



RAFAEL ANCHIA, STATE REPRESENTATIVE
DISTRICT 103

MEDIA ADVISORY

FOR IMMEDIATE RELEASE
NOVEMBER 18, 2014

Contact:
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(214) 943-6081

When: Wednesday, December 3, 2014, at 6:30 p.m.
Where: Rosemont Elementary School, Chris Semos Campus
1919 Stevens Forest Drive
Dallas, TX 75208

(Dallas, TX) State Representative Rafael Anchia will host a town hall meeting on the Trinity Tollroad Project on Wednesday, December 3, 2014 at 6:30 p.m. The meeting will be held at the Chris Semos campus of Rosemont Elementary School. The town hall meeting is open to the public and does not require a pre-registration.

The town hall will feature a panel of supporters, as well as representation from the opposition. Among the panelists are Michael Morris from NCTCOG and Councilman Scott Griggs from the City of Dallas, District 1. Additional panelists will be announced prior to the meeting.

Mr. Anchia represents Texas House District 103, in which a large portion of the Trinity Tollroad would lie. "In talking with constituents about the Trinity Tollroad Project, I was hearing a constant message of dissatisfaction with the proposed road. I conducted a survey to gauge the climate in and around Dallas, and the respondents were startlingly opposed to the project," Representative Anchia said. The results of the online survey, along with a sample of public comments, are attached for review.

In the interest of efficiency, the public is encouraged to submit questions for the panel in advance by email to info@rafaelanchia.com.

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TRINITY TOLLROAD PROJECT ONLINE SURVEY ANALYSIS

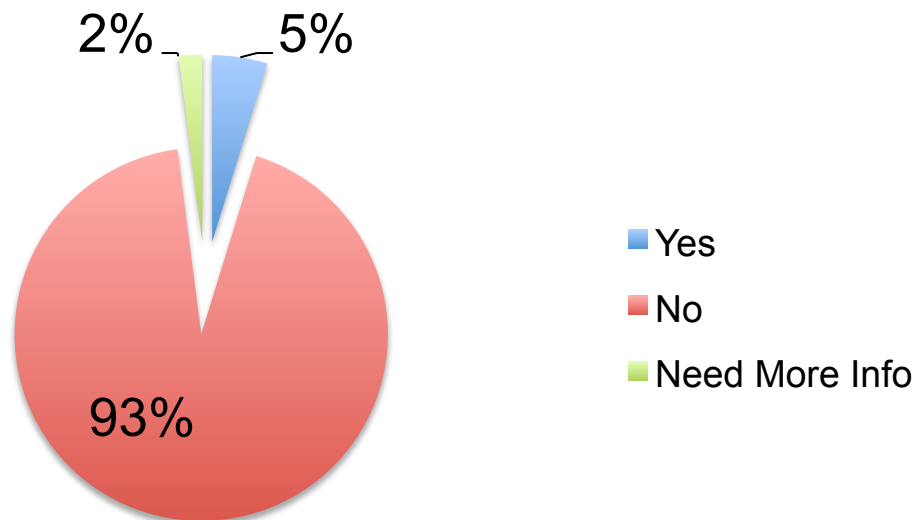
November 15, 2014

Survey Question:

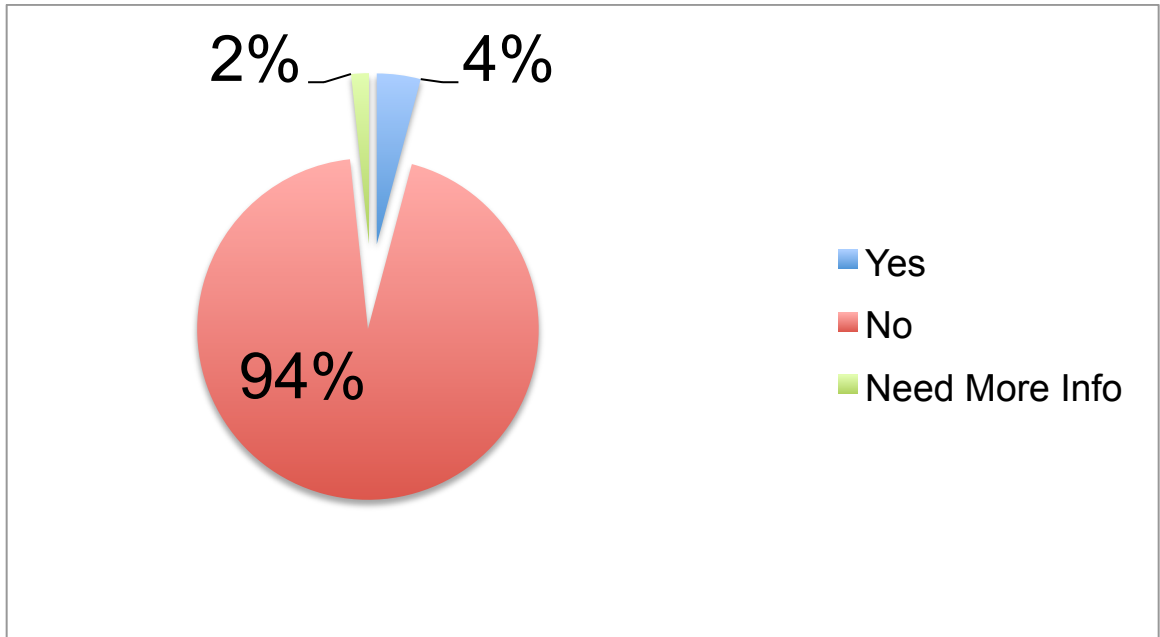
Do You Support the Building of the Trinity Tollroad Project?

The City of Dallas and the NTTA plan to build a six-to-eight-lane toll road inside the Trinity River floodplain between I-45, south of downtown, and Highway 183, northwest of downtown. Proponents say this would relieve congestion on Stemmons by moving 250,000 vehicles a day from the freeway to the toll road. Opponents of the project say that such a toll road should not be built inside the Trinity River levees, where there are plans to develop recreational amenities such as lakes, trails and parks along the river. Other opponents express a concern that the tollway will serve as a concrete barrier in the park and inhibit economic development along the Trinity.

| 1,132 Total Survey Responses | |
|------------------------------|---|
| 54 | Yes, I support the Trinity Tollroad |
| 1,055 | No, I do not support the Trinity Tollroad |
| 23 | I need more information |



| 1,014 Total Responses from Dallas Zip Codes | |
|---|---|
| 42 | Yes, I support the Trinity Tollroad |
| 955 | No, I do not support the Trinity Tollroad |
| 17 | I need more information |



After culling the responses for duplicates and potential misrepresentation of identity, the survey yielded 1132 unique responses, 1,014 of which were from zip codes within the Dallas city limits.

The survey was launched on November 6, 2014. The results tabulated for this report were from responses received through November 12, 2014.

The survey was marketed by State Representative Rafael Anchia via email and social media. The survey also received a fair amount of press from the city's major publications, including the Dallas Morning News, D Magazine, and the Dallas Observer.

The survey was available online only and required respondents to enter a first name, last name, and zip code with the response. The data was audited against the voter file to combat against irregularities. Obvious identity misrepresentations, such as not including a full surname, were discarded.

The survey allowed respondents to include commentary on their position.

Sample commentary from supporters:

We need something to relieve congestion on Stemmons. It's insane. If this will do it, let's get it done. – Roger, 75219

We need to decompress the downtown confluence of traffic and I see no better alternative. –Stephen, 75203

We have studied and worked on this project for many years. We have seen many changes to the plan. We feel it is necessary to help relieve the traffic through the South and West of Downtown. Hopefully the opponents to the plan - who are mostly new residents in our part of town - will not prevail. –Charles, 75208

Congestion through I30 and I35 merge is getting totally unmanageable, resulting in delays, environmental pollution, accidents. To assume this will drive people to move downtown is at best a long term development which will not if ever happen over years. There is no other way to bypass or otherwise expand the existing roads but by using the Trinity River passage. This problem has been studied too long and the time has cost us more money each year. Let's move ahead and get it done!! – Warren, 75243

Sample commentary from opposition:

This is the wrong place for this road. While we have traffic problems, for sure, this road won't solve them, and in the process it will seriously impact the Trinity Park. Additionally, the road that has been designed is NOT the road that was portrayed to the voters as part of the Balanced Vision Plan. If a road IS built, it must be redesigned to be the "parkway" as described in the BVP. – Betsy, 75225

A 6-lane high speed tollway does NOT belong in a floodplain, especially a floodplain that the city is spending millions of dollars to beautify and turn into a park. Additionally, I don't believe that Dallas traffic will be significantly alleviated by the tollroad's construction, as the working-class people from Southern Dallas who would supposedly benefit from this road actively avoid toll roads. Just imagine the obstruction the road would create in uniting downtown with communities south of the river. Please do not destroy the potential that the Trinity floodplain has to become a great park! –Kristy, 75216

The tollroad project has stopped our city's ability to create an incredible park. The harm it could do to North Oak Cliff and West Dallas makes it too expensive of a venture to risk potential negative side effects. Saving 5 minutes in traffic is not worth billions of dollars that could go to creating more Bishop Arts Districts, trails, bike lanes, and extend the streetcar once again deeper into the community, as it once was years ago. –Jason, 75208

The toll road is not needed; the traffic modeling shows that any positive effect on trip time will be on the order of a couple of minutes; who in their right mind would spend about \$150 MILLION per MILE to construct this monstrosity, which would cut off any access to the recreational opportunities that are already in place and being used in the current floodway? The toll road would also negatively affect further development of the Trinity Groves area and the Design District. –Vijay, 75208

Sample commentary from those who need more information:

We do need to figure out how to handle all of the traffic but, with all of the good work going on related to the Trinity and surrounding area, I would hate to see one of our natural assets trashed as a result. –Georgia, 75230

Not sure what each plan involves (cost, and time) but being an educator, and a parent of young children, I would definitely and undoubtedly support a park (recreational areas) over a toll road. Dallas does not have enough decent, nice, safe, easily accessible parks. –Claudia, 75229