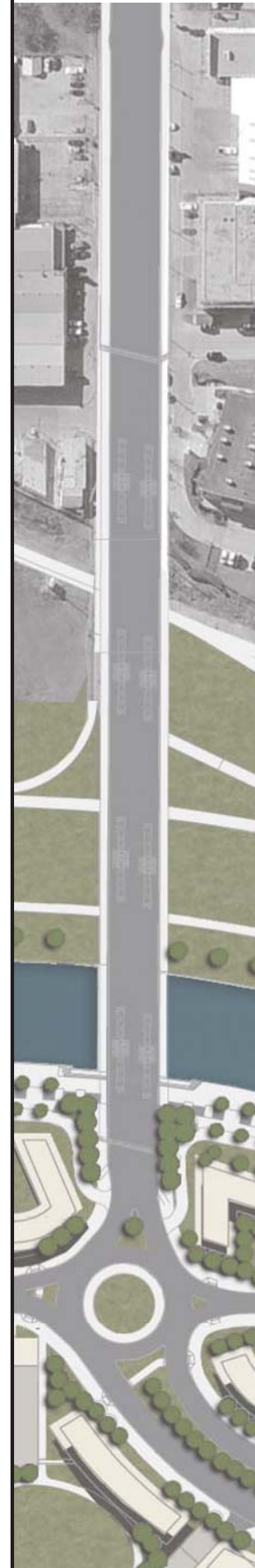


Table 13: Land Values in Trinity Uptown (2013)

Land Use	Acres	Land Value	Land Value Per Acre
Single Family Residential	10.1	\$7,961,473	\$786,722
Multi-Family Residential	2.9	\$3,417,567	\$1,177,667
Vacant	203.8	\$37,869,003	\$185,782
Ag/Farm Land	145.2	\$4,480,617	\$30,868
Commercial	591.0	\$107,477,164	\$181,863
Utilities	68.1	\$936,848	\$13,766
Inventory Lot	0.4	\$466,200	\$1,220,375
Total	1,021.4	\$162,608,872	\$159,198

Source: Tarrant Appraisal District

Labor Productivity

As a result of Trinity Uptown being an economically disadvantaged area, per capita income levels and wage rates are below regional and national averages. The estimated average wage rate for a Trinity Uptown resident is \$35,051. The Tarrant County average is \$56,290. On average, a Trinity Uptown resident earns \$21,239 less than the county average. The successful implementation of the Trinity Uptown plan and related infrastructure projects will result in thousands of new jobs locating in the area with higher estimated incomes. Table 14 shows the wage rates in the Trinity Uptown area.

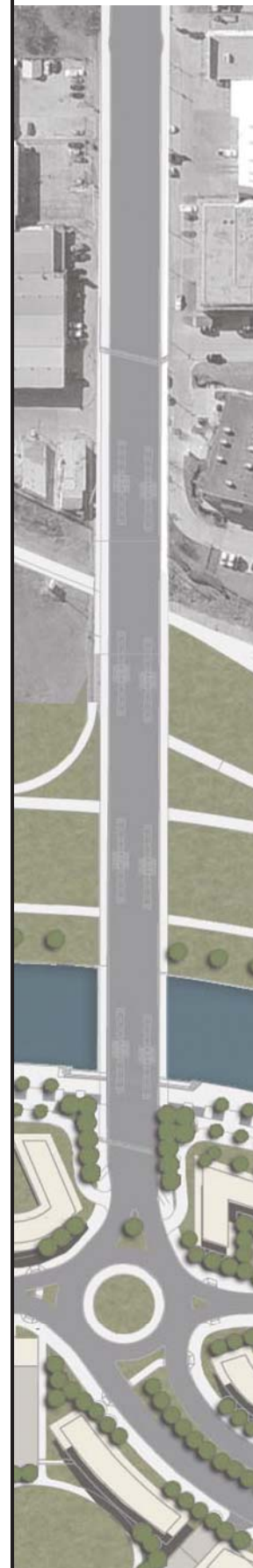
Table 14: Trinity Uptown Estimated Wage Rates (2007 to 2011)

Census Tract	Aggregate HH Income	Working Residents	Average Wage Per Working Resident
1008	\$82,638,862	2,684	\$30,789
1009	\$24,274,404	1,000	\$24,274
1020	\$33,390,176	632	\$52,833
1232	\$37,827,502	766	\$49,383
Total	\$178,130,944	5,082	\$35,051

Source: U.S. Census Bureau – America Community Survey

The Trinity Uptown master plan details a mix of land uses for the 800 acres. The two predominant land uses for the area are office and retail. This balance matches the pattern in downtown Fort Worth. Since downtown employment opportunities are clustered in higher wage professions such as business services, finance, and information technology combined with retail trade, the Tarrant County average wage is realistic proxy for downtown.

Given the land costs and existing regional wage levels by industry sector, it is reasonable to assume the average new full-time job in Trinity Uptown will pay close to the regional average wage of \$56,290. For each new job that is filled by a current Trinity Uptown resident, their labor productivity will increase by \$21,239 per year by earning a higher wage.



Travel Time

For purposes of this analysis, the travel time benefits calculated will be the delay savings of vehicles using the average time value of \$15.40 per person per hour, the average 25.5-minute commute (as discussed below in the sustainability portion of this report) and the projected 18 percent of residents who would choose a different mode than a single-occupancy-vehicle. The travel time savings associated with reduced commuting translates into approximately \$10.9 million for Sector B and \$3.3 million for Sector C over the 20-year project life for the Trinity River Bridges areas of the Trinity Uptown development.

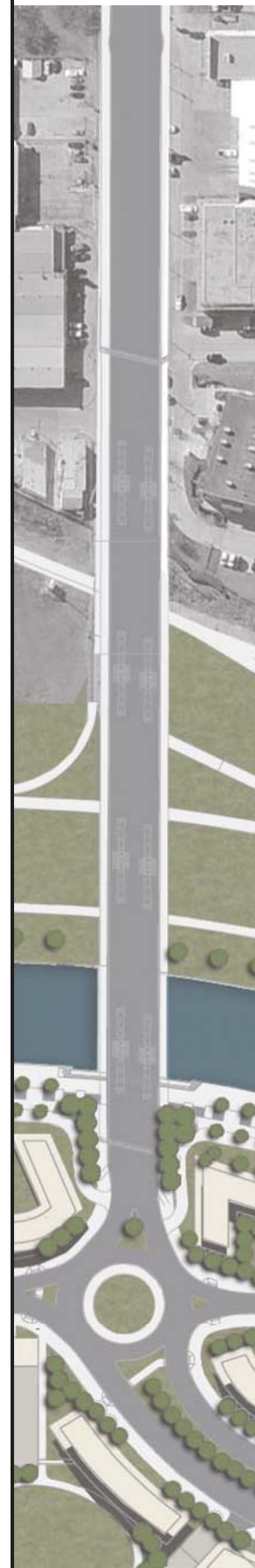
iii. Livability

The Trinity River Vision Bridges Project is a catalyst to the Trinity Uptown Project that will create a walkable, livable urban community on the north side of Downtown Fort Worth. The Trinity River Vision Bridges will be constructed as “complete streets” that will allow for multi-modal transportation. In addition, the proposed Trinity Uptown transportation network will eliminate the requirement to utilize an automobile for safe and efficient travel. The Trinity River Vision Bridges and the Trinity Uptown project will allow for a variety of mode choices including bicycle, pedestrian, and vehicular. In addition, transit modes of transportation are currently available that connect downtown Fort Worth to downtown Dallas, and to DFW airport. These transit facilities allow access to regional destinations.

While multiple livability benefits will be experienced via this project, only one calculation was performed to capture this benefit. Using NCHRP Report 552 (Guidelines for Analysis of Investments in Bicycle Facilities), an estimate was made of the cost savings experienced by individuals that experience at least 30 minutes of light physical activity per day (the type of which that can be experienced via walking and biking). This median annual benefit for these individuals is \$128 (from NCHRP Report 552). It is estimated that an additional 2 percent of the population of Fort Worth would experience this benefit by having a livable, walkable work and entertainment destination, even if they do not live within the venue. The City of Fort Worth 2011 Comprehensive Plan projects a 2.2 percent annual population growth rate. The multi-modal connectivity savings associated with these residents choosing different modes of transportation translates to approximately \$23.6 million for Sector B and \$7.3 million for Sector C over the 20-year project life for the Trinity River Vision Bridges areas of the Trinity Uptown Development.

iv. Environmental Sustainability

Providing an urban mixed-use living environment and transportation network will provide existing and future residents of Fort Worth with viable alternatives to automobile travel for making necessary local and regional trips. This project will reduce vehicle emissions by providing new residents more opportunities to walk, bike, or ride public transportation rather than drive. Please note that the economic benefits of creating housing closer to work are factored



into the increase in property values outlined above. The project provides an additional benefit by reducing vehicle emissions.

According to the U.S. Census Bureau State & County Quick Facts, the average commute time in Tarrant County is 25.5 minutes. If the average commute speed is 35 miles per hour, the average distance would be 15 miles each way. Additionally, the Census shows that over 90 percent of commuters in the City of Fort Worth drive, with only a small fraction choosing to carpool.

It is anticipated that 3,838 residential units will be constructed by 2032. Given the area's proximity to major employment and entertainment areas, as well as its access to public transportation, residents are likely to choose alternative modes of transportation. Using the procedure outlined by the Institute of Transportation Engineers (ITE), an internal trip capture analysis was conducted for the Trinity Uptown Project to determine what percentage of residents in the project area will choose to commute via a form of transportation other than a single-occupancy -vehicle (walk, bike, or bus). The results of this internal trip capture analysis determined that approximately 18 percent of residents would choose a different mode than a single-occupancy-vehicle. The completion of 3,838 housing units, if each had an average of two commuters in the household, would result in 7,676 commuters of which 1,380 (18 percent) could choose an alternative form of commuting. For every person choosing to not commute by single-occupancy vehicle, 2.88 metric tons of CO₂ will be reduced.

Two factors must be considered in determining the economic impact of the project's reduction in emissions. First, an economic cost per ton of emissions reduced must be established. According to the National Highway Traffic Safety Administration (NHTSA), the "domestic value of reducing CO₂ emissions" was set at \$2 per metric ton in 2007, with a growth rate of 2.4 percent per year. Second, the analysis must account for the pace of residential unit construction over 20 years. The emission reduction savings associated with the change in transportation patterns translates to approximately \$63,500 in Sector B and \$19,500 in Sector C over the 20-year period for the Trinity River Vision Bridges areas of the Trinity Uptown Development.

v. Safety

The current undivided configuration of White Settlement Road and the high volumes at the intersection of White Settlement Road and Henderson Street both contribute to the crashes along these facilities. A three-year summary of incidents along these facilities was compiled. From 2009 to 2011, a total of 15 incidents (seven on White Settlement Road, seven at the intersection of White Settlement Road and Henderson Street, and one at the railroad crossing at White Settlement Road) were documented by the City of Fort Worth Police Department.

Using the information contained within the document *Treatment of the Economic Value of a Statistical Life in Departmental Analyses – 2011 Interim Adjustment*, the value of statistic life



(VSL) is \$6.2 million. Incidents are reduced by an appropriate factor from the Abbreviated Injury Scale (AIS) based on the severity of the crash to capture their value. Based solely on the installation of a median, it has been documented that accident rates can be reduced by 55 percent in urban areas. Additionally, the realignment of Henderson Street and White Settlement Road will eliminate two at-grade railroad crossings. The existing number of crashes over the three-year period was annualized and monetized, then reduced according to the proposed improvements. Installation of the proposed improvements will result in a potential annual safety cost savings of approximately \$329,000 per year for White Settlement and \$309,000 per year for Henderson.

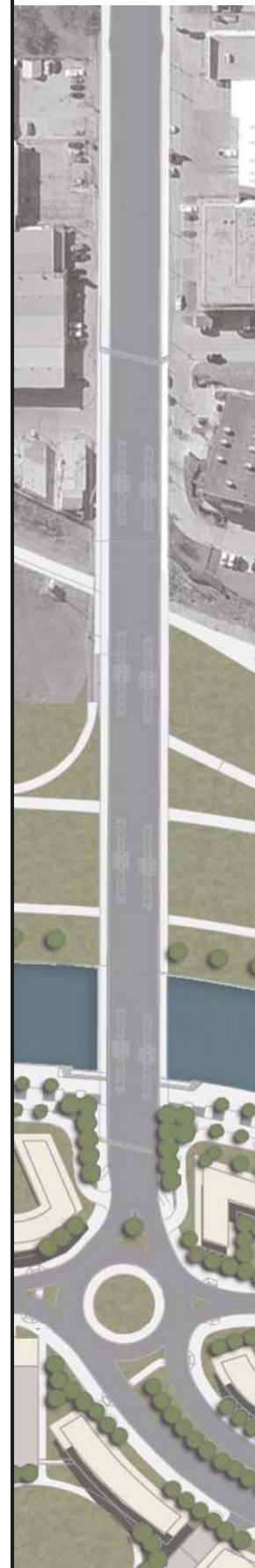
It was assumed that the number of crashes would increase at the same rate as the AADT along Henderson Street, White Settlement Road, and Main Street. The savings associated with safety improvements along the Trinity River Vision Bridges translates to approximately \$30.6 million for White Settlement, \$7.2 million for Henderson, and \$12.2 million for Main over the 20-year project life of the Project.

b. Job Creation and Near-Term Economic Activity

As stated in the Economic Competitiveness section previously, the Trinity River Vision Bridges will have a significant economic impact. All of the projects related to FWCC are managed by a Fair Contracting Committee that was organized by TRVA for the purpose of combining forces to create jobs within the community and protecting the local economic investment. The Fair Contracting Committee works directly with the Fort Worth Black Chamber of Commerce and the Fort Worth Hispanic Chamber of Commerce (along with other entities) to connect with their constituents and membership.

The committee has provided various community outreach programs to educate local contractors about upcoming opportunities. Through newsletters, contractor registration and website access, along with networking events, local businesses can stay informed about upcoming opportunities like the Trinity River Vision Bridges project. The Fair Contracting Committee also set a 25 percent Minority and Women Owned Business Enterprise (MWBE) participation goal for each project. So far, project partners have seen a 50 percent commitment of contracts to minority and small business firms.

The partners have established a vendor database where any vendor can register to perform vendor searches, view reports, and receive notifications of bid opportunities, networking events, and educational workshops. This information is available on the TRVA website <http://www.trinityrivervision.org/Contracting.aspx>. The following link is from the site to the vendor database: <http://vendors.trinityrivervision.org/default.aspx>.



c. Innovation

Innovative Signature Bridge Design

The Trinity River Vision Bridges will be a prominent structure over the bypass channel, visible to pedestrians along the channel and residents living nearby. To promote a more livable community, the City has designed an innovative signature bridge that will become a landmark in the community and promote economic development in the region. Using a unique “V-pier” design, the bridge will have dramatic, soaring V-shaped piers that reach out 60 feet to support a slender, elegant bridge deck. In addition to its signature appearance, the bridge design has the following benefits:

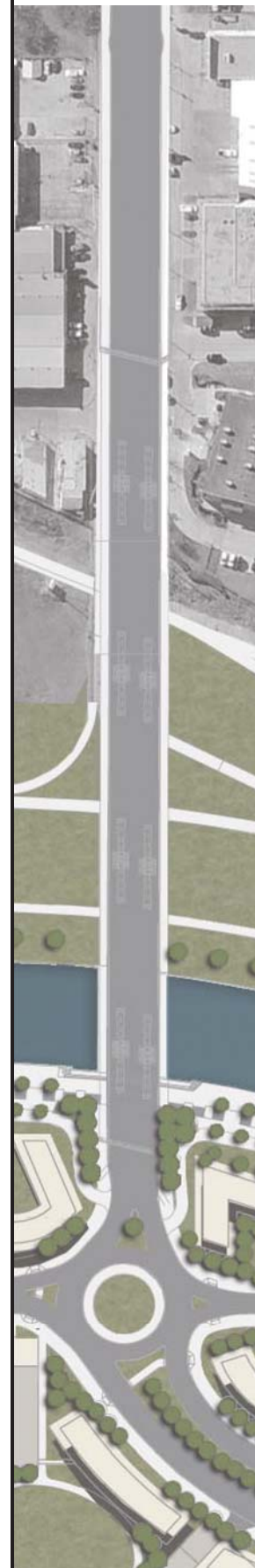
- The V-piers reduce by half the number of bridge supports that touch the ground, thus reducing the bridge’s footprint and minimizing its environmental impact.
- The long, cantilevered edges of the bridge deck create a “winged” profile that maximizes the sunlight under the bridge that improves the pedestrian experience under the bridge.
- The signature bridge design comes at an economical price. The V-pier signature bridge design is 50 percent less expensive than an initial alternate bridge design, saving over \$15 million.

Energy Efficient LED Lighting

The bridge handrails and V-piers are lit with innovative, energy efficient LED lighting that will save approximately \$500,000 over the lifetime of the bridge and reduce CO2 emissions by 33 percent as compared with traditional lighting. Furthermore, this lighting will enhance pedestrian safety and improve the livability of the community with attractive architectural lighting of the bridge. LED lighting has much lower maintenance costs compared with traditional lighting. In fact, LED fixtures only require replacement every 20 years, compared with every two years for traditional lights.

d. Partnership

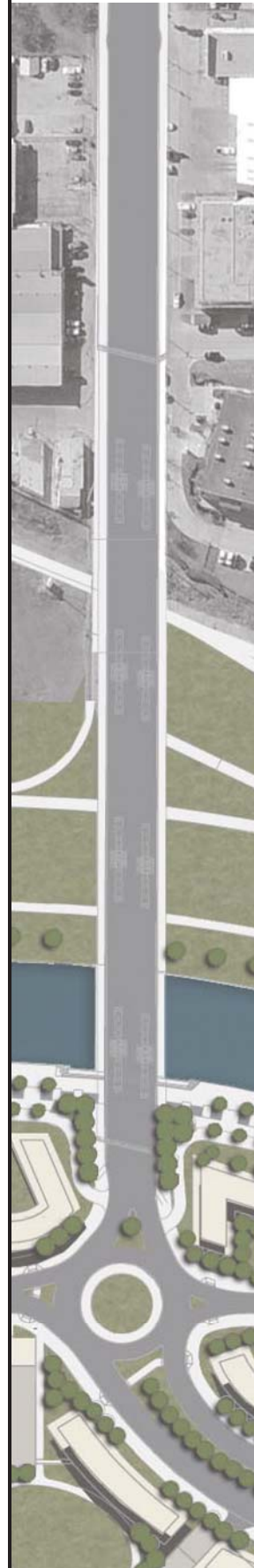
The North Central Texas Council of Governments and the City of Fort Worth have been working with the partners identified in Section III for over six years. TxDOT has the experience in constructing roads and bridges in partnership with the City. Tarrant County will provide part of the local match as this project component is a major thoroughfare in the county. The TRWD will provide part of the local match and the necessary properties needed for construction. As described in Section II, the TRVA is the overarching organization by which the scheduling and cost management will be coordinated.



e. Results of Benefit-Cost Analysis

Summarized in the table on the next page are the project benefits for the Trinity River Vision Bridges. Over a 20-year period, the \$112,768,342 investment would result in over \$133.2 million in net benefits using a 3 percent discount rate and \$60.4 million in net benefits using a 7 percent discount rate. This value results in a benefit-cost ratio of 2.34 and 1.67 based on a 3 percent and 7 percent discount rate, respectively.

Without a TIGER V grant, this level of economic benefit is impossible to duplicate. TIGER V represents the crucial, final piece in the funding package of this project.





Trinity River Vision Bridges													
Year	Project Costs	State of Good Repair		Economic Competitiveness			Livability	Sustainability	Safety	Total Net Benefit (Cost)	NPV (3% of Total Net Benefit (Cost))	NPV (7% of Total Net Benefit (Cost))	
	Capital Costs	Avoided Roadway Maintenance Costs	Avoided Vehicle Repair Costs	Productive Land Value	Increase in Wages	Travel Time Savings	Travel Time Savings RR Crossing	Multi-Modal Connectivity Benefits	Emission Reductions				Reduction in Crashes
2013	(\$38,637,501)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	(\$38,637,501)	(\$37,512,137)	(\$36,109,814)
2014 - Q1	\$0												
2014 - Q2	(\$4,753,204)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,007,422	(\$13,641,794)	(\$12,858,700)	(\$11,915,272)
2014 - Q3	(\$4,909,045)												
2014 - Q4	(\$4,986,967)												
2015 - Q1	(\$4,849,871)												
2015 - Q2	(\$4,849,871)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,084,843	(\$18,791,126)	(\$17,196,542)	(\$15,339,156)
2015 - Q3	(\$5,008,982)												
2015 - Q4	(\$5,167,245)												
2016 - Q1	(\$5,244,080)												
2016 - Q2	(\$5,243,728)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,162,265	(\$19,252,850)	(\$17,105,908)	(\$14,687,907)
2016 - Q3	(\$4,980,569)												
2016 - Q4	(\$4,946,738)												
2017 - Q1	(\$4,189,902)												
2017 - Q2	(\$3,701,616)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,239,687	(\$12,945,511)	(\$11,166,912)	(\$9,229,971)
2017 - Q3	(\$3,524,966)												
2017 - Q4	(\$2,768,714)												
2018 - Q1	(\$2,524,439)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$658,554	(\$4,346,789)	(\$3,640,367)	(\$2,896,449)
2018 - Q2	(\$2,480,904)												
2018	\$0	\$22,500	\$119,181	\$96,988,942	\$877,763	\$105,840	\$57,943	\$838,960	\$478	\$658,554	\$99,670,161	\$83,472,190	\$66,414,436
2019	\$0	\$45,000	\$250,021	\$0	\$1,800,456	\$211,681	\$60,253	\$1,714,820	\$984	\$1,394,530	\$5,477,744	\$4,453,907	\$3,411,264
2020	\$0	\$1,500,000	\$261,680	\$0	\$2,769,832	\$314,661	\$62,370	\$1,752,577	\$1,509	\$1,471,951	\$8,134,579	\$6,421,512	\$4,734,399
2021	\$0	\$45,000	\$273,339	\$0	\$3,787,704	\$420,501	\$64,873	\$1,791,094	\$2,058	\$1,549,373	\$7,933,941	\$6,080,705	\$4,315,538
2022	\$0	\$45,000	\$284,999	\$0	\$4,855,950	\$526,341	\$67,183	\$1,830,562	\$2,639	\$1,626,795	\$9,239,468	\$6,875,032	\$4,696,877
2023	\$0	\$45,000	\$296,658	\$0	\$5,976,515	\$629,321	\$69,300	\$1,870,791	\$3,240	\$1,704,216	\$10,595,041	\$7,654,083	\$5,033,628
2024	\$0	\$45,000	\$308,317	\$0	\$7,151,409	\$735,161	\$71,803	\$1,911,971	\$3,869	\$1,781,638	\$12,009,167	\$8,422,988	\$5,332,214
2025	\$0	\$45,000	\$319,976	\$0	\$8,382,716	\$841,002	\$73,920	\$1,954,007	\$4,532	\$1,859,060	\$13,480,212	\$9,179,369	\$5,593,809
2026	\$0	\$45,000	\$331,635	\$0	\$9,672,588	\$943,982	\$76,230	\$1,996,994	\$5,218	\$1,936,481	\$15,008,128	\$9,922,141	\$5,820,411
2027	\$0	\$45,000	\$343,295	\$0	\$11,023,257	\$1,049,822	\$78,540	\$2,040,932	\$5,942	\$2,013,903	\$16,600,690	\$10,655,351	\$6,016,854
2028	\$0	\$45,000	\$354,954	\$0	\$12,437,029	\$1,155,662	\$80,850	\$2,085,821	\$6,690	\$2,091,325	\$18,257,331	\$11,377,365	\$6,184,390
2029	\$0	\$45,000	\$366,613	\$0	\$13,916,294	\$1,258,642	\$82,968	\$2,131,756	\$7,471	\$2,168,746	\$19,977,490	\$12,086,710	\$6,324,362
2030	\$0	\$1,500,000	\$378,272	\$0	\$15,463,521	\$1,364,482	\$85,278	\$2,178,642	\$8,293	\$2,246,168	\$23,224,656	\$13,642,038	\$6,871,338
2031	\$0	\$45,000	\$389,931	\$0	\$17,081,265	\$1,470,323	\$87,588	\$2,226,575	\$9,142	\$2,323,590	\$23,633,413	\$13,477,805	\$6,534,836
2032	\$0	\$45,000	\$401,591	\$0	\$18,772,172	\$1,573,303	\$89,898	\$2,275,553	\$10,027	\$2,401,011	\$25,568,554	\$14,156,689	\$6,607,400
2033	\$0	\$45,000	\$413,250	\$0	\$20,538,977	\$1,679,143	\$92,208	\$2,325,673	\$10,958	\$2,478,433	\$27,583,641	\$14,827,566	\$6,661,810
Totals	(\$112,768,342)	\$3,607,500	\$5,093,711	\$96,988,942	\$154,507,448	\$14,279,866	\$1,201,200	\$30,926,727	\$83,048	\$34,858,544	\$228,778,645	\$133,224,885	\$60,374,997



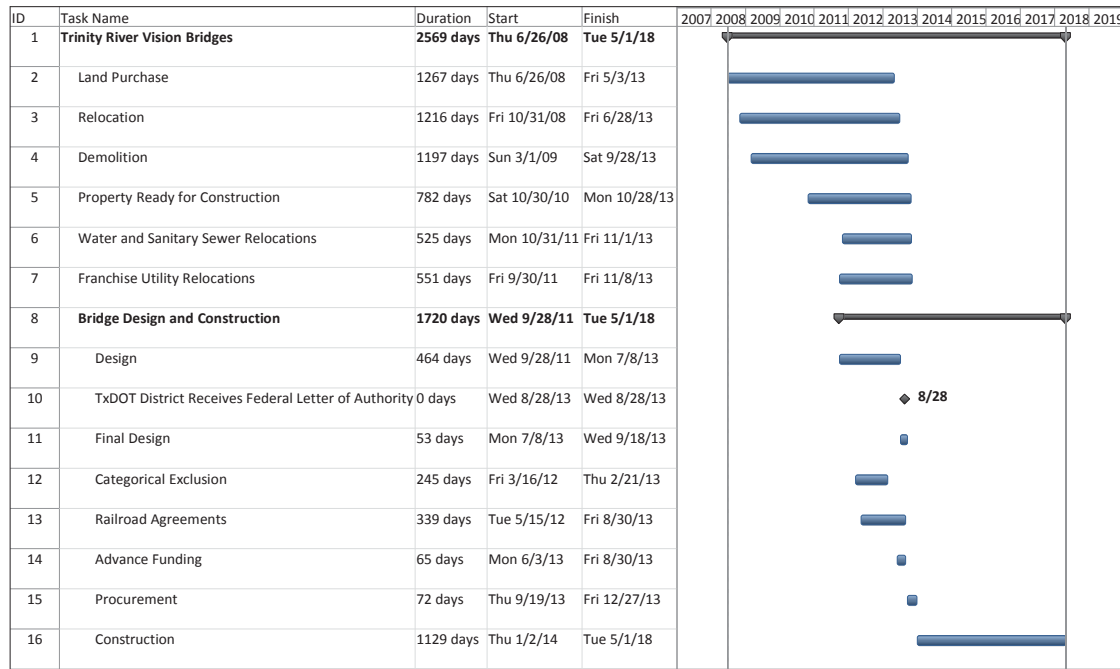
V. Project Readiness and NEPA

This project is ready to begin immediately after receiving notification of the grant award. In fact, the City of Fort Worth will be submitting the 95 percent design for TxDOT's review on June 3, 2013. The City has received concurrence for the Categorical Exclusion for the Trinity River Vision Bridges Project and the letters for each bridge are included in the **Appendix C**.

Project Schedule

In September 2011, the City began the design on the bridge projects and anticipates completing the final design in September 2013. The bridge procurement phase can begin as early as September 2013, after which the project will be ready to start construction. Concurrent with the bridge design, the City and the franchise utility companies will complete utility relocation construction by November 2013 prior to the Trinity River Vision Bridges letting. Tarrant Regional Water District (TRWD) has completed the right-of-way acquisition and is in the process of relocating the businesses and demolishing the buildings. They are scheduled to be complete with this work by October 2013.

Trinity River Vision Bridges Schedule



As noted in Table 15, for the duration of the construction, this project is expected to create a total of 1,576 jobs.

Table 15: Economic Impact of Construction

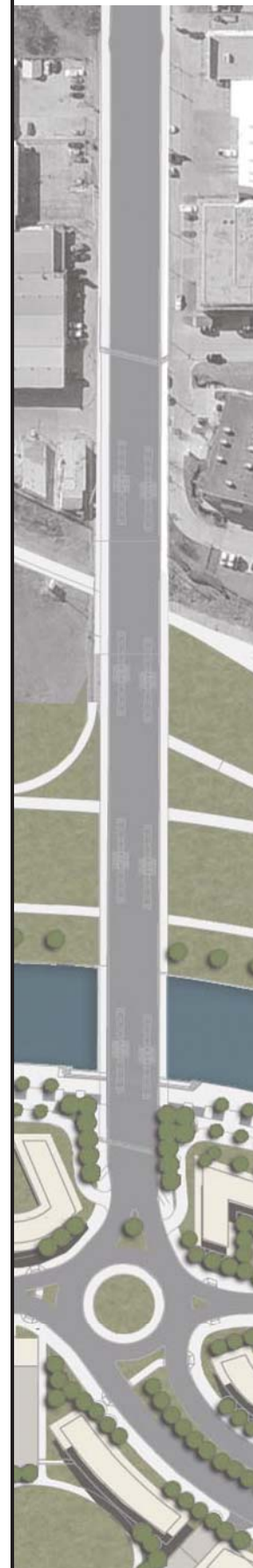
Year	Qrt	Construction	Total Output	Total Value-added	Total Earnings	Total Jobs
2014	2	\$4,753,204.00	\$11,885,387	\$6,470,061	\$3,839,638	101
2014	3	\$4,909,045.00	\$12,275,067	\$6,682,192	\$3,965,527	104
2014	4	\$4,986,967.00	\$12,469,911	\$6,788,259	\$4,028,472	106
2015	1	\$4,849,871.00	\$12,127,102	\$6,601,644	\$3,917,726	103
2015	2	\$4,849,871.00	\$12,127,102	\$6,601,644	\$3,917,726	103
2015	3	\$5,008,982.00	\$12,524,959	\$6,818,226	\$4,046,256	106
2015	4	\$5,167,245.00	\$12,920,696	\$7,033,654	\$4,174,101	110
2016	1	\$5,244,080.00	\$13,112,822	\$7,138,242	\$4,236,168	111
2016	2	\$5,243,728.00	\$13,111,942	\$7,137,763	\$4,235,883	111
2016	3	\$4,980,569.00	\$12,453,913	\$6,779,551	\$4,023,304	106
2016	4	\$4,946,738.00	\$12,369,318	\$6,733,500	\$3,995,975	105
2017	1	\$4,189,902.00	\$10,476,850	\$5,703,295	\$3,384,603	89
2017	2	\$3,701,616.00	\$9,255,891	\$5,038,640	\$2,990,165	79
2017	3	\$3,524,966.00	\$8,814,177	\$4,798,184	\$2,847,468	75
2017	4	\$2,768,714.00	\$6,923,169	\$3,768,773	\$2,236,567	59
2018	1	\$2,524,439.00	\$6,312,360	\$3,436,266	\$2,039,242	54
2018	2	\$2,480,904.00	\$6,203,500	\$3,377,007	\$2,004,074	53
Total		\$74,130,841	\$185,364,168	\$100,906,901	\$59,882,893	\$1,576

Environmental Approvals

As stated previously, the City has received concurrence for the Categorical Exclusion for the Trinity River Vision Bridges Project and the letters for each bridge are included in the **Appendix C**.

This project is also a part of a larger project implemented by the USACE more commonly named the Fort Worth Trinity River Central City Project. Components of this project are already under construction. This project has a completed environmental review under the National Environmental Policy Act. The Fort Worth District of the USACE released the draft Environmental Impact Statement (EIS) on June 24, 2005. The Environmental Protection Agency (EPA) expressed concerns regarding the proposed project, with a focus on potential air quality impacts. The EPA requested additional information regarding emissions from construction activities and how the proposed project relates to the State Implementation Plan. The USACE provided the additional information which alleviated the EPA's concerns.

Following thorough review of comments received from the public, special interest groups, and other federal, state and local agencies, the final EIS identifies plans to increase flood damage reduction potential and/or prevent future damages through establishing hydraulic and



hydrologic mitigation through new and creative methodologies that will reduce environmental impacts and provide for improved aesthetic properties. This EIS also addressed the three bridges required as part of the larger flood control project.

The final EIS also provides opportunities for ecosystem improvement, including increased connectivity of existing high resource value environmental and recreational opportunities between isolated natural resources based along the Trinity River in Fort Worth.

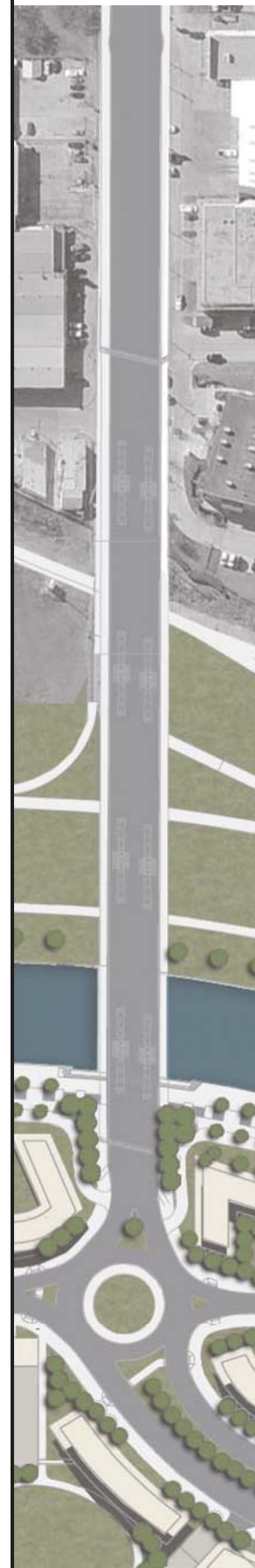
The final EIS was submitted on January 1, 2006 and can be found at <http://www.swf.usace.army.mil/pubdata/notices/CentralCity/index.asp>. In an official comment letter, the EPA expressed that it did not object to the proposed action. The final EIS was approved by the Department of the Army, Office of the Assistant Secretary, saying that the EIS is in compliance with all environmental requirements, including National Environmental Policy Act, the Endangered Species Act, the National Historic Preservation Act, the Clean Air Act, and the Clean Water Act. This Record of Decision has been included in **Appendix C**. The Programmatic Agreement between the U.S. Army Corps of Engineers, the City of Fort Worth, and the Texas Historical Commission is also included in **Appendix C**.

A subsequent Final Supplemental No. 1 to the Final EIS was issued on March 21, 2008, which included an additional study area in the Riverside Oxbow area which is immediately downstream of the Central City project. The Final Supplemental document can be found at <http://www.swf.usace.army.mil/Pubdata/notices/CentralCity/fseis.asp>. This Final Supplemental has been approved by the Department of the Army, Office of the Assistant Secretary saying that the Modified Central City Project is technically sound and is in compliance with all environmental requirements, including the National Environmental Policy Act, the Endangered Species Act, the National Historic Preservation Act, the Clean Air Act, and the Clean Water Act. This Record of Decision has been included in **Appendix C** and supersedes the aforementioned Record of Decision.

Legislative Approvals

The Trinity River Vision Bridges project requires approvals from the City of Fort Worth, TxDOT, and the Fort Worth and Western Railroad. The project has already received approvals by the Fort Worth City Council for the planned development and pursuit of alternate funding. The City Council adopted the Trinity Uptown Core and Peripheral Zones in accordance with the Comprehensive Plan on June 8, 2010 and has directed the City staff to pursue funding alternatives for the Trinity River Vision Project in addition to the funds the City already has available (<http://www.developmentexcellence.com/tools/docs/TRWD/TrinityUptownDevelopmentStandardsGuidelines.pdf>).

The City has also prepared the Local Project Advance Funding Agreement (LPAFA) between the City and TxDOT, which is anticipated to receive approval at the July 9, 2013 City Council



meeting. With the City Council's approval of the LPAFA, the City and TxDOT can execute the LPAFA completed by the end of August 2013. The City and TxDOT are currently finalizing their agreements with the Fort Worth and Western Railroad. The City's agreement will be on the July 9, 2013 City Council meeting for approval and the TxDOT agreement is expected to be completed by the end of August 2013.

State and Local Planning

The Trinity River Vision Bridges have been included in the NCTCOG Mobility 2035 Plan: The Metropolitan Transportation Plan for North Central Texas and the Mobility 2035 – 2013 Amendment. In addition, the bridge projects can be found in the 2013 – 2016 Transportation Improvement Program (TIP)/Statewide Transportation Improvement Program) for North Central Texas. The individual TIP listings for each project can be found in Chapter 7 (Project Listings) of the 2013-2016 TIP/STIP, which is available online at: http://www.nctcog.org/trans/tip/13_16TIP/2013-2016TIP.asp. The Henderson Bridge is identified in the TIP/STIP under TIP Code 52553 and CSJ 0171-05-081. The Main Street Bridge is identified in the TIP/STIP under TIP Code 52499/CSJ 0014-01-022. And, the White Settlement Bridge is identified under TIP Code 53125/CSJ 0902-48-697.

Technical Feasibility

The Fort Worth Central City is a complex project. To manage this project, the project partners have developed a management plan, which includes teams for the executive management, program management, project management, project design, property acquisition, planning, financing, program controls, public information fair contracting, and support services. These teams have developed specific design criteria and controls to mitigate the risk on programs scope, schedule and budget. To create the budget, each partner developed cost estimates with contingency based on the status of the design for each project. The program management team incorporated these costs with an escalation factor into the program schedule to create the budget.

The Trinity River Vision Bridges include the Henderson Street, White Settlement Road, and Main Street bridges. These projects total 6,100 linear feet of multi-modal, four lane roadways. The three bridges included a total of 2,150 linear feet over the proposed USACE Fort Worth Central City Bypass Channel. Two of the bridges also cross existing railroad tracks. Since these bridges will be constructed at the same time, there will be a four lane detour for the Henderson Street Bridge and a two lane detour for the Main Street Bridge to accommodate traffic capacity into downtown Fort Worth. The White Settlement Street Bridge will use the local street network and will not require a separate detour. Maps of the projects are provided in **Appendix E**.



As indicated above, the design has been reviewed by TxDOT on multiple occasions, and the environmental clearance has been received. Other preconstruction activities are being completed in the Summer and Fall of 2013, so the project will be ready for construction in Winter 2013. The project has undergone significant technical reviews by multiple agencies, and they have found the project to be technically feasible.

Financial Feasibility

As stated previously in Section III: Grants Funds and Sources/Uses of Project Funds, local partners have secured and committed \$54,035,629 (48 percent) for the Trinity River Vision Bridges. NCTCOG is requesting \$16,443,140 (15 percent) from the DOT to complete the project. Any cost overruns can be handled by the project partners or from the TIF funds. The US DOT would receive any cost savings on the project if the bids come in under the estimate. The following is the detailed project budget:

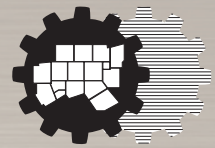
Item Description	Total	
	Item Cost	Percent of Project
Design	\$10,477,501	9.3%
Right-of-Way Acquisition	\$28,160,000	25.0%
Approaches*	\$12,152,600	10.8%
Access Streets*	\$1,991,900	1.8%
Channel Excavation/Roadway Removal	\$1,435,000	1.3%
Detours	\$2,588,773	2.3%
Drainage	\$1,034,300	0.9%
Erosion Control	\$529,500	0.5%
Traffic Control	\$371,000	0.3%
Bridge (V Pier)*	\$39,654,000	35.2%
Illumination	\$3,777,400	3.3%
Landscaping/Hardscaping*	\$2,512,100	2.2%
Mobilization (5%)	\$3,213,276	2.8%
Contingency/Inflation (5%)	\$4,870,992	4.3%
Total	\$112,768,342	100%

**The items noted above include a multi-modal construction component which is 3 percent of the total project cost*

VI. Federal Wage Rate Certification

TxDOT will comply with the requirements of subchapter IV of Chapter 31 of Title 40, United States Code of Federal Regulations (Federal Wage Rate Requirements) for all work associated with this project. In addition, NCTCOG's federal wage rate certification is attached as **Appendix D**.





North Central Texas
Council Of Governments

TIGER V

Trinity River Vision Bridges

APPENDIX A BENEFIT-COST ANALYSIS



616 Six Flags Drive
Arlington, TX 76005

Co-applicant:



Appendix A

Benefit-Cost Analysis

Project Summary

The North Central Texas Council of Governments and the local partners will match \$16,443,140 in TIGER V funds with \$54,035,629 in local funding and \$42,289,573 in federal/state/regional funding for the construction of the Trinity River Vision Bridges in support of the long-term sustainable USACE Fort Worth Central City (FWCC) flood control project. Over a 20-year period, the \$112,768,342 investment would result in over \$133.2 million (\$232.7 million to \$99.5 million) in net present benefits using a 3 percent discount rate and \$60.4 million (\$150.5 million to \$90.2 million) in net present benefits using a 7 percent discount rate. This would result in a benefit-cost ratio of 2.34 and 1.67 based on a 3 percent and 7 percent discount rate, respectively.

This project will provide access to an economic redevelopment project to create a more livable and dynamic uptown area just north of downtown Fort Worth, Texas. This \$112,768,342 investment will allow for the transformation of a part of the City as it develops from an underutilized industrial area to a unique community for job creation, economic development, and an active, healthy community versus the typical auto-oriented suburban community in the Dallas / Fort Worth Metroplex.

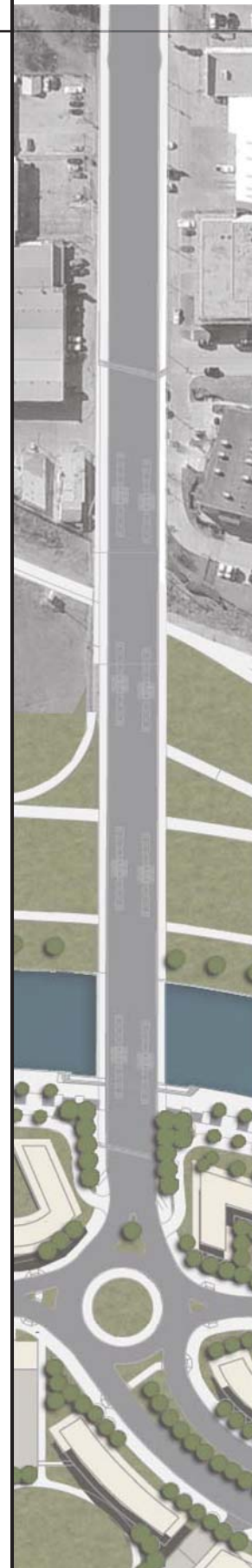
In particular, the Trinity River Vision Bridges benefits are directly tied to Sectors B and C (Economic Competitiveness: Figure 3 on Page 14) of the Trinity Uptown Project. Sectors B and C includes reclaiming 225 acres of land that was in the former flood plain. This reclamation would not be possible without the Trinity River Vision Bridges project. Including the new developable land, these sectors include 1,195 residential units and 1,408 jobs.

Current Infrastructure Baseline

White Settlement Road, Henderson Street and Main Street are all auto-oriented, four-lane arterial facilities with a two-way left-turn lane. Currently, White Settlement Road and Henderson Street have a signal at their intersection and both have an at-grade crossing with the Fort Worth and Western Railroad.

Project Description

The Trinity River Vision Bridges will realign White Settlement Road, Henderson Street and Main Street to reclaim 225 acres of former flood plain area. The realigned roadways will



be constructed as “complete streets” to encourage walkable, pedestrian-friendly facilities. The redesign will create a grade-separated railroad crossing for White Settlement Road and Henderson Street and construct a roundabout at a previously signalized intersection.

Project Justification and Long-Term Outcomes

This project will provide access to an area that will be cut-off by the USACE FWCC flood control project. The access will allow for new central city development. Additionally, this project will create a more livable and dynamic uptown area just north of downtown in Fort Worth and the immediately impact areas of the Trinity River Vision Bridges will create 1,195 residential units and 1,408 jobs.

There is significant market demand for commercial and residential space in Trinity Uptown if additional land was available for development. In 2009, the Trinity River Vision Authority retained Gideon Toal to update its original market demand study for Trinity Uptown. Gideon Toal found that the potential for a prosperous and dynamic Trinity Uptown was strong, with significant interest from local and national real estate developers. A long-term build-out schedule was established that includes planning and infrastructure activities within Trinity Uptown. Specifically, the area is divided into five sectors, each with a different land use pattern. Gideon Toal estimated that it will take roughly 30 to 40 years for full build-out depending on the pace of economic recovery. Total improvements will result in a tax base increase of \$1.5 billion.

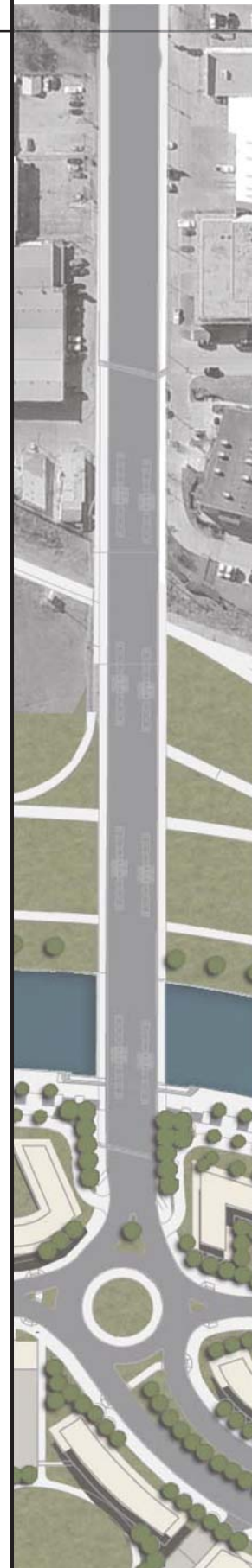
Projected Users

The users of this facility include more than those who reside in the 1,195 residential units and work at the 1,408 jobs. The Trinity River Vision Bridges project area will be a destination. These sectors will create enhanced recreational facilities for citizens of Fort Worth and will become a national tourist destination. The citizens and visitors can enjoy staying in a hotel in the Trinity River Vision Bridges Sectors B and C and enjoy future recreational and entertainment facilities.

Economic Impacts

Apart from increasing the local tax base and attracting thousands of new jobs to the area, improving the transportation infrastructure of Trinity Uptown will increase the productivity of existing residents and underutilized land. Lower income Trinity Uptown residents who are currently working will have access to higher paying jobs in the immediate area. Unemployed and underemployed residents seeking work will have increased employment opportunities as new employers move to the area. Enhanced access to reclaimed land will increase property values above and beyond the cost of future real estate investment.

Upon completion of the overall project, 225 acres of land within Sectors B and C will be converted to a more productive use, including potential for 370,000 square feet of office, 120,000 square feet of retail, 214,000 square feet of hotel, and 1,314,000 square feet of multifamily housing.



Identification of Project Costs

The total capital project cost for the Trinity River Vision Bridges project is projected to be \$112,768,342. It should be noted that this estimate includes total project delivery costs (design, survey, construction, material testing, and other project management costs). The following Table A-1 provides the total cost of the project.

Table A-1: Project Costs

Project Costs	
Year	Total Costs
2013	\$ 38,637,501
2014 - Q1	\$ -
2014 - Q2	\$ 4,753,204
2014 - Q3	\$ 4,909,045
2014 - Q4	\$ 4,986,967
2015 - Q1	\$ 4,849,871
2015 - Q2	\$ 4,849,871
2015 - Q3	\$ 5,008,982
2015 - Q4	\$ 5,167,245
2016 - Q1	\$ 5,244,080
2016 - Q2	\$ 5,243,728
2016 - Q3	\$ 4,980,569
2016 - Q4	\$ 4,946,738
2017 - Q1	\$ 4,189,902
2017 - Q2	\$ 3,701,616
2017 - Q3	\$ 3,524,966
2017 - Q4	\$ 2,768,714
2018 - Q1	\$ 2,524,439
2018 - Q2	\$ 2,480,904
2018	\$ -
2019	\$ -
2020	\$ -
2021	\$ -
2022	\$ -
2023	\$ -
2024	\$ -
2025	\$ -
2026	\$ -
2027	\$ -
2028	\$ -
2029	\$ -
2030	\$ -
2031	\$ -
2032	\$ -
2033	\$ -
Total	\$ 112,768,342

attempting to maintain the roadway in its existing condition. With the TIGER V funds, White Settlement Road, Henderson Street, and Main Street will be constructed as concrete facilities, and will have minimal maintenance needs over the initial 20-year life span. The state of good

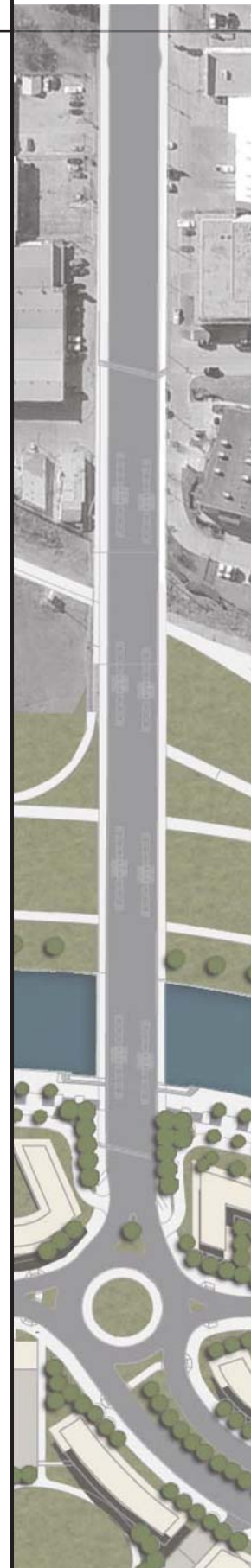
Identification of Project Benefits

The following project benefits are quantified in the following sections:

- **State of Good Repair** (savings from the elimination of on-going roadway maintenance costs and removal, savings from vehicle repair costs avoided due to substandard roadway conditions)
- **Economic Competitiveness** (increase in property values, modal diversion to transit trips, and travel time savings)
- **Livability** (value associated with improved bicycle, pedestrian, and transit access)
- **Sustainability** (emission reduction)
- **Safety** (reduction in the likelihood of severe and fatal crashes)

Benefits – State of Good Repair

The existing condition along White Settlement Road, Henderson Street, and Main Street are such that continual maintenance activities are required to maintain the poor condition of the roadway facility. It is estimated that maintenance costs of White Settlement Road as an asphalt facility are approximately \$15,000 annually, and that the facility will have a complete overlay every 10 years at a cost of approximately \$500,000. White Settlement Road is currently in need of an overlay. For purposes of this analysis, it is assumed that funds will continue to be sunk costs associated with



repair savings translates into approximately \$3.6 million for the avoided roadway maintenance costs, and approximately \$5.1 million for the avoided vehicle repair costs over the 20-year project life for the Trinity River Bridges areas of the Trinity Uptown development.

Table A-2: State of Good Repair, Roadway Maintenance Costs

Year	Annual Maintenance Expenditures to be Avoided
2013	\$ -
2014	\$ -
2015	\$ -
2016	\$ -
2017	\$ -
2018	\$ 22,500
2019	\$ 45,000
2020	\$ 1,500,000
2021	\$ 45,000
2022	\$ 45,000
2023	\$ 45,000
2024	\$ 45,000
2025	\$ 45,000
2026	\$ 45,000
2027	\$ 45,000
2028	\$ 45,000
2029	\$ 45,000
2030	\$ 1,500,000
2031	\$ 45,000
2032	\$ 45,000
2033	\$ 45,000
TOTAL	\$ 3,607,500

Additional costs are borne by road users due to damage that occurs to their vehicles. Based on the information contained in Table A-4 of the report titled *Road Work Ahead (a 2010 publication of the U.S. PIRG Education Fund)*, it states that the “Average Additional Operating Costs Due to Rough Roads” in Texas is \$336 per motorist per year. For purposes of this analysis, it is assumed that 1 percent of this annual cost for motorists is attributable to the poor conditions along Henderson Street, White Settlement Road, and Main Street (which equates to \$3.36 per vehicle per year). Based on the *Trinity Uptown Traffic Impact Study* completed by Kimley-Horn and Associates, Inc. in March of 2006, in this 20-year scenario the following are the projected AADT for each street:

- White Settlement Road is projected to have an AADT of 41,000 vehicles;
- Henderson Street is projected to have an AADT of 35,000 vehicles; and
- Main Street is projected to have an AADT of 47,000 vehicle.

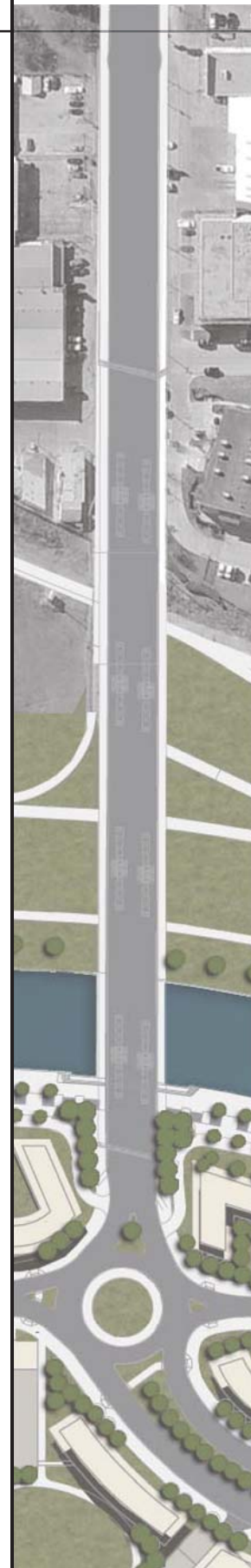


Table A-3.1: Stage of Good Repair, Vehicle Repair Costs – White Settlement Road

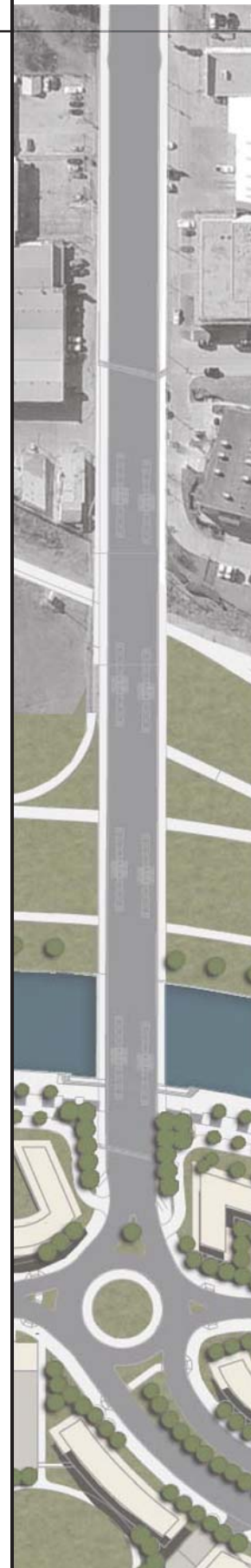
Year	AADT	Avoided Vehicle Repair Costs
2013	11,494	\$ -
2014	12,969	\$ -
2015	14,444	\$ -
2016	15,919	\$ -
2017	17,394	\$ -
2018	18,869	\$ 31,700
2019	20,344	\$ 68,356
2020	21,819	\$ 73,312
2021	23,294	\$ 78,268
2022	24,769	\$ 83,224
2023	26,244	\$ 88,180
2024	27,719	\$ 93,136
2025	29,194	\$ 98,092
2026	30,669	\$ 103,048
2027	32,144	\$ 108,004
2028	33,619	\$ 112,960
2029	35,094	\$ 117,916
2030	36,569	\$ 122,872
2031	38,044	\$ 127,828
2032	39,519	\$ 132,784
2033	40,994	\$ 137,740
TOTALS	\$	1,577,418

Table A-3.2: Stage of Good Repair, Vehicle Repair Costs – Henderson Street

Year	AADT	Avoided Vehicle Repair Costs
2013	26,926	\$ -
2014	27,330	\$ -
2015	27,734	\$ -
2016	28,138	\$ -
2017	28,542	\$ -
2018	28,946	\$ 48,629
2019	29,350	\$ 98,616
2020	29,754	\$ 99,973
2021	30,158	\$ 101,331
2022	30,562	\$ 102,688
2023	30,966	\$ 104,046
2024	31,370	\$ 105,403
2025	31,774	\$ 106,761
2026	32,178	\$ 108,118
2027	32,582	\$ 109,476
2028	32,986	\$ 110,833
2029	33,390	\$ 112,190
2030	33,794	\$ 113,548
2031	34,198	\$ 114,905
2032	34,602	\$ 116,263
2033	35,006	\$ 117,620
TOTALS	\$	1,670,400

Table A-3.3: Stage of Good Repair, Vehicle Repair Costs – Main Street

Year	AADT	Avoided Vehicle Repair Costs
2013	15,171	\$ -
2014	16,762	\$ -
2015	18,353	\$ -
2016	19,944	\$ -
2017	21,535	\$ -
2018	23,126	\$ 38,852
2019	24,717	\$ 83,049
2020	26,308	\$ 88,395
2021	27,899	\$ 93,741
2022	29,490	\$ 99,086
2023	31,081	\$ 104,432
2024	32,672	\$ 109,778
2025	34,263	\$ 115,124
2026	35,854	\$ 120,469
2027	37,445	\$ 125,815
2028	39,036	\$ 131,161
2029	40,627	\$ 136,507
2030	42,218	\$ 141,852
2031	43,809	\$ 147,198
2032	45,400	\$ 152,544
2033	46,991	\$ 157,890
TOTALS	\$	1,845,893



For analysis purposes, the existing traffic volumes were grown in a linear fashion to the ultimate scenario.

Benefits – Economic Competitiveness

For the transportation investment, the region will experience an increase in both land and labor productivity.

- For each acre of former flood plain property that is positively impacted by the transportation investment, the productive land value should increase \$423,982 per acre. This increase will likely occur by the time the project is completed as the price of the land adjusts to comparable properties in the downtown area.
- For each new higher paying job filled by an existing Trinity Uptown resident, labor productivity should increase by \$21,239 per year plus wage inflation in subsequent years. Not all jobs will be filled by Trinity Uptown residents, but current unemployment and underemployment in the area will cause some shift in employment decisions.

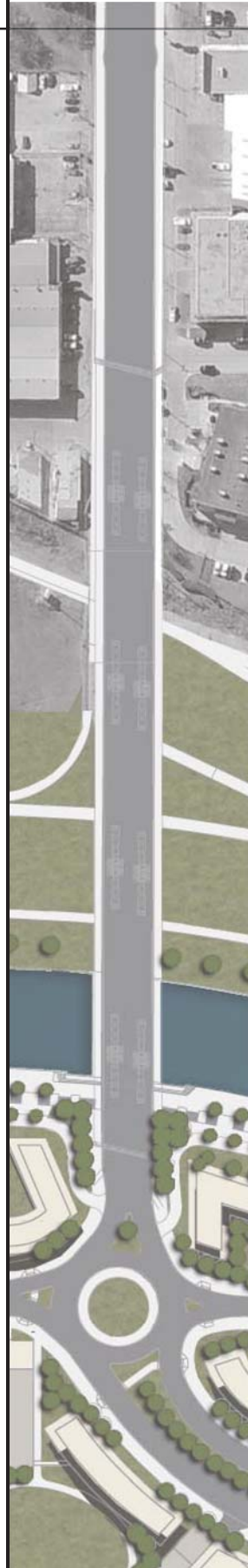
There is a tremendous amount of infrastructure investment that will occur in Trinity Uptown over the next 10 to 15 years. While this is an interconnected master plan, specific infrastructure projects will have a disproportionate impact on adjacent properties. Therefore, the overall expected increase in land and labor productivity for Trinity Uptown should not be attributed to an individual project. Each major project has its own unique impact on adjacent properties and should be evaluated separately and as part of the entire system. The following methodology was used to estimate the benefits of these projects:

Step 1: The amount of land impacted by the transportation investment is limited to the sector where the project is located.

Step 2: The transportation investment is designed in part to provide access to reclaimed flood plain properties and other parcels that are underutilized (ex. vacant). Only the amount of land within close proximity of the transportation investment is used in the benefits calculation.

Step 3: For the transportation investment project, developable land comes online based on the construction timeline. The productive value is only added when the land is available to the private sector to utilize.

Step 4: An annual 2 percent inflation factor was applied to the land values until the property becomes developable.



Step 5: The Trinity Uptown master plan details the amount of new development by sector. A subset of total new employment is attributable to the transportation investment. In addition, the existing Trinity Uptown unemployed labor force was used as the upper bound for jobs that can be filled by local residents. To be conservative, the maximum number of higher paying new jobs filled by local residents over the next 20 years is equal to current Trinity Uptown unemployment statistic or 627 potential workers.

Step 6: Total employment growth in each sector is based on the Trinity Uptown master plan and the NCTCOG TSZ forecast.

Step 7: An annual 2 percent wage inflation factor was applied to net increase in earnings.

Land Productivity

Upon completion of the overall project, approximately 151 acres of land in Sector B and 74 acres of land in Sector C will be converted to a more productive use. For the BCA, the Main Street Bridge (Sector B) investment impacts about 90 percent of the 151 acres or 136.4 acres. The White Settlement Road and Henderson Street Bridges transportation investment impacts about 90 percent of the 74 acres or 67 acres. The impacted land comes online by 2018. The net impact or “delta” on land productivity follows:

Note: Delta in land productivity between Uptown and Downtown values is inflated 2 percent per year.

Year 2018

Sector B

= 136.4 acres x \$477,472 per acre (delta in land productivity between Uptown and Downtown)
= \$65,103,344 in increase land productivity

Sector C

= 66.8 acres x \$477,472 per acre (delta in land productivity between Uptown and Downtown)
= \$31,885,598 in increase land productivity

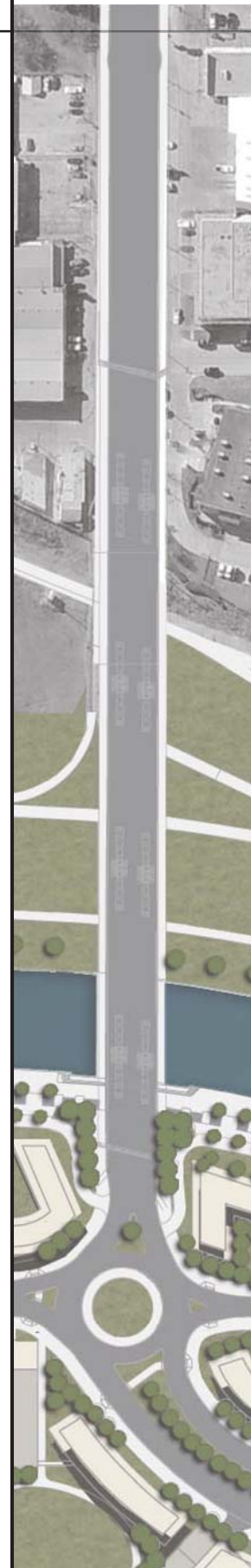
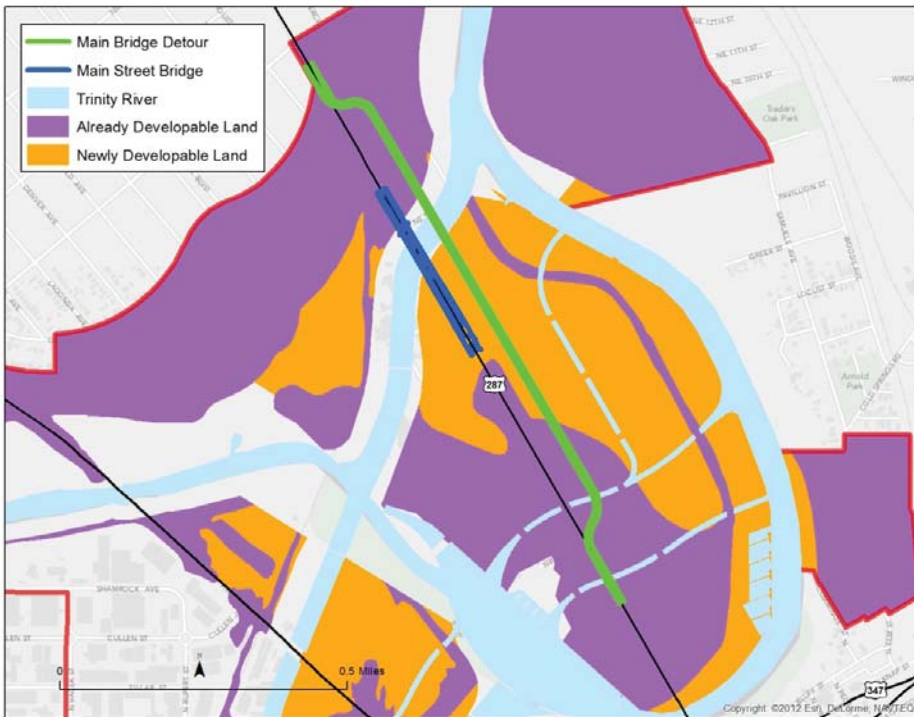


Figure A-1: Sector B – Main Street Bridge Impact Area



Source: Kimley-Horn and Associates, Inc., TXP, Inc.

Figure A-2: Sector B – Development Status in Main Street Bridge Impact Area



Source: Kimley-Horn and Associates, Inc., TXP, Inc.

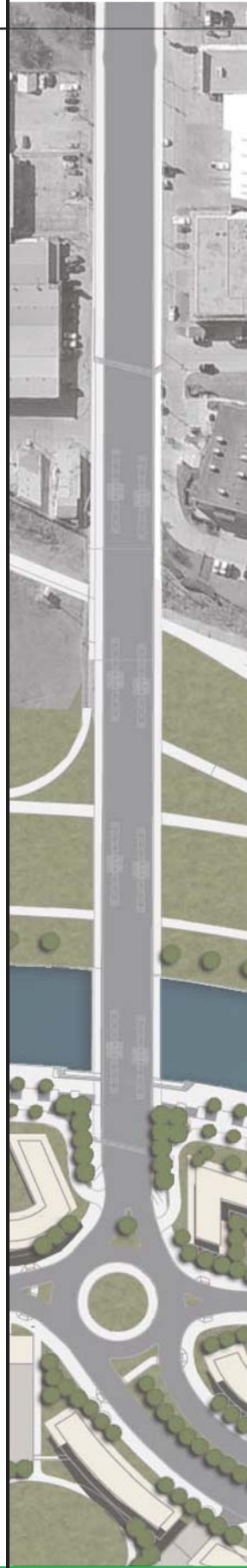
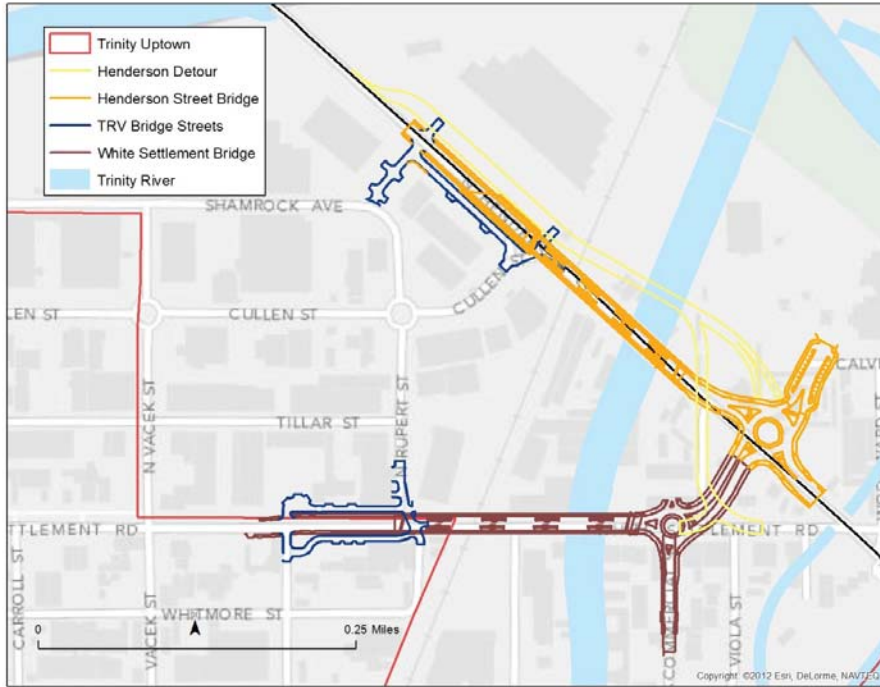
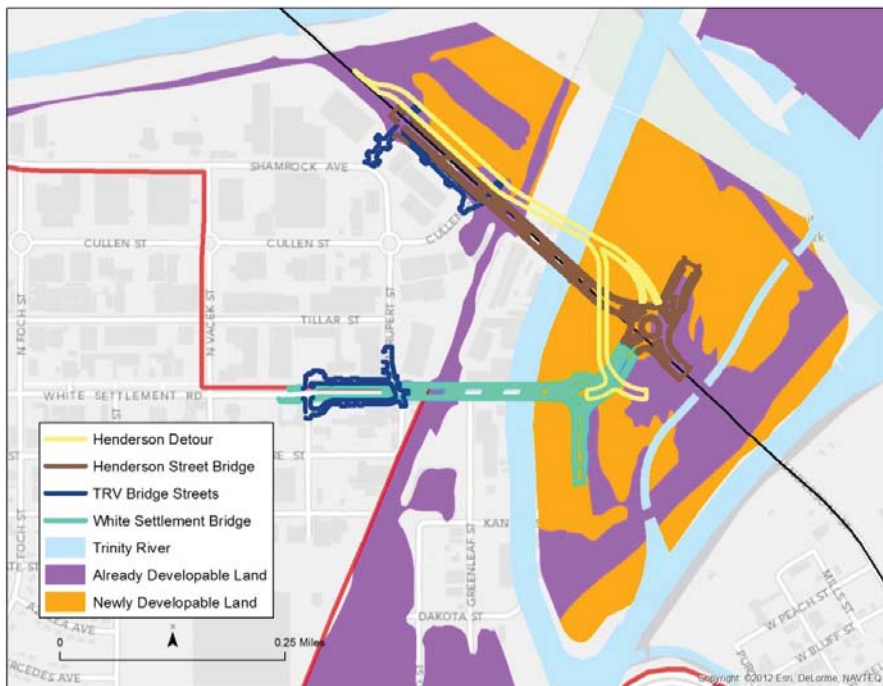


Figure A-3: Sector C – White Settlement Street Bridge and Henderson Street Bridge Impact Area



Source: Kimley-Horn and Associates, Inc., TXP, Inc.

Figure A-4: Sector C – Development Status in White Settlement Street Bridge and Henderson Street Bridge Impact Area



Source: Kimley-Horn and Associates, Inc., TXP, Inc.

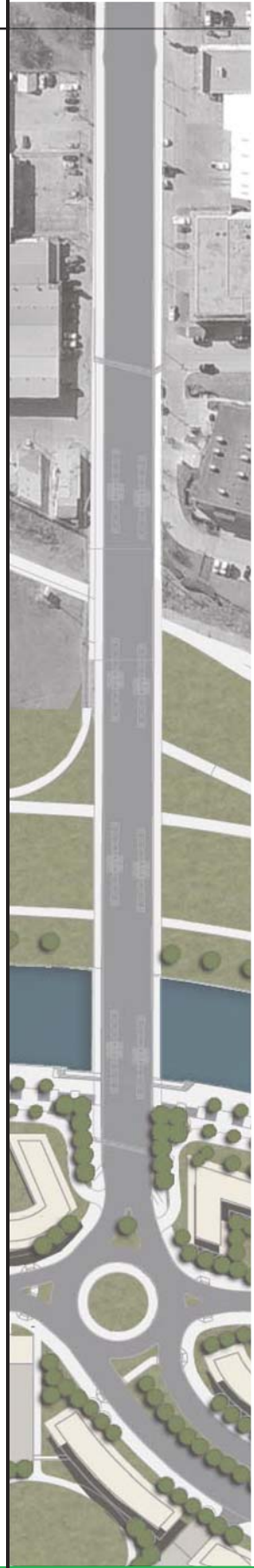


Table A-4: Land Productivity

Land Productivity			
Year	Sector B	Sector C	Total Costs
2013	\$ -	\$ -	\$ -
2014	\$ -	\$ -	\$ -
2015	\$ -	\$ -	\$ -
2016	\$ -	\$ -	\$ -
2017	\$ -	\$ -	\$ -
2018	\$65,103,344	\$31,885,598	\$96,988,942
2019	\$ -	\$ -	\$ -
2020	\$ -	\$ -	\$ -
2021	\$ -	\$ -	\$ -
2022	\$ -	\$ -	\$ -
2023	\$ -	\$ -	\$ -
2024	\$ -	\$ -	\$ -
2025	\$ -	\$ -	\$ -
2026	\$ -	\$ -	\$ -
2027	\$ -	\$ -	\$ -
2028	\$ -	\$ -	\$ -
2029	\$ -	\$ -	\$ -
2030	\$ -	\$ -	\$ -
2031	\$ -	\$ -	\$ -
2032	\$ -	\$ -	\$ -
2033	\$ -	\$ -	\$ -
Total	\$65,103,344	\$31,885,598	\$96,988,942

Labor Productivity

Total employment in Sectors B and C will approach 1,600 new jobs at the end of 20 years. Approximately 40 percent or 638 jobs will be filled by existing Trinity Uptown residents (using existing unemployed residents as the upper bound). The closest population centers to these areas are census tracts 1008 and 1020 for Sector B and 1009 and 1232 for Sector C. These four census tracts have 627 unemployed residents. It is reasonable to assume a large percentage of initial workers will come from Trinity Uptown due to proximity, improved transportation infrastructure, and higher wages. In addition, the majority of this area is positively impacted by the transportation investment.

Table A-5.1: Labor Productivity – Sector B

Year	Total New Jobs in Sector B	Filled by Existing Residents	Net Increase Labor Productivity Per Job	Total Increase Labor Productivity
2013	0	0	\$ -	\$ -
2014	0	0	\$ 22,097	\$ -
2015	0	0	\$ 22,539	\$ -
2016	0	0	\$ 22,990	\$ -
2017	0	0	\$ 23,450	\$ -
2018	31	16	\$ 23,919	\$ 373,822
2019	63	31	\$ 24,397	\$ 766,812
2020	95	47	\$ 24,885	\$ 1,179,720
2021	127	64	\$ 25,383	\$ 1,613,321
2022	160	80	\$ 25,890	\$ 2,068,417
2023	193	96	\$ 26,408	\$ 2,545,841
2024	226	113	\$ 26,936	\$ 3,046,451
2025	260	130	\$ 27,475	\$ 3,571,139
2026	294	147	\$ 28,025	\$ 4,120,825
2027	329	164	\$ 28,585	\$ 4,696,464
2028	363	182	\$ 29,157	\$ 5,299,042
2029	399	199	\$ 29,740	\$ 5,929,581
2030	434	217	\$ 30,335	\$ 6,589,138
2031	470	235	\$ 30,941	\$ 7,278,805
2032	507	253	\$ 31,560	\$ 7,999,714
2033	544	272	\$ 32,191	\$ 8,753,036
TOTAL			\$ 65,832,129	

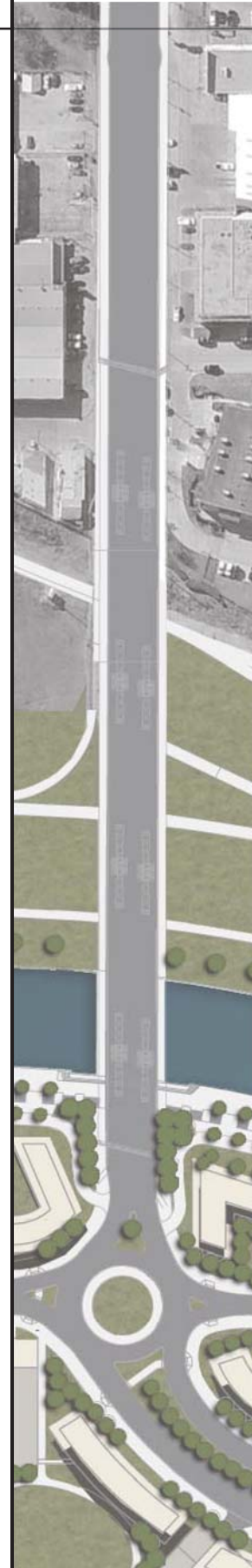


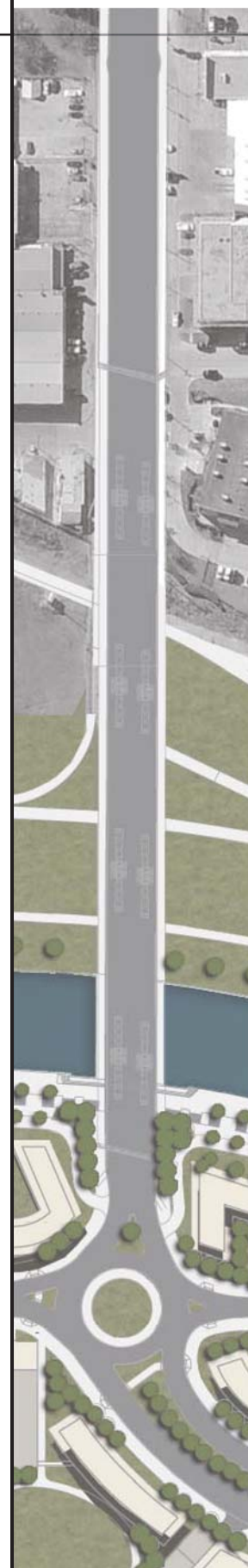
Table A-5.2: Labor Productivity – Sector C

Year	Total New Jobs in Sector B	Filled by Existing Residents	Net Increase Labor Productivity Per Job	Total Increase Labor Productivity
2013	0	0	\$ -	\$ -
2014	0	0	\$ 22,097	\$ -
2015	0	0	\$ 22,539	\$ -
2016	0	0	\$ 22,990	\$ -
2017	0	0	\$ 23,450	\$ -
2018	31	16	\$ 23,919	\$ 373,822
2019	63	31	\$ 24,397	\$ 766,812
2020	95	47	\$ 24,885	\$ 1,179,720
2021	127	64	\$ 25,383	\$ 1,613,321
2022	160	80	\$ 25,890	\$ 2,068,417
2023	193	96	\$ 26,408	\$ 2,545,841
2024	226	113	\$ 26,936	\$ 3,046,451
2025	260	130	\$ 27,475	\$ 3,571,139
2026	294	147	\$ 28,025	\$ 4,120,825
2027	329	164	\$ 28,585	\$ 4,696,464
2028	363	182	\$ 29,157	\$ 5,299,042
2029	399	199	\$ 29,740	\$ 5,929,581
2030	434	217	\$ 30,335	\$ 6,589,138
2031	470	235	\$ 30,941	\$ 7,278,805
2032	507	253	\$ 31,560	\$ 7,999,714
2033	544	272	\$ 32,191	\$ 8,753,036
TOTAL			\$	65,832,129

Benefits – Livability

The Trinity River Vision Bridges Project is a catalyst to the Trinity Uptown Project that will create a walkable, livable urban community on the north side of Downtown Fort Worth. White Settlement Road, Henderson Street, and Main Street will be constructed as a “complete street” that will allow for multi-modal transportation. In addition, the proposed Trinity Uptown transportation network will eliminate the requirement to utilize an automobile for safe and efficient travel. The Trinity River Vision Bridges and the Trinity Uptown Project will allow for a variety of transportation choices including bicycle, pedestrian, and vehicular. In addition, transit modes of transportation are currently available that connects downtown Fort Worth to downtown Dallas, and to DFW airport. These transit facilities allow access to regional destinations.

While multiple livability benefits will be experienced via this project, only one calculation was performed to capture this benefit. Using NCHRP Report 552 (Guidelines for Analysis of Investments in Bicycle Facilities), an estimate was made of the cost savings experienced by individuals that experience at least 30 minutes of light physical activity per day (the type of which can be experienced via walking and biking). The median annual benefit for these individuals is \$128 (from NCHRP Report 552). It is estimated that an additional 2 percent of Fort Worth’s population would experience this benefit by having a livable, walkable work and entertainment destination, even if they do not live within the area. The City of Fort Worth 2011



Comprehensive Plan projects a 2.2 percent annual population growth rate. The multi-modal connectivity savings associated with residents choosing different modes of transportation translates to approximately \$23.6 million for Sector B and 7.3 million for Sector C over the 20-year project life for the Trinity River Vision Bridges areas (Sectors B and C) of the Trinity Uptown project as shown below:

Table A-6: Livability, Multi-modal Connectivity

Year	Projected City Population	Population Directly Benefited (2%)	Annual Value Per Person	Citywide Livability Benefit (Trinity Uptown)	Citywide Livability Benefit (Sector B - 56.8%)	Citywide Livability Benefit (Sector C - 17.5%)
2013	791,210	0				
2014	808,620	0				
2015	826,410	0				
2016	844,590	0				
2017	863,170	0				
2018	882,160	8,822	\$ 128	\$ 1,129,152	\$ 641,358	\$ 197,602
2019	901,570	18,031	\$ 128	\$ 2,307,968	\$ 1,310,926	\$ 403,894
2020	921,400	18,428	\$ 128	\$ 2,358,784	\$ 1,339,789	\$ 412,787
2021	941,670	18,833	\$ 128	\$ 2,410,624	\$ 1,369,234	\$ 421,859
2022	962,390	19,248	\$ 128	\$ 2,463,744	\$ 1,399,407	\$ 431,155
2023	983,560	19,671	\$ 128	\$ 2,517,888	\$ 1,430,160	\$ 440,630
2024	1,005,200	20,104	\$ 128	\$ 2,573,312	\$ 1,461,641	\$ 450,330
2025	1,027,310	20,546	\$ 128	\$ 2,629,888	\$ 1,493,776	\$ 460,230
2026	1,049,910	20,998	\$ 128	\$ 2,687,744	\$ 1,526,639	\$ 470,355
2027	1,073,010	21,460	\$ 128	\$ 2,746,880	\$ 1,560,228	\$ 480,704
2028	1,096,620	21,932	\$ 128	\$ 2,807,296	\$ 1,594,544	\$ 491,277
2029	1,120,750	22,415	\$ 128	\$ 2,869,120	\$ 1,629,660	\$ 502,096
2030	1,145,410	22,908	\$ 128	\$ 2,932,224	\$ 1,665,503	\$ 513,139
2031	1,170,610	23,412	\$ 128	\$ 2,996,736	\$ 1,702,146	\$ 524,429
2032	1,196,360	23,927	\$ 128	\$ 3,062,656	\$ 1,739,589	\$ 535,965
2033	1,222,680	24,454	\$ 128	\$ 3,130,112	\$ 1,777,904	\$ 547,770
TOTALS				\$ 41,624,128	\$ 23,642,505	\$ 7,284,222

Benefits – Sustainability

Providing an urban mixed-use living environment and transportation network will provide existing and future residents of Fort Worth with viable alternatives to automobile travel for making necessary local and regional trips. This project will reduce vehicle emissions by providing new residents more opportunities to walk, bike, or ride public transportation rather than drive. Residents that live in Trinity Uptown will not live far from work centers. Please note that the economic benefits of creating housing closer to work are factored into the increase in property values outlined above. The project provides an additional benefit by reducing vehicle emissions.

According to the *U.S. Census Bureau State and County Quick Facts*, the average commute time in Tarrant County is 25.5 minutes. If the average commute speed is 35 miles per hour, the average distance would be 15 miles each way. Additionally, the Census shows that over 90 percent of commuters in Fort Worth drive, with only a small fraction choosing to carpool. See Table A-7 on the following page.

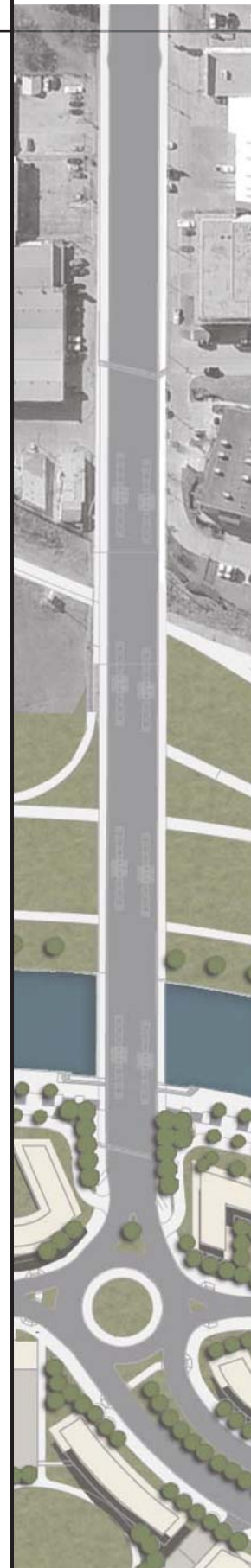


Table A-7: Means of Commuting

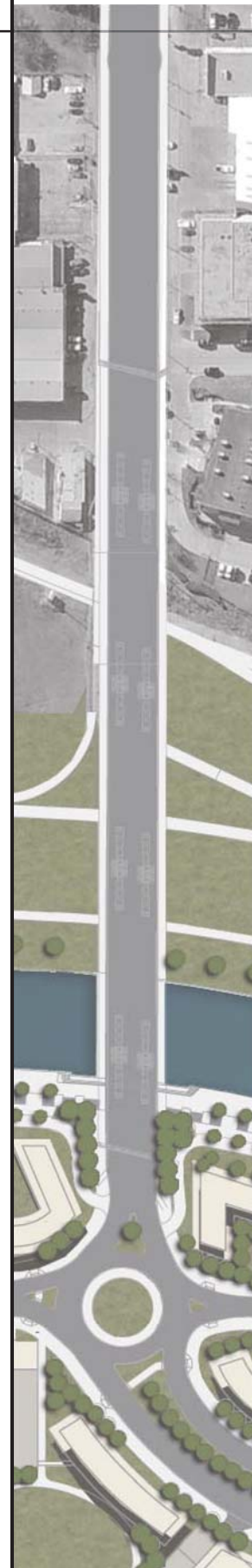
Means of Commuting	Number	Percent
Car, Truck, or Van - Drove Alone	235,157	79.5%
Car, Truck, or Van - Carpooled	35,916	12.1%
Public Transportation (Excluding Taxicab)	4,938	1.7%
Walked	5,777	2.0%
Other	3,626	1.2%
Worked at Home	10,468	3.5%

It is anticipated that 3,838 residential units will be constructed by 2032. Given the area's proximity to major employment and entertainment areas as well as its access to public transportation, residents are likely to choose alternative modes of transportation. Using the procedure outlined by the Institute of Transportation Engineers (ITE), an internal trip capture analysis was conducted for the Trinity Uptown project to determine what percentage of residents in the project area will choose to commute via a form of transportation other than a single-occupancy-vehicle (walk, bike, or bus). The results of this internal trip capture analysis determined that approximately 18 percent of residents would choose a different mode than a single-occupancy vehicle. The completion of 3,838 housing units (if each had an average of 2 commuters in the household) would result in 7,676 commuters, of which 1,380 (18 percent) could choose an alternative form of commuting. For every person choosing to not commute by single occupancy vehicle, 2.88 metric tons of CO₂ will be reduced.

Table A-8: Emissions Statistics

Emission Statistics	
Average Commute Distance (Roundtrip, miles)	29.8
Work Days Per Year	250.0
Number of Employees Choosing Alternate Route	1.0
Vehicle Miles Reduced	7,400.0
Average Fuel Mileage Per Gallon	22.6
Gallons of Fuel Saved	327.4
CO ₂ Emissions (lbs.) Reduced	6,352.2
CO ₂ lbs./metric Ton	2,204.6
Total CO₂ Emissions (tons) Reduced	2.88

Two factors must be considered in determining the economic impact of this project's reduction in emissions. First, an economic cost per ton of emissions reduced must be established. According to the National Highway Traffic Safety Administration (NHTSA), the "domestic value of reducing CO₂ emissions: was set at \$2 per metric ton in 2007, with a growth rate of 2.4 percent per year. Second, the analysis must account for the pace of residential unit construction over 20 years. The emission reduction savings associated with the change in transportation patterns translates to approximately \$63,500 in Sector B and \$19,500 in Sector C over the



20-year project life for the Trinity River Vision Bridges areas (Sectors B and C) of the Trinity Uptown Development as shown below:

Table A-9: Emissions Reduction

Year	# of Commuters	# Resident Commuter Choosing Alternate Modes	Domestic Value/Ton	Tons of CO ₂ Reduced	Sustainability Value (Trinity Uptown)	Sustainability Value (Sector B - 56.8%)	Sustainability Value (Sector C - 17.5%)
2013	281	27	Existing				
2014	281	27					
2015	281	27					
2016	281	27					
2017	281	27					
2018	480	86	2.60	248	\$ 643	\$ 365	\$ 113
2019	960	173	2.66	498	\$ 1,325	\$ 752	\$ 232
2020	1,439	259	2.72	746	\$ 2,031	\$ 1,153	\$ 355
2021	1,919	345	2.79	994	\$ 2,770	\$ 1,573	\$ 485
2022	2,399	432	2.85	1,244	\$ 3,551	\$ 2,017	\$ 622
2023	2,879	518	2.92	1,492	\$ 4,361	\$ 2,477	\$ 763
2024	3,358	604	2.99	1,740	\$ 5,207	\$ 2,957	\$ 911
2025	3,838	691	3.06	1,990	\$ 6,100	\$ 3,465	\$ 1,067
2026	4,318	777	3.14	2,238	\$ 7,023	\$ 3,989	\$ 1,229
2027	4,798	864	3.21	2,488	\$ 7,997	\$ 4,542	\$ 1,400
2028	5,277	950	3.29	2,736	\$ 9,004	\$ 5,114	\$ 1,576
2029	5,757	1,036	3.37	2,984	\$ 10,055	\$ 5,711	\$ 1,760
2030	6,237	1,123	3.45	3,234	\$ 11,161	\$ 6,339	\$ 1,953
2031	6,717	1,209	3.53	3,482	\$ 12,304	\$ 6,989	\$ 2,153
2032	7,196	1,295	3.62	3,730	\$ 13,496	\$ 7,665	\$ 2,362
2033	7,676	1,382	3.71	3,980	\$ 14,748	\$ 8,377	\$ 2,581

Travel Time

For purposes of this analysis, the travel time benefits calculated will be the delay savings of vehicles using the average time value of \$15.40 per person per hour, the average 25.5-minute commute as discussed previously, and the projected approximately 18 percent of residents would choose a different mode than a single-occupancy vehicle. The travel time savings associated with reduced commuting translates into approximately \$10.9 million for Sector B and \$3.3 million for Sector C over the 20-year project life for the Trinity River Vision Bridges areas (Sectors B and C) of the Trinity Uptown Development as shown on the following page.

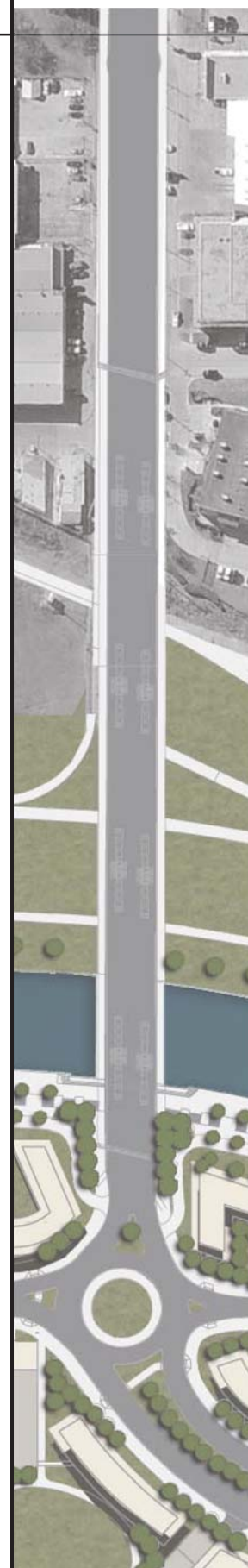


Table A-10: Travel Time

Year	# Residents	# Resident Commuter Choosing Alternate Modes	Daily Total Time Saved (hr.)	Annual Travel Time Savings (250 Work Days) (Trinity Uptown)	Annual Travel Time Savings (250 Work Days) (Sector B - 56.8%)	Annual Travel Time Savings (250 Work Days) (Sector C - 17.5%)
2013	281	27				
2014	281	27				
2015	281	27				
2016	281	27				
2017	281	27				
2018	480	86	37	\$ 142,450	\$ 80,912	\$ 24,929
2019	960	173	74	\$ 284,900	\$ 161,823	\$ 49,858
2020	1,439	259	110	\$ 423,500	\$ 240,548	\$ 74,113
2021	1,919	345	147	\$ 565,950	\$ 321,460	\$ 99,041
2022	2,399	432	184	\$ 708,400	\$ 402,371	\$ 123,970
2023	2,879	518	220	\$ 847,000	\$ 481,096	\$ 148,225
2024	3,358	604	257	\$ 989,450	\$ 562,008	\$ 173,154
2025	3,838	691	294	\$ 1,131,900	\$ 642,919	\$ 198,083
2026	4,318	777	330	\$ 1,270,500	\$ 721,644	\$ 222,338
2027	4,798	864	367	\$ 1,412,950	\$ 802,556	\$ 247,266
2028	5,277	950	404	\$ 1,555,400	\$ 883,467	\$ 272,195
2029	5,757	1,036	440	\$ 1,694,000	\$ 962,192	\$ 296,450
2030	6,237	1,123	477	\$ 1,836,450	\$ 1,043,104	\$ 321,379
2031	6,717	1,209	514	\$ 1,978,900	\$ 1,124,015	\$ 346,308
2032	7,196	1,295	550	\$ 2,117,500	\$ 1,202,740	\$ 370,563
2033	7,676	1,382	587	\$ 2,259,950	\$ 1,283,652	\$ 395,491
TOTALS				\$ 19,219,200	\$ 10,916,506	\$ 3,363,360

There is a benefit associated with the travel time savings for automobile traffic that will no longer have to be delayed at the at-grade railroad crossing on White Settlement Road and Henderson Street. It was estimated that three trains use this crossing daily, and based on estimates of train length and speed, an average wait time of three minutes was approximated per train crossing. As a result, 0.63 percent of daily traffic is stopped by the train. The number of vehicles stopped daily and annually is estimated by considering the daily time stopped and the AADT. Ultimately, using the average time value of \$15.40 per person per hour, as previously discussed, there is a benefit in the delay savings of these vehicles. Since each vehicle is stopped approximately three minutes, the value per vehicle stopped is \$0.77 (3 min/60 min * \$15.40). The travel time savings associated with the elimination of the at-grade railroad crossing translates to approximately \$0.50 million over the 20-year period for the White Settlement Road and Henderson Street bridges area (Sector C) of the Trinity Uptown development as shown on the next page:

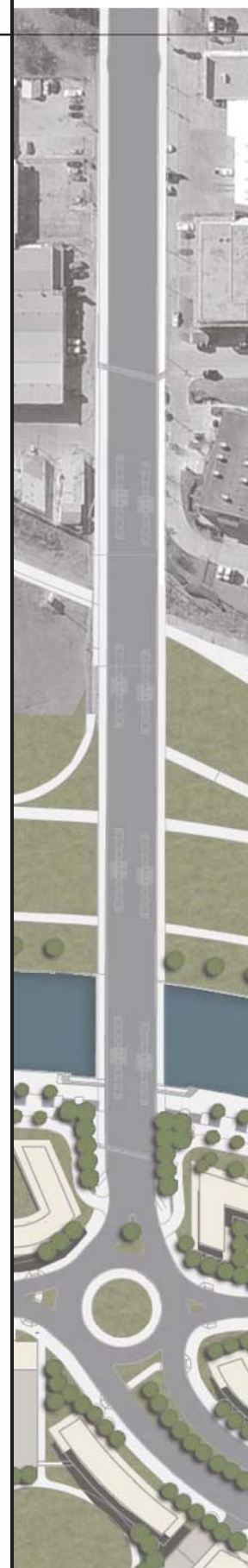
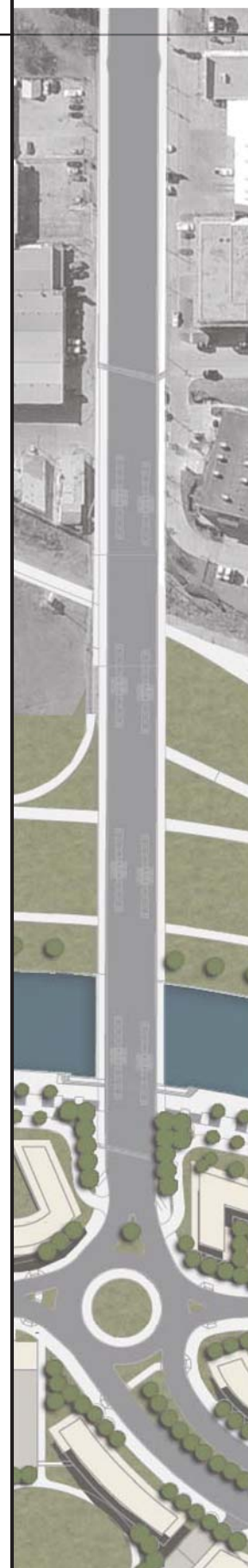


Table A-11.1: Travel Time Savings — Removal of At-Grade Rail Crossing White Settlement Road

Year	AADT	Number of Vehicles Stopped at Train Daily (0.63% of AADT)	Number of Vehicles Stopped at Train Annually (250 Work Days)	Cost of Vehicles Stopped at Train Annually (\$0.77 per vehicle stopped)
2013	11,494	72	18,000	Existing
2014	12,969	82	20,500	
2015	14,444	91	22,750	
2016	15,919	100	25,000	
2017	17,394	110	27,500	
2018	18,869	119	29,750	
2019	20,344	128	32,000	\$ 24,640
2020	21,819	137	34,250	\$ 26,373
2021	23,294	147	36,750	\$ 28,298
2022	24,769	156	39,000	\$ 30,030
2023	26,244	165	41,250	\$ 31,763
2024	27,719	175	43,750	\$ 33,688
2025	29,194	184	46,000	\$ 35,420
2026	30,669	193	48,250	\$ 37,153
2027	32,144	203	50,750	\$ 39,078
2028	33,619	212	53,000	\$ 40,810
2029	35,094	221	55,250	\$ 42,543
2030	36,569	230	57,500	\$ 44,275
2031	38,044	240	60,000	\$ 46,200
2032	39,519	249	62,250	\$ 47,933
2033	40,994	258	64,500	\$ 49,665
TOTALS		3,472	868,000	\$ 580,773

Table A-11.2: Travel Time Savings — Removal of At-Grade Rail Crossing Henderson Street

Year	AADT	Number of Vehicles Stopped at Train Daily (0.63% of AADT)	Number of Vehicles Stopped at Train Annually (250 Work Days)	Cost of Vehicles Stopped at Train Annually (\$0.77 per vehicle stopped)
2013	26,926	170	42,500	Existing
2014	27,330	172	43,000	
2015	27,734	175	43,750	
2016	28,138	177	44,250	
2017	28,542	180	45,000	
2018	28,946	182	45,500	
2019	29,350	185	46,250	\$ 35,613
2020	29,754	187	46,750	\$ 35,998
2021	30,158	190	47,500	\$ 36,575
2022	30,562	193	48,250	\$ 37,153
2023	30,966	195	48,750	\$ 37,538
2024	31,370	198	49,500	\$ 38,115
2025	31,774	200	50,000	\$ 38,500
2026	32,178	203	50,750	\$ 39,078
2027	32,582	205	51,250	\$ 39,463
2028	32,986	208	52,000	\$ 40,040
2029	33,390	210	52,500	\$ 40,425
2030	33,794	213	53,250	\$ 41,003
2031	34,198	215	53,750	\$ 41,388
2032	34,602	218	54,500	\$ 41,965
2033	35,006	221	55,250	\$ 42,543
TOTALS		4,097	1,024,250	\$ 620,428



Benefits – Safety

The current undivided configuration of White Settlement Road and the high volumes at the intersection of White Settlement Road and Henderson Street both contribute to the crashes along these facilities. A three-year summary of incidents along these facilities was compiled. From 2009 to 2011, a total of 15 incidents (seven on White Settlement Road, seven at the intersection of White Settlement Road and Henderson Street, and one at the railroad crossing at White Settlement Road) were documented by the City of Fort Worth Police Department.

Using the information contained within the document, *“Treatment of the Economic Value of a Statistical Life in Departmental Analyses – 2011 Interim Adjustment,”* the value of statistic life (VSL) is \$6.2 million. Incidents are reduced by an appropriate factor from the Abbreviated Injury Scale (AIS) based on the severity of the crash to capture their value. Based solely on the installation of a median, it has been documented that accident rates can be reduced by 55 percent in urban areas. Additionally, the realignment of Henderson Street and White Settlement Road will eliminate two at-grade railroad crossings. The existing number of crashes over the three-year period was annualized and monetized, then reduced according to the proposed improvements. Installation of the proposed improvements will result in a potential annual safety cost savings of approximately \$329,000 per year for White Settlement and \$309,000 per year for Henderson. The results are documented in Tables A-12.1-12.3 below:

Table A-12.1: Safety: Annual Cost Savings — White Settlement Road

Injury Type	Existing Average # Accidents Per Year	Cost Per Accident	Total Cost	Potential Average # of Accidents per year	Potential Total Annual Cost	Potential Annual Cost Savings
White Settlement Rd.						
AIS 1	3.33	\$ 18,600	\$ 62,000	1.83	\$ 34,100	\$ 27,900
AIS 2	0.67	\$ 291,400	\$ 194,267	0.37	\$ 106,847	\$ 87,420
AIS 3	0.67	\$ 651,000	\$ 434,000	0.37	\$ 238,700	\$ 195,300
White Settlement Rd. Railroad Crossing						
AIS 1	1.00	\$ 18,600	\$ 18,600	0	\$ -	\$ 18,600
TOTALS	5.67	N/A	\$ 708,867	2.57	\$ 379,647	\$ 329,220

Table A-12.2: Safety Annual Cost Savings — Henderson Street

Injury Type	Existing Average # Accidents Per Year	Cost Per Accident	Total Cost	Potential Average # of Accidents per year	Potential Total Annual Cost	Potential Annual Cost Savings
Henderson St.						
AIS 1	1.00	\$ 18,600	\$ 18,600	0.55	\$ 10,230	\$ 8,370
AIS 2	0.67	\$ 291,400	\$ 194,267	0.37	\$ 106,847	\$ 87,420
AIS 3	0.67	\$ 651,000	\$ 434,000	0.37	\$ 238,700	\$ 195,300
Henderson St. RR X-ing						
AIS 1	1.00	\$ 18,600	\$ 18,600	0	\$ -	\$ 18,600
TOTALS	3.33	N/A	\$ 665,467	1.28	\$ 355,777	\$ 309,690

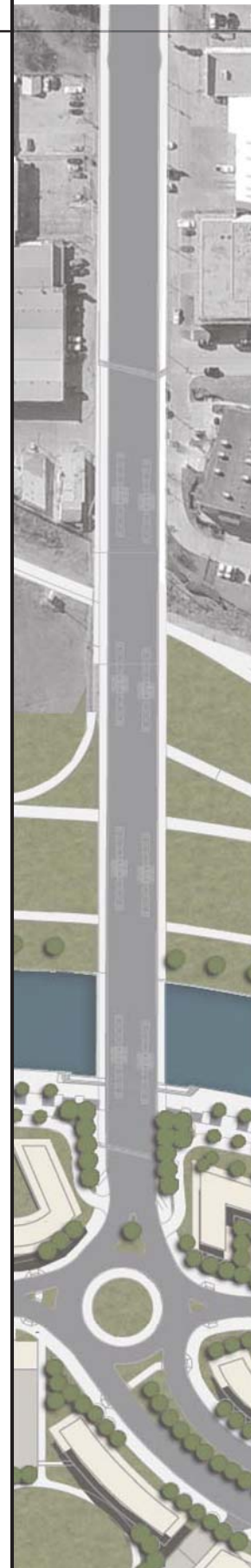


Table A-12.3: Safety — Annual Cost Savings

Injury Type	Existing Average # Accidents Per Year	Cost Per Accident	Total Cost	Potential Average # of Accidents per year	Potential Total Annual Cost	Potential Annual Cost Savings
Main St.						
AIS 1	1.00	\$ 18,600	\$ 18,600	0.55	\$ 10,230	\$ 8,370
AIS 2	0.67	\$ 291,400	\$ 194,267	0.37	\$ 106,847	\$ 87,420
AIS 3	0.67	\$ 651,000	\$ 434,000	0.37	\$ 238,700	\$ 195,300
TOTALS	2.33	N/A	\$ 646,867	1.28	\$ 355,777	\$ 291,090

It was assumed that the number of crashes would increase at the same rate as the AADT along Henderson Street, White Settlement Road, and Main Street. The savings associated with safety improvements along the Trinity River Vision Bridges translates to approximately \$15.5 million for White Settlement, \$7.2 million for Henderson, and \$12.2 million for Main over the 20-year project life of the Project.

Table A-13.1: Safety: Annual Crash Savings — White Settlement Road

Year	AADT	Annual Crash Cost Savings with Improvements
2013	11,494	\$ -
2014	12,969	\$ 371,468
2015	14,444	\$ 413,716
2016	15,919	\$ 455,964
2017	17,394	\$ 498,212
2018	18,869	\$ 540,460
2019	20,344	\$ 582,709
2020	21,819	\$ 624,957
2021	23,294	\$ 667,205
2022	24,769	\$ 709,453
2023	26,244	\$ 751,701
2024	27,719	\$ 793,949
2025	29,194	\$ 836,197
2026	30,669	\$ 878,445
2027	32,144	\$ 920,693
2028	33,619	\$ 962,941
2029	35,094	\$ 1,005,189
2030	36,569	\$ 1,047,437
2031	38,044	\$ 1,089,686
2032	39,519	\$ 1,131,934
2033	40,994	\$ 1,174,182
TOTALS		\$ 15,456,498

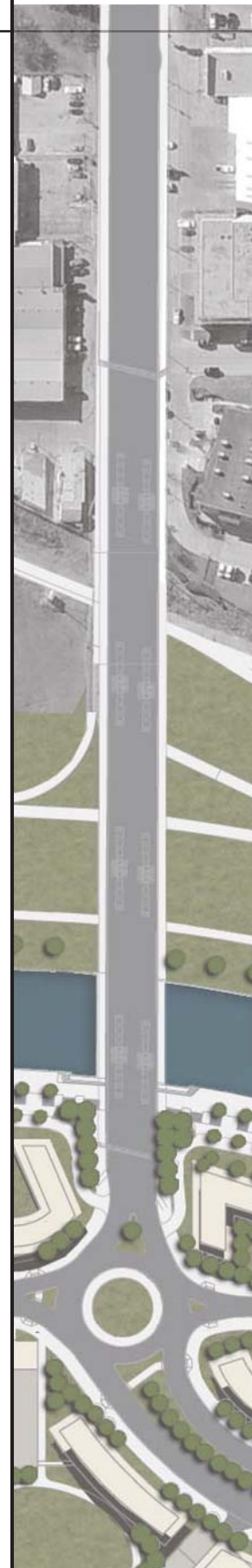


Table A-13.2: Safety: Annual Crash Savings — Henderson Street

Year	AADT	Annual Crash Cost Savings with Improvements
2013	26,926	\$ -
2014	27,330	\$ 314,337
2015	27,734	\$ 318,983
2016	28,138	\$ 323,630
2017	28,542	\$ 328,276
2018	28,946	\$ 332,923
2019	29,350	\$ 337,570
2020	29,754	\$ 342,216
2021	30,158	\$ 346,863
2022	30,562	\$ 351,510
2023	30,966	\$ 356,156
2024	31,370	\$ 360,803
2025	31,774	\$ 365,449
2026	32,178	\$ 370,096
2027	32,582	\$ 374,743
2028	32,986	\$ 379,389
2029	33,390	\$ 384,036
2030	33,794	\$ 388,682
2031	34,198	\$ 393,329
2032	34,602	\$ 397,976
2033	35,006	\$ 402,622
TOTALS		\$ 7,169,589

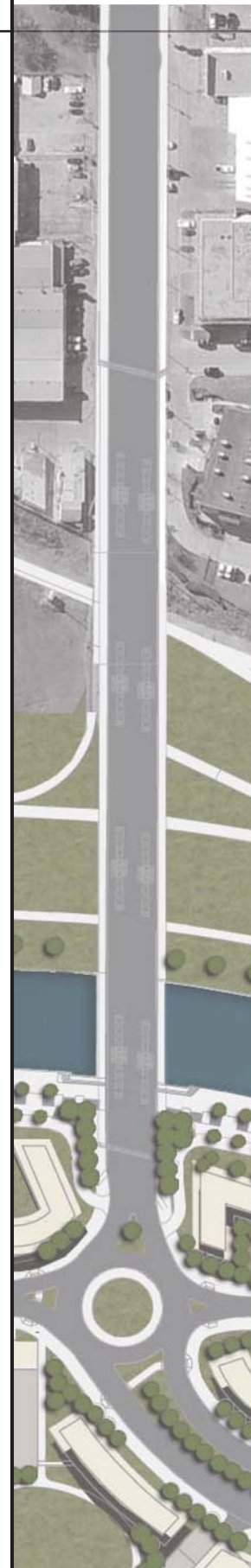
Table A-13.3: Safety: Annual Crash Savings — Main Street

Year	AADT	Annual Crash Cost Savings with Improvements
2013	15,171	\$ -
2014	16,762	\$ 321,617
2015	18,353	\$ 352,144
2016	19,944	\$ 382,671
2017	21,535	\$ 413,198
2018	23,126	\$ 443,725
2019	24,717	\$ 474,252
2020	26,308	\$ 504,779
2021	27,899	\$ 535,306
2022	29,490	\$ 565,832
2023	31,081	\$ 596,359
2024	32,672	\$ 626,886
2025	34,263	\$ 657,413
2026	35,854	\$ 687,940
2027	37,445	\$ 718,467
2028	39,036	\$ 748,994
2029	40,627	\$ 779,521
2030	42,218	\$ 810,048
2031	43,809	\$ 840,575
2032	45,400	\$ 871,102
2033	46,991	\$ 901,629
TOTALS		\$ 12,232,457

Summary of Benefits

The project benefits for the Trinity River Vision Bridges are summarized in the table on the next page. Over a 20-year period, the \$112,768,342 investment would result in over \$133.2 million (\$232.7 million to \$99.5 million) in net present benefits using a 3 percent discount rate and \$60.4 million (\$150.5 million to \$90.2 million) in net present benefits using a 7 percent discount rate. This would result in a benefit-cost ratio of 2.34 and 1.67 based on a 3 percent and 7 percent discount rate, respectively.

Without a TIGER V grant, this level of economic benefit is impossible to duplicate. TIGER V represents the crucial, final piece in the funding package of this project. In the absence of federal funding, only a very small portion of the project will be possible in the near term.

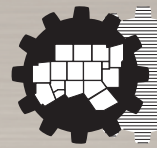




Trinity River Vision Bridges													
Year	Project Costs	State of Good Repair		Economic Competitiveness			Livability	Sustainability	Safety	Total Net Benefit (Cost)	NPV (3% of Total Net Benefit (Cost))	NPV (7% of Total Net Benefit (Cost))	
	Capital Costs	Avoided Roadway Maintenance Costs	Avoided Vehicle Repair Costs	Productive Land Value	Increase in Wages	Travel Time Savings	Travel Time Savings RR Crossing	Multi-Modal Connectivity Benefits	Emission Reductions				Reduction in Crashes
2013	(\$38,637,501)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	(\$38,637,501)	(\$37,512,137)	(\$36,109,814)
2014 - Q1	\$0												
2014 - Q2	(\$4,753,204)									\$1,007,422	(\$13,641,794)	(\$12,858,700)	(\$11,915,272)
2014 - Q3	(\$4,909,045)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0			
2014 - Q4	(\$4,986,967)												
2015 - Q1	(\$4,849,871)												
2015 - Q2	(\$4,849,871)									\$1,084,843	(\$18,791,126)	(\$17,196,542)	(\$15,339,156)
2015 - Q3	(\$5,008,982)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0			
2015 - Q4	(\$5,167,245)												
2016 - Q1	(\$5,244,080)												
2016 - Q2	(\$5,243,728)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,162,265	(\$19,252,850)	(\$17,105,908)	(\$14,687,907)
2016 - Q3	(\$4,980,569)												
2016 - Q4	(\$4,946,738)												
2017 - Q1	(\$4,189,902)												
2017 - Q2	(\$3,701,616)									\$1,239,687	(\$12,945,511)	(\$11,166,912)	(\$9,229,971)
2017 - Q3	(\$3,524,966)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0			
2017 - Q4	(\$2,768,714)												
2018 - Q1	(\$2,524,439)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$658,554	(\$4,346,789)	(\$3,640,367)	(\$2,896,449)
2018 - Q2	(\$2,480,904)												
2018	\$0	\$22,500	\$119,181	\$96,988,942	\$877,763	\$105,840	\$57,943	\$838,960	\$478	\$658,554	\$99,670,161	\$83,472,190	\$66,414,436
2019	\$0	\$45,000	\$250,021	\$0	\$1,800,456	\$211,681	\$60,253	\$1,714,820	\$984	\$1,394,530	\$5,477,744	\$4,453,907	\$3,411,264
2020	\$0	\$1,500,000	\$261,680	\$0	\$2,769,832	\$314,661	\$62,370	\$1,752,577	\$1,509	\$1,471,951	\$8,134,579	\$6,421,512	\$4,734,399
2021	\$0	\$45,000	\$273,339	\$0	\$3,787,704	\$420,501	\$64,873	\$1,791,094	\$2,058	\$1,549,373	\$7,933,941	\$6,080,705	\$4,315,538
2022	\$0	\$45,000	\$284,999	\$0	\$4,855,950	\$526,341	\$67,183	\$1,830,562	\$2,639	\$1,626,795	\$9,239,968	\$6,875,032	\$4,696,877
2023	\$0	\$45,000	\$296,658	\$0	\$5,976,515	\$629,321	\$69,300	\$1,870,791	\$3,240	\$1,704,216	\$10,595,401	\$7,654,083	\$5,033,628
2024	\$0	\$45,000	\$308,317	\$0	\$7,151,409	\$735,161	\$71,803	\$1,911,971	\$3,869	\$1,781,638	\$12,009,167	\$8,422,988	\$5,332,214
2025	\$0	\$45,000	\$319,976	\$0	\$8,382,716	\$841,002	\$73,920	\$1,954,007	\$4,532	\$1,859,060	\$13,480,212	\$9,179,369	\$5,593,809
2026	\$0	\$45,000	\$331,635	\$0	\$9,672,588	\$943,982	\$76,230	\$1,996,994	\$5,218	\$1,936,481	\$15,008,128	\$9,922,141	\$5,820,411
2027	\$0	\$45,000	\$343,295	\$0	\$11,023,257	\$1,049,822	\$78,540	\$2,040,932	\$5,942	\$2,013,903	\$16,600,690	\$10,655,351	\$6,016,854
2028	\$0	\$45,000	\$354,954	\$0	\$12,437,029	\$1,155,662	\$80,850	\$2,085,821	\$6,690	\$2,091,325	\$18,257,331	\$11,377,365	\$6,184,390
2029	\$0	\$45,000	\$366,613	\$0	\$13,916,294	\$1,258,642	\$82,968	\$2,131,756	\$7,471	\$2,168,746	\$19,977,490	\$12,086,710	\$6,324,362
2030	\$0	\$1,500,000	\$378,272	\$0	\$15,463,521	\$1,364,482	\$85,278	\$2,178,642	\$8,293	\$2,246,168	\$23,224,656	\$13,642,038	\$6,871,338
2031	\$0	\$45,000	\$389,931	\$0	\$17,081,265	\$1,470,323	\$87,588	\$2,226,575	\$9,142	\$2,323,590	\$23,633,413	\$13,477,805	\$6,534,836
2032	\$0	\$45,000	\$401,591	\$0	\$18,772,172	\$1,573,303	\$89,898	\$2,275,553	\$10,027	\$2,401,011	\$25,568,554	\$14,156,689	\$6,607,400
2033	\$0	\$45,000	\$413,250	\$0	\$20,538,977	\$1,679,143	\$92,208	\$2,325,673	\$10,958	\$2,478,433	\$27,583,641	\$14,827,566	\$6,661,810
Totals	(\$112,768,342)	\$3,607,500	\$5,093,711	\$96,988,942	\$154,507,448	\$14,279,866	\$1,201,200	\$30,926,727	\$83,048	\$34,858,544	\$228,778,645	\$133,224,885	\$60,374,997



Trinity River Vision Bridges													
Year	Project Costs	State of Good Repair		Economic Competitiveness				Livability	Sustainability	Safety	Total Net Benefit (Cost)	NPV (3%) of Total Net Benefit (Cost)	NPV (7%) of Total Net Benefit (Cost)
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2014 - Q1	\$0												
2014 - Q2	(\$4,753,204)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,007,422	(\$13,641,794)	(\$12,858,700)	(\$11,915,272)
2014 - Q3	(\$4,909,045)												
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2015 - Q1	(\$4,849,871)												
2015 - Q2	(\$4,849,871)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,084,843	(\$18,791,126)	(\$17,196,542)	(\$15,339,156)
2015 - Q3	(\$5,008,982)												
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2018 - Q1	(\$2,524,439)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$658,554	(\$4,346,789)	(\$3,640,367)	(\$2,896,449)
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2018	\$0	\$22,500	\$119,181	\$96,988,942	\$877,763	\$105,840	\$57,943	\$838,960	\$478	\$658,554	\$99,670,161	\$83,472,190	\$66,414,436
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Totals	(\$112,768,342)	\$3,607,500	\$5,093,711	\$96,988,942	\$154,507,448	\$14,279,866	\$1,201,200	\$30,926,727	\$83,048	\$34,858,544	\$228,778,645	\$133,224,885	\$60,374,997



North Central Texas
Council Of Governments

TIGER V

Trinity River Vision Bridges

APPENDIX B LETTERS OF SUPPORT



616 Six Flags Drive
Arlington, TX 76005

Co-applicant:



KAY GRANGER
12TH DISTRICT, TEXAS

APPROPRIATIONS COMMITTEE

CHAIRWOMAN,
STATE AND FOREIGN OPERATIONS SUBCOMMITTEE

MEMBER, DEFENSE SUBCOMMITTEE

MEMBER, TRANSPORTATION, HOUSING AND
URBAN DEVELOPMENT, AND RELATED AGENCIES

Congress of the United States
House of Representatives

WASHINGTON OFFICE:
1026 LONGWORTH HOUSE OFFICE
BUILDING
WASHINGTON, D.C. 20515
(202) 225-5071
FAX: (202) 225-5683

DISTRICT OFFICE:
SUITE 407
1701 RIVER RUN ROAD
FORT WORTH, TX 76107
(817) 338-0909
FAX: (817) 335-5852
kaygranger.house.gov

May 23, 2013

The Honorable Ray LaHood
Secretary of Transportation
U.S. Department of Transportation
1200 New Jersey Avenue, SE
Washington DC 20590

Dear Secretary LaHood:

I am writing to express my support for the application submitted by the North Central Texas Council of Governments (NCTCOG) to the U.S. Department of Transportation for the Trinity River Vision Project in Fort Worth, Texas, for funding through the 2013 Transportation Investment Generating Economic Recovery (TIGER) grant program.

As you know, the Trinity River Vision project exemplifies smart growth principles, which are critical to the future development of North Texas. The project combines transportation improvements and flood control with the community's desire to make the river a more integral part of central Fort Worth, one of the fastest-growing large cities in the nation. The public improvements, including three new bridges, are expected to foster a more walkable, higher-density, mixed-use neighborhood, which is a more sustainable alternative to suburban sprawl. Additionally, the project will have an enormous economic impact to the area, bringing in multiple job and business opportunities.

If awarded, this grant will fund the construction of the White Settlement Road Bridge which will allow all three bridges to be built, each consisting of four lanes for vehicles, two 10-foot wide sidewalks for pedestrians and two 5-foot wide striped bike lanes. These bridges are critical transportation components to the overall project which will greatly improve the regional mobility and multi-modal transportation.

Thank you for your consideration of this application. Please feel free to contact me directly if you have any questions.

Sincerely,



Kay Granger
Member of Congress



May 30, 2013

The Honorable Ray Lahood
Secretary of Transportation
United States Department of Transportation
1200 New Jersey Avenue, SE
Washington, DC 20590

Dear Secretary Lahood:


On behalf of the City of Fort Worth, we are pleased to support the application submitted by the North Central Texas Council of Governments (NCTCOG) to the US Department of Transportation for the Trinity River Vision Bridges project in Fort Worth, Texas, for funding through the 2013 Transportation Investment Generating Economic Recovery (TIGER) Discretionary Grant Program.

The Trinity River Vision Bridges project exemplifies smart growth principles, which are critical to the future development of North Texas. The project combines transportation improvements and flood control with the community's desire to make the river a more integral part of central Fort Worth, one of the fastest-growing large cities in the nation. The public improvements, including three new bridges, are expected to foster a more walkable, higher-density, mixed-use neighborhood, which is a more sustainable alternative to suburban sprawl. Additionally, the project will have an enormous economic impact to the area, bringing in multiple job and business opportunities.

Specifically, the project includes the construction of three new bridges, each one consisting of four lanes for vehicles, two 10-foot wide sidewalks for pedestrians and two 5-foot wide striped bike lanes. This project is included in Mobility 2035: The Metropolitan Transportation Plan for North Central Texas and Mobility 2035: The Metropolitan Transportation Plan for North Central Texas – 2013 Update. All federally funded surface transportation projects must also be included in the Transportation Improvement Program (TIP). This project is included in the 2013-2016 Transportation Improvement Program for North Central Texas.

Again, the City of Fort Worth fully supports the 2013 TIGER Grant application submitted by NCTCOG for the Trinity River Vision Bridges project. This important project would improve regional mobility and multi-modal transportation options and have a positive economic impact on North Texas. Thank you for your full and fair consideration of this application.

Sincerely,



Betsy Price
Mayor

BETSY PRICE, MAYOR

CITY OF FORT WORTH ★ 1000 THROCKMORTON STREET ★ FORT WORTH, TEXAS 76102
(817) 392-6118 ★ FAX (817) 392-6187



2501 SW LOOP 820 • FORT WORTH, TEXAS 76133 • (817) 370-6500

May 29, 2013

The Honorable Anthony Foxx
Secretary of Transportation
United States Department of Transportation
1200 New Jersey Avenue, SE
Washington, DC 20590

Dear Secretary Foxx:

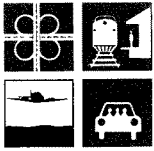
The Texas Department of Transportation's (TxDOT) Fort Worth District supports the North Central Texas Council of Governments' (NCTCOG) request for funding through the 2013 Transportation Investment Economic Recovery (TIGER) Discretionary Grant Program for the Trinity River Vision Project in Fort Worth, Texas. This project will construct new bridges on White Settlement Road, Main Street (BUS 287) and Henderson Street (SH 199).

The Trinity River Vision project addresses critical flood control and transportation needs important to the City of Fort Worth and Tarrant County. TxDOT has worked extensively with its partner agencies: the City of Fort Worth, Tarrant Regional Water District, Trinity River Vision Authority, Tarrant County, NCTCOG, U.S. Army Corps of Engineers and the Federal Highway Administration (FHWA) to develop and deliver this project.

Please consider this letter of support in NCTCOG's TIGER Discretionary Grant Program request for funding.

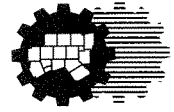
Sincerely,

Maribel P. Chavez, P.E.
District Engineer
Fort Worth District



Regional Transportation Council

The Transportation Policy Body for the North Central Texas Council of Governments
(Metropolitan Planning Organization for the Dallas-Fort Worth Region)



May 22, 2013

The Honorable Ray LaHood
Secretary of Transportation
United States Department of Transportation
1200 New Jersey Avenue, SE
Washington, DC 20590

The Honorable Anthony Foxx
Secretary of Transportation
United States Department of Transportation
1200 New Jersey Avenue, SE
Washington, DC 20590

Dear Secretary LaHood and Secretary Foxx:

The Regional Transportation Council (RTC) serves as the Metropolitan Planning Organization (MPO) for the Dallas-Fort Worth area, a membership roster of our organization is enclosed. On behalf of the RTC, we are pleased to support the application submitted by the North Central Texas Council of Governments (NCTCOG) to the US Department of Transportation for the Trinity River Vision Bridges project in Fort Worth, Texas, for funding through the 2013 Transportation Investment Generating Economic Recovery (TIGER) Discretionary Grant Program.

The Trinity River Vision Bridges project exemplifies smart growth principles, which are critical to the future development of North Texas. The project combines transportation improvements and flood control with the community's desire to make the river a more integral part of central Fort Worth, one of the fastest-growing large cities in the nation. The public improvements, including three new bridges, are expected to foster a more walkable, higher-density, mixed-use neighborhood, which is a more sustainable alternative to suburban sprawl. Additionally, the project will have an enormous economic impact to the area, bringing in multiple job and business opportunities.

Specifically, the project includes the construction of three new bridges, each one consisting of four lanes for vehicles, two 10-foot wide sidewalks for pedestrians and two 5-foot wide striped bike lanes. This project is included in Mobility 2035: The Metropolitan Transportation Plan for North Central Texas and Mobility 2035: The Metropolitan Transportation Plan for North Central Texas – 2013 Update. All federally funded surface transportation projects must also be included in the Transportation Improvement Program (TIP). This project is included in the 2013-2016 Transportation Improvement Program for North Central Texas.

Again, the RTC fully supports the 2013 TIGER Grant application submitted by NCTCOG for the Trinity River Vision Bridges project. This important project would improve regional mobility and multi-modal transportation options and have a positive economic impact on North Texas. If you have any questions regarding this project, please contact me or Michael Morris, P.E., Director of Transportation for the North Central Texas Council of Governments, at mmorris@nctcog.org or (817) 695-9241. Thank you for your full and fair consideration of this application.

Sincerely,

A handwritten signature in black ink that reads "Pete Kamp". The signature is written in a cursive, flowing style.

Pete Kamp
Chair, Regional Transportation Council
Mayor Pro Tem, City of Denton

RH:hc
Enclosure

cc: Michael Morris, P.E., NCTCOG

Regional Transportation Council

Pete Kamp, Chair

Mayor Pro Tem
City of Denton

Kathryn Wilemon, Vice Chair

Mayor Pro Tem
City of Arlington

Mike Cantrell, Secretary

Commissioner
Dallas County

Ron Brown

Commissioner
Ellis County

Sheri Capehart

Councilmember
City of Arlington

Maribel Chavez, P.E.

District Engineer
TxDOT, Fort Worth District

Rudy Durham

Mayor Pro Tem
City of Lewisville

Andy Eads

Commissioner
Denton County

Charles Emery

Board Chair
Denton County
Transportation Authority

Mark Enoch

Board Member
Dallas Area Rapid Transit

Gary Fickes

Commissioner
Tarrant County

Rob Franke, P.E.

Mayor
City of Cedar Hill

Sandy Greyson

Councilmember
City of Dallas

Bill Hale, P.E.

District Engineer
TxDOT, Dallas District

Roger Harmon

County Judge
Johnson County

Vonciel Jones Hill

Councilmember
City of Dallas

John Horn

County Judge
Hunt County

Clay Lewis Jenkins

County Judge
Dallas County

Jungus Jordan

Councilmember
City of Fort Worth

Sheffie Kadane

Councilmember
City of Dallas

Geralyn Kever

Councilmember
City of McKinney

Linda Koop

Councilmember
City of Dallas

Brad LaMorgese

Councilmember
City of Irving

Stephen Lindsey

Councilmember
City of Mansfield

Laura Maczka

Mayor Pro Tem
City of Richardson

Scott Mahaffey

Board Chair
Fort Worth Transportation
Authority

Matthew Marchant

Mayor
City of Carrollton

Maher Maso

Mayor
City of Frisco

Bill McLendon

Councilmember
City of Hurst

John Monaco

Mayor
City of Mesquite

Mike Nowels

Board Member
North Texas Tollway
Authority

Mark Riley

County Judge
Parker County

Danny Scarth

Councilmember
City of Fort Worth

Lissa Smith

Mayor Pro Tem
City of Plano

Jere Thompson

Citizen Representative
City of Dallas

T. Oscar Trevino Jr., P.E.

Mayor
City of North Richland Hills

William Velasco, II

Citizen Representative
City of Dallas

Bernice J. Washington

Board Member
Dallas/Fort Worth International
Airport

Duncan Webb

Commissioner
Collin County

B. Glen Whitley

County Judge
Tarrant County

John Willis

Mayor Pro Tem
City of Garland

Zim Zimmerman

Mayor Pro Tem
City of Fort Worth



TARRANT COUNTY COMMISSIONERS COURT

G. K. MAENIUS
COUNTY ADMINISTRATOR

May 28, 2013

The Honorable Ray LaHood
Secretary of Transportation
United States Department of Transportation
1200 New Jersey Avenue, SE
Washington, DC 20590

The Honorable Anthony Foxx
Secretary of Transportation
United States Department of Transportation
1200 New Jersey Avenue, SE
Washington, DC 20590

Dear Secretary LaHood and Secretary Foxx:

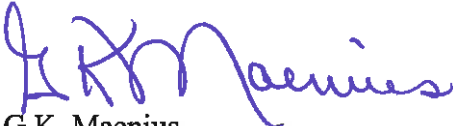
I write in support of the North Central Texas Council of Governments (NCTCOG) request for funding through the 2013 Transportation Investment Economic Recovery (TIGER) Discretionary Grant Program for Trinity River Vision Bridge Project in Fort Worth, Texas including construction of bridges at White Settlement Road, Main Street, and Henderson Street.

Our community is very proud of our Trinity River Vision project because not only does it address important flood control and transportation needs but it transforms a historically underutilized industrial area to a vibrant waterfront neighborhood. The new bridge and related transportation improvements are imperative to continue inner city revitalization efforts which help address our region's mobility and congestion challenges.

This project is projected to bring over \$1.6 billion in business activity per year. Through enhanced flood control, smart growth planning, and critical transportation improvements we are fostering a walkable, high-density, mixed use neighborhood in our central city, a viable, sustainable alternative to suburban sprawl. A cooperative partnership of the City of Fort Worth, Tarrant Regional Water District, Trinity River Vision Authority, Tarrant County, Texas Department of Transportation and the US Army Corps of Engineers is committed to bringing this project to fruition.

Please consider this letter my show of support for this critical project and the NCTCOG TIGER request for funding.

Sincerely,



G.K. Maenius
County Administrator



B. GLEN WHITLEY
COUNTY JUDGE
of
TARRANT COUNTY

May 28, 2013

The Honorable Ray LaHood
Secretary of Transportation
United States Department of Transportation
1200 New Jersey Avenue, SE
Washington, DC 20590

The Honorable Anthony Foxx
Secretary of Transportation
United States Department of Transportation
1200 New Jersey Avenue, SE
Washington, DC 20590

Dear Secretary LaHood and Secretary Foxx:

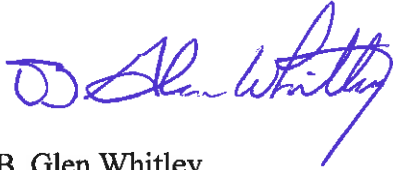
Tarrant County is pleased to support the application submitted by the North Central Texas Council of Governments (NCTCOG) to the US Department of Transportation for the Trinity River Vision Bridges project in Fort Worth, Texas, for funding through the 2013 Transportation Investment Generating Economic Recovery (TIGER) Discretionary Grant Program.

The Trinity River Vision exemplifies smart growth principles, which are critical to the future development of North Texas. The project combines transportation improvements and flood control with the community's desire to make the river a more integral part of central Fort Worth, one of the fastest-growing large cities in the nation. The public improvements, including three new bridges, are expected to foster a more walkable, higher-density, mixed-use neighborhood, which is a more sustainable alternative to suburban sprawl. Additionally, the project will have an enormous economic impact to the area, bringing in multiple job and business opportunities.

This project includes new bridges at White Settlement, Main Street and Henderson Street and is included in Mobility 2035: The Metropolitan Transportation Plan for North Central Texas and Mobility 2035: The Metropolitan Transportation Plan for North Central Texas – 2013 Update. All federally funded surface transportation projects must also be included in the Transportation Improvement Program (TIP). This project is included in the 2013-2016 Transportation Improvement Program for North Central Texas.

Again, Tarrant County fully supports the 2013 TIGER Grant application submitted by NCTCOG for bridge construction associated with the larger Trinity River Vision project. This important project would improve regional mobility and multi-modal transportation options and have a positive economic impact on North Texas. Thank you for your full and fair consideration of this application.

Sincerely,

A handwritten signature in blue ink, appearing to read "B. Glen Whitley". The signature is fluid and cursive, with a large initial "B" and a long, sweeping underline.

B. Glen Whitley
County Judge



Board Members

Victor W. Henderson, President
Hal S. Sparks, III, Vice President
Jack R. Stevens, Secretary
Marty V. Leonard, Secretary Pro-Tem
Jim W. Lane, Director

James M. Oliver, General Manager

May 23, 2013

The Honorable Ray LaHood
Secretary of Transportation
United States Department of Transportation
1200 New Jersey Avenue, SE
Washington, DC 20590

The Honorable Anthony Foxx
Secretary of Transportation
United States Department of Transportation
1200 New Jersey Avenue, SE
Washington, DC 20590

Dear Secretary LaHood and Secretary Foxx:

The Tarrant Regional Water District (TRWD) strongly supports the North Central Texas Council of Governments (NCTCOG) request for funding through the 2013 Transportation Investment Generating Economic Recovery (TIGER) Discretionary Grant Program. If awarded, this request will fund the Trinity River Vision Bridge project which includes new bridges located at White Settlement, Main Street and Henderson Street in Fort Worth, Texas.

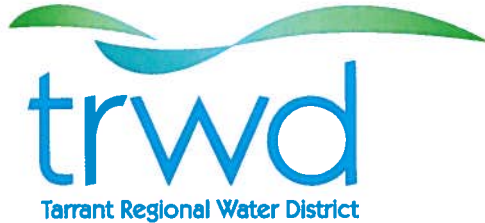
TRWD is making a significant investment in flood control and recreation infrastructure in Fort Worth's urban core. Combined with the Texas Department of Transportation's mobility improvements, the Trinity River Vision project will address infrastructure needs and revitalization of an aging industrial area. Through enhanced flood control, smart growth planning, and critical transportation improvements we are fostering a walkable, high-density, mixed use neighborhood in our center city, a viable, sustainable alternative to suburban sprawl. Additionally, the project will have an enormous economic impact, creating over 16,000 permanent jobs, 600 construction jobs per year and a projected \$1.6 billion dollars in business activity per year.

A cooperative partnership comprised of the Trinity River Vision Authority, Tarrant Regional Water District, City of Fort Worth, Tarrant County, Texas Department of Transportation and the US Army Corps of Engineers are committed to bringing this project to fruition. Thank you for your consideration of this application. This funding will help us address long-range transportation needs for this region.

Sincerely,

A handwritten signature in black ink that reads "Victor W. Henderson". The signature is fluid and cursive, with a long horizontal flourish extending to the right.

Victor W. Henderson
Board President



P.O. Box 4508
Fort Worth, Texas 76164

800 E. Northside Drive
Fort Worth, Texas 76102
Office: 817-335-2491
Fax: 817-877-5137

Board Members

Victor W. Henderson
Hal S. Sparks, III
Jack R. Stevens
Marty V. Leonard
Jim Lane

May 23, 2013

The Honorable Ray LaHood
Secretary of Transportation
United States Department of Transportation
1200 New Jersey Avenue, SE
Washington, DC 20590

The Honorable Anthony Foxx
Secretary of Transportation
United States Department of Transportation
1200 New Jersey Avenue, SE
Washington, DC 20590

Dear Secretary LaHood and Secretary Foxx:

The Tarrant Regional Water District strongly supports the application submitted by the North Central Texas Council of Governments (NCTCOG) to the US Department of Transportation for the Trinity River Bridges project in Fort Worth, Texas, for funding through the 2013 Transportation Investment Generating Economic Recovery (TIGER) Discretionary Grant Program.

The Trinity River Vision exemplifies smart growth principles, which are critical to the future development of North Texas. The project combines transportation improvements and flood control with the community's desire to make the river a more integral part of central Fort Worth, one of the fastest-growing large cities in the nation. The public improvements, including three new bridges, are expected to foster a more walkable, higher-density, mixed-use neighborhood, which is a more sustainable alternative to suburban sprawl. Additionally, the project will have an enormous economic impact to the area, bringing in multiple job and business opportunities.

Again, the Tarrant Regional Water District fully supports the 2013 TIGER Grant application submitted by NCTCOG for bridge construction associated with the larger Trinity River Vision Project. This important project would improve regional mobility and multi-modal transportation options and have a positive economic impact on North Texas.

Sincerely,

A handwritten signature in black ink, appearing to read "Jim Oliver", is written over a faint, light-colored signature line.

Jim Oliver
General Manager
Tarrant Regional Water District



May 28, 2013

The Honorable Ray LaHood
Secretary of Transportation
United States Department of Transportation
1200 New Jersey Avenue, SE
Washington, DC 20590

The Honorable Anthony Foxx
Secretary of Transportation
United States Department of Transportation
1200 New Jersey Avenue, SE
Washington, DC 20590

Dear Secretary LaHood and Secretary Foxx:

The Trinity River Vision Authority (TRVA) strongly supports the North Central Texas Council of Governments (NCTCOG) request for funding through the 2013 Transportation Investment Generating Economic Recovery (TIGER) Discretionary Grant Program. If awarded, this request will fund the Trinity River Vision Bridge project which includes new bridges located at White Settlement, Main Street and Henderson Street in Fort Worth, Texas.

TRVA is making a significant investment in flood control and recreation infrastructure in Fort Worth's urban core. Combined with the Texas Department of Transportation's mobility improvements, the Trinity River Vision project will address infrastructure needs and revitalization of an aging industrial area. Through enhanced flood control, smart growth planning, and critical transportation improvements we are fostering a walkable, high-density, mixed use neighborhood in our center city, a viable, sustainable alternative to suburban sprawl. Additionally, the project will have an enormous economic impact, creating over 16,000 permanent jobs, 600 construction jobs per year and a projected \$1.6 billion dollars in business activity per year.

A cooperative partnership comprised of the Trinity River Vision Authority, Tarrant Regional Water District, City of Fort Worth, Tarrant County, Texas Department of Transportation and the US Army Corps of Engineers are committed to bringing this project to fruition. Thank you for your consideration of this application. This funding will help us address long-range transportation needs for this region.

Sincerely,

G.K. Maenius
Board President



May 24, 2013

The Honorable Ray LaHood
Secretary of Transportation
United States Department of Transportation
1200 New Jersey Avenue, SE
Washington, DC 20590

The Honorable Anthony Foxx
Secretary of Transportation
United States Department of Transportation
1200 New Jersey Avenue, SE
Washington, DC 20590

Dear Secretary LaHood and Secretary Foxx:

The Fort Worth Chamber of Commerce strongly supports the North Central Texas Council of Governments (NCTCOG) funding request through the 2013 Transportation Investment Generating Economic Recovery (TIGER) Discretionary Grant Program for the Trinity River Vision Bridges project including new vehicular bridges located at White Settlement Road, Main Street, and Henderson Street.

Fort Worth was named the fastest-growing metropolitan area in the U.S by the Census Bureau in 2011, proven by an over 39% increase in population in just ten years. This has created a significant burden on our existing infrastructure. The Trinity River Vision project combines flood control and transportation improvements with the community's desire to make the river a more integral part of our central city. The public improvements will foster a walkable, high-density, mixed use neighborhood in our central city, a viable, sustainable alternative to suburban sprawl. Additionally, the project will have an enormous economic impact, bringing in over 16,000 permanent jobs, 600 construction jobs per year and a projected \$1.6 billion dollars in business activity per year.

This inner city revitalization will clean up parks, provide housing, and create opportunities not thought possible in this part of the city. As strong supporters of projects that exemplify smart growth and sustainability, we recognize the importance of this effort to our region. Please consider this letter as our voice of support for this application.

Sincerely,

Bill Thornton
President



May 20, 2013

The Honorable Ray LaHood
Secretary of Transportation
United States Department of Transportation
1200 New Jersey Avenue, SE
Washington, DC 20590

The Honorable Anthony Foxx
Secretary of Transportation
United States Department of Transportation
1200 New Jersey Avenue, SE
Washington, DC 20590

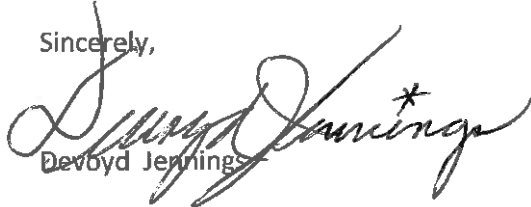
Dear Secretary LaHood and Secretary Foxx:

The Fort Worth Metropolitan Black Chamber of Commerce strongly supports the North Central Texas Council of Governments (NCTCOG) funding request through the 2013 Transportation Investment Generating Economic Recovery (TIGER) Discretionary Grant Program for the Trinity River Vision Bridges project in Fort Worth, Texas which includes a new bridge a White Settlement Road, Main Street, and Henderson Street.

Fort Worth was named the fastest-growing metropolitan area in the U.S by the Census Bureau in 2011, proven by an over 39% increase in population in just ten years. This has created a significant burden on our existing infrastructure. The Trinity River Vision project combines flood control and transportation improvements with the community's desire to make the river a more integral part of our central city. The public improvements will foster a walkable, high-density, mixed use neighborhood in our central city, a viable, sustainable alternative to suburban sprawl. Additionally, the project will have an enormous economic impact, bringing in over 16,000 permanent jobs, 600 construction jobs per year and a projected \$1.6 billion dollars in business activity per year.

This inner city revitalization will clean up parks, provide housing, and create opportunities not thought possible in this part of the city. As strong supporters of projects that exemplify smart growth and sustainability, we recognize the importance of this effort to our region. We are also having Mr. Phil Wilson, the Executive Director of the Texas Department of Transportation, as the keynote speaker at our Annual membership Luncheon, on June 28th. That is how interested we are in transportation issues in our city. Please consider this letter as our voice of support for this application.

Sincerely,

A handwritten signature in cursive script, reading "Devoyd Jennings", with a small asterisk above the final "s".

Devoyd Jennings

President / CEO



May 28, 2013

The Honorable Ray LaHood
Secretary of Transportation
United States Department of Transportation
1200 New Jersey Avenue, SE
Washington, DC 20590

The Honorable Anthony Foxx
Secretary of Transportation
United States Department of Transportation
1200 New Jersey Avenue, SE
Washington, DC 20590

Dear Secretary LaHood and Secretary Foxx:

The Fort Worth Hispanic Chamber of Commerce strongly supports the North Central Texas Council of Governments (NCTCOG) funding request through the 2013 Transportation Investment Generating Economic Recovery (TIGER) Discretionary Grant Program for the Trinity River Vision Bridges project including new bridge construction at White Settlement Road, Henderson Street and Main Street in Fort Worth, Texas.

Fort Worth was named the fastest-growing metropolitan area in the U.S by the Census Bureau in 2011, proven by an over 39% increase in population in just ten years. This has created a significant burden on our existing infrastructure. The Trinity River Vision project combines flood control and transportation improvements with the community's desire to make the river a more integral part of our central city. The public improvements will foster a walkable, high-density, mixed use neighborhood in our central city, a viable, sustainable alternative to suburban sprawl. Additionally, the project will have an enormous economic impact, bringing in over 16,000 permanent jobs, 600 construction jobs per year and a projected \$1.6 billion dollars in business activity per year.

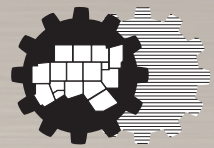
In the City of Fort Worth, we have many partners and the TRVA (Trinity River Vision Authority) is one that we hold in the highest regard. Their vision is a key component to the future success of our beautiful City. They have created a foresight that addresses transportation and our economic future. It would be a huge win for the Department of Transportation to invest in this visionary project.

This inner city revitalization will clean up parks, provide housing, and create opportunities not thought possible in this part of the city. As strong supporters of projects that exemplify smart growth and sustainability, we recognize the importance of this effort to our region. Please consider this letter as our voice of support for this application.

Sincerely,

A handwritten signature in black ink, appearing to read 'Asusena Resendiz', with a vertical line extending downwards from the end of the signature.

Asusena Resendiz
President and CEO



North Central Texas
Council Of Governments

TIGER V

Trinity River Vision Bridges

APPENDIX C NEPA SUPPORT DOCUMENTS



616 Six Flags Drive
Arlington, TX 76005

Co-applicant:





Texas Department of Transportation

DEWITT C. GREER STATE HIGHWAY BLDG. • 125 E. 11TH STREET • AUSTIN, TEXAS 78701-2483 • (512) 463-8585

November 2, 2012

CC 902-48-697
Categorical Exclusion
Tarrant County
CSJ: 0902-48-697

White Settlement Road at Bypass Channel

Robert F. Tally, Jr., P.E.
Division Administrator
Federal Highway Administration, Texas Division
300 East 8th Street, Suite 826
Austin, TX 78701

Dear Mr. Tally:

TxDOT is proposing to construct a new bridge and approaches on White Settlement Road over the planned flood control bypass channel and over the existing FW&W Railroad and a roundabout at the intersection with South Commercial Street. The environmental review document was revised to address FHWA comments, and replacement pages were provided to your office by the TxDOT Fort Worth District. Tribal coordination concluded on October 25, 2012. No further resource agency coordination or public involvement is necessary.

Your concurrence is requested that this project is a categorical exclusion. If you have any questions, please contact Scott Ford, AICP, at 512-416-2687.

Sincerely,

Melissa A. Neeley for

Melissa A. Neeley
Director of Project Delivery Management
Environmental Affairs Division

Concur:

Walter J. Lauenroth, P.E.
Federal Highway Administration

Date: 11/2/12

THE TEXAS PLAN

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Texas Department of Transportation

DEWITT C. GREER STATE HIGHWAY BLDG. • 125 E. 11TH STREET • AUSTIN, TEXAS 78701-2483 • (512) 463-8585

Mailed and Distributed
8-2-12 MW

August 1, 2012

HP 2008(345)
Categorical Exclusion
Tarrant County
CSJ: 0171-05-081

SH 199 Bridge at Bypass Channel

Robert F. Tally, Jr., P.E.
Division Administrator
Federal Highway Administration, Texas Division
300 East 8th Street, Suite 826
Austin, TX 78701

Dear Mr. Tally:

TxDOT is proposing to construct a new bridge on SH 199 over the planned flood control bypass channel and over the existing FW&W Railroad, approaches, and a roundabout at the new intersection with White Settlement Road. Coordination with TPWD was completed on March 8, 2012. SHPO concurred there will be no adverse effect to historic properties on July 24, 2012. TxDOT archaeologists determined on August 22, 2007, that additional work was not required.

Attached are three copies of the CE document for the proposed project. The CE document was revised based on ENV review, and attached are three copies of the associated comment and response matrix.

No further resource agency coordination or public involvement is necessary. Your concurrence is requested that this project is a categorical exclusion. If you have any questions, please contact Scott Ford, AICP, at 512-416-2687.

Sincerely,

Melissa A. Neeley
Director of Project Delivery Management
Environmental Affairs Division

Attachment
Reference: ENV 850

Concur: Walter J. Kaminich, P.E.
Federal Highway Administration

Date: 9/19/12

THE TEXAS PLAN
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PRESERVE THE VALUE OF TRANSPORTATION ASSETS

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Texas Department of Transportation[®]

DEWITT C. GREER STATE HIGHWAY BLDG. • 125 E. 11TH STREET • AUSTIN, TEXAS 78701-2483 • (512) 463-8585

January 28, 2013

HP 2008(344)
Categorical Exclusion
Tarrant County
CSJ: 0014-01-022

BU 287P Bridge at Bypass Channel

Robert F. Tally, Jr., P.E.
Division Administrator
Federal Highway Administration, Texas Division
300 East 8th Street, Suite 826
Austin, TX 78701

Dear Mr. Tally:

TxDOT is proposing to construct a new bridge and approaches on BU 287P (locally known as North Main Street) at the location of the proposed bypass channel in Fort Worth. Tribal coordination was completed on January 14, 2013. Additional coordination with TPWD concluded on January 17, 2013.

Attached are two copies of the CE document for the proposed project. The CE document was revised based on FHWA review, and attached is the associated comment and response matrix. A copy of the attachments was delivered to Barbara Maley by the TxDOT Fort Worth District.

Your concurrence is requested that this project is a categorical exclusion. If you have any questions, please contact Scott Ford, AICP, at 512-416-2687.

Sincerely,

Melissa A. Neeley
Director of Project Delivery Management
Environmental Affairs Division

Attachments

Concur:

Federal Highway Administration

Date: 2/11/13

OUR GOALS

MAINTAIN A SAFE SYSTEM • ADDRESS CONGESTION • CONNECT TEXAS COMMUNITIES • BEST IN CLASS STATE AGENCY

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DEPARTMENT OF THE ARMY
OFFICE OF THE ASSISTANT SECRETARY
CIVIL WORKS
108 ARMY PENTAGON
WASHINGTON DC 20310-0108

APR 07 2006

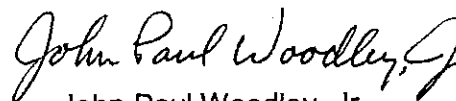
MEMORANDUM FOR THE DIRECTOR OF CIVIL WORKS

Subject: Upper Trinity River, Central City, Fort Worth, Texas – Project Report and Environmental Impact Statement

I am responding to your memorandum dated 16 March 2006, requesting my concurrence in the Corps of Engineers' (Corps) recommendation that the proposed project described in the subject documents is technically sound and environmentally acceptable.

The Recommended Plan is the Community-Based Alternative. The recommended plan would include the creation of an 8,400 foot-long bypass channel for the Clear Fork Trinity River, creation of an interior water feature utilizing a portion of the former channel of the Clear Fork, the construction of several dams, flood protection levees, road and bridge improvements, wetland, prairie and bottomland hardwood ecosystem restoration measures, and trail systems and water-based recreation opportunities. Of this recommended plan, the Corps' portion of the project identified for implementation in accordance with Section 116 of Public Law 108-447 includes those portions of the overall project that emphasize the flood control/hydraulic aspects that are fully functional. Specifically, the Corps' project includes the bypass channel, the isolation gates, the Samuels Avenue Dam, and most real estate, business and property owner relocations and soft costs associated with these features. (Soft costs include activities such as planning, design, survey and testing, legal support, program management, and construction oversight). Also included in the Corps' project is all hydraulic (valley storage) and environmental mitigation required for the Central City Project, and all the cultural resources mitigation excepting mitigation of impacts to buried archeological resources that may be discovered in conjunction with project features other than those included in the Corps' project.

Based on the information provided in the Corps of Engineers submittal package, I have determined that the Central City Project is technically sound and environmentally acceptable.


John Paul Woodley, Jr.
Assistant Secretary of the Army
(Civil Works)

RECORD OF DECISION

UPPER TRINITY RIVER, CENTRAL CITY, FORT WORTH, TEXAS

The Final Project Report dated March 2006, and Final Environmental Impact Statement (FEIS) dated January 2006, for the Upper Trinity River, Central City, Fort Worth, Texas address the water resources need for Fort Worth, Texas. The report was prepared in response to Public Law 108-447, Section 116, dated December 8, 2004. Based on the review of this project and the views of interested agencies and the concerned public, I find both the Community Based Alternative recommended by the Army Corps of Engineers in the Project Report and FEIS for the overall Central City Project, and Corps participation in that alternative, to be technically sound and environmentally acceptable.

Current Army Corps of Engineers (Corps) investigations into water resources problems and opportunities in the Upper Trinity River Basin were authorized by the United States Senate Committee on Environment and Public Works Resolution, dated April 22, 1988. In 2002, the Corps initiated plan formulation for the Central City area, in accordance with the Water Resources Council's "Economic and Environmental Principles and Guidelines for Water and Related Land Resources Implementation Studies," and within the Corps current mission areas, which include flood damage reduction, ecosystem restoration, and recreation. The study authority was subsequently modified by Public Law 108-447, Section 116, which authorized the Secretary of the Army to undertake the Central City Project, as generally described in the Trinity River Vision Master Plan, dated April 2003. The Central City Project in the Trinity River Vision Master Plan was developed at a conceptual level by the local community and, in addition to the Corps mission areas, included urban revitalization as a primary goal. This overall Central City Project is envisioned as a multi-agency project, to be implemented through the joint efforts and funding of several Federal, state and local agencies. The project authorization contained in P.L. 108-447, Section 116, authorizes Corps of Engineers participation in the Central City project at a total cost not to exceed \$220,000,000, and specifies that the Corps and non-Federal share will each be \$110,000,000. Corps participation is authorized if the Secretary "determines the work is technically sound and environmentally acceptable."

As interdependent parts of the larger Central City Project, the Corps participation features and the other agency participation features are connected actions. All the actions comprising the overall Central City Project have therefore been included in the scope of analysis of the FEIS. The January 2006 FEIS documents the investigation of various alternative plans for providing flood damage reduction, ecosystem improvements, urban revitalization, and recreation along the Central City section of the Upper Trinity River in Fort Worth, Texas. Three alternatives were considered: the No Action Alternative, the Principles and

Guidelines Based Alternative, and the Community Based Alternative. The description and discussion of these alternatives in the FEIS is hereby incorporated by reference. The Principles and Guidelines Based Alternative is the environmentally preferable alternative because it provides the most ecosystem restoration benefits. However, neither the Principles and Guidelines Based Alternative nor the No Action Alternative fulfill the overall project purposes and goals of the Trinity River Vision Master Plan Central City Project in which the Corps is authorized to participate. Therefore, these two alternatives are not considered "practicable" alternatives. The Community Based Alternative is the only practicable alternative, and is also the least environmentally damaging practicable alternative. The Community Based Alternative best meets all the project goals without unacceptable environmental and social impacts and is therefore the agency's recommended plan.

Within the fiscal constraint of the section 116 authorization, Corps participation in the recommended plan, the Community Based Alternative, will be comprised of flood control/hydraulic features and required hydraulic, environmental and cultural mitigation. While the specific features contained within the Corps participation component of the Community Based Alternative are identified later in this ROD, all of the features of the Community Based Alternative are listed below:

- Bypass channel, approximately 8,400 feet in length and 300-400 feet wide between the top of levees to carry the flood flows around the Central City area;
- Samuels Avenue Dam designed to create a normal water surface elevation of approximately 525 feet to link the Stockyards area by boat;
- Three isolation gates designed to restrict flood flows to the new bypass channel and to isolate the interior area from flood flows. A stormwater pump station would operate with the isolation gates to reduce flooding in two interior drainage areas;
- Valley storage mitigation sites upstream and downstream of the Samuels Avenue Dam;
- Street and highway improvements for Henderson Street, White Settlement Road Bridges, North Main Street Bridge, and University Drive; pavement and traffic engineering improvements to improve capacity, movement, and provision for automobiles and public transit.
- Utility relocations, including water, sanitary and storm sewer, electric, gas, and telecommunications.
- Interior water feature.
- Ecosystem Restoration of two Trinity River oxbows.
- Trail network of approximately 10 miles of waterfront trails and an approximately 3.5 mile boating loop.

- Wetland, riparian, and terrestrial mitigation in the Riverbend and Rockwood areas, and aquatic habitat mitigation in Ham Branch and Lebow Creek.
- Cultural resource mitigation.

The recommended plan, the Community Based Alternative, accomplishes all four dimensions of the Central City project purpose, i.e. Flood Damage Reduction, Ecosystem Restoration, Urban Revitalization, and Recreation, whereas the Principles and Guidelines Based Alternative does not specifically provide for urban revitalization. The recommended plan provides protection for the Standard Project Flood with 4 feet of freeboard and improves the performance of the interior drainage components. Additionally, the recommended plan will facilitate revitalization of the Central City area by establishing the conditions for levee removal along the river, which will promote better connection and access to the Trinity River. The plan also provides substantial recreation opportunities and some ecosystem restoration. Although the plan has some adverse effects to fish and wildlife habitat, these effects will be fully mitigated and there will be no unacceptable adverse effects remaining. The plan is strongly supported by local governments, as evidenced by their development of a Tax Increment Financing District and substantial bond revenue that will be used for the local cost share.

The recommended Community Based Alternative requires hydraulic mitigation due to a loss of 5,250 acre feet of valley storage from construction of the shorter more efficient bypass channel. Three sites are identified in the Community Based Alternative to provide valley storage mitigation. Construction of the bypass channel and associated valley storage sites would not increase downstream water surface elevations or downstream flow. The alternative fully complies with the criteria established in the Corridor Development Certificate process, and, in fact, exceeds the criteria relative to restoration of valley storage for the Standard Project Flood volume.

Although all practicable means to avoid or minimize environmental harm have been adopted, the recommended Community Based Alternative would have adverse effects to aquatic habitat in Marine and Lebow Creeks. A plan to mitigate these impacts has been developed and adopted in cooperation with the U.S. Fish and Wildlife Service and state of Texas resource agencies. The aquatic mitigation plan includes improving aquatic habitat through physical habitat modification and providing improved base flow within Lebow Creek. Additional aquatic habitat improvement will be provided in Ham Branch through physical habitat modification, including establishment of riffle and pool complexes. The recommended plan will also adversely impact riparian and upland forest and emergent wetlands primarily from valley storage mitigation activities in the Riverbend area. A mitigation plan for these resources has also been developed and adopted that includes establishment of 1.43 acres of emergent wetland, development of 76.2 acres of riparian woodland and 45.5

acres of upland forest within the Riverbend valley storage mitigation area and the Rockwood area. The mitigation plan also includes habitat improvement of 12.2 acres and 13.3 acres of existing riparian and upland forest, respectively. Monitoring, enforcement, and adaptive management will be utilized to assure aquatic and terrestrial environmental mitigation goals are met. A Section 404(b)(1), Clean Water Act, analysis has been completed and is included in the FEIS. The recommended plan is in compliance with the 404(b)(1) guidelines. The Corps will secure a water quality certification from the Texas Commission on Environmental Quality (TCEQ) under Section 401 of the Clean Water Act prior to initiation of project construction.

Implementation of the recommended plan will potentially have adverse effects on eleven historic architectural properties eligible for the National Register of Historic Places. A plan to mitigate the impacts of the Community Based Alternative on historic architectural resources has been developed and adopted in consultation with the Texas Historical Commission as well as numerous stakeholder groups. Specific components of the mitigation plan are contained in the executed Programmatic Agreement among the USACE, the Texas Historical Commission and the City of Fort Worth.

Those features identified for Corps of Engineers participation (Corps Component) in accordance with the cost limitations contained in P.L. 108-447, Section 116, emphasize the flood control/hydraulic aspects of the Central City Project and develop a fully-functioning hydraulic (flood control) system. Specifically, the Corps Component consists of the bypass channel, the isolation gates, the Samuels Avenue Dam, and most real estate, business and property owner relocations and soft costs associated with these features. ("Soft costs" include activities such as planning, design, survey and testing, legal support, program management and construction oversight). Lands required for the Corps Component that are already owned by the Sponsor, the City of Fort Worth, or Tarrant County will be provided to the project. Also included in the Corps Component are all valley storage and habitat mitigation required for the overall Central City Project, and all cultural resources mitigation (excepting mitigation of impacts to buried archeological resources that may be discovered in conjunction with project features other than those include in the Corps Component).

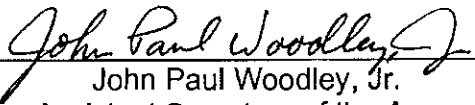
In order to ensure that the Corps Component is fully functional when complete, the Project Cooperation Agreement (PCA) between the Corps and the non-Federal sponsor will be conditioned to require certain base conditions. Specifically, utility relocations, demolition, and the cleanup of substances regulated by the Resource Conservation and Recovery Act and the Comprehensive Environmental Response, Compensation, and Liability Act will be performed by the sponsor as a non-project cost prior to construction start for appropriate elements of the Corps Component. Additionally, new bridges, to be

constructed by the Texas Department of Transportation at the North Main Street and Henderson Street intersections with the bypass channel, will be base conditions of the PCA.

The project has been extensively coordinated with the public and with resource agencies. The project is in compliance with all environmental requirements, including the Endangered Species Act, the National Historic Preservation Act, the Clean Air Act, and the Clean Water Act.

All applicable laws, executive orders, regulations, and local plans were considered in evaluating alternatives. The recommended plan is the least environmentally damaging practicable alternative and incorporates features to avoid, minimize, or mitigate adverse environmental and social impacts. Based upon the review of FEIS and comments received from other agencies and the public, I find that the project benefits gained by construction of the recommended plan outweigh the adverse effects. Therefore, I have determined that the Community Based Alternative (the recommended plan for the overall Central City Project) and the Corps Component of that plan are in the public interest. This Record of Decision completes the National Environmental Policy Act process.

7 April 2006
Date



John Paul Woodley, Jr.
Assistant Secretary of the Army
(Civil Works)

47 **WHEREAS**, the Trinity River Bluff, defined as the wooded escarpment located on the
48 slope from the south bank of the river to the crest of the slope, extending from the Tarrant
49 County Courthouse to the general area across from LaGrave Field to the west, is not
50 NRHP eligible, but is acknowledged as vitally important to the understanding of the
51 history of Fort Worth and the continued preservation of the resource is encouraged to
52 preserve the City's rich cultural heritage; and

53
54 **WHEREAS**, this undertaking will have no immediate impact on the Trinity River bluff
55 other than visual; and

56
57 **WHEREAS**, it is understood that private development that may occur within the APE
58 could adversely affect historic properties listed in Appendix A in future years as a result
59 of this undertaking; and

60
61 **WHEREAS**, the USACE, pursuant to 36 CFR Part 800 regulations implementing
62 Section 106 of The National Historic Preservation Action (16 U.S. C. 470f), has invited
63 the Advisory Council on Historic Preservation (Council) to participate in this
64 consultation and the Council has declined to participate in a letter dated August 29, 2005;
65 and

66
67 **WHEREAS**, the THC, the City of Fort Worth, Texas and the USACE have participated
68 in the consultation and have been invited to be signatories to this Programmatic
69 Agreement; and

70
71 **WHEREAS**, the USACE, with the assistance of the THC, recognizes the following
72 entities as interested parties and has invited the Tarrant Regional Water District, Tarrant
73 County, The National Trust for Historic Preservation, Historic Fort Worth, Inc., North
74 Fort Worth Historical Society, Tarrant County Historical Commission, Historic
75 Landmarks, Inc., and City of Fort Worth Historic and Cultural Landmarks Commission
76 to sign as concurring parties in this agreement; and:

77
78 **NOW, THEREFORE**; USACE, the City of Fort Worth, Texas and the THC agree that
79 the consultation process for the Project shall be carried out in accordance with the
80 following stipulations to satisfy USACE's Section 106 responsibilities for the
81 undertaking.

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89 **1. Mitigation Measures:**

90

91 The following mitigation measures take into account the adverse effects of Central City
92 on historic properties that will be demolished or altered in such as manner as to affect the

Stipulations

93 historic integrity of the property. The USACE, with the exception of Stipulation 5 by the
94 City of Fort Worth, will ensure that the following measures are carried out: /

95
96 **A. ARCHITECTURE**

97
98 **(1) Recordation:**

99
100 The purpose of the recordation is to provide current and future generations
101 access to archival information and narrative history that comprehensively
102 documents the Central City area from its beginnings to the time prior to the
103 initiation of the construction of the Central City Project.

104
105 Many of the affected structures are undistinguished architecturally, although
106 together, they form a cohesive portrait of the Central City area. The intent of
107 the document is to capture the historic nature of the area as a whole rather
108 than to document individual parts in order to produce a more comprehensive
109 understanding of the area's historical development.

110
111 To achieve this, the current historic context entitled *Below the Bluff,*
112 *Development at the Confluence of the West and Clear Fork of the Trinity*
113 *River, 1849-1966*, will be expanded to include:

- 114
- 115 • An expanded contextual history of the area, including examination of
116 the importance of the built and natural environment in relationship to
117 historical social/economic development of the surrounding
118 neighborhoods.
 - 119 • Expanded coverage of the construction and history of the existing
120 USACE levee system.
 - 121 • Inclusion of additional historic photographs and maps of the area,
122 including fold-out historic aerial photographs and Sanborn maps.
 - 123 • Large format photography of up to 75 views of the area, including at
124 least one view of every historic structure adversely affected by the
125 undertaking. Demolition of the NHRP eligible structures listed as
126 adversely affected in Appendix A may commence upon acceptance of
127 the mitigative photography by the THC. The USACE will forward
128 photographic proofs to the THC for a 30 day review and comment
129 period, upon which the THC will furnish an e-mail or letter approval
130 of the number of photographs and the quality of the compositional
131 views, or a detailed request of views needed to adequately document
132 the affected structures.
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- A detailed architectural description of each NRHP eligible structure in the area of potential effect that meets the Historic American Building Survey Level III requirements.
- Ethnographers will conduct oral histories of a minimum of 10, and a maximum of 20 persons with social, economic or historical ties to the area. The interview subjects will be selected in consultation with the Tarrant County Historical Commission and other local historical societies. Transcripts will be included in the appendix.

Professional Standards

All personnel conducting research and documentation will meet the Secretary of the Interior's professional qualification standards as defined in the Federal Register Volume 48 No. 190 page 44738.

Document Review

The draft document will be submitted for a 60 day review and comment period to all signatory and concurring parties to this agreement within 24 months. All comments received will be considered by the Corps and the document revised before re-submittal to the signatories within 90 days of the end of the comment period for review of each other's comments.

The final document will be distributed within 40 months from the receipt of funds.

Printing and Distribution

- 100 hardbound copies of the revised historic context on archival paper will be provided to distribute among signatories, concurring parties and regional libraries and educational institutions.
- 200 compact disks containing the document in the Adobe Acrobat Portable Document File (PDF) format will be made available to the public.

Curation of Original Materials

- One set of labeled archival photographic contact prints will be given to the Tarrant County Historical Commission, one set to the THC and one set with the original negatives will be given to the University of Texas at Arlington Library special collections.
- The oral history tapes will be given to University of Texas at Arlington Library Special Collections.

183 The revised historic context document will serve as mitigative documentation of
184 the adversely affected structures as required under Section 110 (b) of the NHPA.

185

186 **(2) Architectural Salvage**

187

188 On properties that will be demolished by the undertaking, the USACE and its
189 Partners will consult with the THC to determine if the property contains
190 significant architectural features that could be reused, displayed, interpreted or
191 curated. If such features exist, the signatories, with the property owner, will
192 consider measures to ensure that selected features are removed in a manner that
193 minimizes damage and are delivered to an appropriate party for curation and reuse
194 at the expense of the party receiving the materials.

195

196 **(3) NRHP Nomination**

197

198 All properties listed in Attachment A that are not destroyed or substantially
199 altered to preclude nomination by the Central City Project, will be nominated to
200 the NRHP, barring the objection of the property owner. Nomination materials will
201 be prepared for all eligible properties regardless of owner's consent or objection,
202 completed with information that can be obtained without a right of entry. All
203 nominations will be submitted by USACE to the THC in draft form within 24
204 months of the undertaking, and resubmitted until the document is accepted by the
205 THC and the National Park Service

206

207 **(4) Educational Materials**

208

209 A. The historic context developed in Stipulation (a)(1) above will be used to
210 develop a training module to be available for use in the Fort Worth Independent
211 School District (FWISD) to educate students on the history of the Central City
212 area and to gain understanding of the importance of the built and natural
213 environment in relationship with historical context. The training module will be
214 developed in consultation with the FWISD to meet their curriculum specific
215 needs.

216

217 The training module will be complete and ready for use by the FWISD before 24
218 months from the USACE receiving funding for this activity.

219

220 B. From the historic context developed in Stipulation (A) (1) above, the USACE
221 will contract a interpretive materials study that will recommend a comprehensive
222 approach to provide interpretive materials to the general public concerning the
223 history and significance of the project area APE and locations of historical
224 interest. The document will provide detailed suggestions and prototypes of
225 interpretive materials and displays that can be incorporated in private
226 development and the public streetscape as the project is realized. Actual
227 implementation of the study is dependent upon future funding by others.

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(5) Protection of NRHP Properties by the City of Fort Worth

The USACE has no control over the subsequent build out by private development resulting from this undertaking in the coming years or any method available to influence the protection of historic properties outside of a federal undertaking.

Therefore, the City of Fort Worth will enforce all current measures in-place to promote the protection of NRHP eligible structures that have the potential of being affected by the Central City project. These measures are:

Properties currently designated by the City of Fort Worth as Demolition Delay, Historic and Cultural Landmark or Highly Significant Endangered will be reviewed for all actions taken, which may alter or demolish in whole or in part the property, including any change to the appearance or materials. This review will require a public hearing before the Historic and Cultural Landmarks Commission (HCLC) and may result in the approval or denial of any request.

Written notification will be sent via standard mail to the property owners of all eligible properties providing information about the local designation process, benefits and types of designation, and obligations associated with ownership of a locally designated historic property, as follows:

- A. Demolition Delay: Properties identified as resources within the City that merit protection and are subject to a delay in the issuance of a wrecking permit for a maximum of 180 days in order to explore alternatives to demolition. The structure may subsequently be changed without constraints.
- B. Historic and Cultural Landmark: Properties identified as important to the history of the City and subject to review by the HCLC for any changes to the exterior of the structure and property. Demolition permits may be granted only where loss of significance or economic hardship can be proven.
- C. Highly Significant Endangered: Properties identified as the City's most important historic sites and deemed endangered. The properties are subject to the same requirements as Historic and Cultural Landmark properties.
- D. Education of property owners about local and federal preservation incentives will be accomplished by the distribution of a booklet developed in conjunction with the THC that outlines options available to owners of historic properties.

Where owners consent to local historic designation, the City of Fort Worth will provide assistance in obtaining the desired designation. However, because the property within the Area of Potential Effect is located within Tax Increment Finance District #9, created in December 2003, any property designated after that

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date will not be eligible for the City tax incentives available to locally designated properties until after the retirement of the district.

(6). Design Review Process

A. USACE Design Review

In consultation with THC, the USACE will seek methods to avoid or minimize any adverse visual effects of construction activities of this undertaking within the APE as described in this agreement

1. THC will designate a primary point of contact for review. Contact can be changed by notifying signatories.
2. USACE will designate a primary point of contact for review. Contact can be changed by notifying signatories.
3. At or before 30% completion, the signatories and concurring parties will consult to determine if any elements will require further review, and to what extent.
4. After each submittal, the THC will have a 30-day comment/review period and an additional 45-day comment/review period to resolve comments with the USACE.
5. Should the USACE and the THC not be able to resolve issues after these two review/comments periods regarding the appropriateness of the design, the dispute resolution clause of this agreement shall apply.

B. City of Fort Worth Design Review (Relating to Non-TxDOT aspects of Central City)

In consultation with TX SHPO and other interested parties, the City of Fort Worth will seek methods to avoid or minimize any adverse effects of City designed, constructed, or sponsored physical infrastructure within the APE related to or necessitated by this undertaking.

1. Designs will be submitted to the TX SHPO for a 30-day review and comment period.
2. Should the City and TX SHPO not be able to resolve issues regarding the appropriateness of the design, the dispute resolution clause of this agreement shall apply.

321 **(B.) ARCHEOLOGY**

322

323 The USACE will ensure the following stipulations are carried out concerning
324 archaeological resources within the footprint of the USACE Central City construction
325 project. The construction footprint constitutes the APE for archaeological resources:

326 **(1) Identification of Historic Properties**

327 a. Survey. The USACE shall identify historic properties within the
328 construction footprint of the USACE project by having the entire APE
329 surveyed by professional archaeologists meeting the Secretary of the
330 Interior's professional qualification standards as defined in the Federal
331 Register Volume 48 No. 190 page 44738.

332 b. Determination of National Register Eligibility. The USACE, in
333 consultation with the SHPO, will seek to determine which cultural
334 resources located during the survey are eligible for inclusion in the NRHP
335 accordance with 36CFR Part 800.4.

336 c. Test Excavations. In the event that additional information is required to
337 assess the eligibility of any cultural resources for inclusion in the NRHP,
338 the USACE and SHPO shall consult to prepare a test excavation plan.

339 **(2) Determination of Effect**

340 a. The USACE shall assess the effect of the undertaking on all historic
341 properties within the construction APE in consultation with the SHPO and
342 the Council in accordance with 36 CFR Part 800.5

343 b. If the effect will be adverse, as defined in 36 CFR Part 800.5, the USACE
344 will develop a treatment plan.

345 **(3) Treatment of Historic Properties**

346 a. Avoidance. Whenever possible, historic properties will be avoided by
347 project impacts and protected in place.

348 b. Data Recovery Plan. A detailed data recovery plan shall be developed by
349 the USACE in consultation with the SHPO for those historic properties to
350 which impacts cannot be avoided. After each submittal, the THC will
351 have a 30-day comment/review period and an additional 45-day
352 comment/review period to resolve comments with the USACE. Should the
353 USACE and the THC not be able to resolve issues after these two
354 review/comments periods regarding the appropriateness of the design, the
355 dispute resolution clause of this agreement shall apply. The plan shall
356 specify, at a minimum:

357 i. the historic property, properties, or portions of properties where data
358 recovery is to be carried out;

359 ii. any historic property, properties, or portions of properties that will
360 be destroyed/altered/transferred without data recovery;

361 iii. the research questions to be addressed through the data recovery

- 362 iv. the methods to be used, with explanation of their relevance to the
363 research questions
- 364 v. the methods to be used in analysis, data management, and
365 dissemination of data, including a schedule;
- 366 vi. the proposed disposition of recovered materials and records;
- 367 vii. proposed methods for involving the interested public in the data
368 recovery including, but no limited to methods by which Federally
369 recognized Indian Tribes who historically used this region or continue to
370 use the area, will be kept informed of the work and afforded the
371 opportunity to participate;
- 372 viii. proposed methods for disseminating the results of the work to the
373 interested public and to appropriate Federally recognized Indian
374 Tribes who historically used this region or continue to use the area; and
- 375 ix. proposed schedule for the submission of progress reports to the
376 SHPO.

377 If necessary, additional property-specific data recovery strategies will be
378 developed within the overall framework of the data recovery plan for direction of
379 work at individual properties or groups of properties. The need for such
380 additional strategies will be determined in consultation with the SHPO.

381 (4) Treatment of Human Remains. Treatment of human remains, including
382 prehistoric and historic burials, will be carried out in accordance with a
383 comprehensive plan detailed in the research design developed under
384 stipulation (3)b.

385 (5) Discovery

386 a. If previously unidentified cultural resources are identified during
387 construction, construction shall stop in the vicinity of the resource, and the
388 USACE cultural resources technical point of contract shall be notified
389 within 24 hours of the discovery.

390 b. The USACE shall immediately notify the SHPO. Within 48 hours of
391 notification, field assessment will be undertaken. Assessment of the site
392 by the USACE under 36 CFR Part 60 will be completed within 5 days or
393 less of discovery.

394 c. If the cultural resource is determined to be eligible for inclusion in the
395 NRHP, a treatment plan will be specified by the USACE within 10 days of
396 assessment in consultation with the SHPO.

397 (6) Reporting

398 Upon completion of each major phase of work (survey, testing, or data
399 recovery), draft reports shall be submitted to the USACE and the SHPO.
400 Comments shall be provided to the USACE within 30 calendar days from
401 receipt. The SHPO will be provided 20 copies of the final report. The final
402 report will be distributed among interested parties, including the appropriate

403 federally-recognized Indian Tribes according to a plan prepared by the
404 USACE and consulting parties.

405
406

407 **2. Document Review and Comment:**

408

409 The THC will be afforded thirty (30) days after receipt to comment on any
410 documentation submitted by the USACE.

411

412 **3. Notification and Annual Reporting**

413

414 1. Concurring Parties may request to receive copies from the USACE of anything
415 submitted to the THC under Design Review per stipulation 1.A.6.

416

417 2. The USACE will provide all parties an annual update of all activities pertaining to the
418 stipulations of this agreement within 30 days of each anniversary of signing the
419 agreement.

420

421 **4. Dispute Resolution:**

422

423 Should any party to this agreement object at any time to any actions proposed or the
424 manner in which the terms of this PA are implemented, **the USACE** shall consult with
425 the objecting party(ies) to resolve the objection. If **the USACE** determines, within 30
426 days, that such objection(s) cannot be resolved, **the USACE** will:

427

428 A. Forward all documentation relevant to the dispute to the Council in
429 accordance with 36 CFR Part 800.2(b)(2). Upon receipt of adequate
430 documentation, the Council shall review and advise the USACE on the resolution
431 of the objection within 30 days. Any comment provided by the Council, and all
432 comments from the parties to the PA, will be taken into account by **the USACE**
433 in reaching a final decision regarding the dispute.

434

435 B. If the Council does not provide comments regarding the dispute within 30
436 days after receipt of adequate documentation, the USACE may render a decision
437 regarding the dispute. In reaching its decision, the USACE will take into account
438 all comments regarding the dispute from the parties to the PA.

439

440 C. **The USACE** responsibility to carry out all other actions subject to the terms
441 of this PA that are not the subject of the dispute remain unchanged. **The USACE**
442 will notify all parties of its decision in writing before implementing that portion of
443 the undertaking subject to dispute under this stipulation. **The USACE** decision
444 will be final.

445

446

447

448

449 **5. Duration, Amendments and Termination:**

450

451 This agreement will be null and void if its terms are not carried out within fifteen (15)
452 years from the date of its execution. Prior to such time, the USACE may consult with the
453 other signatories to reconsider the terms of the agreement and amend in accordance with
454 this stipulation.

455

456 Any party to this agreement may propose, in writing, to USACE the terms and/or
457 stipulations of this agreement to be amended. USACE will consult with the other parties
458 to this agreement to consider such an amendment.

459

460 Any party to this agreement may terminate it by providing thirty (30) days notice to the
461 other parties, provided that the parties will consult during the period prior to termination
462 to seek agreement on amendments or other actions that would avoid termination. In the
463 event of termination, USACE will comply with 36 CFR Part 800. with regard to the
464 activities covered by this agreement.

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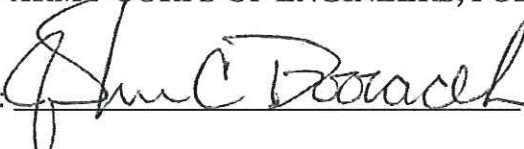
466 Execution and implementation of this agreement evidences that USACE has satisfied its
467 Section 106 and 110 responsibilities for the undertaking.

468

469 **US ARMY CORPS OF ENGINEERS, FORT WORTH DISTRICT**

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471

472 By:  Date 21 MAR 2006

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474

475 **TEXAS HISTORICAL COMMISSION**

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477


478 By:  Date 03.17.06

479

480 **CITY OF FORT WORTH**

481

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483 By:  Date 3-30-06

484 Parties invited to Concur:
 485
 486 Tarrant Regional Water District
 487
 488 By: [Signature] Date 6/30/06
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 490
 491 Tarrant County
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 493 By: [Signature] Date 8/29/06
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 496 The National Trust for Historic Preservation
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 499 By: _____ Date _____
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 502 Historic Fort Worth, Inc.
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 505 By: [Signature] Date 8/24/06
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 508 North Fort Worth Historical Society
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 510 By: [Signature] Date 07/11/06
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 513 Tarrant County Historical Commission
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 515 By: [Signature] Date 8/31/06
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 518 Historic Landmarks, Inc.
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 520 By: [Signature] Date 10/2/06
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 523 City of Fort Worth Historic and Cultural Landmarks Commission
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 526 By: [Signature] Date 6-28-06

ATTACHMENT A

NRHP-Eligible Pre-1966 Buildings, Structures, and Landscapes within the Central City APE

Address	Central City Survey Property Number	Year Built	Theme	Description	Integrity	Effect	Eligibility Status
Fort Worth Power and Light/TXU	1-A	1910	Industry	Masonry multi-storied structures with arched windows.	High	No Adverse	Eligible A, C
Fort Worth Power and Light/TXU	1-B	1940	Industry	Concrete Retention Pond	Moderate	No Adverse	Eligible A, C
Fort Worth Power and Light/TXU	1-C	1940	Industry	Concrete Intake Station	Moderate	No Adverse	Eligible A, C
Fort Worth Power and Light/TXU	1-F	1940	Industry	One story masonry with arched windows	High	No Adverse	Eligible A, C
Fort Worth Power and Light/TXU	1-G	Circa 1940	Industry	Smokestacks (Demolished 9/2005)	High	No Adverse	Eligible A, C
818 North Main <i>Bud Sellers Auto</i>	40	c 1921	Industry	Brick masonry with colored design patterns; sheet metal building in back with newer 2-bay addition.	Moderate	No Adverse	Eligible A, C
834-842 North Main <i>Texas Refinery Co.</i>	50	c 1928	Industry	Masonry and stucco, tile roof accent; Spanish style.	High	No Adverse	Eligible A, C
900 North Main <i>Walter Dearman Truck</i>	53	c 1946	Industry	One story metal frame with bowstring truss roof. CMU administration building attached to front.	High	Adverse	Eligible A, C
909 North Main <i>Texas Refinery Co.</i>	52	1946	Industry	One story flat roof masonry, glass block windows.	Poor	Adverse	Eligible A, C
917/919 North Main <i>Texas Refinery Co.</i>	56/57	c 1946	Industry	One story masonry steel windows.	High	Adverse	Eligible A, C
1012 North Main <i>Ellis Pecan Company</i>	62	1926	Social History/ Commerce	Brick auditorium; arched steel sash window.	High	No Adverse	Eligible A, C
601 North Throckmorton <i>Hutchinson Pipe & Waste Material Co.</i>	13-A	1940	Industry	Block masonry with shingled barrel vault roof.	High	Adverse	Eligible A, C
601 North Throckmorton <i>Hutchinson Pipe & Waste Material Co.</i>	13-B	1940	Industry	Block masonry with sheet metal building on a concrete foundation	High	Adverse	Eligible A, C

Table I-1 (cont'd)

Address	Central City Survey Property Number	Year Built	Theme	Description	Integrity	Effect	Eligibility Status
806 North Throckmorton <i>Southwestern Brass Works</i>	42-A	1927	Industry	Sheet metal manufacturing building; original materials.	High	Adverse	Eligible A, C
806 North Throckmorton <i>Southwestern Brass Works</i>	42-B	1927	Industry	Single story wood frame.	High	Adverse	Eligible A
901 North Throckmorton <i>McKinley Iron Works</i>	47-A	1931	Industry	Two story masonry.	Moderate	Adverse	Eligible A, C
901 North Throckmorton <i>McKinley Iron Works</i>	47-B	1931	Industry	Two story masonry.	Moderate	Adverse	Eligible A, C
901 North Throckmorton <i>McKinley Iron Works</i>	47-C	c 1945	Industry	One story masonry loading dock.	High	Adverse	Eligible A, C
609 North Houston <i>Hobbs Trailers</i>	14	1950	Industry	Brick masonry; concrete construction with large plate glass; shingle roof accent	Moderate	Adverse	Eligible A, C
841 North Houston <i>McKinley Iron Works</i>	48-A	1935	Industry	One story metal frame corrugated siding, bowstring roof truss.	High	Adverse	Eligible A, C
205 North 7 th Street <i>National Educators Life Warehouse</i>	31	1949	Industry	Two story brick Moderne; steel sash windows; limestone banding.	High	Adverse	Eligible A, C
625 North Commerce <i>Hobbs Trailers</i>	15	1928	Industry	One story metal frame corrugated siding.	High	No Adverse	Eligible A, C
648 North Commerce <i>Carruthers Stone</i>	18	1930	Industry	One story metal corrugated siding.	High	No Adverse	Eligible A, C
1024 North Commerce <i>Western Paint & Roofing</i>	64	1920	Industry	One story load bearing brick; clerestory lighting.	High	No Adverse	Eligible A, C
825 North Calhoun	46	1947	Industry	Dual one story metal buildings with bow truss roof.	Moderate	No Adverse	Eligible A, C
1107 North Calhoun <i>Machine Shop</i>	65	1939	Industry	One story load bearing brick; clearstory lighting.	High	No Adverse	Eligible A, C

Table I-1 (cont'd)

Address	Central City Survey Property Number	Year Built	Theme	Description	Integrity	Effect	Eligibility Status
336 Greenleaf Street	70	1925	Residential	Single family residence; wood frame with corrugated metal roof; possible addition to side of house.	Moderate	No Adverse	Eligible A, C
701 North Henderson <i>Triple A Package Store</i>	87	1946	Industry	One story masonry Streamline Moderne.	High	No Adverse	Eligible A, C
900 Woodward <i>City of Fort Worth</i>	96-A	1940	Industry	Two story masonry incinerator.	High	No Adverse	Eligible A, C
Henderson Street Bridge	101	1930	Transporta tion/Engineering	Open spandrel concrete arch.	High	No Adverse	Eligible A, C
SL, SF and Texas Railway Bridge	102	1902	Transporta tion/Engineering	Iron through-truss span with concrete piers	High	No Adverse	Eligible A, C
Paddock Viaduct	103	1902	Transporta tion/Engineering	Long timber trestles, with steel truss supported by concrete piers.	High	No Adverse	NRHP-listed
Flood Control System	104	1910- 1957	Flood Control Develop ment/Engineering	Levees, sumps, sluices, Nutt Dam, USGS Water Gauge	Moderate- High	Adverse	Eligible A, C
Tarrant County Courthouse	107	1895	Community Development	Four story granite Renaissance Revival courthouse	High	No Adverse	NRHP-listed

FROM : Bill Dean US FOODSERVERVICE

PHONE NO. : 410 461 3791

May. 20 2008 07:13PM P2



**DEPARTMENT OF THE ARMY
OFFICE OF THE ASSISTANT SECRETARY
CIVIL WORKS
108 ARMY PENTAGON
WASHINGTON DC 20310-0108**

MAY 21 2008

**MEMORANDUM FOR the Deputy Commanding General for Civil Works and
Emergency Operations**

**Subject: Upper Trinity River, Central City, Fort Worth, Texas – Modified Central City
Project Report and Supplement No. 1 to the Final Environmental Impact Statement**

Public Law 108-447, Section 116 authorized the Secretary of Army to undertake the Central City Project, as generally described in the April 2003 Trinity River Vision Master Plan. The Central City Project requires the joint efforts and funding of several Federal, state, and local agencies for implementation. The U.S. Army Corps of Engineers (Corps) is authorized to participate in the Central City Project at a total cost not to exceed \$220,000,000, with a Federal cost of \$110,000,000 and a non-Federal cost of \$110,000,000, if the Secretary determines the work is technically sound and environmentally acceptable.

My April 7, 2006 response to your memorandum dated, March 16, 2006, concurred with the Corps recommendation for the Community-Based Alternative described in that submittal package. The recommended plan included the creation of an 8,400 foot-long bypass channel for the Clear Fork of the Trinity River, creation of an interior water feature utilizing a portion of the former channel of the Clear Fork, the construction of several dams, flood protection levees, road and bridge improvements, wetland, prairie and bottomland hardwood ecosystem restoration measures, and trail systems and water-based recreation opportunities. Of that recommended plan, the Corps portion of the project identified for implementation in accordance with Section 116 included those portions of the overall project that emphasize the flood control/hydraulic aspects that are fully functional. Specifically, the Corps project included the bypass channel, the isolation gates, the Samuels Avenue Dam, and most real estate, business and property owner relocations and soft costs associated with these features. (Soft costs include activities such as planning, design, survey and testing, legal support, program management, and construction oversight). Also included in the Corps project was all hydraulic (valley storage) and environmental mitigation required for the Central City Project, and all the cultural resources mitigation excepting mitigation of impacts to buried archeological resources that may be discovered in conjunction with project features other than those included in the Corps project. Based on the information provided in the Corps submittal package, I determined that the Community-Based

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PHONE NO. : 410 461 3791

May, 20 2008 07:14PM P3

Alternative was technically sound and environmentally acceptable. Additionally, I signed a Record of Decision on April 7, 2006 to complete the National Environmental Policy Act process.

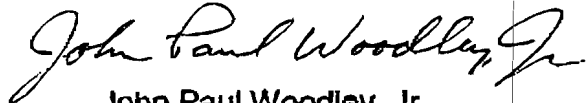
In response to a June 22, 2006 letter from the Fort Worth Parks and Community Services Department (enclosure 1), the Corps evaluated expanding the Central City Project farther to the east into the Riverside Oxbow study area, which is located immediately downstream of the Central City Project, along the Trinity River. In an April 25, 2008 memorandum from the Director of Civil Works, the Corps requested that I approve a modification to my April 7, 2006 determination identified above, in order to accommodate the City of Fort Worth. The revised Central City project is described in the Upper Trinity River, Central City, Fort Worth, Texas Modified Project Report and Supplement No. 1 to the Final Environmental Impact Statement. The Recommended Plan is the Modified Central City Project Alternative.

The Modified Central City Project Alternative would make the following changes to the previously approved plan: 1) move about 40 percent of the estimated 5,000 acre-feet of hydraulic mitigation to the Riverside Oxbow area; 2) relocate, reconfigure, and add a recreational lock and canal to the Samuels Avenue Dam, which now would be constructed by the non-Federal sponsor; 3) include a new Marine Creek low water dam and associated features which would be funded solely by the non-Federal sponsor; 4) construct various ecosystem restoration and recreation features in the Riverside Oxbow area which would also be non-Federally funded. All operations, maintenance, repair, replacement and rehabilitation costs, currently estimated at \$272,000 annually, would remain with the sponsor.

The non-Federal sponsor for this project is the Tarrant Regional Water District. In their letter of May 2, 2008 to the District Engineer, Fort Worth District (enclosure 2), the Tarrant Regional Water District provided their full commitment to fund any cost differential between the \$220,000,000 cost shared project, and the complete Modified Central City alternative, which currently has a total project cost of \$597,000,000 and a fully funded cost of \$673,000,000 (enclosure 3). These figures represent an increase of about \$105 million for the Tarrant Regional Water District to implement the Modified Central City Project.

Based on the information provided in the Corps submittal package, I have determined that the Modified Central City Project is technically sound and environmentally acceptable. However, the project is not compliant with Administration policy. None of the proposed work has been subjected to an economic analysis to determine if it would meet the Federal objectives for water resources planning or if the benefits exceed the costs from a Federal perspective. Additionally, many of the project features provide recreational benefits which are not high priority project outputs for Federal investments, or environmental benefits resulting from planting upland prairie areas. Participation by the Corps in upland restoration efforts is not in accordance with policy as the Corps areas of expertise are closely linked with hydraulic and hydrologic modifications. Corps participation would be limited by the provisions of Section 116 and

appropriations by Congress for the project. I have signed a Record of Decision for the Modified Central City project (enclosure 4) to complete the National Environmental Policy Act process. Please continue to work with my staff to correct several minor report issues such as project related real estate mapping.



John Paul Woodley, Jr.
Assistant Secretary of the Army
(Civil Works)

Enclosures

FROM : Bill Dean US FOODSERVICE

PHONE NO. : 410 461 3791

May. 20 2008 07:17PM PB

RECORD OF DECISION**UPPER TRINITY RIVER, CENTRAL CITY, FORT WORTH, TEXAS,
MODIFIED PROJECT**

A Final Project Report dated March 2006, and Final Environmental Impact Statement (FEIS) dated January 2006, for the Upper Trinity River, Central City, Fort Worth, Texas addressed changes to the existing system of levees and channels to enhance existing levels of flood protection, restore components of the natural riverine system, and provide quality of life enhancements (ecosystem improvements and recreation) in Fort Worth, Texas. The report was prepared in response to Public Law 108-447, Section 116, dated December 8, 2004. Based on these documents, I signed a Record of Decision (ROD) for the Central City Project on April 7, 2006.

Subsequent to that decision, the City of Fort Worth requested that the U.S. Army Corps of Engineers (Corps) conduct an evaluation of merging the authorized Central City Project with the proposed Riverside Oxbow project, located immediately downstream on the Trinity River. This proposal became the Modified Central City Alternative in the subsequent project documentation. A Final Supplement No. 1 to the Final Environmental Impact Statement (FSEIS), dated March 2008, and a Final Modified Project Report, dated April 2008, were completed to document the analysis of technical soundness and environmental acceptability of modifying the Central City Project. Based on the review of the FSEIS and associated documents, as well as the views of interested agencies and the concerned public, I find that both the Modified Central City Alternative recommended by Corps for the overall Central City Project, and the Corps Component of that alternative, to be technically sound and environmentally acceptable.

Current Corps investigations into water resources problems and opportunities in the Upper Trinity River Basin were authorized by the Senate Committee on Environment and Public Works Resolution, dated April 22, 1988. In 2002, the Corps initiated plan formulation for the Central City area, in accordance with the Water Resources Council's Economic and Environmental Principles and Guidelines for Water and Related Land Resources Implementation Studies, and within the Corps current mission areas, which include flood damage reduction, ecosystem restoration, and recreation. The study authority was subsequently modified by Public Law 108-447, Section 116, which authorized the Secretary of the Army to undertake the Central City Project, as generally described in the Trinity River Vision Master Plan, dated April 2003. The Central City Project in the Trinity River Vision Master Plan was developed at a conceptual level by the local community and, in addition to the Corps mission areas, included urban revitalization as a primary goal. This overall Central City

FROM : Bill Dean US FOODSERVICE

PHONE NO. : 410 461 3791

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Project is envisioned as a multi-agency project, to be implemented through the joint efforts and funding of several Federal, state and local agencies. The project authorization contained in P.L. 108-447, Section 116, authorizes Corps of Engineers participation in the Central City project at a total cost not to exceed \$220,000,000, and specifies that the Corps and the non-Federal share will each be \$110,000,000. Corps participation is authorized if the Secretary "determines the work is technically sound and environmentally acceptable."

As interdependent parts of the larger Central City Project, the Corps participation features and the other agency participation features are connected actions. All the actions comprising the overall Central City Project and the Modified Central City Alternative have therefore been included in the scope of analysis of the FEIS and FSEIS. The FSEIS ultimately considered two alternatives: the Modified Central City Alternative and the "No Action" Alternative. The "No Action" Alternative assumed that the two projects, the Central City Project discussed in the FEIS and the Riverside Oxbow project would continue on as separate projects. This "No Action" Alternative was proper because, without a decision to modify the project, the two projects would have gone forward as described in their respective National Environmental Policy Act documents. The Modified Central City Alternative assumed that certain changes discussed below were made to the plan. The descriptions and discussion of these alternatives in the FSEIS are incorporated by reference. The Modified Central City Alternative best meets all the project goals without unacceptable adverse environmental and social impacts, is the least environmentally damaging practicable alternative, and is therefore the Corps' recommended plan.

Within the fiscal, technical and environmental constraints of the section 116 authorization, Corps participation in the recommended plan, the Modified Central City Alternative, is comprised of flood control/hydraulic features and required hydraulic, environmental and cultural mitigation. While the specific features contained within the Corps Component of the Modified Central City Alternative are identified later in this ROD, all of the features of the Modified Central City Alternative are listed below:

- Bypass channel, approximately 8,400 feet in length and 300-400 feet wide between the top of levees to carry the flood flows around the Central City area;
- Samuels Avenue Dam and recreational lock designed to create a normal water surface elevation of approximately 525 feet to allow boating within the upstream area;
- Marine Creek Low Water Dam to create a normal water surface elevation of 516.5 feet to allow boating on Marine Creek up to the Stockyards;
- Three isolation gates designed to restrict flood flows to the new bypass channel and to isolate the interior area from flood flows. A

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PHONE NO. : 410 461 3791

May, 20 2008 07:19PM P10

- stormwater pump station would operate with the isolation gates to reduce flooding in two interior drainage areas;
- Valley storage mitigation sites upstream and downstream of the Samuels Avenue Dam;
 - Street and highway improvements for Henderson Street, White Settlement Road Bridges, North Main Street Bridge, Beach Street Bridge, and University Drive; pavement and traffic engineering improvements to improve capacity, movement, and provision for automobiles and public transit;
 - Utility relocations, including water, sanitary and storm sewer, electric, gas, and telecommunications;
 - Interior water feature;
 - Ecosystem Restoration of two Trinity River oxbows and the Riverside Oxbow and Gateway Park area;
 - Recreational enhancements in Riverside Oxbow, Gateway Park, and Riverside Park including roadways, parking, pedestrian bridges, soccer fields, baseball field, basketball courts, splash park, and trail heads;
 - Trail network of approximately 12 miles of waterfront trails, approximately 3.5 mile boating loop, and 9 miles of soft park and equestrian trails;
 - Wetland, riparian, and terrestrial improvement in the Riverside Oxbow/ Gateway Park areas, Rockwood area, and aquatic habitat mitigation in Ham Branch;
 - Cultural resource mitigation.

The recommended plan, the Modified Central City Alternative, accomplishes all four dimensions of the Central City project purpose, i.e. Flood Damage Reduction, Ecosystem Restoration, Urban Revitalization, and Recreation. The recommended plan provides protection for the Standard Project Flood with 4 feet of freeboard and improves the performance of the interior drainage components. Additionally, the recommended plan will facilitate revitalization of the Central City area by establishing the conditions for levee removal along the river, which will promote better connection and access to the Trinity River. The plan also provides ecosystem restoration and recreation opportunities. Although the plan has some adverse effects to fish and wildlife habitat, these effects are significantly reduced from the original Central City project, and will be mitigated with no unacceptable adverse effects remaining. The plan is strongly supported by local governments, as evidenced by their development of a Tax Increment Financing District and substantial bond revenue that will be used for the local cost share.

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May 20 2008 07:19PM P11

Hydraulic mitigation will occur mostly downstream of the Samuels Avenue Dam, with the primary site being the Riverside Oxbow/Gateway Park area. It also includes five contingency valley storage sites that could be used if analyses during the detailed design phase indicate the primary storage sites are not sufficient to achieve the required valley storage, or if other factors preclude their use. One or more of the contingency sites could be used to replace any of the primary sites depending on the total amount of valley storage necessary. The evaluation of valley storage sites included avoiding, to the extent feasible, important habitats and subsequently developing habitat within these sites following excavation.

The Modified Central City Alternative would avoid much of the initial impact to riparian woodland areas that would occur with the original Central City project in the Riverbend area as proposed in the FEIS. Upon completion of habitat development, which would compensate for impacts, the Modified Central City Alternative would result in more riparian woodland outputs but less wetland outputs relative to the No Action alternative. The Modified Central City Alternative would have similar upland woodland impacts and outputs as the No Action alternative, but would impact a greater amount of grassland habitat than the No Action alternative. Most of the grassland impacts will occur to areas dominated by non-native species and therefore no mitigation is deemed necessary. These changes in habitat outputs are primarily due to relocating the valley storage sites from the Riverbend area to the Riverside Oxbow area, and replacing grassland habitat at these sites with riparian woodland.

Relocation of Samuels Avenue Dam upstream of the Marine Creek and Trinity River confluence would avoid some adverse effects to riparian and aquatic habitat along lower Marine Creek and all impacts to Lebow Creek. However, construction of a low water dam on Marine Creek and a lock and boat channel from the Trinity River impoundment to Marine Creek would still result in inundation (albeit to a lesser extent) of riparian and aquatic habitat in Marine Creek, which would require mitigation. This aquatic habitat mitigation will occur in the Ham Branch tributary and in the remnant Sycamore Creek through physical habitat modification, including establishment of riffle and pool complexes. This plan has been coordinated with the U.S. Fish and Wildlife Service and State of Texas resource agencies, and all practicable means to avoid and minimize environmental impacts have been adopted. A monitoring plan will be implemented to evaluate the compensatory mitigation.

Implementation of the recommended plan will potentially have adverse effects on eleven historic architectural properties eligible for the National Register of Historic Places. A plan to mitigate the impacts of the Community Based Alternative on historic architectural resources has been developed and adopted in consultation with the Texas Historical Commission as well as numerous stakeholder groups. Specific components of the mitigation plan are contained in

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PHONE NO. : 410 461 3791

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the executed Programmatic Agreement among the Corps, the Texas Historical Commission and the City of Fort Worth.

Those features identified for Corps of Engineers participation (Corps Component) in accordance with the cost limitations contained in P.L. 108-447, Section 116, emphasize the flood control/hydraulic aspects of the Central City Project and develop a fully-functioning hydraulic (flood control) system. Specifically, the Corps Component of the Modified Central City Alternative consists of a bypass channel, two isolation gates, associated real estate and property owner relocations, all valley storage and habitat mitigation, and soft costs associated with these features. ("Soft costs" include activities such as planning, design, survey and testing, legal support, program management and construction oversight). Also included is all cultural resources mitigation, except mitigation of impacts to buried archeological resources that may be discovered in conjunction with project features other than those included in the Corps Project. Lands required for the Corps Component that are already owned by the Sponsor, the City of Fort Worth, or Tarrant County will be provided to the project.

In order to ensure that the Corps Component is fully functional when complete, the Project Partnership Agreement (PPA) between the Corps and the non-Federal sponsor will be conditioned to require certain base conditions. Specifically, utility relocations, demolition, and the cleanup of substances regulated by the Resource Conservation and Recovery Act and the Comprehensive Environmental Response, Compensation, and Liability Act will be performed by the sponsor as a non-project cost prior to a construction start for appropriate elements of the Corps Component. Additionally, new bridges, to be constructed by the Texas Department of Transportation at the North Main Street and Henderson Street intersections with the bypass channel, the Samuels Avenue Dam, and the Trinity Point isolation gate will be base conditions of the PPA.

The project has been extensively coordinated with the public and with resource agencies. The project is in compliance with all environmental requirements, including the Endangered Species Act, the National Historic Preservation Act, the Clean Air Act, and the Clean Water Act. This finding terminates further consideration by the Department of the Army of the separate proposal for the Riverside Oxbow, Upper Trinity River, Fort Worth, Texas ecosystem restoration project. This ROD supersedes the ROD signed on April 7, 2006, with respect to the originally proposed Central City Project and the Finding of No Significant Impact signed by the Acting District Engineer, Fort Worth District, on May 22, 2003, with respect to the proposed Riverside Oxbow project.

FROM : Bill Dean US FOODSERVICE

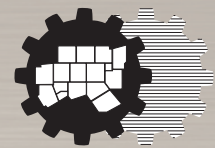
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May. 20 2008 07:21PM P13

All applicable laws, executive orders, regulations, and local plans were considered in evaluating alternatives. The recommended plan is the least environmentally damaging practicable alternative and incorporates features to avoid, minimize, or mitigate adverse environmental and social impacts. Based upon the review of FSEIS and comments received from other agencies and the public, I find that the project benefits gained by construction of the recommended plan outweigh the adverse effects. Therefore, I have determined that the Modified Central City Alternative and the Corps Component of that plan are in the public interest. This Record of Decision completes the National Environmental Policy Act process.

May 21, 2008
Date

John Paul Woodley, Jr.
John Paul Woodley, Jr.
Assistant Secretary of the Army
(Civil Works)



North Central Texas
Council Of Governments

TIGER V

Trinity River Vision Bridges

APPENDIX D FEDERAL WAGE RATE CERTIFICATION STATEMENT



616 Six Flags Drive
Arlington, TX 76005

Co-applicant:



Federal Wage Rate Requirement

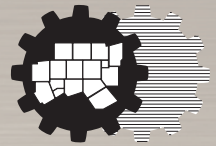
The North Central Texas Council of Governments (NCTCOG), as an applicant for Transportation Investment Generating Economic Recovery (TIGER) Discretionary Grant funds, certifies that for TIGER funds awarded to NCTCOG it will comply with the requirements of Subchapter IV of Chapter 31 of Title 40 (40 U.S.C. 3141, *et. seq.*) (federal wage rate requirements) as required by the Full-Year Continuing Appropriations Act, 2013.

Furthermore, NCTCOG annually certifies compliance with the Davis-Bacon Act as amended, 40 U.S.C. 3141 *et. seq.*, the Copeland "Anti-Kickback" Act, as amended, 18 U.S.C. 874, and the Contract Work Hours and Safety Standards Act, as amended, 40 U.S.C. 3701 *et seq.*, regarding labor standards for federally assisted projects. NCTCOG certifies to this provision within its annual Certifications and Assurances to the Federal Transit Administration.



Monte Mercer, CPA
Deputy Executive Director
North Central Texas Council of Governments

5/29/13
Date



North Central Texas
Council Of Governments

TIGER V

Trinity River Vision Bridges

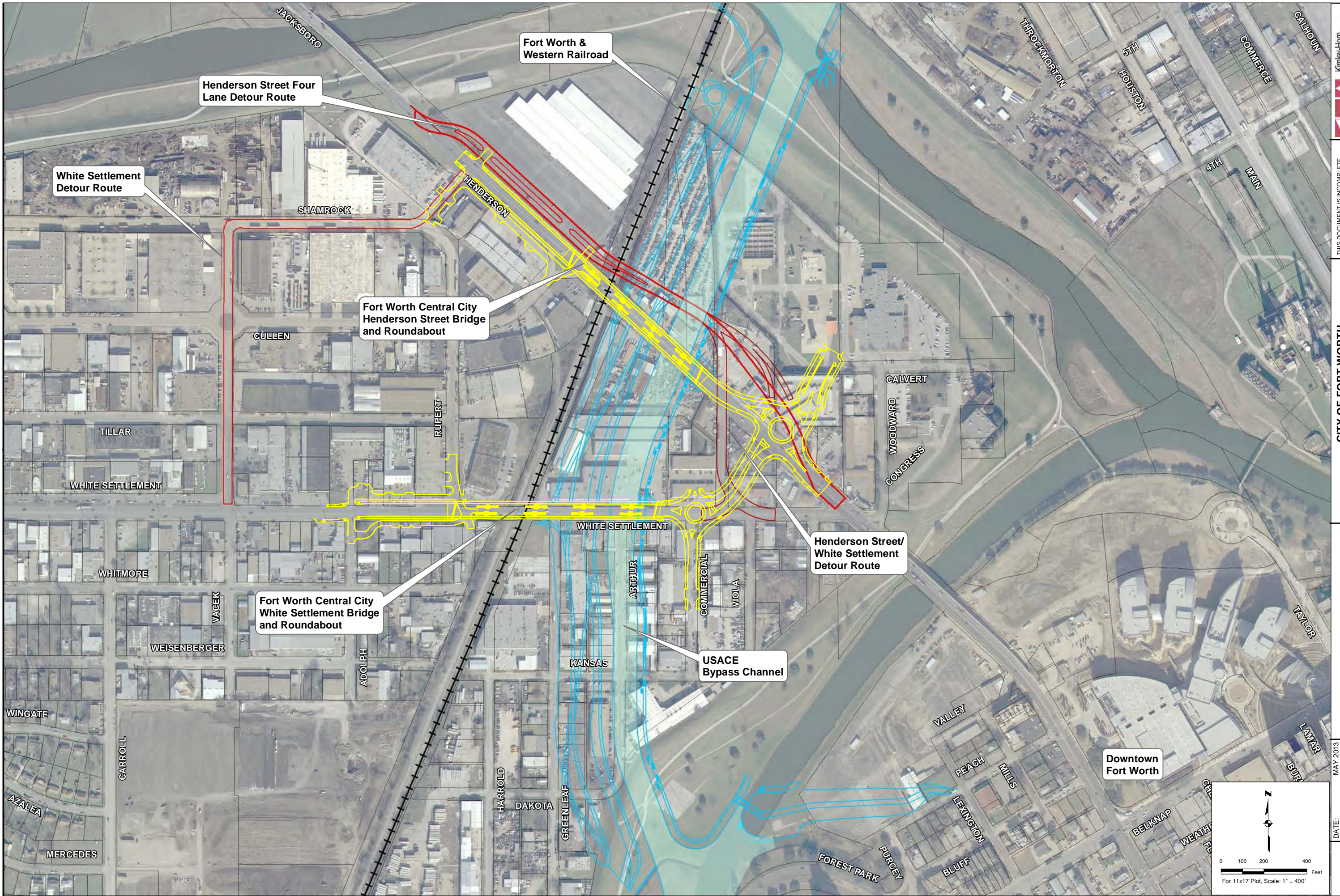
APPENDIX E PROJECTS MAPS



616 Six Flags Drive
Arlington, TX 76005

Co-applicant:



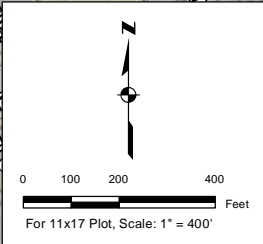


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SERIAL NO. 87885
DATE: MAY 2013

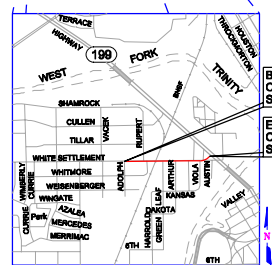
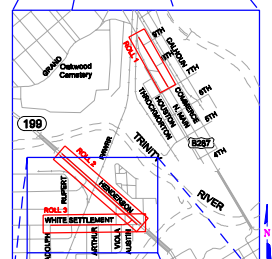
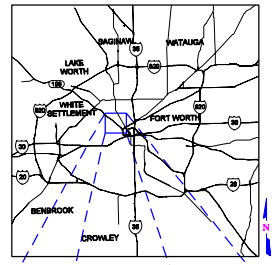
CITY OF FORT WORTH
THE TRINITY RIVER VISION-CENTRAL CITY PROJECT
AND THE TRINITY UPTOWN SERVICE AREA

TRINITY RIVER VISION BRIDGES
HENDERSON AND WHITE SETTLEMENT
TIGER V GRANT

DATE:	MAY 2013
DESIGN:	CTD
DRAWN:	CPI
CHECKED:	BAR
KHA NO.:	061018052

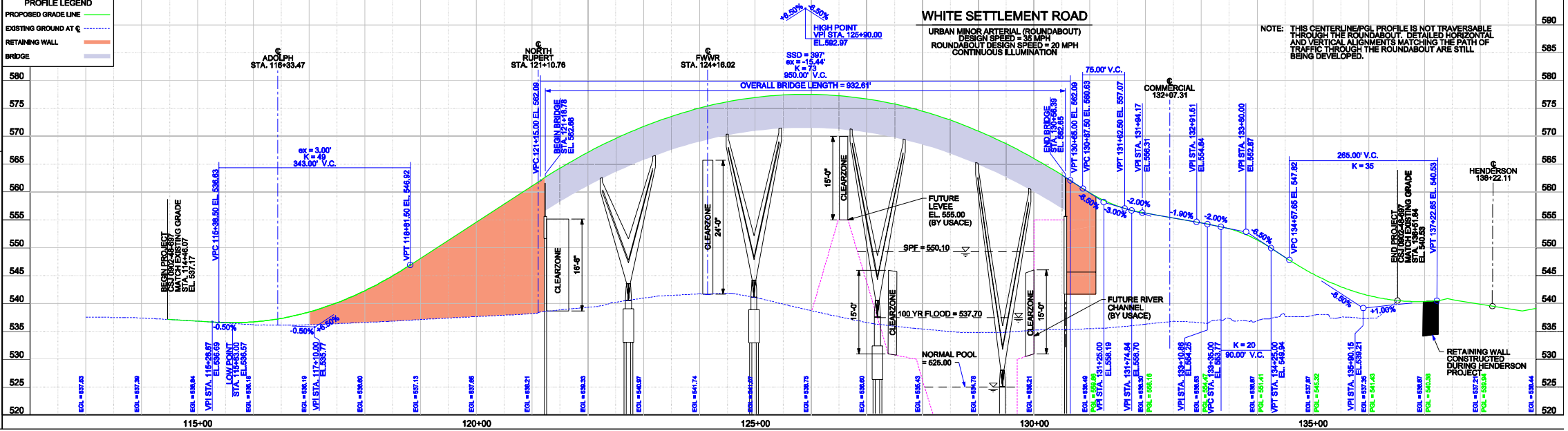
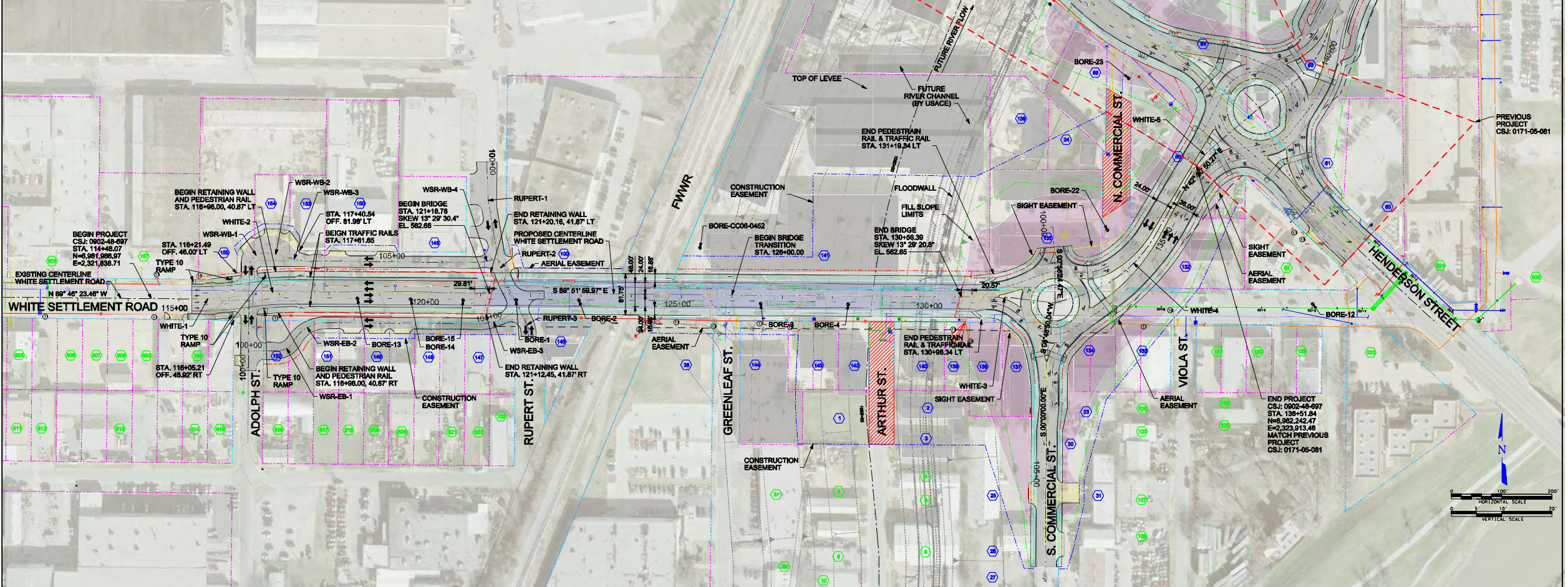


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FRESSE AND NICHOLS, INC.
 TEXAS REGISTERED ENGINEERING FIRM F-2144



- PLAN LEGEND**
- BRIDGE ABUTMENT
 - RETAINING WALL
 - EXISTING FLOOD WALL
 - FILL BORING LINE
 - BORING
 - PROJECT BOUNDARY
 - PROPOSED BRIDGE
 - PROPOSED FLOODWALL
 - PROPOSED STREAM BODILY
 - PROPOSED RESERVOIR WALL
 - TRAVEL PLAN
 - PROPOSED CONSTRUCTION LIMITS
 - EXISTING CURB
 - PROPOSED TRUCK FLARE
 - PROPOSED CONC. PAV. (PUB. AVENUE)
 - PROPOSED CONC. PAV. (PRIVATE)
 - PROPOSED CONC. PAV. (SIDEWALK)
 - PROPOSED CONC. PAV. (BICYCLEWAY)
 - PROPOSED CONC. PAV. (BIKEWAY)
 - PROPOSED CONC. PAV. (TRAIL)
 - PROPOSED CONC. PAV. (PARKING)
 - PROPOSED CONC. PAV. (COURT)
 - PROPOSED CONC. PAV. (WALKWAY)
 - PROPOSED CONC. PAV. (PLAYWAY)
 - PROPOSED CONC. PAV. (OTHER)
 - PROPOSED CONC. PAV. (ROAD)
 - PROPOSED CONC. PAV. (ALLEY)
 - PROPOSED CONC. PAV. (DRIVEWAY)
 - PROPOSED CONC. PAV. (PARKING)
 - PROPOSED CONC. PAV. (COURT)
 - PROPOSED CONC. PAV. (WALKWAY)
 - PROPOSED CONC. PAV. (PLAYWAY)
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 - PROPOSED CONC. PAV. (DRIVEWAY)
 - PROPOSED CONC. PAV. (PARKING)
 - PROPOSED CONC. PAV. (COURT)
 - PROPOSED CONC. PAV. (WALKWAY)
 - PROPOSED CONC. PAV. (PLAYWAY)
 - PROPOSED CONC. PAV. (OTHER)

- TYPICAL SECTION LEGEND**
- 1 7" CRUSHED STONE TYP A GR 1
 - 2 4" HMA CY B PG 70-22
 - 3 12" CONCRETE PAVEMENT
 - 4 4" TYPICAL CONCRETE SIDEWALK
 - 5 0" CURB OFFSET
 - 6 6" CRCP
 - 8 6" LIME TREATED SUBGRADE
 - 9 3" LOW PI SELECT FILL
 - 10 PRIME COAT MC-30 OR AE-P

WHITE SETTLEMENT ROAD

FORT WORTH DISTRICT
 MARIBEL P. CHAVEZ, P.E. - DISTRICT ENGINEER
 TARRANT COUNTY AREA OFFICE
 RICARDO GONZALEZ, P.E. AREA ENGINEER

FRESSE AND NICHOLS
 1200 Westport Blvd, Suite 200
 Fort Worth, TX 76102
 Phone: (817) 251-1200
 Fax: (817) 251-1201
 www.fressenichols.com

FORT WORTH

DESIGN SCHEMATIC
 WHITE SETTLEMENT ROAD
 LIMITS: FROM 194' WEST OF ADOLPH ST.
 TO HENDERSON ST.
 FUNCTIONAL CLASSIFICATION:
 URBAN MINOR ARTERIAL
 TARRANT COUNTY
 CSJ: 0902-48-697
 PROJECT LENGTH = 2,205.77' = 0.418 MILES
 STA. 114+46.07 TO 136+51.84

FUNCTIONAL CLASS:
 URBAN MINOR ARTERIAL
 DESIGN SPEED:
 35 mph

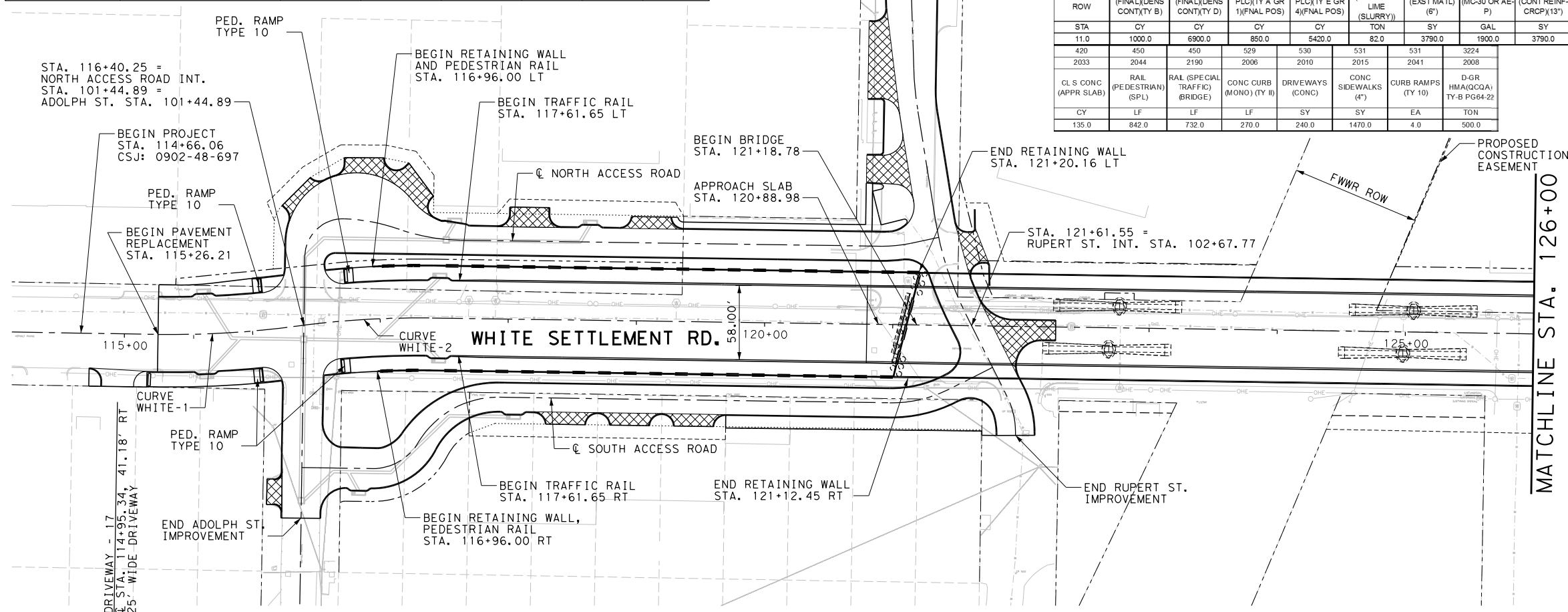
DATE SUBMITTED: **JUNE 11, 2010**
 DATE APPROVED: **MAR. 23, 2012**
 ROLL 3 OF 3

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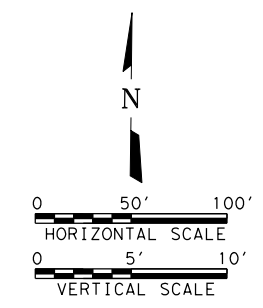
WHITE SETTLEMENT ROAD BRIDGE SCHEMATIC LAYOUT

tjs
100.000' / in.

CURVE	DELTA	PC STA.	PI STA.	PT STA.	RADIUS	LENGTH	TANGENT
WHITE-1	08° 38' 19.32" (LT)	115+26.21	115+80.21	116+34.01	715.00	107.80	54.00
WHITE-2	08° 32' 42.80" (RT)	116+34.01	116+87.43	117+40.65	715.00	106.64	53.42



PREPARING ROW	EMBANKMENT (FINAL/DENS CONT)(TY B)	EMBANKMENT (FINAL/DENS CONT)(TY D)	FL BS (CMP IN PLC)(TY A GR 1)(FINAL POS)	FL BS (CMP IN PLC)(TY E GR 4)(FINAL POS)	LIME (HYDRATED LIME (SLURRY))	LIME TRT (EXSTMATL) (6")	PRIME COAT (MC-30 OR AEP)	CONC PVMT (CONT REINF-CRCP)(13")
STA	CY	CY	CY	CY	TON	SY	GAL	SY
11.0	1000.0	6900.0	850.0	5420.0	82.0	3790.0	1900.0	3790.0
2002	2004	2008	2041	2060	2002	2006	2005	2006
420	450	450	529	530	531	531	3224	
2033	2044	2190	2006	2010	2015	2041	2008	
CLS CONC (APPR SLAB)	RAIL (PEDESTRIAN) (SPL)	RAIL (SPECIAL TRAFFIC) (BRIDGE)	CONC CURB (MONO) (TY II)	DRIVEWAYS (CONC)	CONC SIDEWALKS (4")	CURB RAMPS (TY 10)	D-GR HMA(QCQA) TY-B PG64-22	
CY	LF	LF	LF	SY	SY	EA	TON	
135.0	842.0	732.0	270.0	240.0	1470.0	4.0	500.0	



LEGEND

- EXISTING ROW
- PROPOSED ROW
- PROPOSED CONSTRUCTION EASEMENT
- PROPOSED GRADING EASEMENT
- PROPOSED AERIAL EASEMENT
- PROPOSED ACCESS EASEMENT
- PROPOSED SIGHT CLEARANCE EASEMENT
- ▨ CONCRETE DRIVEWAY

- NOTE:
- SEE SHEETS 223 TO 224 AND 227 TO 235 FOR SIDEWALK PLAN SHEETS.
 - SEE SHEETS 129 TO 131 FOR BRIDGE PLAN AND PROFILE SHEETS.

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J.P.E.
 Signature of Registrant & Date
 Freese and Nichols, Inc.
 Texas Registered Engineering Firm F-2144

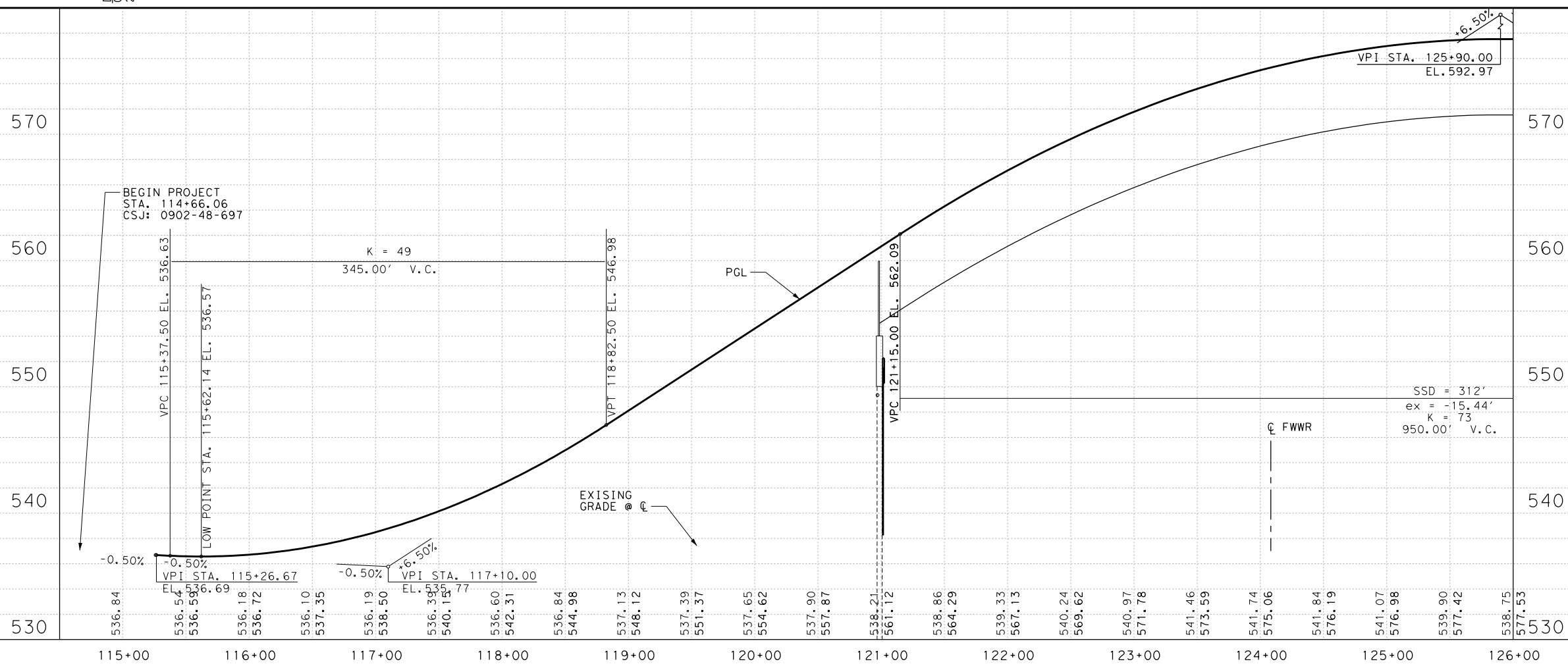
FREES & NICHOLS
 4055 International Plaza, Suite 200
 Fort Worth, TX 76109-4895
 Phone - (817) 735-7300
 Fax - (817) 735-7491
 Web - www.freese.com

Texas Department of Transportation
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WHITE SETTLEMENT ROAD
 ROADWAY PLAN AND PROFILE
 STA. 114+00 TO 126+00

Sheet 1 of 2

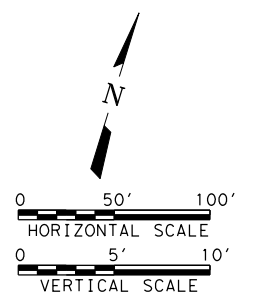
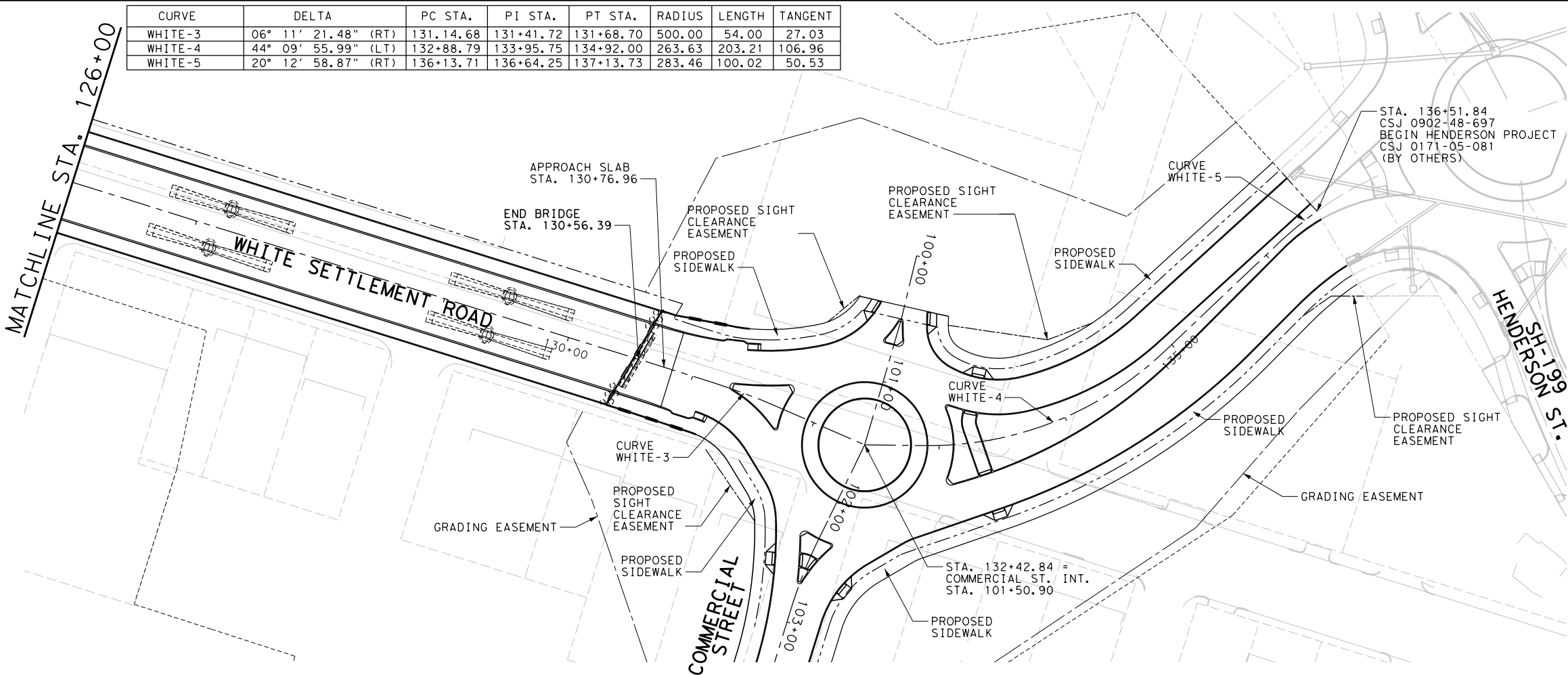
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TJS	6	CS 902-48-697		CS
GRAPHICS		STATE	DISTRICT	COUNTY
BJB		TEXAS	FTW	TARRANT
CHECK		CONTROL	SECTION	JOB
AIG		0902	48	697
CHECK				55
JFD				



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tjs
100.000' / in.

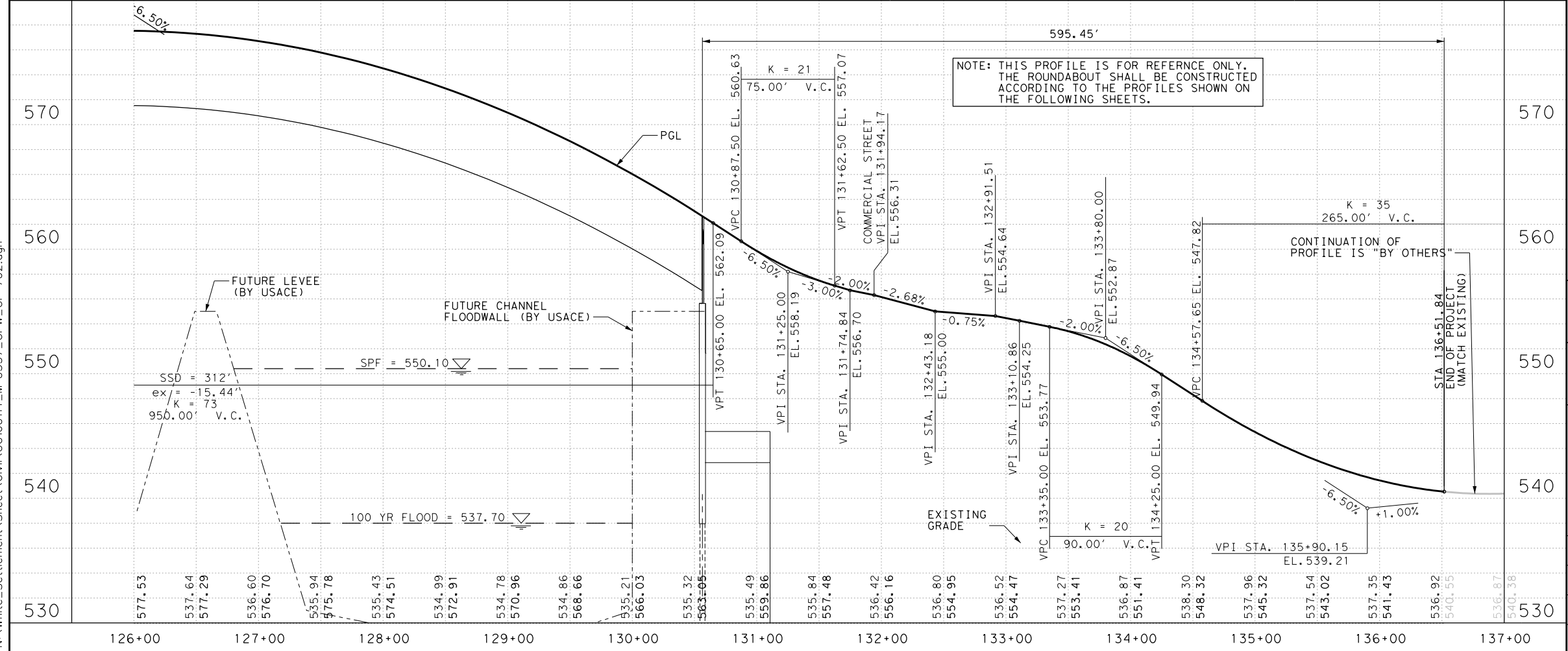
CURVE	DELTA	PC STA.	PI STA.	PT STA.	RADIUS	LENGTH	TANGENT
WHITE-3	06° 11' 21.48" (RT)	131.14.68	131+41.72	131+68.70	500.00	54.00	27.03
WHITE-4	44° 09' 55.99" (LT)	132+88.79	133+95.75	134+92.00	263.63	203.21	106.96
WHITE-5	20° 12' 58.87" (RT)	136+13.71	136+64.25	137+13.73	283.46	100.02	50.53



LEGEND

- EXISTING ROW
- - - PROPOSED ROW
- . - . PROPOSED CONSTRUCTION EASEMENT
- - - PROPOSED GRADING EASEMENT
- . - . PROPOSED AERIAL EASEMENT
- . . . PROPOSED ACCESS EASEMENT
- - - PROPOSED SIGHT CLEARANCE EASEMENT

- NOTE:**
- SEE SHEETS 223 TO 224 AND 227 TO 235 FOR SIDEWALK PLAN SHEETS.
 - SEE SHEETS 129 TO 131 FOR BRIDGE PLAN AND PROFILE SHEETS.



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P.E.
Signature of Registrant & Date
Freese and Nichols, Inc.
Texas Registered Engineering Firm F-2144

FREES & NICHOLS
4055 International Plaza, Suite 200
Fort Worth, TX 76109-4895
Phone - (817) 735-7300
Fax - (817) 735-7491
Web - www.freese.com

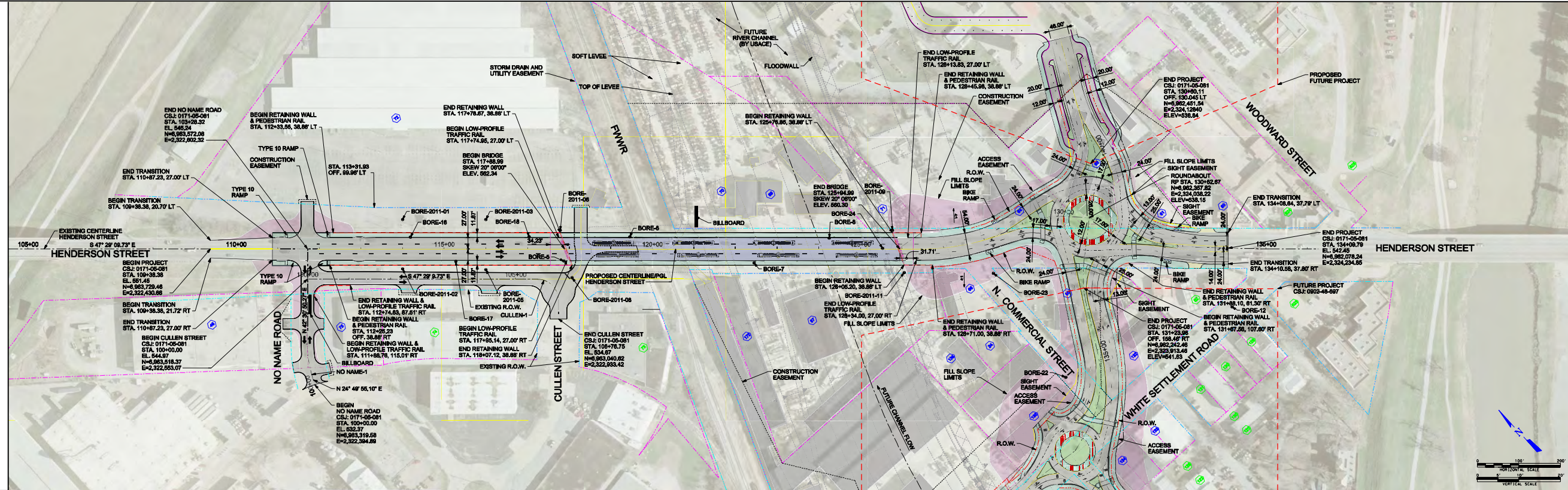
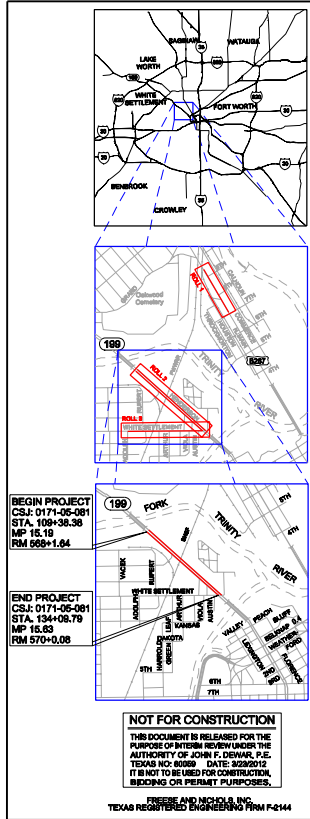
Texas Department of Transportation
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WHITE SETTLEMENT ROAD
ROADWAY PLAN AND PROFILE
STA. 126+00 TO END

Sheet 2 of 2

DESIGN	FED. RD. DIV. NO.	FEDERAL AID PROJECT NO.		HIGHWAY NO.
TJS	6	CS 902-48-697		CS
GRAPHICS	STATE	DISTRICT	COUNTY	SHEET NO.
BJB	TEXAS	FTW	TARRANT	56
CHECK	CONTROL	SECTION	JOB	
AIG	0902	48	697	
CHECK	JFD			

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HENDERSON STREET

Texas Department of Transportation

FORT WORTH DISTRICT
MARIBEL P. CHAVEZ, P.E. - DISTRICT ENGINEER

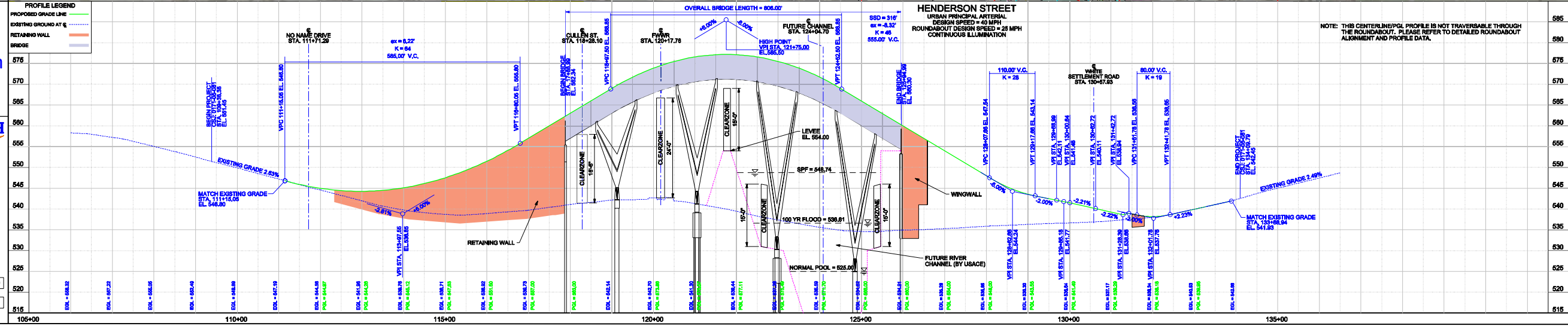
TARRANT COUNTY AREA OFFICE
RICARDO GONZALEZ, P.E. - AREA ENGINEER

DESIGN SCHEMATIC
HENDERSON STREET (SH 199)
LIMITS: 934.054' NORTH OF CULLEN ST. TO 171.65' NORTH OF WHITE SETTLEMENT RD.
FUNCTIONAL CLASSIFICATION: URBAN PRINCIPAL ARTERIAL
TARRANT COUNTY
CSJ: 0171-05-061
PROJECT LENGTH = 2,471.41' = 0.469 MILES
STA. 109+38.38 TO 134+06.79

FUNCTIONAL CLASS: URBAN PRINCIPAL ARTERIAL
DESIGN SPEED: 40 mph

DATE SUBMITTED: **JUNE 11, 2010**
DATE APPROVED: **MAR. 23, 2012**
DATE REVISION: **MAR. 23, 2012**

ROLL 2 OF 3



HENDERSON STREET BRIDGE SCHEMATIC LAYOUT

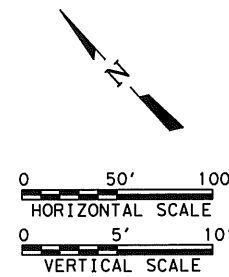
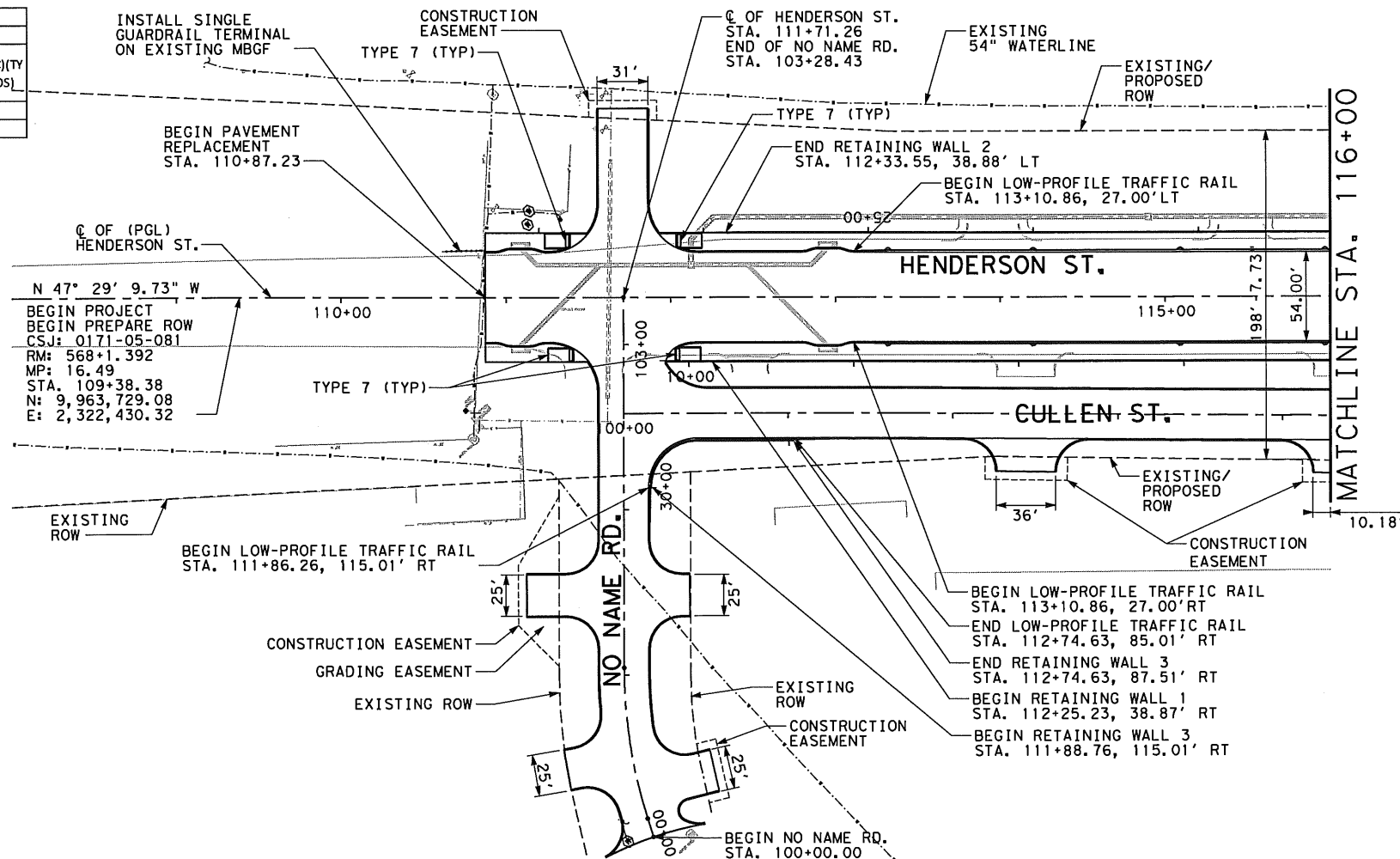
tjs
100,000' / in.

100	110	132	132	132	247
2002	2001	2004	2006	2008	2041
PREPARING ROW	EXCAVATION (ROADWAY)	EMBANKMENT (FINAL)(DENS CONT)(TY B)	EMBANKMENT (FINAL)(DENS CONT)(TY C)	EMBANKMENT (FINAL)(DENS CONT)(TY D)	FL BS (CMP IN PLC)(TY A GR 1)(FNAL POS)
STA	CY	CY	CY	CY	CY
6.7	7720	3545	1470	1300	725

247	260	260	310	360
2060	2016	2006	2005	2006
FL BS (CMP IN PLC)(TY E GR 4)(FNAL POS)	LIME (HYD, COM, OR QK(SLURRY))	LIME TRT (EXST MATL) (6")	PRIME COAT (MC-30 OR AE-P)	CONC PVMT (CONT REINF-CRCP)(13")
CY	TON	SY	GAL	SY
3925	9	400	1700	3150

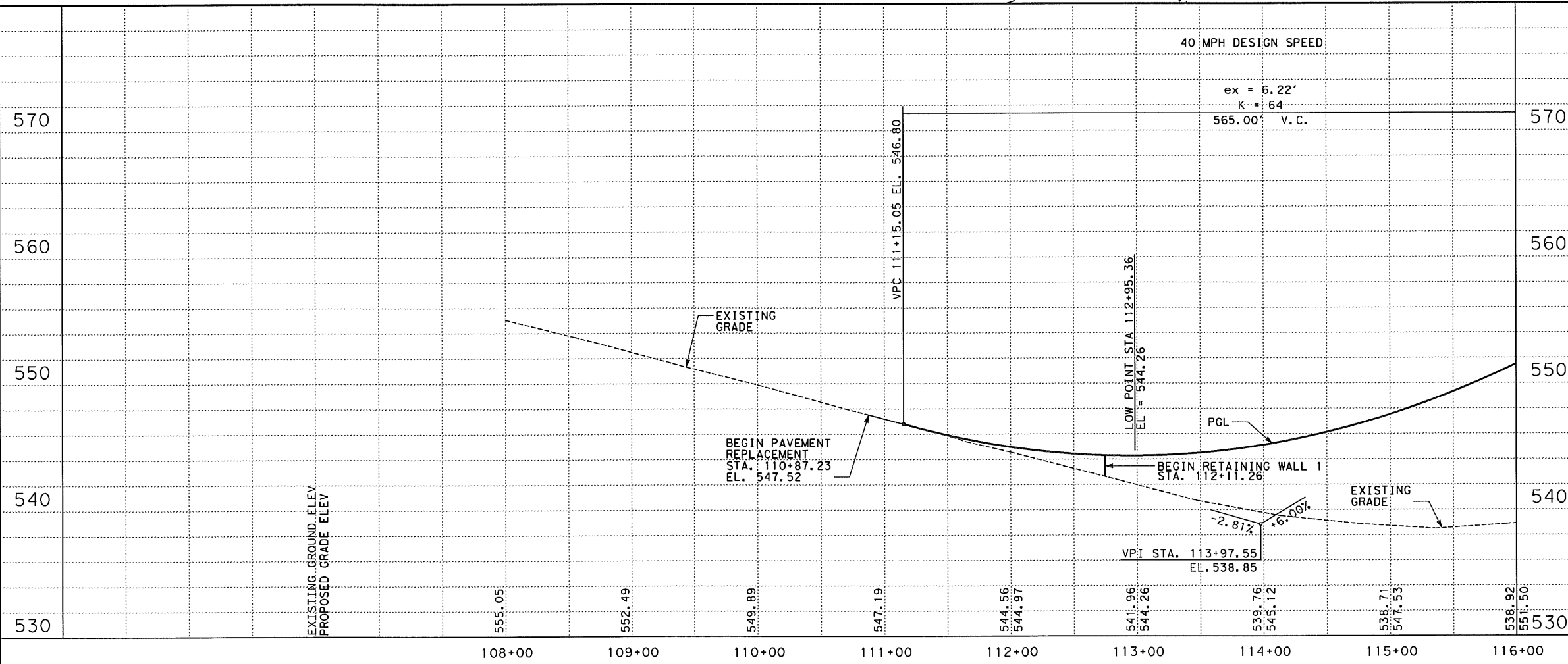
450	450	529	530
2044	2190	2006	2010
RAIL (PEDESTRIAN) (SPL)	RAIL (SPECIAL TRAFFIC) (BRIDGE)	CONC CURB (MONO) (TY II)	DRIVEWAYS (CONC)
LF	LF	LF	SY
750	580	230	400

531	531	544	3224
2010	2015	2001	2008
CURB RAMPS (TY 7)	CONC SIDEWALKS (4")	GUARDRAIL END TREATMENT (INSTALL)	D-GR HMA(QCQA) TY-B PG64-22
EA	SY	EA	TON
4	900	1	720



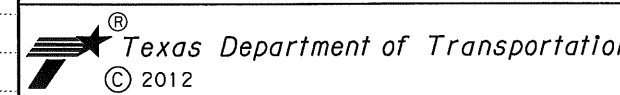
- LEGEND**
- EXISTING ROW
 - PROPOSED ROW
 - PROPOSED CONSTRUCTION EASEMENT
 - PERMANENT GRADING EASEMENT
 - PROPOSED ACCESS EASEMENT

NOTE:
DO NOT PLACE PAVEMENT ON RETAINING WALL FILL UNTIL RETAINING WALL AND BACKFILL HAVE BEEN COMPLETELY CONSTRUCTED AND ALLOWED TO SETTLE FOR SIX MONTHS.



Signature of Registrant & Date
Freese and Nichols, Inc.
Texas Registered Engineering Firm F-2144

FREES & NICHOLS 4055 International Plaza, Suite 200
Fort Worth, TX 76109-4895
Phone - (817) 735-7300
Fax - (817) 735-7491
Web - www.freese.com

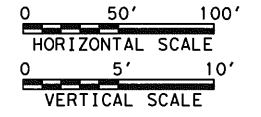
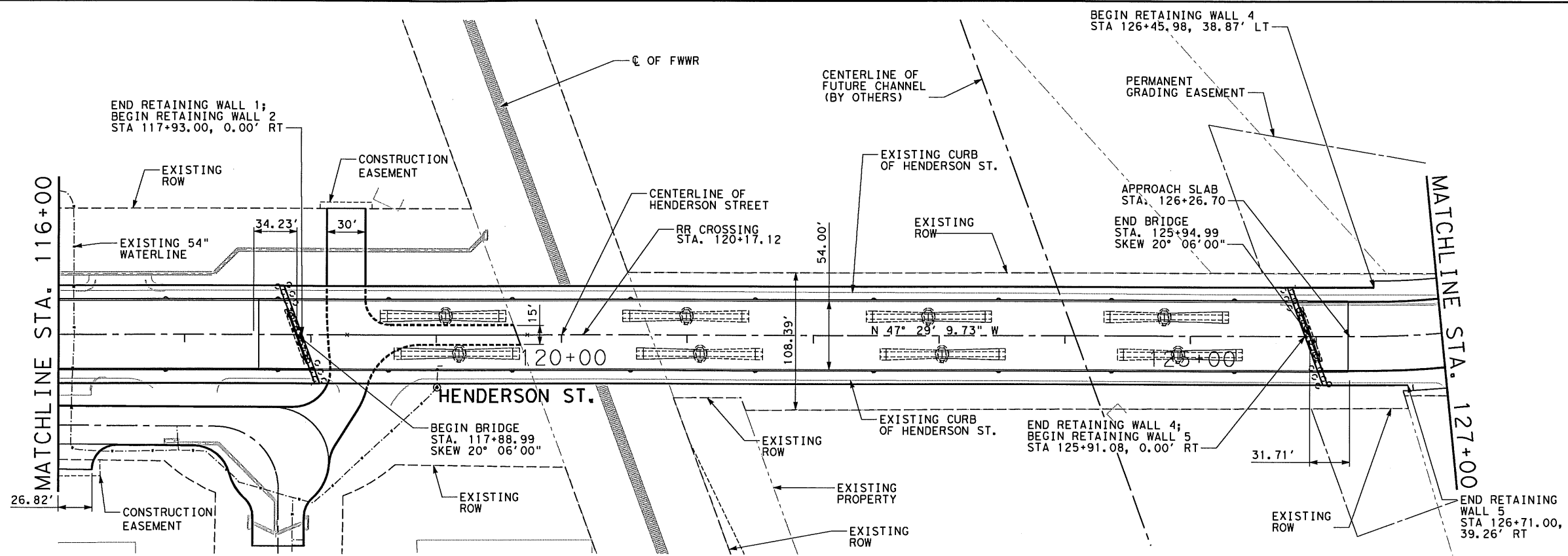


HENDERSON STREET (S.H. 199)
ROADWAY PLAN AND PROFILE
HENDERSON STREET
STA 108+00 TO STA 116+00

DESIGN MAM	FED. RD. DIV. NO. 6	FEDERAL AID PROJECT NO. HP 2008 (345)		HIGHWAY NO. SH 199
GRAPHICS DJT	STATE TEXAS	DISTRICT FTW	COUNTY TARRANT	SHEET NO. 66
CHECK VBK	CONTROL 0171	SECTION 05	JOB 081	
CHECK JFD				

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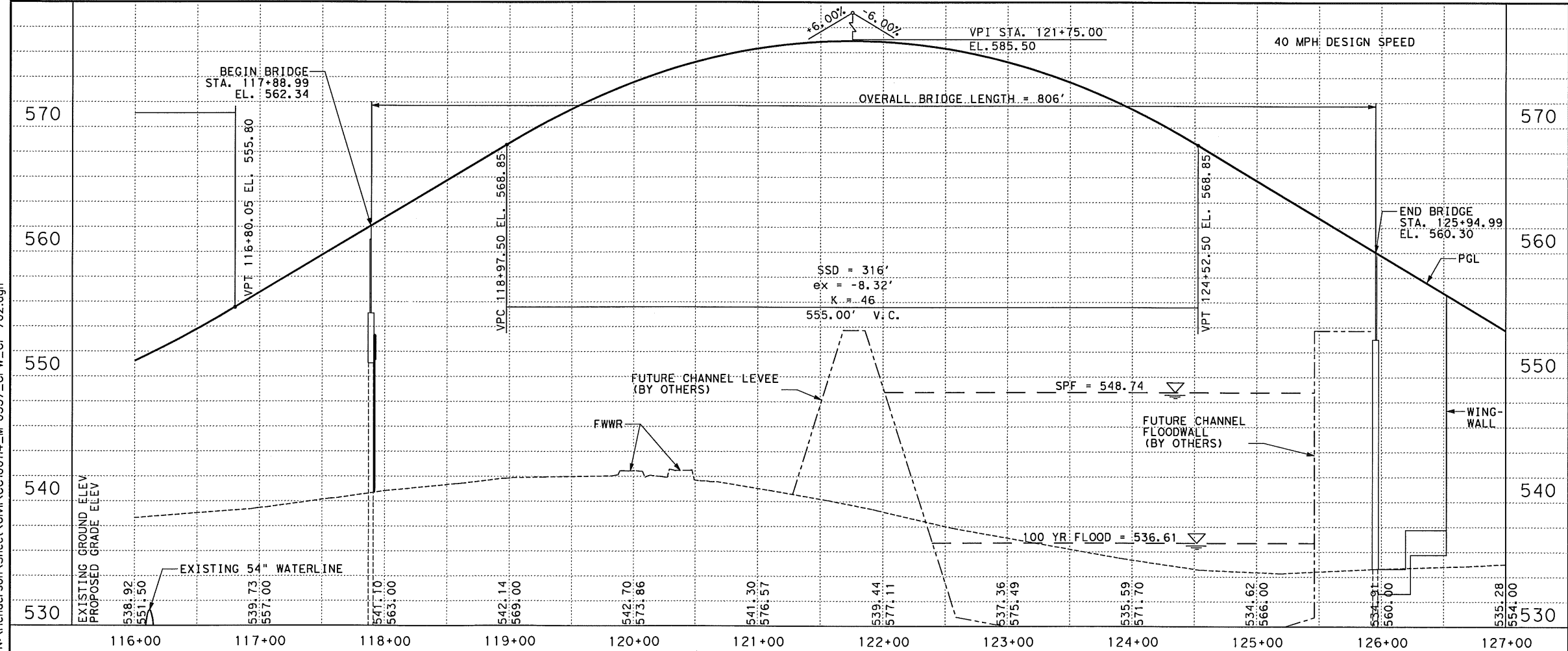


LEGEND

- EXISTING ROW
- PROPOSED ROW
- PROPOSED CONSTRUCTION EASEMENT
- PERMANENT GRADING EASEMENT
- PROPOSED ACCESS EASEMENT
- FUTURE COFW ROW

NOTE:
DO NOT PLACE PAVEMENT ON RETAINING WALL FILL UNTIL RETAINING WALL AND BACKFILL HAVE BEEN COMPLETELY CONSTRUCTED AND ALLOWED TO SETTLE FOR SIX MONTHS.

100	110	110	132	132	132	247	247	310	360	420	450	450	529	531	538	3224
2002	2001	2002	2004	2006	2008	2041	2060	2005	2006	2033	2044	2190	2006	2015	2001	2008
PREPARING ROW	EXCAVATION (ROADWAY)	EXCAVATION (CHANNEL)	EMBANKMENT (FINAL)(DENS CONT)(TY B)	EMBANKMENT (FINAL)(DENS CONT)(TY C)	EMBANKMENT (FINAL)(DENS CONT)(TY D)	FLBS (CMP IN PLC)(TY A GR 1)(FNAL POS)	FLBS (CMP IN PLC)(TY E GR 4)(FNAL POS)	PRIME COAT (MC-30 OR AEP)	CONC PVMT (CONT REINF CRCP)(13")	CLS CONC (APPR SLAB)	RAIL (PEDESTRIAN) (SPL)	RAIL (SPECIAL TRAFFIC) (BRIDGE)	CONC CURB (MONO) (TY II)	CONC SIDEWALKS (4")	RIGHT OF WAY MARKERS	D-GR HMA (CCQA) TY-B PG64-22
STA	CY	CY	CY	CY	CY	CY	CY	GAL	SY	CY	LF	LF	LF	SY	EA	TON
11	5233	29300	2730	5300	10500	395	1630	800	1420	260	592	452	155	740	10	330



STATE OF TEXAS
MARK A. MCCOY
90472
LICENSED PROFESSIONAL ENGINEER
Signature of Registrant & Date
Freese and Nichols, Inc.
Texas Registered Engineering Firm F-2144

FREES NICHOLS
4055 International Plaza, Suite 200
Fort Worth, TX 76109-4895
Phone - (817) 735-7300
Fax - (817) 735-7491
Web - www.freese.com

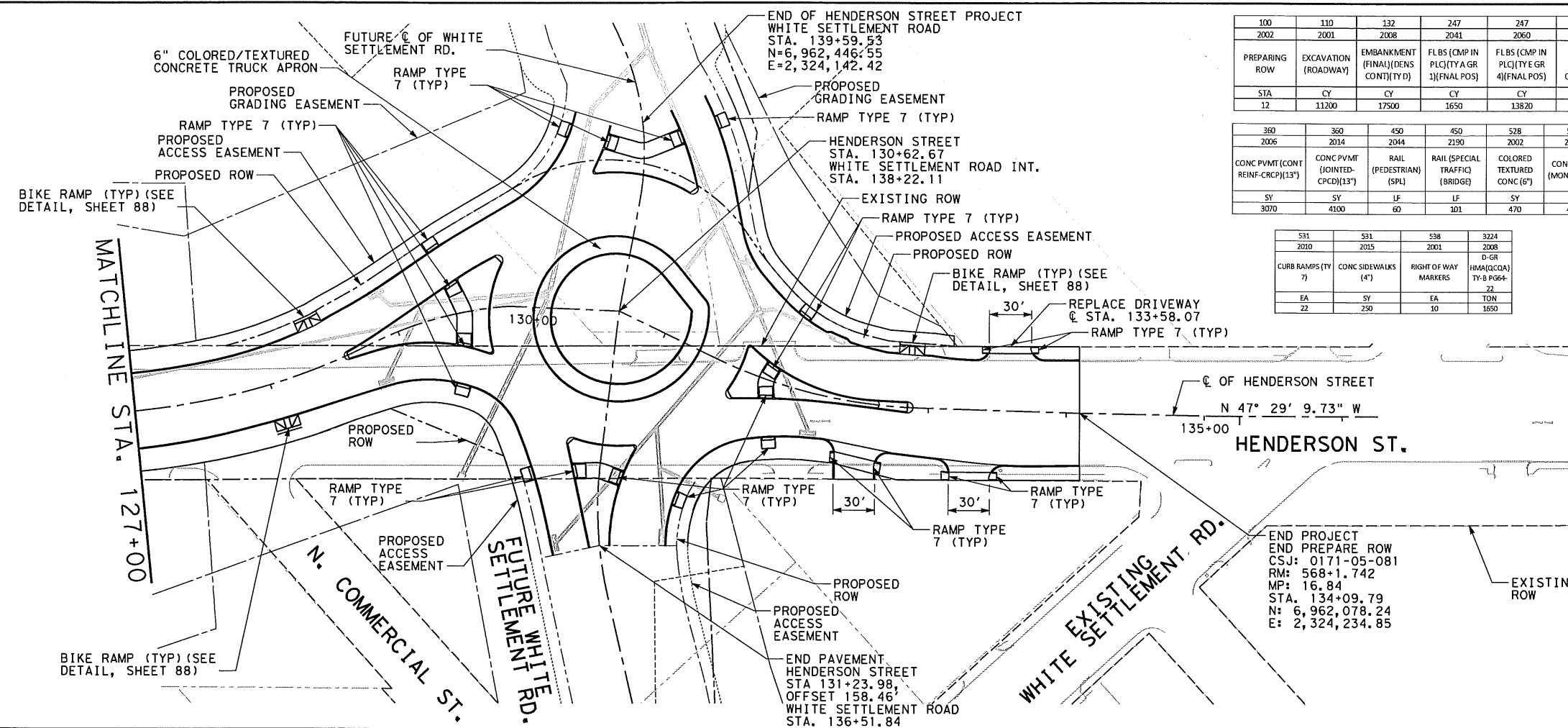
Texas Department of Transportation
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HENDERSON STREET (S.H. 199)
ROADWAY PLAN AND PROFILE
HENDERSON STREET
STA 116+00 TO STA 127+00

DESIGN MAM	FED. RD. DIV. NO.	FEDERAL AID PROJECT NO.		HIGHWAY NO.
DJT	6	HP 2008 (345)		SH 199
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JFD	TEXAS	FTW	TARRANT	67
	CONTROL	SECTION	JOB	
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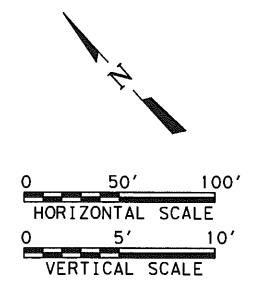
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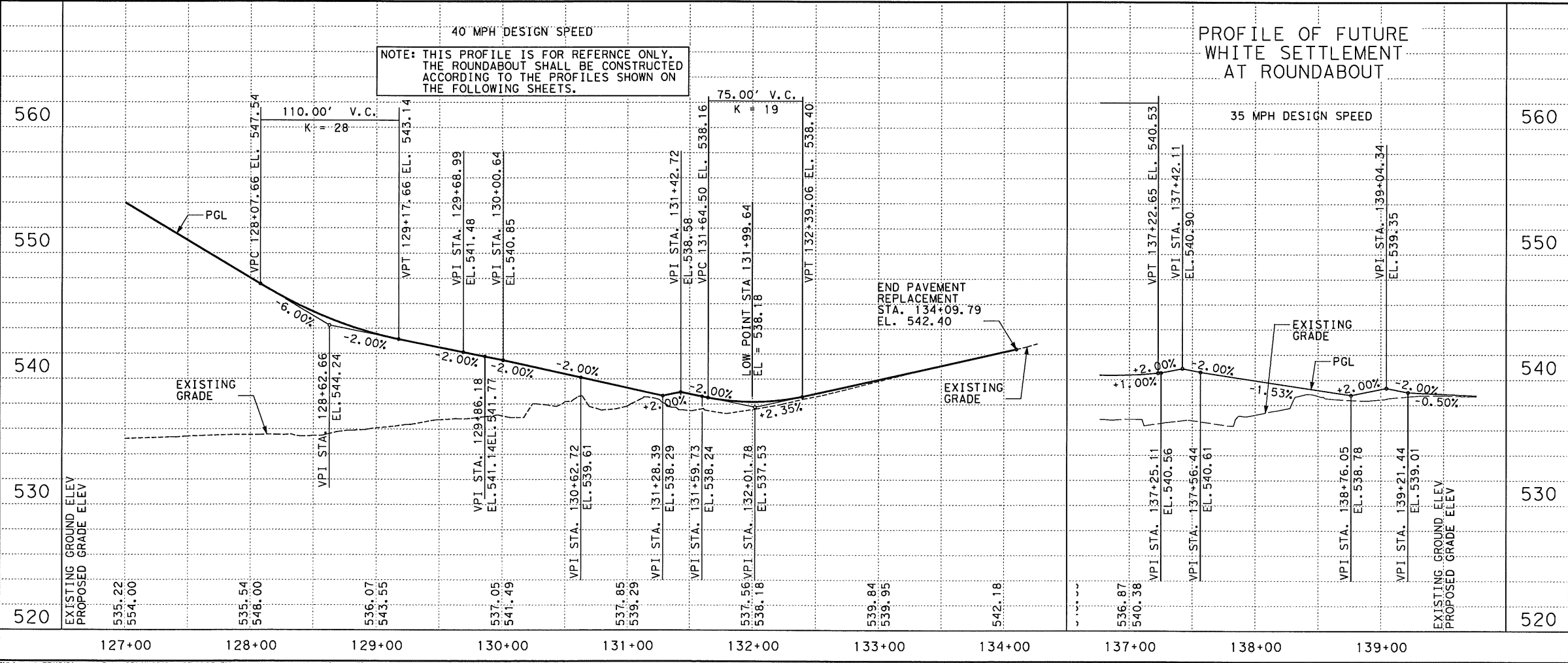
100	110	132	247	247	260	260	310
2002	2001	2008	2041	2060	2016	2006	2005
PREPARING ROW	EXCAVATION (ROADWAY)	EMBANKMENT (FINAL)(DENS CONT)(TYD)	FLBS (CMP IN PLC)(TY AGR 3)(FINAL POS)	FLBS (CMP IN PLC)(TY EGR 4)(FINAL POS)	LIME (HYD, COM, OR Q)(SLURRY)	LIME TRT (EXST MATL) (6")	PRIME COAT (MC-30 OR AE-P)
STA	CY	CY	CY	CY	TON	SY	GAL
12	11200	17500	1650	13820	11	480	3800

360	360	450	450	528	529	529	530
2006	2014	2044	2190	2002	2005	2006	2010
CONC PVMT (CONT REINF-CRCP)(13")	CONC PVMT (JOINTED-CPD)(13")	RAIL (PEDESTRIAN) (SPL)	RAIL (SPECIAL TRAFFIC) (BRIDGE)	COLORLED TEXTURED CONC (6")	CONC CURB (MONO) (TY I)	CONC CURB (MONO) (TY II)	DRIVEWAYS (CONC)
SY	SY	LF	LF	SY	LF	LF	SY
3070	4100	60	101	470	457	2543	180

531	531	538	3224
2010	2015	2001	2008
CURB RAMPS (TY 7)	CONC SIDEWALKS (4")	RIGHT OF WAY MARKERS	HMA (GCOA) TY-B PG64-22
EA	SY	EA	TON
22	250	10	1650



- LEGEND**
- EXISTING ROW
 - PROPOSED ROW
 - PROPOSED CONSTRUCTION EASEMENT
 - PERMANENT GRADING EASEMENT
 - PROPOSED ACCESS EASEMENT
 - PROPOSED ACCESS/UTILITY EASEMENT



STATE OF TEXAS
 MARK A. MCCOY
 LICENSE NO. 90472
 REGISTERED PROFESSIONAL ENGINEER
 Signature of Registered Professional Engineer & Date
 Freese and Nichols, Inc.
 Texas Registered Engineering Firm F-2144

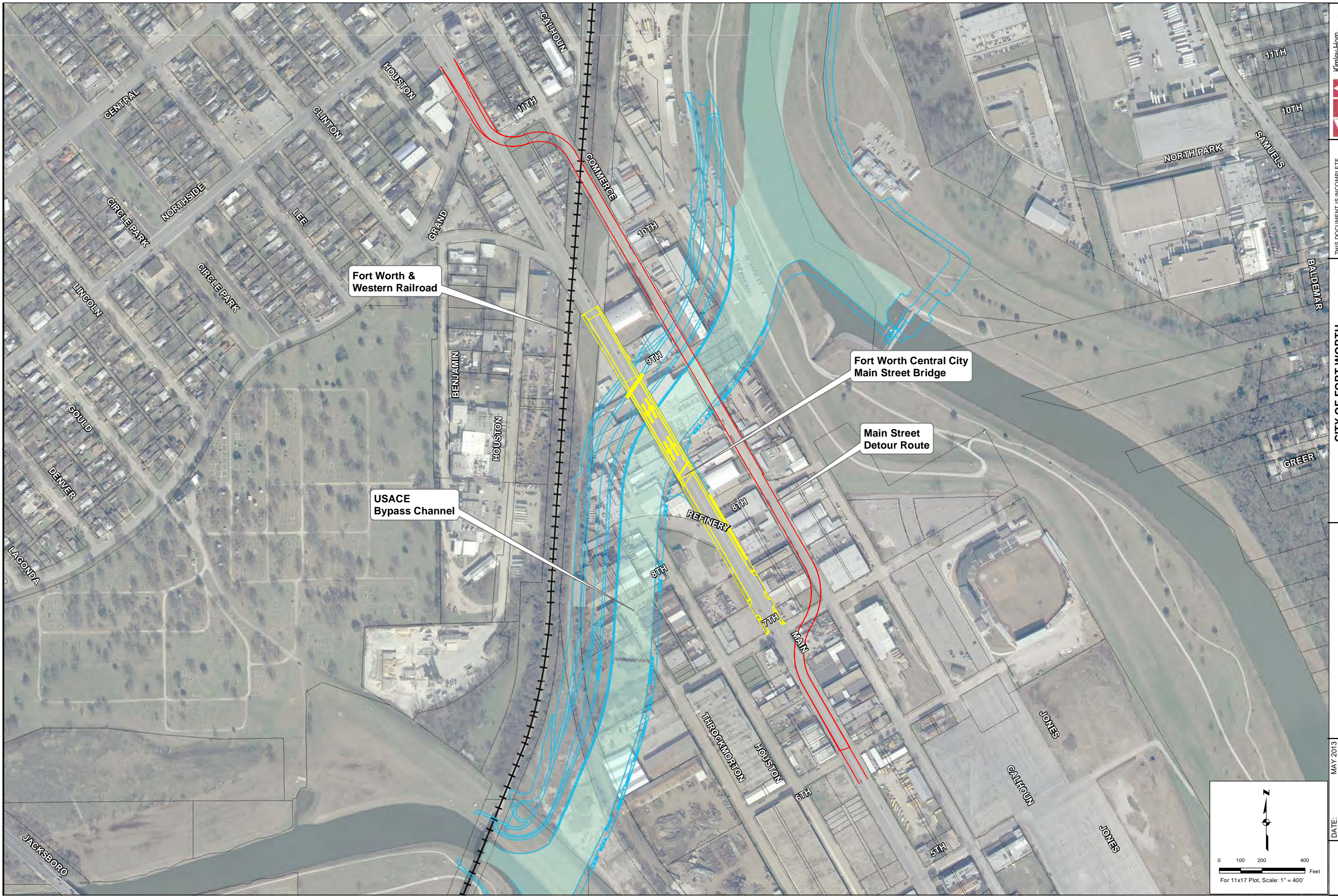
FREES NICHOLS
 4055 International Plaza, Suite 200
 Fort Worth, TX 76109-4995
 Phone - (817) 735-7300
 Fax - (817) 735-7491
 Web - www.freese.com

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HENDERSON STREET (S.H. 199)
 ROADWAY PLAN AND PROFILE
 HENDERSON STREET
 STA 127+00 TO STA 134+09.79

DESIGN MAM	FED. RD. DIV. NO. 6	FEDERAL AID PROJECT NO. HP 2008 (345)		HIGHWAY NO. SH 199
GRAPHICS DJT	STATE TEXAS	DISTRICT FTW	COUNTY TARRANT	SHEET NO. 68
CHECK SBM	CONTROL	SECTION	JOB	
CHECK JFD	0171	05	081	

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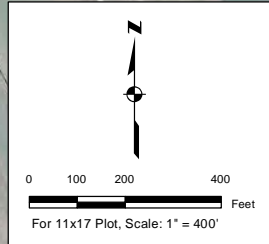


Fort Worth & Western Railroad

USACE Bypass Channel

Fort Worth Central City Main Street Bridge

Main Street Detour Route



Kimley-Horn and Associates, Inc.	
No.	Revision
By	Date

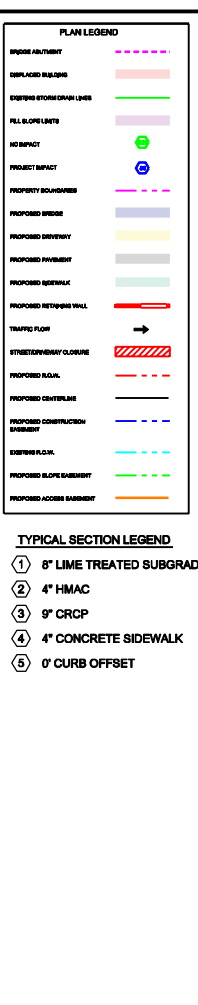
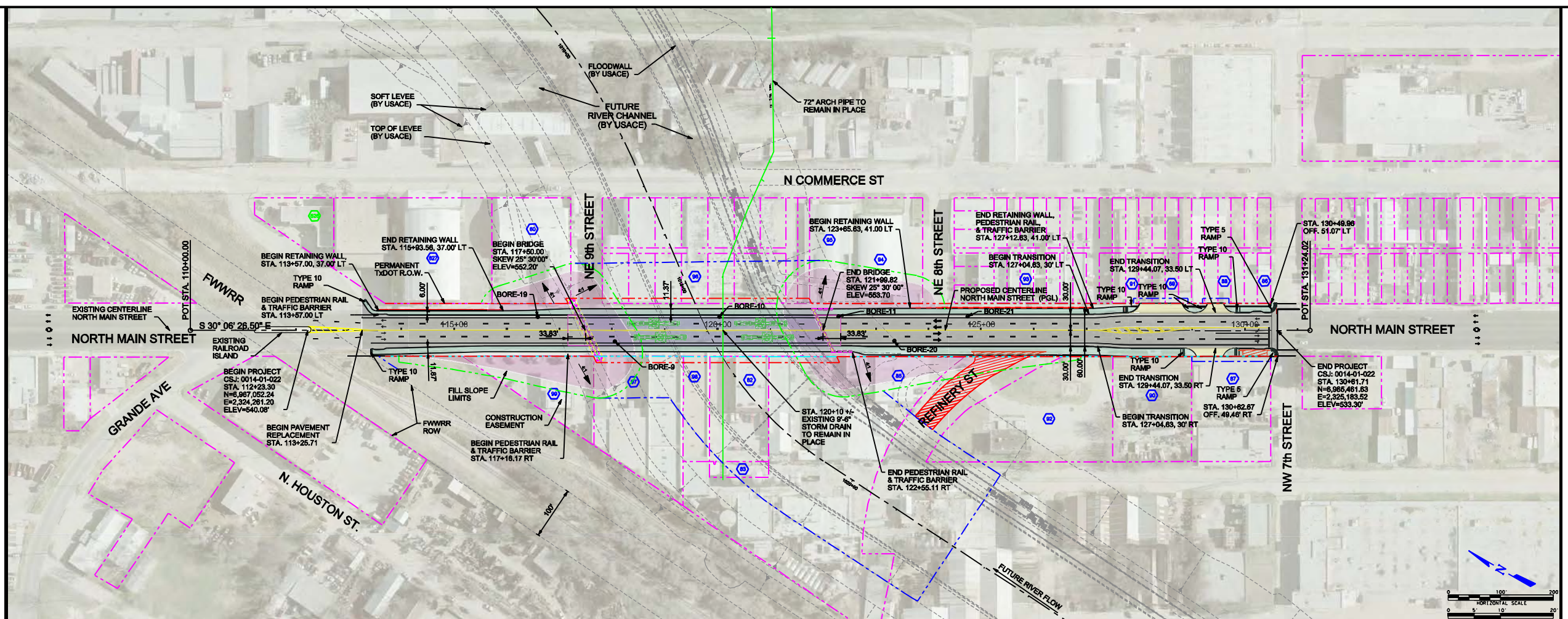
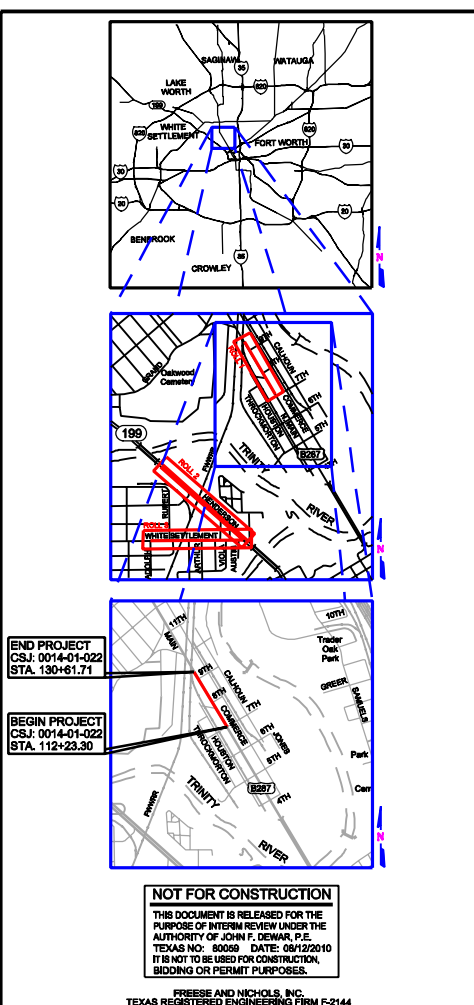
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 CARL T. DEZEE P.E.
 SERIAL NO. 87685
 DATE: MAY 2013

CITY OF FORT WORTH
THE TRINITY RIVER VISION-CENTRAL CITY PROJECT
AND THE TRINITY UPTOWN SERVICE AREA

TRINITY RIVER VISION BRIDGES
MAIN STREET
TIGER V GRANT

DATE:	MAY 2013
DESIGN:	CTD
DRAWN:	CPI
CHECKED:	BAR
KHA NO.:	061018052

K:\FTW_Utilities\064407206_TIGER_Grant\GIS\MAPS\TIGER V-Main Area-map.mxd



NORTH MAIN STREET

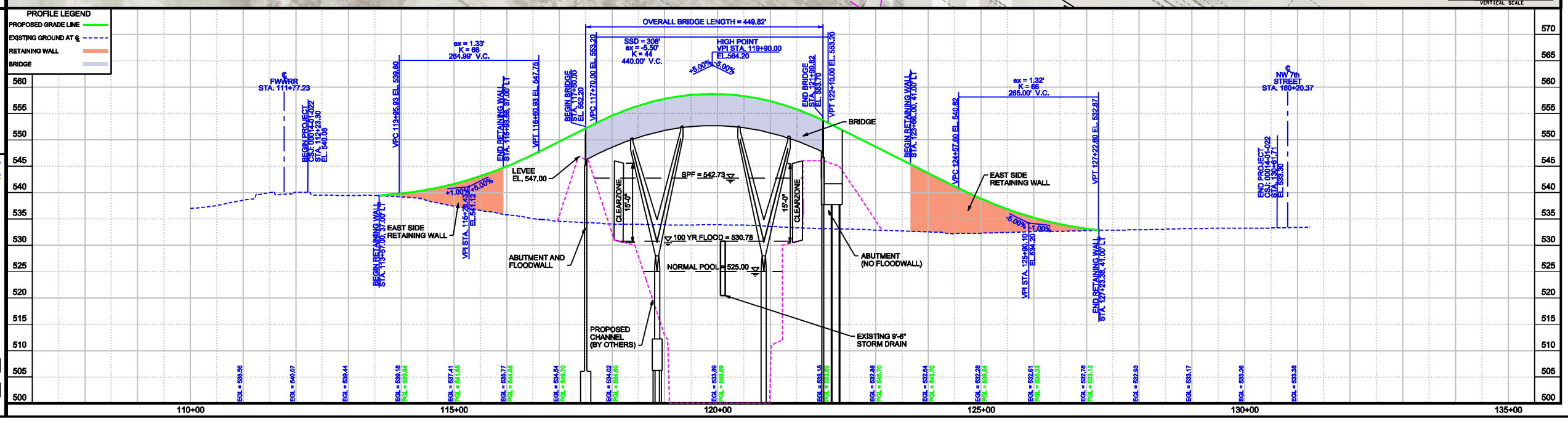
Fort Worth District
 Maribel P. Chavez, P.E. - District Engineer
 Tarrant County Area Office
 Ralph Browne, P.E. - Area Engineer

DESIGN SCHEMATIC
 NORTH MAIN STREET (US 287 BUS)
 LIMITS: FROM 100' SOUTH OF GRANDE AVE TO NW 7th STREET
 FUNCTIONAL CLASSIFICATION:
 URBAN PRINCIPAL ARTERIAL
 TARRANT COUNTY:
 CSJ: 0014-01-022
 PROJECT LENGTH = 1,838.41' = 0.348 MILES
 STA. 112+23.30 TO 130+81.71

FUNCTIONAL CLASS:
 URBAN PRINCIPAL ARTERIAL
 DESIGN SPEED:
 40 mph

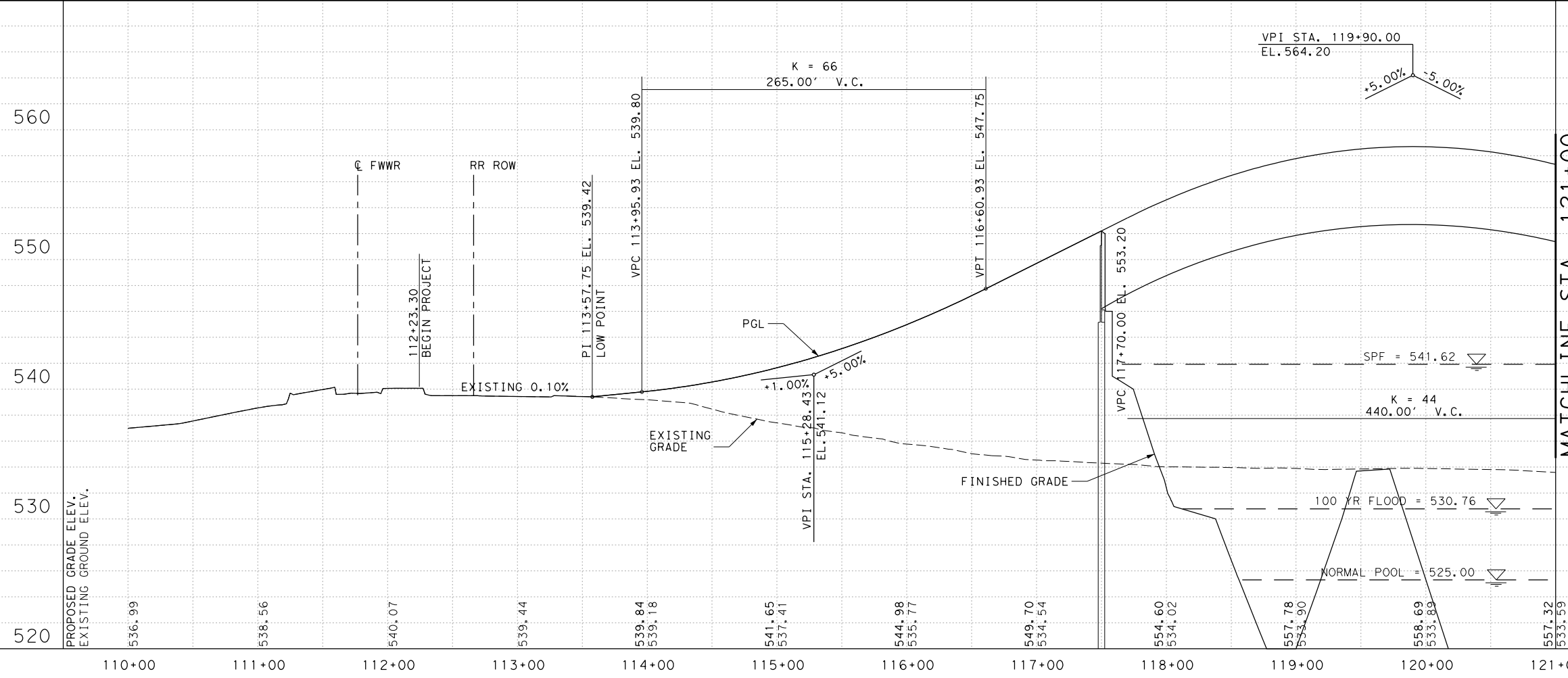
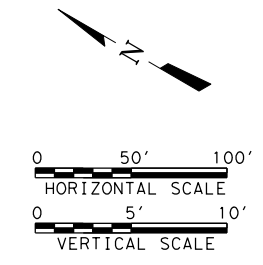
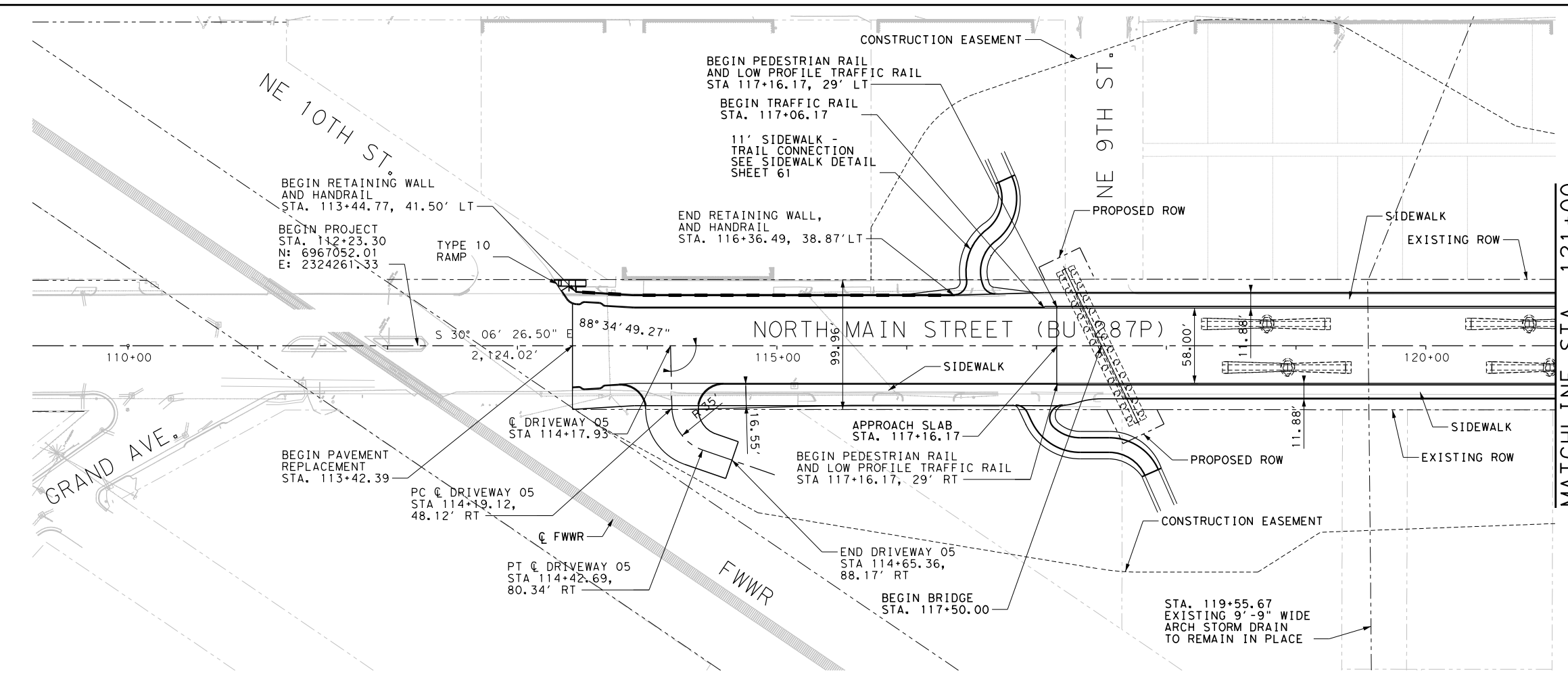
DATE SUBMITTED: JUNE 11, 2010
 DATE APPROVED: AUG. 12, 2010

ROLL 1 OF 3



MAIN STREET BRIDGE SCHEMATIC LAYOUT

tjs
100.00' / in.



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P.E.
Signature of Registrant & Date
Freese and Nichols, Inc.
Texas Registered Engineering Firm F-2144

FREES & NICHOLS
4055 International Plaza, Suite 200
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Fax - (817) 735-7491
Web - www.freese.com

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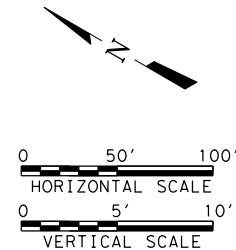
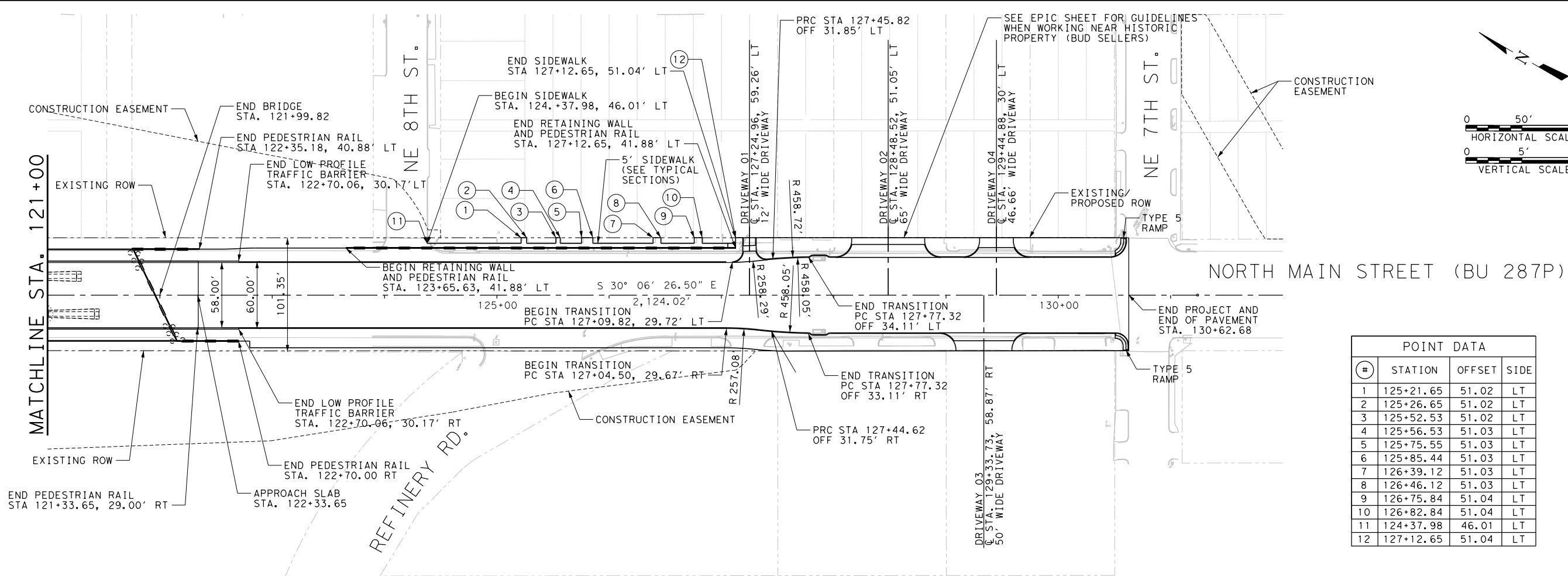
**NORTH MAIN STREET (BU 287P)
ROADWAY PLAN AND PROFILE
STA 110+00 TO 121+00**

Sheet 1 of 2

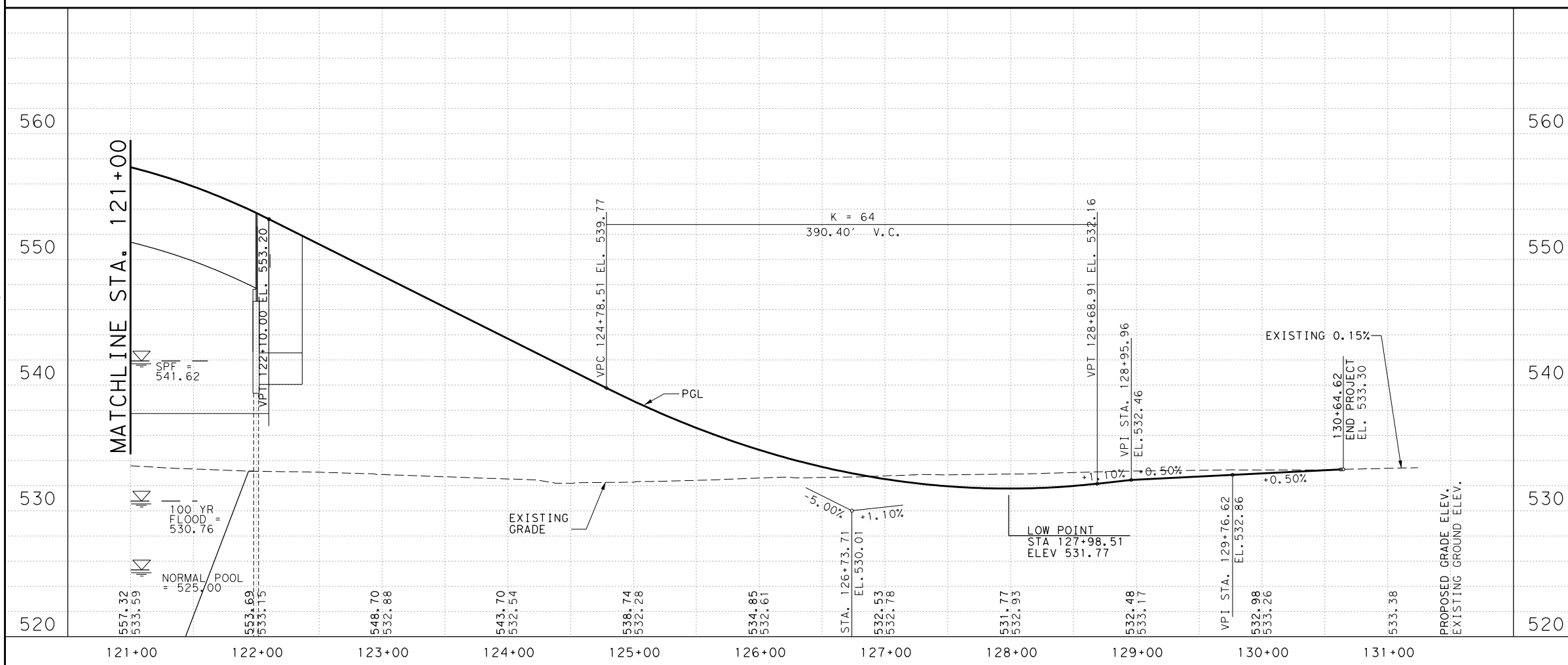
DESIGN MAM	FED. RD. DIV. NO. 6	FEDERAL AID PROJECT NO. HP 2008 (344)		HIGHWAY NO. BU 287P
GRAPHICS FNI	STATE TEXAS	DISTRICT FTW	COUNTY TARRANT	SHEET NO. 58
CHECK AIG	CONTROL 0014	SECTION 01	JOB 022	

Dec. 21, 2012 - 08:57:46 AM
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tjs
100.000' / in.



POINT DATA			
#	STATION	OFFSET	SIDE
1	125+21.65	51.02	LT
2	125+26.65	51.02	LT
3	125+52.53	51.02	LT
4	125+56.53	51.03	LT
5	125+75.55	51.03	LT
6	125+85.44	51.03	LT
7	126+39.12	51.03	LT
8	126+46.12	51.03	LT
9	126+75.84	51.04	LT
10	126+82.84	51.04	LT
11	124+37.98	46.01	LT
12	127+12.65	51.04	LT



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**NORTH MAIN STREET (BU 287P)
ROADWAY PLAN AND PROFILE
STA. 121+00 TO END**

Sheet 2 of 2

DESIGN MAM	FED. RD. DIV. NO. 6	FEDERAL AID PROJECT NO. HP 2008 (344)		HIGHWAY NO. BU 287P
GRAPHICS FNI	STATE TEXAS	DISTRICT FTW	COUNTY TARRANT	SHEET NO. 59
CHECK AIG	CONTROL 0014	SECTION 01	JOB 022	

Dec. 21, 2012 - 08:58:02 AM
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