

Appendix H

Comments

Public Hearing Comments RID Log
Sorted by **RID Number**
Loop 375 Transmountain Project

RID	Last Name	First Name	Address	City, State	Zip	Phone No/E-mail
1	McMurray	Heather	635 Bluff Canyon Circle	El Paso, TX	79912	
2	Ackerman	Judy	3344 Eileen Drive	El Paso, TX	79904	
3	Searls	Laure	P.O. Box 622	Canutillo, TX	79835	
4	Sanders	Brent	5435 King Pl.	El Paso, TX	79932	
5	Ardivino	Robert	2201 N. St. Vrain	El Paso, TX	79902	
6	Strickland	R.K.	540 Willow Glen	El Paso, TX	79922	
7	Strickland	Dora	540 Willow Glen Dr.	El Paso, TX	79922	
8	Maxsom	Sheryl	533 La Cantera Dr.	El Paso, TX	79912	
9	Geyer	Bob	4505 Bliss	El Paso, TX	79901	
10	Barr	Jennifer	2201 N. St. Vrain	El Paso, TX	79902	
11	Margo	State Representative Dee	House District 78 P.O. Box 2910	Austin, TX	78768	
12	Bray	Mark-Thomas	4521 R.L. Shoemaker Dr.	El Paso, TX	79924	
13	Telles	Gerald	6555 Laramie Ridge Ln.	El Paso, TX	79912	
14	Swain	Earline	10841 Jadestone	El Paso, TX	79924	
15	Young	Tommy	6340 Franklin Trail	El Paso, TX	79912	
16	White	Pat	10525 Texwood	El Paso, TX	79925	
17	Amaya	Raul	10325 Biscaine St.	El Paso, TX	79924	
18	Bonart	Richard C.	7096 Westwind and 6524 Loma de Cristo	El Paso, TX	79912	
19	Bonart	Sharon	No address given			
20	Quintanilla	Sal	6246 E. Yandell	El Paso, TX	79905	
21		No name given	No address given			
22	Marshall	Donald	1616 Villa Del Sol	El Paso, TX	79911	915 581-9886
23	Southard	Louis	5836 Coronado Ridge	El Paso, TX	79912	
24	Hockenberry	Arcelia	1024 Broadmoore Dr.	El Paso, TX	79912	
25	Medina	Audrey	5121 Dearborne Dr.	El Paso, TX	79924	
26	Nance	Larry	890 Forest Hills Dr.	El Paso, TX	79932	
27	Ramirez	Adrian	12067 Ruby Gate	El Paso, TX	79936	
28	Ramirez	Renee	12067 Ruby Gate	El Paso, TX	79936	
29	George	Linda	11183 Wharf Cove Dr.	El Paso, TX	79936	
30	Turnello	Alan	7013 Masorca Ct.	El Paso, TX	79912	
31	Chapman	William	801 Pulcinea Ct.	El Paso, TX	79922	
32	Bray	Michael	425 Mesita	El Paso, TX	79902	
33	Chapman	Jack T.	221 N. Kansas #1910	El Paso, TX	79901	
34	Medina	Adrian	5121 Dearborne	El Paso, TX	79924	
35	Keikkala	Sam	1441 Monte Negro	El Paso, TX	79935	
36	Salcido	Victor	1287 Southwestern	El Paso, TX	79912	
37	Richards	Ralph	1150 Southview	El Paso, TX	79928	
38	Hockenberry	Michael	1024 Broadmoor	El Paso, TX	79912	
39	Jobe	Stanley	1150 Southview	El Paso, TX	79928	
40	Lira	Jackie	8512 Wingo Way	El Paso, TX	79907	
41	Dayoub	Richard	1212 Cerrito Alegre Lane	El Paso, TX	79912	
42	Harrison	Esther	2285 Hannah Leigh	El Paso, TX	79938	
43	Epperson	Irene	5400 Silent Sun Ln.	El Paso, TX	79912	
44	Osborn	David	6537 Loma De Cristo	El Paso, TX	79912	
45	Wallace	Charles	14375 Desierto Bonito	Horizon City, TX	79928	
46	Smith	Mark A.	4800 N. Stanton #85	El Paso, TX	79902	
47	Gutierrez	Miriam	504 Phil Hansen	Canutillo, TX	79835	
48	Tanner	Trish	5917 Mira Hermosa	El Paso, TX	79912	
49	Loya Jr.	Reynaldo	2029 Ralph Janes Pl.	El Paso, TX	79936	
50	Rodriguez Jr.	Gustavo	756 Lakeshore	El Paso, TX	79932	
51	Payan	Salvador	8162 Doniphan Dr.	Vinton, TX	79821	
52	Juarez	Rene	206 Canyon Terrace	El Paso, TX	79902	
53		No name given	No address given			
54	Teschner	Richard	1800 N. Stanton St., 302	El Paso, TX	79902	915.533.1279 home 915.747.7032 office teschner@utep.edu
55	Parraz	Andrea	200 Desert Pass Apt. #232	El Paso, TX	79912	
56	Owen	Henrietta	2905 Titanic Ave.	El Paso, TX	79904	
57	Rosario	Veronica	2020 Diciembre	El Paso, TX	79935	
58	Carroll	Matthew	1011 N. St. Vrain St.	El Paso, TX	79902	
59	Baker	Carol	3507 Richmond Ave.	El Paso, TX	79930	
60	Gianelli	Marge	No address given			
61	Thompson	(No first name given)	No address given			spsamthompson@aol.com
62	Southern	Richard	5347 El Quelite Place	El Paso, TX	79932	richard_southern@hotmail.com
63	Dawes	Dan	631 Tepic	El Paso, TX	79912	dawesdan@yahoo.com
64	Coldwell	Colbert Nathaniel	4171 N. Mesa St., Suite B-201	El Paso, TX	79902	cncoldwell@gbc_law@att.net
65	Coldwell	Eleanor	6300 Alabama St.	El Paso, TX	79904	915 566-4346 ecoldwell@elp.rr.com

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66	Sander	W.	No address given			wsander1@elp.rr.com
67	Tolbert	Jim	2701 Frankfort Ave	El Paso, TX	79930	jimhtolbert@elp.rr.com
68	Wakeem	Charlie	741 Somerset Drive	El Paso, TX	79912	Phone: (915) 584-8595 Fax: (915) 581-3397 Cell: (915) 479-1397 E-mail: charliewak@sbcglobal.net
69	Addington	Bill	No address given			aguavida@valornet.com
70	Armijo	Richard	No address given			
71	Byrd	Susie	2 Civic Center Plaza	El Paso, TX	79901	(915) 541-4416
72	Chacon	Corinne	No address given			
73	Coronado	Sergio	No address given			
74	Cutler	Scott	No address given			
75	Escobar	Veronica	500 E.San Antonio, Suite 301	El Paso, TX	79901	915-546-2089; countyjudge@epcounty.com
76	Fitzgerald	Lynn	1819 Dakota Street	El Paso, TX	79930	
77	Gilyard	Roy	No address given			
78	Guzman	Joel	No address given			
79	Lobello	Rick	913 Totonaca Lane	El Paso, TX	79912	
80	Sotelo	Stephanie	No address given			
81	Sumrall	Bob	No address given			
82	Zuniga	Carlos	No address given			
83	Haddox	Carmen M.	2711 Radford Street	El Paso, TX	79903	(915) 562-2800; carhaddo@gmail.com
84	Haddox	John H.	2711 Radford Street	El Paso, TX	79903	915-562-2800; jhhaddox@aol.com
85	Haddox	Madeleine	2711 Radford Street	El Paso, TX	79903	915-562-2800; madhadd@aol.com
86	Barlarezo	Daniella	350 N. Festival	El Paso, TX	79912	
87	Levine	JoAnne	617 Alta Cumbre Pl.	El Paso, TX	79912	915-581-2913; themacmom@themacguyinfo
88	McClain	Linda	715 Cincinnati	El Paso, TX	79902	915-544-3081
89	Kendrick	Stacy	5848 Swallow Lane	El Paso, TX	79924	915-757-6572; stacyk@elp.rr.com
90	Pugh	Stephen	715 Cincinnati Ave.	El Paso, TX	79902	915-544-3081; spugh@who.net
91	Hollandbyrd	Hannah	No address given			hhollandbyrd@elp.rr.com
92	Pruneda	Alfonso	No address given			915-202-6585; elpachonillos@gmail.com
93	Thornley	Clarissa	2281 Champlain Drive	Boulder, CO	80301	cthornley@juno.com
94	Camacho	Jessica M.	2701 Mountain Ave.	El Paso, TX		jmcamacho@miners.utep.edu
95	Archuleta, P.E.	Edmund	P.O. Box 511	El Paso, TX	79961	915-594--5501
96	Pickett	State Representative Joseph C.	P.O. Box 2910	Austin, TX	78768	512-463-6504
97	Gonzalez	Honorable Mayor Ramon	City of Anthony, 320 Lincoln Street/P.O. Box 2663	Anthony, NM	88021	575-882-2983
98	Hughes	Patricia L.	President EPISD Board of Trustees; 6531 Boeing Drive	El Paso, TX	79925	915-887-5400
99	Gaskey	Kevin	12700 Park Central Drive Suite 1800	Dallas, TX	75251	972 770-3008
100	Morales	Hugo	12701 Park Central Drive, Suite 1800	Dallas, TX	75252	973 770-3008 hugo.morales@kimley-horn.com
101	Riselenger	Anthony	7050 Gato Raod	El Paso, TX	79932	(915) 877-4884
102	McHugh	Laureen	1386 Loma Verde Drive	El Paso, TX	79936	laureen@elp.rr.com
103	von Finger	Kevin	4117 La Adelita	El Paso, TX	79922	
104	Quintanilla	Representative Chente	120 N. Horizon, Suite 112-A	El Paso, TX	79927	915-859-3111
105	Woodard	Stephanie	1845 Northwestern Drive, Suite #C	El Paso, TX	79912	
106	Gallardo	David	740 Ortiz Lane	El Paso, TX	79927	
107	Banuelos	Melina	1845 Northwestern Drive, Suite #C	El Paso, TX	79912	
108	Hernandez	Fernando	1845 Northwestern Drive	El Paso, TX	79912	
109	Karlsrucker	John C.	1845 Northwestern, Ste. C	El Paso, TX	79912	
110	Karlsrucker	Eileen	35 Sun Point Lane	El Paso, TX	79912	
111	Brooks	Glen	305 La Mirada	El Paso, TX	79932	
112	Sotelo	Leticia	No address given			
113	Lowerre, Frederick, Perales, Allmon & Rockwell		707 Rio Grande Street, Suite 200	Austin, TX	78701	(512) 469-6000/482-9346 (facsimile)
114	Rodriguez	Senator Jose	P.O. Box 12068	Austin, TX	78711	512 463-0129
115	Sanders	Patricia	No address given			wsanders1@elp.rr.com

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116	Wilson	City Manager Joyce	7968 San Paulo Drive	El Paso, TX	79907	
117	Ford	Joyce	9325 R.J. Wood Rd	El Paso, TX	79924	
118	Owen	Patricia	9325 R.J. Wood Rd	El Paso, TX	79924	
119	Lozada	Carlos A.	8816 Mount Whitney	El Paso, TX	79904	
120	Alonzo	Sal	7316 Duxbury	El Paso, TX	79912	
121	Sotelo	Richard	12480 Paseo Alegre Dr.	El Paso, TX	79928	
122	Weaver	Lupe	8808 Polaris St.	El Paso, TX	79904	
123	Levine	Barry	617 Alta Cumbre Pl.	El Paso, TX	79912	915-581-1105 barryjaylevine@yahoo.com
124	Harris	Brent	No address given			bdharris@plexar.com
125	Dyer	M.	No address given			mdyer@elp.rr.com
126	Boyd	Shane	No address given			delnortemasonry@sbcglobal.net
127	Skarda	Lamar	No address given			skarda@juno.com
128	Attel	Patty	No address given			pattel@elp.rr.com
129	Brooker	Krista	No address given			kannahille@gmail.com
130		No name given	No address given			flarestar26@gmail.com
131	White	Maria	No address given			titinowhite@gmail.com

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Sorted by **Last Name**

Loop 375 Transmountain Project

RID	Last Name	First Name	Phone No/E-mail
2	Ackerman	Judy	
69	Addington	Bill	aguavida@valornet.com
120	Alonzo	Sal	
17	Amaya	Raul	
95	Archuleta, P.E.	Edmund	915-594--5501
5	Ardivino	Robert	
70	Armijo	Richard	
128	Attel	Patty	pattel@elp.rr.com
59	Baker	Carol	
107	Banuelos	Melina	
86	Barlarezo	Daniella	
10	Barr	Jennifer	
18	Bonart	Richard C.	
19	Bonart	Sharon	
126	Boyd	Shane	delnortemasonry@sbcglobal.net
12	Bray	Mark-Thomas	
32	Bray	Michael	
129	Brooker	Krista	kannhille@gmail.com
111	Brooks	Glen	
71	Byrd	Susie	(915) 541-4416
94	Camacho	Jessica M.	jmcamacho@miners.utep.edu
58	Carroll	Matthew	
72	Chacon	Corinne	
31	Chapman	William	
33	Chapman	Jack T.	
64	Coldwell	Colbert Nathaniel	cncoldwell@gbc_law@att.net
65	Coldwell	Eleanor	915 566-4346 ecoldwell@elp.rr.com
73	Coronado	Sergio	
74	Cutler	Scott	
63	Dawes	Dan	dawesdan@yahoo.com
41	Dayoub	Richard	
125	Dyer	M.	mdyer@elp.rr.com
43	Epperson	Irene	
75	Escobar	Veronica	915-546-2089; countyjudge@epcounty.com
76	Fitzgerald	Lynn	
117	Ford	Joyce	
106	Gallardo	David	
99	Gaskey	Kevin	972 770-3008
29	George	Linda	
9	Geyer	Bob	
60	Gianelli	Marge	
77	Gilyard	Roy	
97	Gonzalez	Honorable Mayor Ramon	575-882-2983
47	Gutierrez	Miriam	
78	Guzman	Joel	
83	Haddox	Carmen M.	(915) 562-2800; carhaddo@gmail.com
84	Haddox	John H.	915-562-2800; jhhaddox@aol.com

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Sorted by **Last Name**

Loop 375 Transmountain Project

RID	Last Name	First Name	Phone No/E-mail
85	Haddox	Madeleine	915-562-2800; madhadd@aol.com
124	Harris	Brent	bdharris@plexar.com
42	Harrison	Esther	
108	Hernandez	Fernando	
24	Hockenberry	Arcelia	
38	Hockenberry	Michael	
91	Hollandbyrd	Hannah	hhollandb yrd@elp.rr.com
98	Hughes	Patricia L.	915-887-5400
39	Jobe	Stanley	
52	Juarez	Rene	
109	Karlsrucker	John C.	
110	Karlsrucker	Eileen	
35	Keikkala	Sam	
89	Kendrick	Stacy	915-757-6572; stacyk@elp.rr.com
87	Levine	JoAnne	915-581-2913; themacmom@themacguyinfo
123	Levine	Barry	915-581-1105 barryjaylevine@yahoo.com
40	Lira	Jackie	
79	Lobello	Rick	
113	Lowerre, Frederick, Perales, Allmon & Rockwell		(512) 469-6000/482-9346 (facsimile)
49	Loya Jr.	Reynaldo	
119	Lozada	Carlos A.	
11	Margo	State Representative Dee	
22	Marshall	Donald	915 581-9886
8	Maxsom	Sheryl	
88	McClain	Linda	915-544-3081
102	McHugh	Laureen	laureen@elp.rr.com
1	McMurray	Heather	
25	Medina	Audrey	
34	Medina	Adrian	
100	Morales	Hugo	973 770-3008 hugo.morales@kimley-horn.com
26	Nance	Larry	
44	Osborn	David	
56	Owen	Henrietta	
118	Owen	Patricia	
55	Parraz	Andrea	
51	Payan	Salvador	
96	Pickett	State Representative Joseph C.	512-463-6504
92	Pruneda	Alfonso	915-202-6585; elpachonillos@gmail.com
90	Pugh	Stephen	915-544-3081; spugh@who.net
20	Quintanilla	Sal	
104	Quintanilla	Representative Chente	915-859-3111
27	Ramirez	Adrian	
28	Ramirez	Renee	

Public Hearing Comments RID Log

Sorted by **Last Name**

Loop 375 Transmountain Project

RID	Last Name	First Name	Phone No/E-mail
37	Richards	Ralph	
101	Riselenger	Anthony	(915) 877-4884
114	Rodriguez	Senator Jose	512 463-0129
50	Rodriguez Jr.	Gustavo	
57	Rosario	Veronica	
36	Salcido	Victor	
66	Sander	W.	wsander1@elp.rr.com
4	Sanders	Brent	
115	Sanders	Patricia	wsanders1@elp.rr.com
3	Searls	Laure	
127	Skarda	Lamar	skarda@juno.com
46	Smith	Mark A.	
80	Sotelo	Stephanie	
112	Sotelo	Leticia	
121	Sotelo	Richard	
23	Southard	Louis	
62	Southern	Richard	richard_southern@hotmail.com
6	Strickland	R.K.	
7	Strickland	Dora	
81	Sumrall	Bob	
14	Swain	Earline	
48	Tanner	Trish	
13	Telles	Gerald	
54	Teschner	Richard	915.533.1279 home 915.747.7032 office teschner@utep.edu
61	Thompson	(No first name given)	spsamthompson@aol.com
93	Thornley	Clarissa	cthornley@juno.com
67	Tolbert	Jim	jimhtolbert@elp.rr.com
30	Turnello	Alan	
103	von Finger	Kevin	
68	Wakeem	Charlie	Phone: (915) 584-8595 Fax: (915) 581-3397 Cell: (915) 479-1397 E-mail: charliewak@sbcglobal.net
45	Wallace	Charles	
122	Weaver	Lupe	
16	White	Pat	
131	White	Maria	titinowwhite@gmail.com
116	Wilson	City Manager Joyce	
105	Woodard	Stephanie	
15	Young	Tommy	
82	Zuniga	Carlos	
21		No name given	
53		No name given	
130		No name given	flarestar26@gmail.com

RID: 1

**Heather McMurray
635 Bluff Canyon Circle
El Paso, TX 79912**

1 MS. McMURRY: Hello, Mr. Berry and audience.

2 My name is Heather McMurray and I am a certified high
3 school science teacher and -- and I have a master's in
4 biology.

5 I work on a lot of different issues in our
6 region and my feeling on this is that this is a pork
7 barrel spending project whose costs have already exploded
8 from the initial proposals. I feel that taxpayers will
9 end up footing the bill for business on this and that, had
10 the TxDOT and the planners stuck to just simply widening
11 this road, we would have been all right but instead all
12 these bridges have been proposed and ele- -- this elevated
13 thing with pylons and -- and Lord knows what else.

14 I am concerned that the plans for bridges
15 leave out support for our state park's wildlife by
16 encouraging more roadways around this area north and south
17 further isolating the plants and animals in those areas
18 from reaching other natural areas and our river. I'm
19 concerned that a new 450-acre rock quarry which isn't on
20 your maps back there, by the way, but you show a little
21 old dump, but there's a 450-acre rock quarry sprung up
22 right between our state park and the outlet mall, it's
23 visible from Transmountain Road. It's there to support
24 projects like this and to save its fuel cost so it can be
25 competitive. I'm concerned that the new BNSF Railroad,

1 Santa Teresa modular offloading facility will be
2 offloading rail traffic from Santa Teresa, New Mexico, to
3 this new facility to semi trucks. These will link to one
4 of these proposed bridges and you're not telling people.
5 It will probably link --

6 MR. BERRY: You have less than a minute
7 left.

8 MS. McMURRY: -- to the Plexxar -- to
9 Artcraft and Plexxar and they can then send those trucks
10 if they want to to the climb across Transmountain. I
11 agree that something else needs to be proposed and that
12 this isn't the right project for it.

13 MR. BERRY: Thank you for your comments.

14 Mr. Richard Dayoub followed by Ms. Judy
15 Ackerman. Okay. Mr. Dayoub is deferring.

16 Ms. Judy Ackerman.

17 MS. ACKERMAN: Good evening. Mr. Chuck
18 Berry, TxDOT, all your staff, I want to thank you
19 profusely for having this public forum. The idea of
20 getting public input and the fact that you are soliciting
21 public input is huge and I really appreciate it.

22 I support additional lanes on Transmountain
23 Road. I think they're absolutely necessary for safety,
24 but I have several concerns with the current plan and I'll
25 mention three or four of them.



PUBLIC HEARING

Loop 375 Transmountain Road Project
I-10 to east of the Franklin Mountains State Park Entrance
El Paso County, Texas



March 22, 2011 - 6:00 P.M.
Canutillo High School
6675 South Desert Blvd., El Paso, Texas 79912

COMMENT FORM

This form is provided to receive your comments regarding the proposed Loop 375 roadway improvements from I-10 to east of the Franklin Mountains State Park entrance. Please use the space provided below, attaching additional pages if necessary. Your comments can be deposited in the comment box or mailed to the address provided below. All written comments must be postmarked by April 1, 2011. Thank you for your comments.

Comments: The E.A. should have been available to the public at this meeting free on CDROM (or DVD) along with all the videos/images (some are not available on the internet) being shown here.

Only 3 paper copies of the EA are available here to read on site. There are no paper copies to take home.

There are no Spanish-language copies of the EA available here at the meeting.

The person I spoke to representing the EA is a civil engineer not a biologist or ecologist.

People at this meeting representing this project are not aware of how the Santa Teresa part of entry project wants to tie into this Transmt. expansion.

There are no views of the 450 acre rock quarry here - but there is a print showing a tiny

Written comments submitted by mail must be postmarked by April 1, 2011 and sent to:

Please Print:

Tony Gelacio, P.E.
Entech Civil Engineers, Inc.
16360 Park Ten Place
Suite 230
Houston, Texas 77084

Your Name Heather McMurray
Address 635 Bluff Canyon Circle
El Paso TX 79912

ELP_Loop375West@txdot.gov

RID: 2

**Judy Ackerman
3344 Eileen Drive
El Paso, TX 79904**

Myrna Soto



From: Judy Ackerman [j.p.ackerman@sbcglobal.net]
Sent: Monday, February 28, 2011 4:45 PM
To: ELP_Loop375West@txdot.gov; TXDOT Brian Swindell; MTR Chuck Berry TXDOT; MTR Gerardo Leos TXDOT; MTR Gus Sanchez TXDOT; MTR TXDOT Sandra Sierra
Subject: Electronic versions - meeting on Loop 375 Transmountain Road Project

Dear Eduardo Calvo and TXDOT Personnel,

Thank you for sending me the detailed information and maps about the 22 Mar 2011 meeting on Loop 375 Transmountain Road Project.

Please send electronic versions of these documents to my e-mail address: j.p.ackerman@sbcglobal.net so I can share with others who may be interested. I notice that much of the information you sent is available on your website: http://www.txdot.gov/public_involvement/hearings_meetings/elp_375_032211.htm, but not all.

If possible, please have comment forms available electronically. It would greatly improve efficiency if you were able to receive comments electronically – and they would probably be easier to read than hand written documents.

It would be great if you would send me e-mails on future updates. That way you could also save on printing and postage.

Thank you for your help and especially for striving for maximum citizen involvement in TXDOT projects.

Judy Ackerman
j.p.ackerman@sbcglobal.net
3344 Eileen Dr
El Paso, TX 79904

1 Santa Teresa modular offloading facility will be
2 offloading rail traffic from Santa Teresa, New Mexico, to
3 this new facility to semi trucks. These will link to one
4 of these proposed bridges and you're not telling people.
5 It will probably link --

6 MR. BERRY: You have less than a minute
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17 MS. ACKERMAN: Good evening. Mr. Chuck
18 Berry, TxDOT, all your staff, I want to thank you
19 profusely for having this public forum. The idea of
20 getting public input and the fact that you are soliciting
21 public input is huge and I really appreciate it.

22 I support additional lanes on Transmountain
23 Road. I think they're absolutely necessary for safety,
24 but I have several concerns with the current plan and I'll
25 mention three or four of them.

1 First is the entrance to the Tom Mays
2 section of the state park. It has already been addressed,
3 but I feel this is really an important issue because the
4 Franklin Mountains State Park are such a huge asset to
5 El Paso. This is a destination location for people coming
6 to El Paso to enjoy our state park and the entrance is
7 simply not safe, it's not adequate so that's a big concern
8 that needs to be addressed.

9 The concept of animal crossings. I greatly
10 appreciate that you have added an animal crossing and I
11 understand it's because of the comments that you got at
12 the last forum and I really appreciate that you're
13 responsive to the public needs and I understand that there
14 is a plan for an animal crossing that will be a 10-by-20
15 feet with a dirt bottom and that is really wonderful. The
16 only difficulty is that it is located in the commercial
17 district where it will be in the middle of the big box
18 stores so a little difficulty there. I would recommend
19 that it be somewhere else and that there many of them and
20 not just for the animals. You're not -- some people say,
21 "Hey, it's animals. Who cares." Well, it's people that
22 die when they intersect with those animals as they cross
23 Transmountain Road. So for safety issue in addition to
24 preserving the animals I think it's really important. And
25 I understand that animal crossings cost money. It's much

1 easier to put a culvert but here's a way you could save
2 some money so that you can put it towards animal crossings
3 and that would be with the elimination of Paseo Del Norte.
4 We've had many reasons why we need to eliminate it and I
5 believe -- I've been told that each of those huge
6 interchanges where you have things going up and down and
7 around and on- and off-ramps and lots of space and -- each
8 one of those costs in the neighborhood of 7 to \$8 million
9 so you can eliminate one and build some more animal
10 crossings.

11 MR. BERRY: You have less than a minute,
12 ma'am.

13 MS. ACKERMAN: Okay. That would take me to
14 number 4. I haven't heard this one mentioned yet. And
15 that is the -- how close the various on and off and
16 interchanges are to each other. I believe there is a
17 national standard recommendation for how close those
18 things are. So if you talk about 10 then the next one is
19 Northwestern, then comes Resler, then comes Plexxar, then
20 it's Paseo Del Norte and guess what, they're too close,
21 it's not safe so I recommend you eliminate some and I
22 thank you very much for your time.

23 MR. BERRY: Thank you for your comment,
24 ma'am.

25 Mr. Bill Addington followed by -- could be



PUBLIC HEARING

Loop 375 Transmountain Road Project
I-10 to east of the Franklin Mountains State Park Entrance
El Paso County, Texas

March 22, 2011 - 6:00 P.M.
Canutillo High School
6675 South Desert Blvd., El Paso, Texas 79912

COMMENT FORM

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Comments: Good that you plan an animal crossing, 10'x20'
with dirt bottom. Bad that the location is in an area zoned
Commercial.

Good idea to expand Transmountain Rd to 4 lanes.
There are better options than a high speed freeway. Slower
traffic is better. use stop lights or traffic circles.

The entrance to the Tom Mays section of Franklin Mts
State Park is extremely hazardous. The current TXDOT plan
will make it even more dangerous. We need more options.

Eliminate the interchange, on & off ramps, at Pasado
Del Norte. Eliminate that road entirely OR, at minimum,
move it to the proposed Plexar interchange (move west)

Recommend you do more communication electronically. Save
money in printing & mailing. Put your comment form on line &
make it easy to use. Then you will not have to struggle with w
bad spelling & hand writing!

Written comments submitted by mail must be postmarked by April 1, 2011 and sent to:

Tony Gelacio, P.E.
Entech Civil Engineers, Inc.
16360 Park Ten Place
Suite 230
Houston, Texas 77084
ELP_Loop375West@txdot.gov

Please Print:

Your Name Judy Ackerman
Address 3344 E.teen Dr 79904
j.p.ackerman@sbcglobal.net

RID: 3

Laure Searls
P.O. Box 622
Canutillo, TX 79835

1 general is removing that last overpass and then preserving
2 the public service land or the city's land in that area.
3 And what I would like to know from you before we make that
4 decision is if we can work with TxDOT to remove that
5 overpass and -- and not have to face the challenge that's
6 been presented to us that we might lose that -- that
7 money. And kind of finally towards that end is that we --
8 we would really like to see TxDOT work on this on -- as
9 you go to final design to work with the community to make
10 a road that is reflective of our community values and
11 concerns particularly as it affects the mountain and
12 entering into the state park and we would hope that you
13 would be committed to that and work with the city council
14 and the community to make that happen. Thank you.

15 MR. BERRY: Thank you for your comment.

16 Next, Ms. Laure Searls. I hope I got -- I
17 think it's Lori.

18 MS. SEARLS: You did. You did really good.

19 Thank you.

20 Laure Searls, Canutillo community citizen.
21 I've lived in El Paso since 1965 and I really, I'd like to
22 ask who is here. Could I see a show of hands. Who thinks
23 this is a good idea? With the overpasses and the whole
24 way they've presented it? I see some hands go down but a
25 few up.

1 I just feel so strongly that we have to be
2 secure and sure when we make a decision like this. You
3 don't make mountains every day. This is our heritage.
4 This is our children's heritage. I know that we need
5 extra lanes on the road up there, there's no doubt about
6 that, but all the enhancements of overpasses, that will
7 visually obstruct our mountains, the view that we have
8 from the valley. It's -- it just seems unconscionable to
9 destroy what we have without giving further thought to it
10 and, you know, in our consciences knowing that that's our
11 greatest pull. We always want people to come here and
12 visit and be tourists. You know, if it looks like a
13 commercial freeway going through our beauty, I don't
14 really see that happening. I agree that you've got to
15 have -- you know, we need four, maybe six lanes up there,
16 but I sure don't agree with the overpasses. Thank you so
17 much.

18 MR. BERRY: Thank you for your comment.

19 Mr. Sergio Coronado with the Canutillo
20 School ISD trustee. Mr. Coronado.

21 And next I'll call on -- representing the
22 office of State Senator Jose Rodriguez, Corinne Chacon.

23 Mr. Coronado.

24 MR. CORONADO: Thank you.

25 For the record, I'm here as a community



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Comments: We need 4 lanes NO MORE
We have an empty virgin palate
please don't destroy our children's
heritage.

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Tony Gelacio, P.E.
Entech Civil Engineers, Inc.
16360 Park Ten Place
Suite 230
Houston, Texas 77084
ELP_Loop375West@txdot.gov

Please Print:

Your Name Laure Searls
Address PO Box 622
Canutillo, TX.
79835

RID: 4

**Brent Sanders
5435 King Pl.
El Paso, TX 79932**

1 And also there's no entries on your
2 presentation going from the west to the east so you can
3 get off the road, but you can't get on 375. My concern on
4 the flyover is I go to northeast every day and that set of
5 flyovers over there has really changed what used to be
6 somewhat attractive to me, kind of like what you'd see in
7 Houston. Thank you.

8 MR. BERRY: Thank you for your comments,
9 ma'am. Mr. Bret Sanders, followed by Mr. Charlie Wakeem.

10 MR. SANDERS: Hello. Thank you guys for
11 giving us the opportunity to talk. I'm Brent Sanders and
12 I'm from the Borderland Mountain Bike Association. I'm a
13 fourth-generation El Pasoan. I love El Paso. I find it
14 interesting that a project that has touted itself on
15 safety, safety at Plexxar, safety at Paseo Del Norte,
16 safety at Resler, safety at the I-10 interchange,
17 completely eliminated safety at the state park entrance.
18 I find that quite interesting. Whose interests were we
19 taking into account when we were looking into safety
20 issues.

21 I also heard some comments about relieving
22 congestion. I have lived in El Paso basically my whole
23 life. The most congested areas I've been in El Paso are
24 where there are gateways along the freeway. The longest
25 line that we have in El Paso is the gateway paralleling

1 I-10, Hawkins, Lee Trevino, so why is it building this
2 gateway going to be relieving traffic and making
3 Transmountain safer? Those are also the most dangerous
4 intersections that we have in the city.

5 I worry this project is going to only
6 benefit a few of the -- a few people in El Paso at the
7 expense of all of our tax dollars and at the expense of
8 our beautiful mountains. Those of us against this
9 freeway, as it is being presented bisecting our beloved
10 mountains, are not trying to halt development in the city
11 that we all love but rather we want to preserve our
12 mountains while still encouraging businesses to locate to
13 this scenic beautiful desirable El Paso that we all love.
14 We don't want to completely stop this project. We need a
15 compromise. We need something that's going to benefit all
16 of El Paso, not just a few El Pasoans which is the way
17 it's being presented right now.

18 Bike riders don't like to ride on gateways
19 by the way, guys. That's not something that's desirable
20 for us. So thanks for thinking of us, but we want real
21 bike lanes, scenic bike lanes and safe bike lanes. Thank
22 you guys.

23 MR. BERRY: Thank you for your comments.

24 Next we have Mr. Charlie Wakeem, followed by
25 Lyda Ness-Garcia.

4



PUBLIC HEARING

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Comments:

Take off the last over pass -
Plexcar (I believe). No cutaways - what
an ugly encouragement of sprawl.

Provide safety to entrance/exit to State
Park.

Preserve land east of gas line road
as open space.

Written comments submitted by mail must be postmarked by April 1, 2011 and sent to:

Tony Gelacio, P.E.
Entech Civil Engineers, Inc.
16360 Park Ten Place
Suite 230
Houston, Texas 77084
ELP_Loop375West@txdot.gov

Please Print:

Your Name Brent Sanders

Address 5435 King Pl
El Paso, TX 79932

4

ELP_Loop375West - Re: FW: Transmountain Road project is flawed

From: Chuck Berry
To: Alma A. Figueroa
Date: 3/31/2011 1:32 PM
Subject: Re: FW: Transmountain Road project is flawed
CC: Eduardo Calvo; ELP_Loop375West; Mimi Horn; Ray Dovalina; Tony Uribe

Please inform Rep Lilly that we will include the comment as a part of the formal project review and documentation. Our response to comments will be prepared with the project documents.

Thank you,

>>> "Figueroa, Alma A." <FigueroaAA@elpasotexas.gov> 3/31/2011 11:48 AM >>>
 Mr. Berry:

I am forwarding the below e-mail to you at the request of City Representative Ann Morgan Lilly.

Your assistance addressing Mr. Sanders' concerns will be greatly appreciated.

Thank you.

Alma Figueroa
 Administrative Assistant to
 City Representative Ann Morgan Lilly
 District #1
 541-4151

From: guillermo sanders [mailto:brentep@yahoo.com]
Sent: Monday, March 28, 2011 4:19 PM
To: District #1
Subject: Transmountain Road project is flawed

This is what I had to say at the TxDot meeting at Canutillo High. I think these are important points that need to be addressed in this very flawed plan.

"I find it interesting that a project that touts itself on safety - safety at Resler, safety at Paseo del Norte, safety at Plexxar - has forgotten about safety at the State Park entrance. It really makes one wonder who this project is looking after. El Pasoans wanting to enter the State Park will have to cross 2 lanes of oncoming traffic.

"I have also heard others comment about how building overpasses, and gateways are going to relieve traffic congestion and pollution. I find that to be very interesting because the most congested areas that we have in El Paso are the gateways at the Hawkins, Airways, Lee Trevino, intersections. These also happen to be the most dangerous intersections in the city. So is this project helping congestion? Or safety? I worry this project is only for the benefit of a few at the expense of our tax dollars and our scenic mountains. Those of us against this freeway as it is currently being presented, bisecting our beloved mountains, are not trying to halt development in this city that we all love. Rather we want to preserve our mountains while still encouraging businesses to locate to a scenic, beautiful, desirable El Paso that we can all be proud of."

Are we going to look back and be proud of this freeway we are about to construct bisecting our beloved mountains? I doubt it. We need to proceed with caution when it comes to something sacred to our city.

No overpasses

No gateway

No more taxpayer subsidies of the wealthy in El Paso

Yes to preserving open space along our mountain

We are not trying to stop this plan, but we want it done correctly. As presented, it isn't correct Mrs. Lilly.

Please make the right choice for the citizens of El Paso.

Thanks,

Brent Sanders

FOLLOW ME

ELP_Loop375West - Transmountain Road

From: guillermo sanders <brentep@yahoo.com>
To: <ELP_loop375West@txdot.gov>
Date: 4/1/2011 9:39 PM
Subject: Transmountain Road

I truly hope that Txdot will take into consideration other alternatives to the Transmountain construction. El Paso wants a road that embraces our mountains while still providing easy transportation from east to west. The current plan is one of only destruction though while not taking into consideration the respect that we have for our beautiful mountains. Having overpasses along Transmountain, especially so far east (closer to the mountain) is totally unacceptable. I hope that txdot looks at some alternatives that eliminate the overpasses at Paseo del Norte that completely interferes with our scenic vista of the mountains that this city embrace.

As a 4th generation El Pasoan, and one who loves this city, I truly hope that we can all agree on a compromise. We don't want to halt the development of this city, but rather create something that we can all be proud of and look back at with pride. Pride that we were able to preserve something we all identify with in El Paso and hold very sacred while still encouraging the city to thrive in a positive way.

Development is not a one way street but rather a compromise between economic prosperity and preservation of a quality of life. These mountains contribute greatly to the quality of life of the citizens of this city. They are not a barrier that need to be plowed through, but an inviting place that adds to the beauty of our wonderful city.

I hope that txdot will look at other alternatives than the current plan.

No overpasses

No gateways

Preservation of open space

Safe entrance into the state park

Please - for the sake of the citizens of El Paso take a look at the current plan and come up with a better one. We will never regret building the best for our city and our citizens.

Thanks for your consideration,

Brent Sanders

FOLLOW ME

RID: 5

Robert Ardovino
2201 N. St. Vrain
El Paso, TX 79902

1 loaded with cars, 18-wheelers and stuff that doesn't need
2 to be on that road. Frankly, I don't think it takes a
3 genius to see why the gravel pit is being opened up out
4 there. Also, it's not a mystery as to why Santa Teresa is
5 trying to get the module plan built out there. I think
6 it's just a grand scheme of being able to allow all that
7 traffic off the corridor to come into El Paso and out of
8 El Paso. None of that traffic is staying here, it's going
9 through El Paso. Thank you.

10 MR. BERRY: Thank you for your comment, sir.

11 I apologize. I think it's -- Katherine is
12 the first name and the last name is Brennard, I believe.
13 Katherine Brennard. Is that right? Brennard. Brennan.
14 Katherine Brennan. Maybe not.

15 Mr. Larry Nance signed up to speak, followed
16 by Robert Ardovino.

17 Mr. Nance? Mr. Robert Ardovino, followed by
18 Mr. Roy Gilyard.

19 MR. ARDOVINO: Good evening and thank you
20 for having this presentation.

21 I'm very concerned about very -- about many
22 parts of this proposed freeway project up through the
23 Transmountain corridor. The state park is one of our best
24 assets in this city. As we know tourism is something that
25 El Paso needs and camping up there is a really special

1 thing to do with kids. And I understand it's a dangerous
2 road as it is, but I don't see how this helps alleviate
3 the danger. When you camp up there you -- you enjoy
4 everything there is to enjoy about El Paso and the
5 mountains. Building a freeway through this will not help
6 that situation. I think the project as it's proposed is
7 an antiquated way to develop and design roadways. I wish
8 that TxDOT would use smart growth principles like the
9 people in this city want to see you-all do for this road.
10 I'm not encouraged that the design to the entrance to the
11 state park is at all safer even with the traffic we have
12 now or the traffic that's proposed to come. I'm also not
13 encouraged and would encourage TxDOT to reinvestigate the
14 location of the wildlife crossing. It seems to me like
15 the wildlife is up in the mountains and needs to cross the
16 road close to up the mountains, not where the proposed
17 development is. I do not believe we need to have
18 development occur above the foothills of this road, like
19 Mr. Wakeem said, above Gasline road. They chose the best
20 path to put that in because it was the most obvious and I
21 don't think we need development above that road. That's
22 where the beauty starts and that's where the freeway
23 should end. Thank you very much.

24 MR. BERRY: Thank you very much for your
25 comment. Mr. Roy Gilyard. I think that's the last



PUBLIC HEARING

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6675 South Desert Blvd., El Paso, Texas 79912

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Comments: The entrance to the St. Park is dangerous, and will become more so!
The wildlife crossing is inappropriate in current location.
Smart growth principals for roadways were not used.
The eastern two overpasses should not be considered.
Must use native plants only for revegetation.

Written comments submitted by mail must be postmarked by April 1, 2011 and sent to:

Tony Gelacio, P.E.
Entech Civil Engineers, Inc.
16360 Park Ten Place
Suite 230
Houston, Texas 77084
ELP_Loop375West@txdot.gov

Please Print:

Your Name ROBERT ARONINO
Address 2201 N. ST. VRAIN
El Paso, Texas. 79902

Date:

Texas Department of Transportation-Loop 375
(Transmountain West) Public Hearing
Attn: Mr. Antonio Uribe, Jr., P.E.,
District Design,
13301 Gateway Blvd. West,
El Paso, Texas 79928

RE: Proposed Transmountain West project

Dear TXDOT:

You have not given El Pasoans real choices in designing the Transmountain West Project. You have coerced this community by saying that we either build the freeway the way you propose or we lose the funding for the project. El Pasoans demand real choices about how our City is built and developed.



Boulevard



Freeway-style development

Note: This illustration is not drawn according to TXDOT's specifications for this project. It illustrates the type of development typical of a freeway. For more detail on TXDOT's proposal, visit their website at www.txdot.gov.

Here is my choice as an El Pasoan. Build Transmountain West as a:

- ① Boulevard and preserve the Public Service Board land
- N/A ~~The proposed Freeway with four overpasses~~
- ② Freeway but remove the last overpass (Paseo del Norte) and preserve the Public Service Board land
- Other alternatives: *Please!*

Comments, suggestions:

Use only native plants when re-vegetated. END the entire project @ Garff Line road. Must give much more consideration to the wild life.

Sincerely,

Name: ROBERT ARDUINO
Address: 2201 N. ST. VRAIN
Phone number: 915 383-8425
Email: rardovino@elp.rr.com

RID: 6

R.K. Strickland
540 Willow Glen
El Paso, TX 79922



PUBLIC HEARING

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Comments:

It is very important to receive the available funds for completion of 375 around the entire city. Many people live on the West side and use Transmountain to go to Fort Bliss and other locations over the mountain. At present the last leg of the Transmountain road is unsafe. It goes from four lanes to 2 lanes. I fully support the best utilization of funds to complete Transmountain Rd. all the way to Interstate 10. The sooner the better.

Written comments submitted by mail must be postmarked by April 1, 2011 and sent to:

Tony Gelacio, P.E.
Entech Civil Engineers, Inc.
16360 Park Ten Place
Suite 230
Houston, Texas 77084
ELP_Loop375West@txdot.gov

Please Print:

Your Name RK STRICKLAND
Address 540 WILLOW GLEN
EL PASO TX 79902

RID: 7

**Dora Strickland
540 Willow Glen Dr.
El Paso, TX 79922**



PUBLIC HEARING

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Comments: *We, my husband and I are in favor of the proposed expansion of Transmountain Road. In the (11) eleven since we moved to El Paso we have seen a big increase in the amount of traffic on this section of road due to population, building new homes, BRAC, growth in general. The expansion allows for bicyclists, walker's safety. And we don't believe it will detract from the mountain vistas. Moving traffic along in a safe manner is the first priority!*

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Tony Gelacio, P.E.
Entech Civil Engineers, Inc.
16360 Park Ten Place
Suite 230
Houston, Texas 77084
ELP_Loop375West@txdot.gov

Please Print:

Your Name DORA STRICKLAND
Address 540 WILLOW GLENDA
EL PASO, TX 79922

RID: 8

**Sheryl Maxsom
533 La Cantera Dr.
El Paso, TX 79912**



8

PUBLIC HEARING

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Comments: These roadway improvements are very
much needed. With the expansion at Ft. Bliss
El Paso will continue to grow. The only place
for growth on the westside is along I-10 on
the lower foothills of the Mountains. Planned
growth will enhance the value of the land
and the view people have of our city. It is a
much needed relief for traffic on I-10, also.
If more traffic can be funneled to the
loop it will make getting from one side of
town to the other easier. Much more needs to
be done to improve the infrastructure, but this
is a great start.

Written comments submitted by mail must be postmarked by April 1, 2011 and sent to:

Tony Gelacio, P.E.
Entech Civil Engineers, Inc.
16360 Park Ten Place
Suite 230
Houston, Texas 77084

ELP_Loop375West@txdot.gov

Please Print:

Your Name Sheryl Maxson
Address 533 La Cantero Dr
El Paso, Tx 79912

RID: 9

Bob Geyer
4505 Bliss
El Paso, TX 79901

1 architects are employed by TxDOT, albeit not in this
2 district, and could design these plans with local input.
3 I cannot imagine a plan that would scrape the existing
4 terrain of native Yucca, Ocotillo, Lechuguilla, Creosote
5 and cacti in favor of plants that have no place on this
6 roadway such as golden lanimas (phonetic) and lantana. I
7 cannot imagine a plan that would spend money on quarried
8 rock and weed barrier when native seeding and salvaged
9 plants could replicate the beauty found in Franklin
10 Mountain State Park. I cannot imagine what Ladybird
11 Johnson would have said to see this, our city's most
12 cherished and beautiful public roadway converted to rock,
13 concrete and asphalt. Thank you.

14 MR. BERRY: Thank you for your comment,
15 ma'am. Mr. Bob Geyer, followed by Alan Turnello.

16 MR. GEYER: Bob Geyer. I also represent the
17 Sierra Club. There's a lot of us around so you'd better
18 watch out.

19 Anyway. I -- most of what I was here to say
20 has been said already but the traffic counts that were
21 used for this, 71,000 trips per day and now it's coming in
22 that it should have been 31,000, I don't even see how an
23 environmental assessment could be submitted like that and
24 much less accepted by Federal Highway Administration and I
25 would hope that would throw it out right away.

1 The other thing is the entrance to the park,
2 that's been brought up that why not use a flyunder -- I
3 think that's the term that's been talked about to go
4 underground and access the park in a safe manner. And if
5 you're going to have other elevated intersections and
6 exits, do the same down there at Northwestern and also at
7 Resler. And we certainly don't need another Paseo Del
8 Norte extended or a Plexxar which is not even on the MPO
9 master plan, as you well know, and so how can it be
10 included in the environmental assessment? I don't know.
11 Bill spoke earlier about a \$17 million project they should
12 have stuck with and just continued the roadway the way it
13 is and yet we're now at some- -- way up there and of
14 course we all know that once again developers are
15 controlling this city. We had a very progressive city
16 council, I felt, such as Ms. Byrd who I thought we were
17 going to get away from that in this town, but they've
18 gotten involved and they're controlling this situation
19 and, you know, we even -- I even see two Jobe trucks out
20 in the parking lot here outside the building. They can
21 hardly --

22 MR. BERRY: You have --

23 MR. GEYER: -- they can hardly wait to load
24 up and start making money for their new quarry out there.
25 I just think it's disgusting that developers are still

1 controlling this town and that we need to make it best --
2 what's best for everybody. And like Ms. Barr said, how
3 could the environmental assessment say there's not a
4 disservice to the aesthetic quality we see when we look at
5 the mountain. It's just a sad situation. Thank you.

6 MR. BERRY: Thank you for your comments,
7 sir. Mr. Alex Turnello, followed by a "maybe" from
8 Katherine Brennard.

9 MR. TURNELLO: Hi. My name is Alan Turnello
10 and I'm here representing myself and every other person in
11 El Paso that is a child at heart. Kids love the
12 mountains, we need the mountains. I've got a brochure
13 here that the city of El Paso did a very good job putting
14 together. It's the visitor's convention and tourist
15 pamphlet. All it talks about is the beauty of El Paso.

16 MR. BERRY: Try and use the microphone.

17 MR. TURNELLO: Where is the beauty of El
18 Paso that they talk about in this brochure if we're
19 turning Transmountain into a freeway? Nobody likes to
20 ride mountain bikes on cement. That is not mountain
21 biking. Nobody likes to go down to the river and see the
22 river empty but that's the way it is. Sometimes you have
23 to have water in the river, the rest of the time it's
24 being used for irrigation. Nobody likes to see the river
25 empty, I doubt anyone would like to see Transmountain

30 MAR 2011 PM 2:1

Tony Gelacio, P.E.
Entech Civil Engineers, Inc.
16360 Park Ten Place
Suite 230

~~77084455954~~ Houston TX 77084

**Bob Geyer
4505 Bliss
El Paso, Texas 79901
915-565-4006**

9
Orig.

April 1, 2011

**Mr. Antonio Uribe, Jr., P.E.
District Design
Texas Department of Transportation
13301 Gateway East
El Paso, Texas 79928**

**Re: TxDOT Loop 375 (Transmountain West, CSJ 2552-01-033 Public Hearing
Comments)**

Dear Mr. Uribe:

Concern: The Environmental Assessment (EA) submitted to the Federal Highway Administration (FHWA) by TxDOT regarding their proposed Transmountain West Freeway Project has a major flaw. The need for the Project is based on a February 2009 projection of traffic volume resulting in a 2015 traffic count of 40,000 ADT and a 2035 ADT of 71,000. In the Mission 2025 Metropolitan Transportation Plan approved by the El Paso MPO on August 5, 2010, the Plan specifies the Project as carrying 18,000 ADT in 2020 and 31,000 ADT in 2035.

To base the entire EA on outdated traffic volumes --- 71,000 ADT in 2009 as opposed to 31,000 in 2010 is inexcusable --- a difference of 30,000 ADT! This use of significantly outdated and inaccurate data is reason enough to call for a full Environmental Impact Statement (EIS) to be performed.

Sincerely,

Bob Geyer

Bob Geyer

persons who will perform the authorized functions, and substantiating that they meet the eligibility requirements.

(3) RNP SAAAR Approval Consultant Operations Manual.

(4) References.

(5) Certification that, to the best of its knowledge and belief, the persons serving as management of the organization have not been convicted of, or had a civil or administrative finding rendered against, them for: Commission of fraud, embezzlement, theft, forgery, bribery, falsification or destruction of records, making false statements, or receiving stolen property.

(c) *How to Apply:* An RNP SAAAR Consultant applicant must submit all required documents for consideration before being identified as an FAA-qualified RNP SAAAR Approval Consultant to: Mr. Mark Steinbicker, Federal Aviation Administration, Flight Technologies and Procedures Division, AFS-400, 470 L'Enfant Plaza, Suite 4102, Washington, DC 20024.

(d) *Application Process:* Upon receipt of the application, AFS-400, will:

(1) Ensure the RNP SAAAR Approval Consultant application package contains all the required documents as listed in item (b) above.

(2) Evaluate documents for accuracy.

(3) Ensure the RNP SAAAR consultant application package contains all the eligibility requirements as listed in item (a) above.

(4) Contact the applicant's personal references.

(5) Conduct a personal interview with the applicant; including those persons within organizations, if any, who will perform authorized functions.

(e) See the following Web site for additional information, http://ofrwebgate.access.gpo.gov/library.colby.edu/cgibin/leaving.cgi?from=leavingFR.html&log=linklog&to=http://www.faa.gov/about/office_org/headquarters_offices/avs/offices/afs/afs400/afs470/rmp/.

Authority: The FAA is authorized to enter into this Agreement by 49 U.S.C. 106(1), (6) and (m).

ADDRESSES: The FAA will accept a formal letter of application for Qualified RNP SAAAR Approval Consultants and must be received on or before March 31, 2010. The formal letter of application must be sent to: Mr. Mark Steinbicker, Federal Aviation Administration, Flight Technologies and Procedures Division, AFS-400, 470 L'Enfant Plaza, Suite 4102, Washington, DC 20024.

FOR FURTHER INFORMATION CONTACT: Mr. Mark Steinbicker, Federal Aviation Administration, Flight Technologies

and Procedures Division, AFS-400, 470 L'Enfant Plaza, Suite 4102, Washington, DC 20024, (202) 385-4586.

Issued in Washington DC on February 16, 2010.

John M. Allen,
Director, Flight Standards Service.

[FR Doc. 2010-4385 Filed 3-3-10; 8:45 am]

BILLING CODE 4910-13-M

DEPARTMENT OF TRANSPORTATION

Federal Highway Administration

Notice of Final Federal Agency Actions on the Interchange of State Loop 1604 and United States Highway 281 in Texas

AGENCY: Federal Highway Administration (FHWA), DOT.

ACTION: Notice of limitation on claims for judicial review of actions by FHWA and other Federal agencies.

SUMMARY: This notice announces actions taken by the FHWA and other Federal agencies that are final within the meaning of 23 U.S.C. 139(l)(1). The actions relate to a proposed highway project, the interchange of Texas State Loop 1604 (LP 1604) with United States Highway 281 (US 281). Project limits on LP 1604 are from Bitters Road to Redland Road and on US 281 are from LP 1604 to Bitters Road in Bexar County in the State of Texas. Those actions grant licenses, permits, and approvals for the project.

DATES: By this notice, the FHWA is advising the public of final agency actions subject to 23 U.S.C. 139(l)(1). A claim seeking judicial review of the Federal agency actions on the highway project will be barred unless the claim is filed on or before August 31, 2010. If the Federal law that authorizes judicial review of a claim provides a time period of less than 180 days for filing such claim, then that shorter time period still applies.

FOR FURTHER INFORMATION CONTACT: Mr. Salvador Deocampo, District Engineer, Federal Highway Administration, 300 E. 8th Street, Rm. 826, Austin, Texas 78701; telephone: (512) 536-5950; e-mail: salvador.deocampo@dot.gov. The FHWA Texas Division Office's normal business hours are 7:45 a.m. to 4:15 p.m. You may also contact Ms. Lisa Adelman, Alamo Regional Mobility Authority, 1222 N. Main Avenue, Suite 1000, San Antonio, Texas 78212; telephone: (210) 495-5256.

SUPPLEMENTARY INFORMATION: Notice is hereby given that the FHWA and other Federal agencies have taken final agency actions by issuing licenses, permits, and

approvals for the following highway project in the State of Texas: The interchange of Texas State Loop 1604 (LP 1604) with United States Highway 281 (US 281). Project limits on LP 1604 are from Bitters Road to Redland Road and on US 281 are from LP 1604 to Bitters Road in Bexar County. The project will be approximately 8.7 miles long and will construct four (4) direct connector ramps between LP 1604 and US 281 to the south. The project also includes construction of auxiliary lanes, turn around bridges, ramp relocations and pedestrian facilities within the project limits. The actions by the Federal agencies, and the laws under which such actions were taken, are described in the Categorical Exclusion (CE) for the project, dated February 2010, and in other documents in the FHWA project records. The CE and other documents in the FHWA project records file are available by contacting the FHWA or the Alamo Regional Mobility Authority at the addresses provided above. This notice applies to all Federal agency decisions as of the issuance date of this notice and all laws under which such actions were taken, including but not limited to:

1. General: National Environmental Policy Act (NEPA) [42 U.S.C. 4321-4351]; Federal-Aid Highway Act [23 U.S.C. 109].

2. Air: Clean Air Act, 42 U.S.C. 7401-7671(q).

3. Land: Section 4(f) of the Department of Transportation Act of 1966 [49 U.S.C. 303, 23 CFR 774].

4. Wildlife: Endangered Species Act [16 U.S.C. 1531-1544 and Section 1536], Migratory Bird Treaty Act [16 U.S.C. 703-712].

5. Historic and Cultural Resources: Section 106 of the National Historic Preservation Act of 1966, as amended [16 U.S.C. 470(f) *et seq.*]; Archeological Resources Protection Act of 1977 [16 U.S.C. 470(aa)-11]; Archeological and Historic Preservation Act [16 U.S.C. 469-469(c)].

6. Social and Economic: Civil Rights Act of 1964 [42 U.S.C. 2000(d)-2000(d)(1)]; Farmland Protection Policy Act (FPPA) [7 U.S.C. 4201-4209].

7. Wetlands and Water Resources: Clean Water Act, 33 U.S.C. 1251-1377 (Section 404, Section 401, Section 319).

8. Executive Orders: E.O. 11990 Protection of Wetlands; E.O. 11988 Floodplain Management; E.O. 12898, Federal Actions to Address Environmental Justice in Minority Populations and Low Income Populations; E.O. 11593 Protection and Enhancement of Cultural Resources; E.O. 13175 Consultation and Coordination with Indian Tribal

Governments; E.O. 11514 Protection and Enhancement of Environmental Quality; E.O. 13112 Invasive Species.

(Catalog of Federal Domestic Assistance Program Number 20.205, Highway Planning and Construction. The regulations implementing Executive Order 12372 regarding intergovernmental consultation on Federal programs and activities apply to this program.)

Authority: 23 U.S.C. 139(l)(1)

Issued on: February 26, 2010.

Achille Alonzi,
Assistant Division Administrator, Austin,
Texas.

[FR Doc. 2010-4509 Filed 3-3-10; 8:45 am]

BILLING CODE 4910-RY-P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

[Summary Notice No. PE-2010-05]

Petition for Exemption; Summary of Petition Received

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice of petition for exemption received.

SUMMARY: This notice contains a summary of a petition seeking relief from specified requirements of 14 CFR. The purpose of this notice is to improve the public's awareness of, and participation in, this aspect of FAA's regulatory activities. Neither publication of this notice nor the inclusion or omission of information in the summary is intended to affect the legal status of the petition or its final disposition.

DATE: Comments on this petition must identify the petition docket number involved and must be received on or before March 24, 2010.

ADDRESSES: You may send comments identified by Docket Number FAA-2009-1087 using any of the following methods:

- **Government-wide rulemaking Web site:** Go to <http://www.regulations.gov> and follow the instructions for sending your comments electronically.
- **Mail:** Send comments to the Docket Management Facility; U.S. Department of Transportation, 1200 New Jersey Avenue, SE., West Building Ground Floor, Room W12-140, Washington, DC 20590.
- **Fax:** Fax comments to the Docket Management Facility at 202-493-2251.
- **Hand Delivery:** Bring comments to the Docket Management Facility in Room W12-140 of the West Building Ground Floor at 1200 New Jersey Avenue, SE., Washington, DC, between

9 a.m. and 5 p.m., Monday through Friday, except Federal holidays.

Privacy: We will post all comments we receive, without change, to <http://www.regulations.gov>, including any personal information you provide. Using the search function of our docket web site, anyone can find and read the comments received into any of our dockets, including the name of the individual sending the comment (or signing the comment for an association, business, labor union, etc.). You may review DOT's complete Privacy Act Statement in the **Federal Register** published on April 11, 2000 (65 FR 19477-78).

Docket: To read background documents or comments received, go to <http://www.regulations.gov> at any time or to the Docket Management Facility in Room W12-140 of the West Building Ground Floor at 1200 New Jersey Avenue, SE., Washington, DC, between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays.

FOR FURTHER INFORMATION CONTACT: Brenda Sexton, Program Analyst, Office of Rulemaking—Aircraft and Airport Rules Division, 202-267-3664. This notice is published pursuant to 14 CFR 11.85.

Issued in Washington, DC, on March 1, 2010.

Pamela Hamilton-Powell,
Director, Office of Rulemaking.

Petition for Exemption

Docket No.: FAA-2009-1087.

Petitioner: Terrafugia, Inc.

Section of 14 CFR Affected: 14 CFR part 1 § 1.1.

Description of Relief Sought: Petition for exemption from the Federal Aviation Regulations, 14 CFR 1.1, definition of a light-sport aircraft (LSA) to permit an additional weight allowance for a four wheel LSA with folding wings intended for operation on public roadways (i.e., roadable aircraft). For their roadable design to meet the applicable Federal Motor Vehicle Safety Standards (FMVSS) and still maintain an equivalent useful load to other LSA, the petitioner has requested a maximum takeoff weight (MTOW) of 1474 pounds (670 kg). This petition is significantly different than previous requests for exemption to the LSA weight limitations, as the vehicle design is unique and must simultaneously meet both sets of dissimilar standards for LSA and road vehicles.

[FR Doc. 2010-4496 Filed 3-3-10; 8:45 am]

BILLING CODE 4910-13-P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

[Summary Notice No. PE-2010-02]

Petition for Exemption; Summary of Petitions Received

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice of petition for exemption received.

SUMMARY: This notice contains a summary of two petitions seeking relief from specified requirements of 14 CFR. The purpose of this notice is to improve the public's awareness of, and participation in, this aspect of FAA's regulatory activities. Neither publication of this notice nor the inclusion or omission of information in the summary is intended to affect the legal status of the petitions or their final disposition.

DATES: Comments on these petitions must identify the petition docket number involved and must be received on or before March 24, 2010.

ADDRESSES: You may send comments identified by Docket Number FAA-2009-1217 and FAA-2009-0966 using any of the following methods:

- **Government-wide rulemaking Web site:** Go to <http://www.regulations.gov> and follow the instructions for sending your comments electronically.
- **Mail:** Send comments to the Docket Management Facility; U.S. Department of Transportation, 1200 New Jersey Avenue, SE., West Building Ground Floor, Room W12-140, Washington, DC 20590.

- **Fax:** Fax comments to the Docket Management Facility at 202-493-2251.
- **Hand Delivery:** Bring comments to the Docket Management Facility in Room W12-140 of the West Building Ground Floor at 1200 New Jersey Avenue, SE., Washington, DC, between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays.

Privacy: We will post all comments we receive, without change, to <http://www.regulations.gov>, including any personal information you provide. Using the search function of our docket Web site, anyone can find and read the comments received into any of our dockets, including the name of the individual sending the comment (or signing the comment for an association, business, labor union, etc.). You may review DOT's complete Privacy Act Statement in the **Federal Register** published on April 11, 2000 (65 FR 19477-78).

Docket: To read background documents or comments received, go to

RID: 10

Jennifer Barr
2201 N. St. Vrain
El Paso, TX 79902

1 then now it's all of a sudden changed to 30,000 a day.
2 Let's get our numbers right so we can build the right
3 roadway. Thank you.

4 MR. BERRY: Thank you for your comment, sir.

5 Ms. Lyda Ness-Garcia sent word that she
6 would not be speaking. The next speaker is Ms. Jennifer
7 Barr, followed by Mr. Bob Geyer.

8 MS. BARR: My name is Jennifer Barr and I'm

9 a mother, a wife, a business owner and usually a devil's
10 advocate, but when I see a visual impact assessment that
11 says that there is none expected other than the addition
12 of trees to the right-of-way, I can't help but be
13 astonished. I wonder how many people here think the
14 Transmountain corridor as existing is beautiful?

15 How many people here think the Transmountain
16 corridor as proposed will be beautiful?

17 Okay. That's aesthetics. I'm not
18 addressing obviously traffic -- traffic concerns, but I
19 just wanted to address that visual impact assessment.

20 The landscape plans for this project which I
21 have seen demonstrate very little regard for the native
22 flora and fauna of the region and seem not to be designed
23 by a landscape architect. With such a large-scale
24 project, it seems TxDOT should require some degree of
25 professional input on landscaping. Certainly landscape

1 architects are employed by TxDOT, albeit not in this
2 district, and could design these plans with local input.
3 I cannot imagine a plan that would scrape the existing
4 terrain of native Yucca, Ocotillo, Lechuguilla, Creosote
5 and cacti in favor of plants that have no place on this
6 roadway such as golden lanimas (phonetic) and lantana. I
7 cannot imagine a plan that would spend money on quarried
8 rock and weed barrier when native seeding and salvaged
9 plants could replicate the beauty found in Franklin
10 Mountain State Park. I cannot imagine what Ladybird
11 Johnson would have said to see this, our city's most
12 cherished and beautiful public roadway converted to rock,
13 concrete and asphalt. Thank you.

14 MR. BERRY: Thank you for your comment,
15 ma'am. Mr. Bob Geyer, followed by Alan Turnello.

16 MR. GEYER: Bob Geyer. I also represent the
17 Sierra Club. There's a lot of us around so you'd better
18 watch out.

19 Anyway. I -- most of what I was here to say
20 has been said already but the traffic counts that were
21 used for this, 71,000 trips per day and now it's coming in
22 that it should have been 31,000, I don't even see how an
23 environmental assessment could be submitted like that and
24 much less accepted by Federal Highway Administration and I
25 would hope that would throw it out right away.



PUBLIC HEARING

Loop 375 Transmountain Road Project
I-10 to east of the Franklin Mountains State Park Entrance
El Paso County, Texas

March 22, 2011 - 6:00 P.M.
Canutillo High School
6675 South Desert Blvd., El Paso, Texas 79912

COMMENT FORM

This form is provided to receive your comments regarding the proposed Loop 375 roadway improvements from I-10 to east of the Franklin Mountains State Park entrance. Please use the space provided below, attaching additional pages if necessary. Your comments can be deposited in the comment box or mailed to the address provided below. All written comments must be postmarked by April 1, 2011. Thank you for your comments.

Comments: The landscape plans for this project demonstrate very little regard for the native flora and fauna of the region, and seem not to be designed by a landscape architect. With such a large scale project, it seems TxDOT should require some degree of professional input on landscaping. Certainly, landscape architects are employed by TxDOT (albeit not in this district), and could design these plans with local input.

• I cannot imagine a plan that would scrape away the existing terrain of native yucca, ocotillo, ~~mesquite~~ lechuguilla, sotol, & chact, in favor of plants that have no place on this roadway, such as golden euonymous and lantana.

• I cannot imagine a plan that would spend money on quarried rock and weed barrier, when native seeding ^{and salvaged plants} could replicate the beauty found in Franklin Mountains State Park.

• I cannot imagine ~~what~~ what Ladybird Johnson would have said to see this, our City's most beautiful public roadway, converted to rock & concrete.

Written comments submitted by mail must be postmarked by April 1, 2011 and sent to:

Tony Gelacio, P.E.
Entech Civil Engineers, Inc.
16360 Park Ten Place
Suite 230
Houston, Texas 77084

ELP_Loop375West@txdot.gov

Please Print:

Your Name JENNIFER BARR

Address 2201 N. St. Vrain
El Paso, TX 79902

RID: 11

**Dee Margo
State Representative
House District 78
P.O. Box 2910
Austin, TX 78768-2910**



RECEIVED

MAR 21 2011

**DISTRICT ENGINEER
EL PASO, TEXAS**

DEE MARGO
STATE REPRESENTATIVE
HOUSE DISTRICT 78

March 16, 2011

Amadeo Saenz, Jr., P.E.
Executive Director
Texas Department of Transportation
125 E. 11th Street
Austin, Texas 78701

Dear Director Saenz,

I am writing you today to show my support of the Texas Department of Transportation's plans to widen Transmountain Road in El Paso, Texas. Transmountain Road is essential to the transportation infrastructure of our community, and the proposed project will improve the connectivity of West and North East El Paso.

In recent years, we have seen several deaths on Transmountain and through this project we can address that problem. Fort Bliss has benefited greatly from BRAC in recent years, and many of our soldiers and their families use Transmountain Road daily to get to and from Post.

As currently planned, not only would the road be widened from two lanes to four, but two direct connectors would allow traffic to access Interstate 10 without stopping. The expansion of Transmountain would greatly reduce congestion, and improve the safety of the road.

TxDOT has gone to great lengths to ensure the projects meet all environmental standards while providing the most benefit to the area. As part of TxDOT's plans, they have included hike and bike trails that cater to the wishes of the community.

With your help, I look forward to seeing this project move forward, on time and as planned.

Sincerely,

State Representative Dee Margo

	C	A	REV
PL			
DESIGN/DE			
DIR CONST.			
DIR OPS			
MAINT/VE			
SAFETY			
TRANS. COOP			
PIO			
SAFETY			
SR			



DEE MARGO

STATE REPRESENTATIVE
HOUSE DISTRICT 78

CC: Secretary Ray LaHood
Texas Transportation Commission
Janice Brown, Federal Highway Administration, Texas Division
Mayor John Cook, City of El Paso
City Council Members, City of El Paso
Joyce Wilson, City Manager, El Paso
Roy Gilyard, Executive Director, El Paso Metropolitan Planning Organization
Raymond Telles, Executive Director, Camino Real Regional Mobility Authority
Charles Berry, Jr, P.E., TxDOT El Paso District Engineer

RID: 12

Mark-Thomas Bray
4521 R.L. Shoemaker Dr.
El Paso, TX 79924



PUBLIC HEARING

Loop 375 Transmountain Road Project
I-10 to east of the Franklin Mountains State Park Entrance
El Paso County, Texas

12

March 22, 2011 - 6:00 P.M.
Canutillo High School
6675 South Desert Blvd., El Paso, Texas 79912

COMMENT FORM

This form is provided to receive your comments regarding the proposed Loop 375 roadway improvements from I-10 to east of the Franklin Mountains State Park entrance. Please use the space provided below, attaching additional pages if necessary. Your comments can be deposited in the comment box or mailed to the address provided below. All written comments must be postmarked by April 1, 2011. Thank you for your comments.

Comments: Population growth patterns ~~increase~~ indicate increases between El Paso and Las Cruces
Especially with projected growth in Las Cruces due to establishment of the Spaceport
Workers will need access to the international airport in El Paso. This project does
not appear to have contingencies, or a "plug in" for future inclusion of connectors
from 375 west to I-10 west and from I-10 east to 375 east. I did not see
any plans for ROW acquisition, nor construction of ramps that would address
this future requirement. Shouldn't we plan now for "plugs" or "hooks" that
might mitigate costs of future expansion?

I am also concerned about ~~entrance~~ entrance to Tom Mays Park. Current
plans appear to require crossing on-coming traffic to reach the park entrance
if traffic is approaching from the west. Likewise traffic exiting the park and
heading east on 375 would be required to cross traffic on 375 west. It does not
appear as though the recommended frontage roads extend to the park entrance.

Keep as much open space as possible.

Written comments submitted by mail must be postmarked by April 1, 2011 and sent to:

Tony Gelacio, P.E.
Entech Civil Engineers, Inc.
16360 Park Ten Place
Suite 230
Houston, Texas 77084

ELP_Loop375West@txdot.gov

Please Print:

Your Name Mark Thomas Gray

Address 4521 R.L. Shoemaker Dr.
El Paso, Tx 79924

RID: 13

Gerald Telles
6555 Laramie Ridge Ln.
El Paso, TX 79912

1 sir.

2 Next we have Mr. Gerald Telles. Next we
3 have Mr. Gerald Telles, followed by Stephanie Sotelo.

4 MR. TELLES: My name is Gerald Telles and I
5 do commute every day to and from the northeast to the west
6 side. I do support TxDOT's current plan as it stands;
7 however, I would -- probably would like to go ahead and
8 see an on-ramp for those people who are going to be
9 commuting to Las Cruces in the future so I would recommend
10 an I-10 west ramp and I didn't see that in the proposed
11 current plan, but I see that more people are going to be
12 commuting in the future from Las Cruces or from New Mexico
13 and I do believe that this plan is necessary because we do
14 have a tremendous amount of traffic right now on
15 Transmountain and the plan will also provide another --
16 alleviate some of the traffic that's currently on I-10.

17 And as far as the overpasses, I do believe
18 that TxDOT has done quite a bit of changes in making these
19 overpasses more attractive and I would like to keep the
20 beauty that we have in the mountains, but I do believe
21 that TxDOT is addressing that issue and I am happy with
22 the current plan so I do support it. Thank you.

23 MR. BERRY: Thank you for your comment, sir.

24 Stephanie Sotelo. And then I have a "maybe"
25 for Ms. Lois Balin. You might be thinking about whether



13

PUBLIC HEARING

Loop 375 Transmountain Road Project
I-10 to east of the Franklin Mountains State Park Entrance
El Paso County, Texas

March 22, 2011 - 6:00 P.M.
Canutillo High School
6675 South Desert Blvd., El Paso, Texas 79912

COMMENT FORM

This form is provided to receive your comments regarding the proposed Loop 375 roadway improvements from I-10 to east of the Franklin Mountains State Park entrance. Please use the space provided below, attaching additional pages if necessary. Your comments can be deposited in the comment box or mailed to the address provided below. All written comments must be postmarked by April 1, 2011. Thank you for your comments.

Comments: I'm for Tx DOT's comment proposed
Freeway Expansion. A Roadway will not
solve this city's future growth problems.
I support a full fledged Freeway.

Written comments submitted by mail must be postmarked by April 1, 2011 and sent to:

Tony Gelacio, P.E.
Entech Civil Engineers, Inc.
16360 Park Ten Place
Suite 230
Houston, Texas 77084

ELP_Loop375West@txdot.gov

Please Print:

Your Name Bernard Teller

Address 6555 Laramie Ridge Ln
El Paso, Tx. 79912

RID: 14

**Earline Swain
10841 Jadestone
El Paso, TX 79924**

14



PUBLIC HEARING

Loop 375 Transmountain Road Project
I-10 to east of the Franklin Mountains State Park Entrance
El Paso County, Texas

March 22, 2011 - 6:00 P.M.
Canutillo High School
6675 South Desert Blvd., El Paso, Texas 79912

COMMENT FORM

This form is provided to receive your comments regarding the proposed Loop 375 roadway improvements from I-10 to east of the Franklin Mountains State Park entrance. Please use the space provided below, attaching additional pages if necessary. Your comments can be deposited in the comment box or mailed to the address provided below. All written comments must be postmarked by April 1, 2011. Thank you for your comments.

Comments:

I don't agree with the plan. I like and enjoy the beauty of the mountains. I don't think we need our pass. There has to be another way. Really the mountains are the beauty of El Paso. We like the under pass plan. Thank you.

Written comments submitted by mail must be postmarked by April 1, 2011 and sent to:

Tony Gelacio, P.E.
Entech Civil Engineers, Inc.
16360 Park Ten Place
Suite 230
Houston, Texas 77084

ELP_Loop375West@txdot.gov

Please Print:

Your Name

FALLINE SWAIN

Address

10244 Jamboree
EL PASO TX
79934

RID: 15

Tommy Young
6340 Franklin Trail
El Paso, TX 79912



PUBLIC HEARING

Loop 375 Transmountain Road Project
I-10 to east of the Franklin Mountains State Park Entrance
El Paso County, Texas

March 22, 2011 - 6:00 P.M.
Canutillo High School
6675 South Desert Blvd., El Paso, Texas 79912

COMMENT FORM

This form is provided to receive your comments regarding the proposed Loop 375 roadway improvements from I-10 to east of the Franklin Mountains State Park entrance. Please use the space provided below, attaching additional pages if necessary. Your comments can be deposited in the comment box or mailed to the address provided below. All written comments must be postmarked by April 1, 2011. Thank you for your comments.

Comments:

BASIC idea is fine and needed
BUT - cut out last 2 overpasses
- better entry to FM SP
- MORE OPEN SPACE

Written comments submitted by mail must be postmarked by April 1, 2011 and sent to:

Tony Gelacio, P.E.
Entech Civil Engineers, Inc.
16360 Park Ten Place
Suite 230
Houston, Texas 77084

ELP_Loop375West@txdot.gov

Please Print:

Your Name

Tommy Young

Address

6340 Franklin Trail

El Paso TX 79912

RID: 16

Pat White
10525 Texwood
El Paso, TX 79925



PUBLIC HEARING

Loop 375 Transmountain Road Project
I-10 to east of the Franklin Mountains State Park Entrance
El Paso County, Texas

16

March 22, 2011 - 6:00 P.M.
Canutillo High School
6675 South Desert Blvd., El Paso, Texas 79912

COMMENT FORM

This form is provided to receive your comments regarding the proposed Loop 375 roadway improvements from I-10 to east of the Franklin Mountains State Park entrance. Please use the space provided below, attaching additional pages if necessary. Your comments can be deposited in the comment box or mailed to the address provided below. All written comments must be postmarked by April 1, 2011. Thank you for your comments.

Comments: Yes, Transmountain should be low drive from I-10 to Tom Mays entrance. When I drive by Transmountain on I-10 and look toward the mountains, I wonder why anyone would want to develop that area and destroy the view of the mountains. At the least, the south overpass at (the future) Gasco del Norte should be deleted. Nothing should be developed above Gas Line Rd. That land should be left as natural open space. Using Transmountain as an interstate has a problem - it is closed in bad weather which includes windy weather which we have a lot of in the spring. Please reconsider your design and listen to the environmental concerns.

Written comments submitted by mail must be postmarked by April 1, 2011 and sent to:

Tony Gelacio, P.E.
Entech Civil Engineers, Inc.
16360 Park Ten Place
Suite 230
Houston, Texas 77084

ELP_Loop375West@txdot.gov

Please Print:

Your Name Pat White
Address 10525 Texwood
El Paso, Tx 79925

RID: 17

**Raul Amaya
10325 Biscaine St.
El Paso, TX 79924**

1 Austin. They're very well versed in MIPA (phonetic) law
2 and will be reviewing this assessment.

3 Any of you-all -- this is the last thing
4 I'll say. Anybody that wants to donate -- this is all for
5 the public record, the comments, of the -- to our legal
6 defense fund, please contact any member of the Sierra Club
7 or the executive committee and we will contest what we
8 find wrong about this project and require -- we hope to
9 see a full environmental impact statement being required
10 by the Federal Highway Administration and not just a
11 substandard environmental assessment. Thank you,
12 Mr. Berry.

13 MR. BERRY: Thank you for your comment.

14 Dan Benuska or Adan Benuska. It looks like
15 Mr. -- B-E-N- -- or it could be Ms. -- B-E-N-U-S-K-A.
16 Okay. We'll come back around.

17 Mr. Raul Amaya, followed by a "maybe" by
18 Antonio -- Mr. Antonio Gonzalez.

19 MR. AMAYA: Good afternoon, everyone. My
20 name is Raul Amaya. I'm here on behalf of the Franklin
21 Mountain Wilderness Coalition.

22 First of all, I'd like to say that I love
23 the Franklin Mountains. I'm a lifelong El Pasoan. I've
24 climbed all over those mountains since I've been a little
25 boy. I'm a 60-year-old man now. I've climbed both of the

1 peaks, the north peak and the south peak. I've seen deer
2 in the Franklins, foxes, eagles, some friends of mine said
3 they saw a mountain lion the other day over there on the
4 east side. It's El Paso's preeminent tourist attraction
5 and it's just -- it's unbelievable that we might be messing
6 it up. So my ideal project would be a combination of
7 options 2 and 5 with the following caveats. Yes, we need
8 two more lanes but eliminate the Paseo Del Norte overpass.
9 Build an underpass at the entrance to Tom Mays Park and we
10 do not want the land on either side of Transmountain Road
11 east of Gasline Road up to the entrance of Tom Mays Park
12 to ever be sold or developed and it should be designated
13 as natural open space. Thank you.

14 MR. BERRY: Thank you for your comment.

15 Mr. Gonzalez and then followed by Richard
16 Bonart. Mr. Gonzalez? Dr. Bonart. Then followed by
17 Sharon Bonart.

18 MR. BONART: Rick Bonart and I represent the
19 Borderland Mountain Bike Association.

20 It's been mentioned several times regarding
21 the safety of the park entrance but what hasn't been
22 mentioned is as early as 2004 I believe I came to your
23 office and we had discussed alternate routes, removing the
24 overpass that you proposed there, but you didn't proceed
25 with the alternate which was to build a spur road into the



PUBLIC HEARING

Loop 375 Transmountain Road Project
I-10 to east of the Franklin Mountains State Park Entrance
El Paso County, Texas

March 22, 2011 - 6:00 P.M.
Canutillo High School
6675 South Desert Blvd., El Paso, Texas 79912

COMMENT FORM

This form is provided to receive your comments regarding the proposed Loop 375 roadway improvements from I-10 to east of the Franklin Mountains State Park entrance. Please use the space provided below, attaching additional pages if necessary. Your comments can be deposited in the comment box or mailed to the address provided below. All written comments must be postmarked by April 1, 2011. Thank you for your comments.

Comments: My ideal project would be a combination of
Option 2 & 5 with the following repeats
Yes we need 2 more lanes East
Eliminate the Parco Del Norte overpass
Build an underpass at the entrance to Tom Mays Park
We do not want the land on either side of Trans
Mountain Road east of San Luis Road nor to
the entrance of Tom Mays Park to ever be sold
or developed & to be designated Natural Open
Space

Written comments submitted by mail must be postmarked by April 1, 2011 and sent to:

Tony Gelacio, P.E.
Entech Civil Engineers, Inc.
16360 Park Ten Place
Suite 230
Houston, Texas 77084
ELP_Loop375West@txdot.gov

Please Print:
Your Name Raul F. Amaya
Address 10325 Biscayne St.
El Paso, TX 79924

RID: 18

**Richard C. Bonart
7096 Westwind and 6524 Loma de
Cristo
El Paso, TX 79912**

1 peaks, the north peak and the south peak. I've seen deer
2 in the Franklins, foxes, eagles, some friends of mine said
3 they saw a mountain lion the other day over there on the
4 east side. It's El Paso's preeminent tourist attraction
5 and it's just -- it's unbelievable that we might be messing
6 it up. So my ideal project would be a combination of
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19 Borderland Mountain Bike Association.

20 It's been mentioned several times regarding
21 the safety of the park entrance but what hasn't been
22 mentioned is as early as 2004 I believe I came to your
23 office and we had discussed alternate routes, removing the
24 overpass that you proposed there, but you didn't proceed
25 with the alternate which was to build a spur road into the

1 park and I would like to see that addressed. Similarly,
2 about a year ago, we had a meeting with someone from TxDOT
3 that came out and talked about a proposed wildlife hike
4 and bike corridor that went under the -- at the culvert to
5 the entrance of Tom Mays Park and that was not mentioned
6 in the environmental assessment and I would like to see
7 that placed in that document. And then where did Plexxar
8 come from? It's mentioned in the environmental assessment
9 and a TIA that was done by the city as coming from the
10 northwest or synonymously the west side master plan;
11 however, that document does not contain that -- that
12 overpass. The west side master plan is actually far east
13 of the proposed Plexxar site. Plexxar is not even in the
14 current city's MTP.

15 And then one question that I think needs to
16 be addressed is can open space be spared without any
17 damage to your project for the financial involvement. And
18 a big question for me is why were the five options not
19 publicly vetted? We've only been able to see options 1
20 and 2. There hasn't been credence to those.

21 And then somebody also mentioned the AASHTO
22 standards. On page 807 of your current AASHTO standards,
23 the distance between the ramps is proposed to be at least
24 one mile apart and you have not -- you have not met that
25 standard. And as I addressed before and talked to your

1 people before, what's going to happen to the right-of-way
2 for bicycles during the construction phase? And when you
3 build your bike path, how many -- how many times will you
4 bisect that path between the access roads and the business
5 that will be along that -- that avenue.

6 MR. BERRY: You have about a minute left,
7 sir.

8 MR. BONART: Sure. And as far as the
9 indirect impacts, one of the things that was left out
10 tonight was the air quality. Well, what -- what
11 parameters did you use to determine air quality and why
12 wasn't that mentioned tonight and why isn't it -- isn't it
13 completely diagnosed in your environmental impact
14 statement or your environmental assessment? And then
15 I'll -- then another thing is, although I had asked you
16 many times to present some slides, no one ever got back to
17 me as to why I was not able to do that.

18 MR. BERRY: Thank you for your comments,
19 sir.

20 Ms. Sharon Bonart followed by Mr. Brent
21 Sanders.

22 MS. BONART: Good evening. I'm Sharon
23 Bonart and I'm tall. Okay. Is that okay?

24 Several of the items that I'm concerned
25 about have already been mentioned. It hasn't been brought



PUBLIC HEARING

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- Comments: ① → There is a lack of alternatives presented for public comments
- ② → ~~proposed main mountain mountain road~~ Hike and BIKE BETWEEN BUSINESS AND ACCESS ROADS/Hike BIKE Trail will be crossed BY BUSINESSES ~~extra aprons~~ AND RATHER Trail users.
- ③ → spacing between INTERSECTIONS NOT WITHIN 455 FT. STANDARDS AT PWD PAGE 807.
- ④ PLEXAS IS NOT IN THE NORTHWEST MASTERPLAN OR WESTSIDE MASTER PLAN OR CITY'S CURRENT MTP. WHY? ~~WHY~~ WHAT IS JUSTIFICATION TO BUILD.
- ⑤ CITY'S TIA BY WALTER P. MOORE STATES PHASE I B1 → NO PAVED OR MONTE - GIVES SETBACK FLOW WITHIN THE SUBDIVISIONS AND ~~ROADS~~ 375 AND I-10. ~~ROAD~~ DO YOU CONCUR?
- ⑥ ENVIRONMENTAL STUDY DID NOT MEASURE AIR QUAL. BY IMPACT FROM 71,000 CAR TRIPS / day WHY. ~~(Signature)~~

Written comments submitted by mail must be postmarked by April 1, 2011 and sent to:

Tony Gelacio, P.E.
Entech Civil Engineers, Inc.
16360 Park Ten Place
Suite 230
Houston, Texas 77084
ELP_Loop375West@txdot.gov

Please Print:

Your Name Richard C. Bonamy
Address 7096 WESTWOOD
EL PASO, TX, 79912

7) WILD LIFE CORRIDOR NOT placed in an area where WILD LIFE will be due to heavy commercial development there. → need ~~to~~ to be near current park entrance

8) ENTRANCE to PARK is at grade. Users will need to CROSS TWO LANES of ONCOMING Freeway traffic - Dangerous needs a spur road. As proposed in 2004.

9) Graphics DONT SHOW surrounding development that will impact area.

-----Fold Here-----

-----Fold Here-----

Place Stamp Here

Tony Gelacio, P.E.
Entech Civil Engineers, Inc.
16360 Park Ten Place
Suite 230
Houston, Texas 77084

*
18

Antonio Uribe, P.E.
District Design
13301 Gateway Boulevard West
El Paso, TX 79928

March 31, 2011

Mr. Uribe

Basically I have four areas of concern arising from the EA for NW Transmountain project.

1. **THE ENTRANCE TO TOM MAYES UNIT OF FRANKLIN MOUNTAIN STATE PARK.** The proposed project will widen the freeway and require westbound traffic attempting to enter the park or eastbound traffic exiting the park to cross 2 lanes of oncoming freeway traffic. Currently traffic must only cross 1 lane of traffic. The proposed project doubles the points of conflict and willfully decreases safety.

In 2005 I began discussions with TxDOT to build a spur road as a reasonable solution. TxDOT estimated the costs to be about 2.6 million dollars. I have since reviewed the plan and would propose an even shorter route between FEMA arroyo 40 and the freeway. This would be even more cost effective. The ROW is confined to City of El Paso-PSB property and State Park Property.

At less than 3% of the projected cost, and with 6 years lead time to develop, why didn't TxDOT include this as an alternative for mitigating the increased hazard associated with the expansion for vetting as part of the NEPA process?

2. **ABSENCE OF A PEDESTRIAN, BICYCLE, AND WILDLIFE CORRIDOR.** Beginning in 2008 I proposed a pedestrian underpass utilizing the existing culverts under the Tom Mayes entrance. This location would be ideal and help complete the Mountain to River Trail. Several letters were exchanged and meetings eventually held at the proposed location with several TxDOT and TPW personnel including Mr. Chuck Berry. An agreement was reached to build a ramp and deemed part of the drainage improvements. Although not officially called a trail, it could be officially designated as a wildlife corridor. This concession was not included in the EA.

Considering the need, the increased budget for project, and the lead time of 3 years why didn't TxDOT propose widening the existing 3 culverts into one large passage that would meet official trail requirements?

3. **PLEXXAR OVERPASS WAS IMPROPERLY INCLUDED IN THE PROJECT.** The EA incorrectly attributes the need for Plexxar to the City of El Paso's Westside Master Plan. Plexxar is outside the boundaries of the Westside Master Plan. Plexxar is not in the City's current Major Thoroughfare Plan.

A Traffic Impact Analysis Study commissioned by the City of El Paso and conducted by Charles P. Moore PE.; concludes that with Smart Code, now proposed for the Westside Master Plan, the convergence of Plexxar and Paseo del Norte would:

- Reduce traffic on Interstate 10 between Arcraft and Transmountain and will be below capacity...p. 16
- All intersections will have reduced trips and operate below capacity...p. 34
- Trans CAD modeling predicts a better level of service.....p. 42
- No mitigation strategies required...p. 43

With the budget constraints facing the State how can TxDOT justify the cost benefit of building an extra overpass?

4. THE PROPOSED PROJECT HAS BEEN A BARRIER TO THE PUBLICS DESIRE TO SAVE OPEN SPACE: The Mayor has been quoted as saying he would veto any vote by City Council to set aside open space along Transmountain Road as it would endanger the TxDOT project and cost El Paso the funding.

Mr. Berry has stated at City Council the rationale for the way the project was designed is directly correlated to the need created by development in the Westside Master Plan. Although City Council and the PSB have signed resolutions to convert the plan to Smart Code and thereby decrease traffic; when asked if preserving extra open space within the Westside Master Plan would endanger the project he indicated it might have a negative impact.

Preserving Open Space and the Scenic corridor along Transmountain Road are strong community values as witnessed by 3 petitions asking for their preservation. Fear of endangering project funding has negatively influenced community leaders and interfered with preservation efforts.

Would it be possible to have an EIS to further evaluate the extent to which the project is directly and indirectly affecting these preservation efforts?

Sincerely,



Richard C. Bonart DVM
7096 Westwind
El Paso, TX 79912

with
enclosure.

Belvidere Animal Clinic

7096 Westwind
El Paso, TX.
Tel. 915-833-5777
Fax. 915-587-4602



October 19, 2005

Mr. Mark C. Longenbaugh, P.E.
Director, Transportation, Planning, and Development
Texas Department of Transportation
13301 Gateway Blvd. West
El Paso, TX. 79928-5410

Subject: Alternative Route to the Franklin Mountain State Park Entrance

Dear Mr. Longenbaugh:

I am responding to your September 15, 2005 letter. The cost of the proposed alternative calculated by Mr. Cordova as stated in your letter is incorrect.

Mr. Cordova erred when he used a length of 2.05 miles to estimate the cost for the alternative, and therefore the cost to install the alternative was not calculated correctly. Using the correct length of 1.36 miles results in a cost of \$2,279,366.63 (please see CAD attached). Although TEXDOT's plan was estimated at \$2,661,549.00, the alternative would save the State of Texas almost a half million dollars.

This alternative is aesthetically superior to the local residents, and is equally safe. It complies with the Comprehensive Plan for El Paso. Note that the only entity that would be involved in obtaining the right of way (ROW) for the proposed alternative is the City of El Paso; and in preliminary discussions, City Planning prefers this alternative. The acquisition of the ROW will therefore be a simple no cost option.

Since TEXDOT has not acquired funding or all the ROW necessary for completion, the current design is still considered in the "engineering phase" and is subject to correction and change.

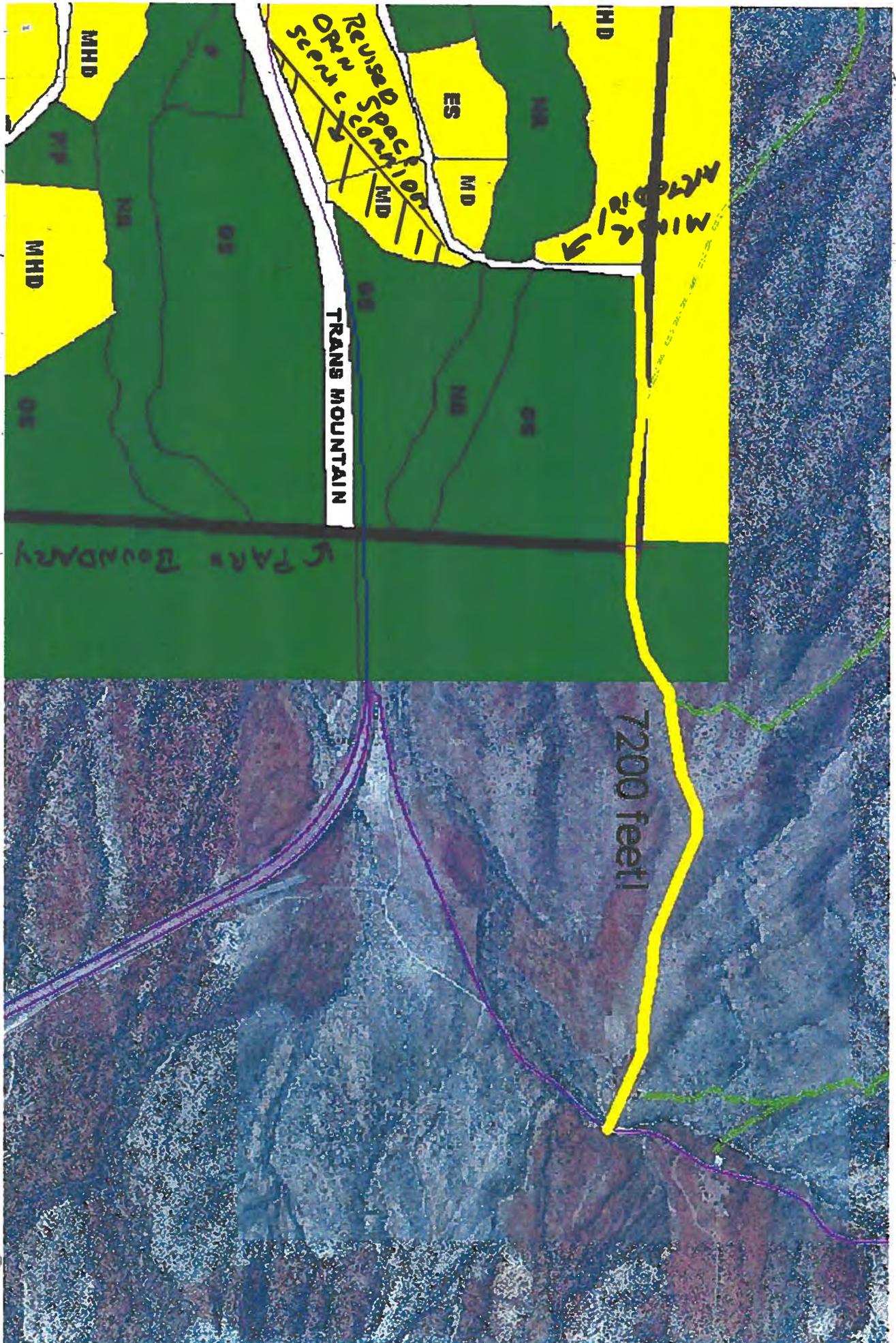
I need not remind you that TEXDOT has the responsibility to partner with our community and protect this fragile environmental resource, and therefore should not continue with the current design.

I look forward to hearing from you so that we can work together to accomplish this goal.

Sincerely,

Richard C. Bonart, DVM

cc: Mr. Tom Beeman, Director Field Section B, Mr. Gerardo Leos, P.E., Mr. John L. Moses





*
18

13301 GATEWAY BLVD. WEST • EL PASO, TEXAS 79928-5410 • (915) 790-4200

July 20, 2005

Mr. Richard C. Bonart, DVM
Belvidere Animal Clinic
7096 Westwind
El Paso, Texas 79912

Subject: Opposition of the proposed underpass on loop 375 (Transmountain Rd) into the Franklin Mountain State Park (FMSP).

The Texas Department of Transportation appreciates your concerns expressed in your letter dated June 6, 2005 opposing the proposed underpass on Loop 375 (Transmountain Road) into the Franklin Mountains State Park. TxDOT has reviewed your letter and offers the following comments.

At the request of the Franklin Mountains State Park, TxDOT has designed the entrance to the Franklin Mountain State Park with full access, both to and from the Park, and both from north and south of Loop 375 (Transmountain Rd). This new design is intended to improve capacity, circulation, access, safety, mobility, and operational improvements to the entrance of the Franklin Mountains State Park. Several alternatives at the Franklin Mountains State Park were developed and were presented to the Texas Parks and Wildlife Department for their review and comments. TxDOT received comments from the TPWD addressing some of their concerns, and further refinement of the design by our office lessened the impact upon taking of Park property, and resulted in a design that was acceptable to the Texas Parks and Wildlife Commission. Ultimately, this reconfigured entrance will facilitate access, improve safety for both Loop 375 (Transmountain Road) drivers, and the visitors entering/exiting the Park.

Aesthetics and landscaping along this section of Loop 375 (Transmountain Road) will be designed to improve the driver's environment, relieve stress of driving and maintain the natural beauty within the Franklin Mountains State Park landscape and enhance the new roadway with aesthetics and landscaping reflecting the natural terrain of the surrounding area. The new grade separated structure proposed for this section of Loop 375 (Transmountain Road) will compliment and reflect the natural beauty of the mountains.

This proposed project is listed in the 2030 Metropolitan Transportation Plan (MTP), and it was developed in accordance with the El Paso Metropolitan Planning Organization's operational Congestion Management System (CMS) plan, adopted on September 26, 1997. The CMS is a systematic process for managing congestion that provides information on transportation system performance and on alternative strategies for alleviating congestion, as well as enhancing the mobility of persons and goods to levels that meet state and local needs. As for your proposal of an alternate entrance to the FMSP within the Public Service Board proposed Westside Master Plan, TxDOT has reviewed the alternate route as proposed, but our office can not consider any roadway not yet included in the City of El Paso's Major Thoroughfare Plan, MTP, and/or outside TxDOT right of way.

TxDOT has completed the environmental process, following the state and federal requirements. An environmental document was prepared for the project (all three phases- the roadway between Doniphan Drive just north of Borderland Rd. to IH 10; the interchange at IH-10; and north of IH-10 to the Franklin Mountains State Park entrance) and the document received a Finding of No Significant Impact on April 21, 2003 from the Federal Highway Administration (FHWA). The environmental document stated that 31 acres of right of way would be required for the project.

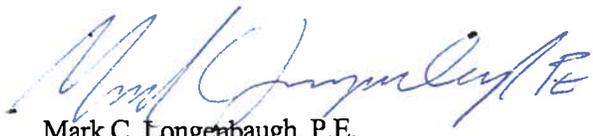
TxDOT has held multiple meetings with the identified stakeholders, including the TPWD, the PSB, the City of El Paso and the abutting property owners. While some of these meetings were formal, many were informally conducted at the request of the individual stakeholders. At the formal stakeholder meetings, TxDOT provided exhibits and explanations of the design, proposed schedule, estimate costs, and allowed time and opportunity for comments from attendees. Subsequent to these meetings, many of the stakeholder comments were considered and implemented into the design.

In addition to the multiple meetings with the stakeholders, public involvement for the environmental document included Affording an Opportunity for a Hearing. Notices affording an Opportunity for a Hearing were published in the El Paso Times on Sunday, March 2 and Saturday, March 22, 2003. A letter affording an Opportunity for a Hearing was also mailed on February 20, 2003 to stakeholders and affected property owners. No requests for a Public Hearing were requested by the March 31, 2003 deadline for a request.

The Public Involvement package was prepared and submitted to the Environmental Affairs Division of TxDOT and then FHWA. The FHWA issued a Finding of No Significant Impact on April 21, 2003. Since that approval, a re-evaluation was prepared because of the need to document design changes since the original approval and the construction of the interchange. An approval of the re-evaluation is anticipated. In the near future, TxDOT will be proposing an additional public involvement meeting to inform the public of the project because of the passage of time since the approval of the original document.

Should you need additional information, please do not hesitate to contact me at (915) 790-4240 or Mr. Javier Cordova at (915) 790-4380.

Sincerely,



Mark C. Longenbaugh, P.E.
Director , Transportation Planning
and Development

Belvidere Animal Clinic

7096 Westwind
El Paso, TX. 79912
Tel 915-833-5777
Fax. 915-587-4602



June 6, 2005

Dear Sir:

Subject: Opposition to the proposed underpass on Loop 375(Trans Mountain Road) into Franklin Mountain State Park.

Introduction: For the last two years I represented "environmental" stakeholders in negotiations with the Public Service Board of El Paso. Our goals were to preserve open space and arroyos, buffer the state park and maintain a scenic corridor along Trans Mountain Road. On May 24, 2005 El Paso City Council adopted an ordinance which incorporated all of these goals into the Northwest Master Plan. Earlier Council approved changes to the Major Thoroughfare Plan (MTP) in anticipation of the Plan.

I oppose the underpass for the following reasons:

1. Elevating Loop 375 will destroy the scenic corridor specified by the Comprehensive Plan for El Paso.
2. This loop is unnecessary as recent changes to the MTP and Master Plan provide ready access to the existing park service road through designated open space via a minor arterial North of 375 arising from Paseo del Norte. Please see enclosed annotated Master Plan.
3. Your proposal to elevate Loop 375 does not preserve the quaint and scenic nature of the park whereas the entrance in 2, above, does.
4. Your proposal costs the Texas taxpayers millions of dollars whereas the minor arterial connecting to the service road would be constructed using private developer dollars and therefore represents millions of dollars in savings to the State of Texas.
5. You have not yet involved the public because you have not performed any due diligence for this project, at least I am unaware of any meeting which would qualify as due diligence.

The preliminary schematic for the proposed underpass is presently being considered for final approval in Austin. Since learning of this project I have contacted Mr. Beeman, Area Manager, from Texas Department of Transportation as well as Mr. Dalton Daugherty, Regional Director, from Texas Parks and Wildlife Department. In light of these facts, both men have expressed their willingness to consider the alternate entrance

I want all interested parties to understand the strong desire in our community to protect this valuable natural resource. I would like to be involved in this process and I am uniquely qualified to bring continuity to planning this area.

Please advise.

Richard C. Bonart DVM



From: Quantum Engineering Consultants, Inc.
To: rickbonart@carthlink.net
Date: 10/31/2008 9:38:44 AM
Subject: RE: Loop 375 Underpass at Tom Mayes rcsnd with attachments

Rick,

Would it expedite the process if we prepared Design Documents for this project or does TxDOT need to do it as part of their package?

Bobby

Sent: Thursday, October 30, 2008 11:47 AM
To: BMBA
Cc: Steve Simmons; Andy Goldbloom; Mike Hill; Ann Morgan Lilly; Charlie Wakeem; Chuck Berry; Karen_Stearns@URSCorp.com; Bobby Gonzales; Roy Gillard
Subject: Loop 375 Underpass at Tom Mayes resend with attachments

Dave,

Thanks for going to TXDot Presentation last night. I appreciated the update. I can't really believe there are still some misconceptions regarding the culverts.

1. Size: Seven (7) feet in diameter. I measured them with a tape measure. See Attached photo.
2. Safety: They are clean and dry. The City of Phoenix has used these drainage features in their Phoenix 100 trail.
3. Lighting: This was a casual request of TPWD and not a deal breaker.
4. Funding: Roy Gilyard from the MPO said he would help. I was referred to him by Ted Houghton our TXDot commissioner. MPO has money for hike/bike trails.

It seem incredibly inefficient not to include this project, as the proposed construction will be occurring in the area. The cost saving of doing the work as a part of the multimillion dollar project to widen Loop 375, would probably offset the cost of having to go back and do the project separately at a later date.

The desire to build an underpass was discussed with TXDot Deputy Executive Director Steve Simmons as early as February 06 and a meeting at the Park Entrance was attended by Mr. Berry and Mr. Simmons the same year to look at possible options.

Bottom line Mr. Berry in an email dated 9/24/8 committed to the project (attached).

The problem seems to be a failure of the parties (TXDot, TPWD, MPO) to contact each other over the last 30 days in order to build a ramp for a few thousand dollars that would connect two large trail systems, help with connectivity of the Mountain to River Trail, and increase safety

RID: 19

Sharon Bonart

1 people before, what's going to happen to the right-of-way
2 for bicycles during the construction phase? And when you
3 build your bike path, how many -- how many times will you
4 bisect that path between the access roads and the business
5 that will be along that -- that avenue.

6 MR. BERRY: You have about a minute left,
7 sir.

8 MR. BONART: Sure. And as far as the
9 indirect impacts, one of the things that was left out
10 tonight was the air quality. Well, what -- what
11 parameters did you use to determine air quality and why
12 wasn't that mentioned tonight and why isn't it -- isn't it
13 completely diagnosed in your environmental impact
14 statement or your environmental assessment? And then
15 I'll -- then another thing is, although I had asked you
16 many times to present some slides, no one ever got back to
17 me as to why I was not able to do that.

18 MR. BERRY: Thank you for your comments,
19 sir.

20 Ms. Sharon Bonart followed by Mr. Brent
21 Sanders.

22 MS. BONART: Good evening. I'm Sharon
23 Bonart and I'm tall. Okay. Is that okay?

24 Several of the items that I'm concerned
25 about have already been mentioned. It hasn't been brought

1 up though that there's -- according to the plan that has
2 been presented there's four overpasses within a three-mile
3 area. That seems a little excessive. But there's been
4 several people talking about the unsafe left turn into
5 Franklin Mountain State Park but no one has mentioned the
6 unsafe left turn coming out of Franklin Mountain State
7 Park. So if you're coming out and you're going to make a
8 left turn or you're going to make a right turn, you know,
9 it's unsafe. There needs to be a better way of getting in
10 and out of Franklin Mountain State Park. I understand
11 that a prior concern -- a prior concept of using an access
12 road to go into the mountain -- Franklin Mountain State
13 Park has been understudied but because there are some
14 archeological factors that that has been shelved or put
15 away.

16 Also, when I viewed your representation that
17 you made to the city council -- I happen to be a geek and
18 I like to watch those things -- I noticed that you have a
19 flyover going from Interstate 10 to 375, but you didn't
20 show a flyover coming back from 375 to Interstate 10.
21 Maybe I just didn't see it. The other thing that I
22 noticed, that the exits for each of the four roads are
23 after the overpasses for the road. I mean, that doesn't
24 make sense. You usually get off for a road prior to that
25 road but then again, you know --

1 And also there's no entries on your
2 presentation going from the west to the east so you can
3 get off the road, but you can't get on 375. My concern on
4 the flyover is I go to northeast every day and that set of
5 flyovers over there has really changed what used to be
6 somewhat attractive to me, kind of like what you'd see in
7 Houston. Thank you.

8 MR. BERRY: Thank you for your comments,
9 ma'am. Mr. Bret Sanders, followed by Mr. Charlie Wakeem.

10 MR. SANDERS: Hello. Thank you guys for
11 giving us the opportunity to talk. I'm Brent Sanders and
12 I'm from the Borderland Mountain Bike Association. I'm a
13 fourth-generation El Pasoan. I love El Paso. I find it
14 interesting that a project that has touted itself on
15 safety, safety at Plexxar, safety at Paseo Del Norte,
16 safety at Resler, safety at the I-10 interchange,
17 completely eliminated safety at the state park entrance.
18 I find that quite interesting. Whose interests were we
19 taking into account when we were looking into safety
20 issues.

21 I also heard some comments about relieving
22 congestion. I have lived in El Paso basically my whole
23 life. The most congested areas I've been in El Paso are
24 where there are gateways along the freeway. The longest
25 line that we have in El Paso is the gateway parallelling

RID: 20

**Sal Quintanilla
6246 E. Yandell
El Paso, TX 79905**

20



PUBLIC HEARING

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El Paso County, Texas

March 22, 2011 - 6:00 P.M.
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Comments:

I CANNOT BELIEVE THAT THIS DAY HAS COME!

I GUESS I KNEW IT WOULD, SOONER OR LATER SOME ONE WAS

GOING TO PUT A DOLLAR SIGN ON NATURE ~~BE BEAT~~ BEATY

OF COURSE NATURE LOST AGAIN

Written comments submitted by mail must be postmarked by April 1, 2011 and sent to:

Tony Gelacio, P.E.
Entech Civil Engineers, Inc.
16360 Park Ten Place
Suite 230
Houston, Texas 77084
ELP_Loop375West@txdot.gov

Please Print:

Your Name SAL QUINTERO
Address 6246 E. YANELL
EL PASO, TEXAS 79905

RID: 21

None Given
None Given



PUBLIC HEARING

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Comments: WHY WHEN ELPASOANS HAVE HAD
Bronchitis passing around the last
ten days is the air conditioning on
during this hearing - so that the
temp. is below 70 degrees for hours??

Written comments submitted by mail must be postmarked by April 1, 2011 and sent to:

Tony Gelacio, P.E.
Entech Civil Engineers, Inc.
16360 Park Ten Place
Suite 230
Houston, Texas 77084
ELP_Loop375West@txdot.gov

Please Print:

Your Name _____

Address _____

RID: 22

**Donald Marshall
1616 Villa Del Sol
El Paso, TX 79911
915 581-9886**



PUBLIC HEARING

Loop 375 Transmountain Road Project
I-10 to east of the Franklin Mountains State Park Entrance
El Paso County, Texas

March 22, 2011 - 6:00 P.M.
Canutillo High School
6675 South Desert Blvd., El Paso, Texas 79912

COMMENT FORM

This form is provided to receive your comments regarding the proposed Loop 375 roadway improvements from I-10 to east of the Franklin Mountains State Park entrance. Please use the space provided below, attaching additional pages if necessary. Your comments can be deposited in the comment box or mailed to the address provided below. All written comments must be postmarked by April 1, 2011. Thank you for your comments.

Comments: MORE POPULATION IN WEST
TOM HAYS PARK NEEDS BETTER ENTRANCE
SHOPPING CENTER CONCESSION
WE HAVE MORE VEHICLES THAN EVER
A LARGER AMOUNT ON U.S. ARMY LIVING ON EAST SIDE
WHAT ABOUT DESERT SPRING DEVELOPMENT
VEGETATION CAN BE MOVED TO THE MEDIUM OR
GIVEN TO THE CITY & NOT DESTROYED

SAFETY IN 4 LANES

Written comments submitted by mail must be postmarked by April 1, 2011 and sent to:

Tony Gelacio, P.E.
Entech Civil Engineers, Inc.
16360 Park Ten Place
Suite 230
Houston, Texas 77084
ELP_Loop375West@txdot.gov

Please Print:

Your Name DONALD MARSHALL
 Address 1616 Villa Del Sol
EL PASO 79911
915-581-9886

RID: 23

**Louis Southard
5836 Coronado Ridge
El Paso, TX 79912**

RID: 24

**Arcelia Hockenberry
1024 Broadmoore Dr.
El Paso, TX 79912**



PUBLIC HEARING

Loop 375 Transmountain Road Project
I-10 to east of the Franklin Mountains State Park Entrance
El Paso County, Texas

24

March 22, 2011 - 6:00 P.M.
Canutillo High School
6675 South Desert Blvd., El Paso, Texas 79912

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Comments: I am in favor of the proposed improvements to Transmountain Rd on both the east side and west side of the mountain. When completed, I will feel much safer and will probably save time in crossing the mountain. Today, the Restar entrance is a safety hazard for all traffic in the area. The cars traveling westbound and down the mountain can not stop if a vehicle pulls out into the roadway!

Please consider the needs of someone like myself who uses the Transmountain Rd to make a living by traveling from Northwest El Paso to Northeast El Paso to handle business affairs at least twice weekly.

Thank you

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Tony Gelacio, P.E.
Entech Civil Engineers, Inc.
16360 Park Ten Place
Suite 230
Houston, Texas 77084
ELP_Loop375West@txdot.gov

Please Print:

Your Name ARCELIA HOCKENBERRY
Address 1024 Broadmoor Dr
El Paso, Texas 79912

RID: 25

Audrey Medina
5121 Dearborne Dr.
El Paso, TX 79924

375



PUBLIC HEARING

Loop 375 Transmountain Road Project
I-10 to east of the Franklin Mountains State Park Entrance
El Paso County, Texas

March 22, 2011 - 6:00 P.M.
Canutillo High School
6675 South Desert Blvd., El Paso, Texas 79912

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Comments: I am all for the expansion. It is
long overdue. Having lived in both the northeast
and Vinton, I traveled Transmount daily.
It will relieve traffic, improve safety and
add to a better flow of traffic in an ever expanding
population.

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Tony Gelacio, P.E.
Entech Civil Engineers, Inc.
16360 Park Ten Place
Suite 230
Houston, Texas 77084
ELP_Loop375West@txdot.gov

Please Print:

Your Name AUDREY MEDINA
Address 5121 DEARBORNE DR
EP TX 79924

RID: 26

Larry Nance
890 Forest Hills Dr.
El Paso, TX 79932

Myrna Soto



From: Chuck Berry [Chuck.Berry@txdot.gov]
Sent: Thursday, March 24, 2011 6:37 PM
To: uvi@elp.rr.com
Cc: Eduardo Calvo; Mimi Horn; Ray Dovalina; Tony Uribe
Subject: Re: Trans Mountain

Dear Mr Nance
thank you for the comment. I will see that it gets included in the official public record for the proposed project.

>>> <uvi@elp.rr.com> 3/16/2011 2:04 PM >>>
Chuck,

TXDOT has put together a very good comprehensive plan for Trans Mountain that not only provides for the current needs, the safety of the driving, walking and bicycling public, but also for the future development that is already planned. I would hope that the shortsighted views of some of the members of the city council does not derail a plan that is shown to be the best approach for the future of Trans Mountain and is in the best interest of the public.

Keep up the good work,

Larry Nance



PUBLIC HEARING

Loop 375 Transmountain Road Project
I-10 to east of the Franklin Mountains State Park Entrance
El Paso County, Texas



March 22, 2011 - 6:00 P.M.
Canutillo High School
6675 South Desert Blvd., El Paso, Texas 79912

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Comments: Great project. Keep it as designed.

N

Written comments submitted by mail must be postmarked by April 1, 2011 and sent to:

Tony Gelacio, P.E.
Entech Civil Engineers, Inc.
16360 Park Ten Place
Suite 230
Houston, Texas 77084

ELP_Loop375West@txdot.gov

Please Print:

Your Name CAROLYN NANCE
Address 890 FOREST HILLS DR
EP 79932

RID: 27

**Adrian Ramirez
12067 Ruby Gate
El Paso, TX 79936**



27

PUBLIC HEARING

Loop 375 Transmountain Road Project
I-10 to east of the Franklin Mountains State Park Entrance
El Paso County, Texas

March 22, 2011 - 6:00 P.M.
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6675 South Desert Blvd., El Paso, Texas 79912

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Comments: I proudly support the proposed improvements
due to the congestion that is happening now. It
will allow commuters to easy access and definitely
relief traffic during rush hours. It will also help
the two major streets that intersect such as
Asler / Northwestern. Bicyclist and joggers
will also feel safer using the loop and
easier to do their activities. I believe it
will help El Paso and growing surroundings!
It's a must and no questions should arise
for everyone's benefit

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Tony Gelacio, P.E.
Entech Civil Engineers, Inc.
16360 Park Ten Place
Suite 230
Houston, Texas 77084
ELP_Loop375West@txdot.gov

Please Print:

Your Name Adriana Ramirez
Address 12067 Ruby Gate
El Paso, TX 79936

RID: 28

Renee Ramirez
12067 Ruby Gate
El Paso, TX 79936



26

PUBLIC HEARING

Loop 375 Transmountain Road Project
I-10 to east of the Franklin Mountains State Park Entrance
El Paso County, Texas

March 22, 2011 - 6:00 P.M.

Canutillo High School
6675 South Desert Blvd., El Paso, Texas 79912

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Comments: I Proudly support the proposed improvements for Trans Mountain.
We definitely need it. I work off of Pastor and the traffic from Pastor going on Trans Mountain is horrible! This will relieve traffic and congestion. And even with the new sub division of homes coming how will we not build another lane. Its A must!

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Tony Gelacio, P.E.
Entech Civil Engineers, Inc.
16360 Park Ten Place
Suite 230
Houston, Texas 77084
ELP_Loop375West@txdot.gov

Please Print:

Your Name Renee Ramirez
Address 12007 Ruby Gate
EL PASO, TX 79936

RID: 29

Linda George
11183 Wharf Cove Dr.
El Paso, TX 79936



PUBLIC HEARING

Loop 375 Transmountain Road Project
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Comments: We definetaly need this improvement. I travel from the east side of El Paso to Las Cruces and Im forced to take the Anthony Gap because for most times there is less traffic there. I support the proposed improvement.

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Tony Gelacio, P.E.
Entech Civil Engineers, Inc.
16360 Park Ten Place
Suite 230
Houston, Texas 77084
ELP_Loop375West@txdot.gov

Please Print:

Your Name Linda George

Address 1183 Wharf Cove Dr

El Paso, TX 79936

RID: 30

**Alan Turnello
7013 Masorca CT.
El Paso, TX 79912**

1 controlling this town and that we need to make it best --
2 what's best for everybody. And like Ms. Barr said, how
3 could the environmental assessment say there's not a
4 disservice to the aesthetic quality we see when we look at
5 the mountain. It's just a sad situation. Thank you.

6 MR. BERRY: Thank you for your comments,
7 sir. Mr. Alex Turnello, followed by a "maybe" from
8 Katherine Brennard.

9 MR. TURNELLO: Hi. My name is Alan Turnello
10 and I'm here representing myself and every other person in
11 El Paso that is a child at heart. Kids love the
12 mountains, we need the mountains. I've got a brochure
13 here that the city of El Paso did a very good job putting
14 together. It's the visitor's convention and tourist
15 pamphlet. All it talks about is the beauty of El Paso.

16 MR. BERRY: Try and use the microphone.

17 MR. TURNELLO: Where is the beauty of El
18 Paso that they talk about in this brochure if we're
19 turning Transmountain into a freeway? Nobody likes to
20 ride mountain bikes on cement. That is not mountain
21 biking. Nobody likes to go down to the river and see the
22 river empty but that's the way it is. Sometimes you have
23 to have water in the river, the rest of the time it's
24 being used for irrigation. Nobody likes to see the river
25 empty, I doubt anyone would like to see Transmountain

1 loaded with cars, 18-wheelers and stuff that doesn't need
2 to be on that road. Frankly, I don't think it takes a
3 genius to see why the gravel pit is being opened up out
4 there. Also, it's not a mystery as to why Santa Teresa is
5 trying to get the module plan built out there. I think
6 it's just a grand scheme of being able to allow all that
7 traffic off the corridor to come into El Paso and out of
8 El Paso. None of that traffic is staying here, it's going
9 through El Paso. Thank you.

10 MR. BERRY: Thank you for your comment, sir.

11 I apologize. I think it's -- Katherine is
12 the first name and the last name is Brennard, I believe.
13 Katherine Brennard. Is that right? Brennard. Brennan.
14 Katherine Brennan. Maybe not.

15 Mr. Larry Nance signed up to speak, followed
16 by Robert Ardovino.

17 Mr. Nance? Mr. Robert Ardovino, followed by
18 Mr. Roy Gilyard.

19 MR. ARDOVINO: Good evening and thank you
20 for having this presentation.

21 I'm very concerned about very -- about many
22 parts of this proposed freeway project up through the
23 Transmountain corridor. The state park is one of our best
24 assets in this city. As we know tourism is something that
25 El Paso needs and camping up there is a really special

RID: 31

**William Chapman
801 Pulcinea Ct.
El Paso, TX 79922**



PUBLIC HEARING

Loop 375 Transmountain Road Project
I-10 to east of the Franklin Mountains State Park Entrance
El Paso County, Texas

31

March 22, 2011 - 6:00 P.M.
Canutillo High School
6675 South Desert Blvd., El Paso, Texas 79912

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Comments: I am a lifelong El Pasoan who
supports the TxDOT Loop 375 as proposed.

The current Loop 375 road (Transmountain)
is dangerous and traffic is very
heavy.

The proposed roadway project includes great
bike/pedestrian trails, trees and landscaping
and will be great for cars and pedestrians.

This is good for the City and will promote
its growth.

Written comments submitted by mail must be postmarked by April 1, 2011 and sent to:

Tony Gelacio, P.E.
Entech Civil Engineers, Inc.
16360 Park Ten Place
Suite 230
Houston, Texas 77084

ELP_Loop375West@txdot.gov

Please Print:

Your Name William Chapman

Address 501 Dulcinea Ct

El Paso TX 79922

RID: 32

**Michael Bray
425 Mesita
El Paso, TX 79902**



PUBLIC HEARING

Loop 375 Transmountain Road Project
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Comments: I AM CONCERNED THAT THE PLAN DOES NOT APPEAR TO
INCLUDE A FLYOVER NORTH TOWARDS LAS CRUCES. IF THIS ROAD
IS TO PROVIDE AN ALTERNATIVE ROUTE THROUGH EL PASO THIS WOULD
SEEM TO BE IMPORTANT. HAS SUFFICIENT RIGHT OF WAY BEEN ACQUIRED
TO ACCOMODATE THIS FUTURE GROWTH? THERE ARE A DOZEN BILLS IN
AUSTIN TO TIGHTEN RESTRICTIONS ON EMINENT DOMAIN. IF ROW WERE
ACQUIRED TODAY THAT PARCEL COULD BE TEMPORARILY LEASED UNTIL
NEEDED THEREBY REDUCING FUTURE COSTS WHILE PROVIDING A MINIMAL
RENTAL INCOME STREAM. ALSO PLANS SEEM TO ONLY HAVE 1 LANE
ON THE FLYOVER. LOOKS LIKE A POTENTIAL BOTTLENECK.
A POTENTIAL PROBLEM EXISTS @ RESLER WITH CURRENT
DEVELOPMENT POTENTIALLY LIMITING THE ABILITY TO ADD A
FLYOVER TOWARDS LAS CRUCES.

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Tony Gelacio, P.E.
Entech Civil Engineers, Inc.
16360 Park Ten Place
Suite 230
Houston, Texas 77084

ELP_Loop375West@txdot.gov

Please Print:

Your Name MICHAEL BRAY
Address 425 MESITA
EL PASO, TX 79902

RID: 33

Jack T. Chapman
221 N. Kansas #1910
El Paso, TX 79901

33



PUBLIC HEARING

Loop 375 Transmountain Road Project
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Comments: This project is badly needed
current road is DANGEROUS divided
highway will reduce congestion and increase
mobility very important quality
of life issues Let's get it done!

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Tony Gelacio, P.E.
Entech Civil Engineers, Inc.
16360 Park Ten Place
Suite 230
Houston, Texas 77084
ELP_Loop375West@txdot.gov

Please Print:

Your Name JACK T CHAPMAN
Address 221 N Kansas #1910
El Paso 79901

RID: 34

**Adrian Medina
5121 Dearborne
El Paso, TX 79924**



34

PUBLIC HEARING

Loop 375 Transmountain Road Project
I-10 to east of the Franklin Mountains State Park Entrance
El Paso County, Texas

March 22, 2011 - 6:00 P.M.
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6675 South Desert Blvd., El Paso, Texas 79912

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Comments: I'm a teen who's been only been driving
for a year. But in that time period there have been numerous
times where I was run off the road, especially on the west side
of town, entering and exiting transmountain. I think I speak for
others in my situation when I say this expansion should be
approved

Written comments submitted by mail must be postmarked by April 1, 2011 and sent to:

Tony Gelacio, P.E.
Entech Civil Engineers, Inc.
16360 Park Ten Place
Suite 230
Houston, Texas 77084
ELP_Loop375West@txdot.gov

Please Print:

Your Name Adrian Medina

Address 5121 Dearborne

RID: 35

**Sam Keikkala
1441 Monte Negro
El Paso, TX 79935**

732



PUBLIC HEARING

Loop 375 Transmountain Road Project
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March 22, 2011 - 6:00 P.M.
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Comments: This project should have been done years ago. IT will be a lot safer when done for the traveling public. IT is also a plus for EL PASO'S GROWTH AND ECONOMY. THE PROJECT WILL EMPLOY 100s WHICH IS ALSO A BIG PLUS

Written comments submitted by mail must be postmarked by April 1, 2011 and sent to:

Tony Gelacio, P.E.
Entech Civil Engineers, Inc.
16360 Park Ten Place
Suite 230
Houston, Texas 77084
ELP_Loop375West@txdot.gov

Please Print:

Your Name Sam Kaitka
Address 1441 Monte Negro
EL PASO, TX 79935

RID: 36

**Victor Salcido
1287 Southwestern
El Paso, TX 79912**

36



PUBLIC HEARING

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Comments: In favor of having the infrastructure of
this project. Sater Road, Jobs in the area
will go a long way

Written comments submitted by mail must be postmarked by April 1, 2011 and sent to:

Tony Gelacio, P.E.
Entech Civil Engineers, Inc.
16360 Park Ten Place
Suite 230
Houston, Texas 77084
ELP_Loop375West@txdot.gov

Please Print:
Your Name Nicki Saleh
Address 1287 Southwesterly
EL PASO TX 79912

RID: 37

**Ralph Richards
1150 Southview
El Paso, TX 79928**



37

PUBLIC HEARING

Loop 375 Transmountain Road Project
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Comments: I drive Transmountain every day and have for 13 years. Traffic has increased a great deal during that time frame & the loop needs to be completed. This project is badly needed. It will provide a safer road.

It provides safer and better protection and bike uses for a growing west side. As our blues grows the east west commuter traffic is going to continue to grow and this route is shorter than I-10. Transmountain is an designated route for over size loads and the two lane portion is very dangerous with these loads - four lanes will make it much safer for these loads.

Please build it. This is a good design for an improvement that has been needed for several years.

Written comments submitted by mail must be postmarked by April 1, 2011 and sent to:

Tony Gelacio, P.E.
Entech Civil Engineers, Inc.
16360 Park Ten Place
Suite 230
Houston, Texas 77084
ELP_Loop375West@txdot.gov

Please Print:

Your Name Ralph Richards

Address Office 1150 Southview⁷⁹⁹
Home PO Box 137 Saraland NM 8803

I live at Anthony NM

RID: 38

**Michael Hockenberry
1024 Broadmoor
El Paso, TX 79912**



PUBLIC HEARING

Loop 375 Transmountain Road Project
I-10 to east of the Franklin Mountains State Park Entrance
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Comments: I first came to El Paso in August 1968 one year before Transmountain Road opened in August 1969. Over the last 40+ years there have not been any significant improvements or expansions of the road. It is about time that we undertake the proposed Westside and Eastside expansions and improvements which have truly been needed for many years.

I wholly support the proposed improvements for reasons of vehicular safety, pedestrian safety and the fact that this construction project will provide an economic effect of much needed construction jobs for the El Paso community.

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Tony Gelacio, P.E.
Entech Civil Engineers, Inc.
16360 Park Ten Place
Suite 230
Houston, Texas 77084
ELP_Loop375West@txdot.gov

Please Print:

Your Name MICHAEL HOCKENBERRY
Address 1024 Broadmeor Dr
El Paso, Texas 79912

RID: 39

**Stanley Jobe
1150 Southview
El Paso, TX 79928**

39



PUBLIC HEARING

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Comments:

Great
PROJECT
Must do it!!
TxDOT did a GREAT
JOB!

Written comments submitted by mail must be postmarked by April 1, 2011 and sent to:

Tony Gelacio, P.E.
Entech Civil Engineers, Inc.
16360 Park Ten Place
Suite 230
Houston, Texas 77084
ELP_Loop375West@txdot.gov

Please Print:

Your Name

Stanley Jobe

Address

1150 Southview
El Paso, TX
79928

RID: 40

**Jackie Lira
8512 Wingo Way
El Paso, TX 79907**



PUBLIC HEARING

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Comments: I am for the Transmountain Road expansion
As El Paso grows and traffic get hectic it
can really help to flow of traffic getting to work.

Written comments submitted by mail must be postmarked by April 1, 2011 and sent to:

Tony Gelacio, P.E.
Entech Civil Engineers, Inc.
16360 Park Ten Place
Suite 230
Houston, Texas 77084
ELP_Loop375West@txdot.gov

Please Print:

Your Name Jackie Lira
Address 8512 Wingo Way
El Paso, TX 79907

RID: 41

**Richard Dayoub
1212 Cerrito Alegre Lane
El Paso, TX 79912**



PUBLIC HEARING

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Comments: OUR POPULATION GROWTH, FT BLISS GROWTH AND EXPANSION, THE OUTLET MALL'S SUCCESS AND THE DEVELOPMENT THAT HAS ALREADY BEGUN IN THE AFFECTED AREA CANNOT BE STOPPED OR IGNORED. WE CAN PROACTIVELY ADDRESS THE CONGESTION AND SAFETY ISSUES OR IGNORE THEM AND PAY THE CONSEQUENCES.

WE MUST MOVE FORWARD AND APPROVE THIS PROJECT NOW.

Written comments submitted by mail must be postmarked by April 1, 2011 and sent to:

Tony Gelacio, P.E.
Entech Civil Engineers, Inc.
16360 Park Ten Place
Suite 230
Houston, Texas 77084
ELP_Loop375West@txdot.gov

Please Print:

Your Name Richard DAYOUS
Address 1512 CERRITO ALBERE LANE
79912

RID: 42

**Esther Harrison
2285 Hannah Leigh
El Paso, TX 79938**



PUBLIC HEARING

Loop 375 Transmountain Road Project
I-10 to east of the Franklin Mountains State Park Entrance
El Paso County, Texas

42

March 22, 2011 - 6:00 P.M.
Canutillo High School
6675 South Desert Blvd., El Paso, Texas 79912

COMMENT FORM

This form is provided to receive your comments regarding the proposed Loop 375 roadway improvements from I-10 to east of the Franklin Mountains State Park entrance. Please use the space provided below, attaching additional pages if necessary. Your comments can be deposited in the comment box or mailed to the address provided below. All written comments must be postmarked by April 1, 2011. Thank you for your comments.

Comments: I strongly favor the proposed improvements
to Loop 375. I live in east El Paso, but
shop, visit family & attend classes in west
El Paso. The improvements would greatly
alleviate the traffic congestion.

Written comments submitted by mail must be postmarked by April 1, 2011 and sent to:

Tony Gelacio, P.E.
Entech Civil Engineers, Inc.
16360 Park Ten Place
Suite 230
Houston, Texas 77084
ELP_Loop375West@txdot.gov

Please Print:

Your Name Esther Harrison
Address 2285 Hannah Leigh
El Paso, Tx 79938

RID: 43

Irene Epperson
5400 Silent Sun Ln.
El Paso, TX 79912



43

PUBLIC HEARING

Loop 375 Transmountain Road Project
I-10 to east of the Franklin Mountains State Park Entrance
El Paso County, Texas

March 22, 2011 - 6:00 P.M.
Canutillo High School
6675 South Desert Blvd., El Paso, Texas 79912

COMMENT FORM

This form is provided to receive your comments regarding the proposed Loop 375 roadway improvements from I-10 to east of the Franklin Mountains State Park entrance. Please use the space provided below, attaching additional pages if necessary. Your comments can be deposited in the comment box or mailed to the address provided below. All written comments must be postmarked by April 1, 2011. Thank you for your comments.

Comments: I am in favor of this project.
In my opinion it is needed for the
future growth of El Paso. In addition,
it ~~will~~ will be an improvement that
provides a safer route for everyone
who travels on the Loop. Traffic is
only going to increase with the arrival
of more Ft. Bliss troops which will make
the existing road even more congested.

Written comments submitted by mail must be postmarked by April 1, 2011 and sent to:

Tony Gelacio, P.E.
Entech Civil Engineers, Inc.
16360 Park Ten Place
Suite 230
Houston, Texas 77084
ELP_Loop375West@txdot.gov

Please Print:

Your Name Irene Epperson
Address 5400 Silent Sun Ln.
El Paso, Tx 79912

RID: 44

David Osborn
6537 Loma De Cristo
El Paso, TX 79912

1 And actually my mother who died two years ago, she used to
2 live in northeast. I've lived in the upper valley most of
3 my life so I traveled Transmountain all the time with her
4 to doctors' offices or to and from her house and she
5 always used to say Transmountain is the best thing about
6 El Paso. She was 86 when she died and actually when she
7 died, from the funeral home in downtown El Paso, I had the
8 funeral home drive through Transmountain across for her
9 last ride to the church. I mean, those are the kind of
10 things that count, it's not just the freeways. We're
11 going to lose all that. You know, people keep talking
12 about -- comparing us to Arizona. That mountain isn't an
13 Arizona mountain. I've been to Arizona plenty of times
14 and no freeways look good, believe me. We need to
15 preserve the mountain the way it is forever. Thank you.

16 MR. BERRY: Thank you for your comments.

17 Mr. David Osborn, followed by Mr. Shane
18 Boyd.

19 MR. OSBORN: My name is David Osborne. I'm
20 a board member of the Greater El Paso Chamber of Commerce
21 and I would like to thank TxDOT and all their staff for
22 all the contributions you've made to El Paso and what
23 you'll do in the future. I just have a few quick comments
24 and I also thank everybody for their opinions tonight and
25 I respect everybody's opinion.

1 The chamber is in favor of this project for
2 a few simple reasons, it will help safety concerns that
3 are valid today and are only going to get worse. Our
4 population growth including Fort Bliss is going to
5 continue as we grow our community here. It's going to
6 improve mobility and alleviate congestion which we already
7 have and we need to get that under control. I do like the
8 project because it is being constructed with both hiking
9 and bike trails and I'm 100 percent for that and we need
10 to do the best job we can to not just do it on this
11 project but many projects in the future for all of our
12 community members. And I would just like to say, I think
13 we can work together on this. Someone said that earlier.
14 We need to -- this project needs to be done. It's past
15 due. I want to see us work together. And finally the
16 business community thinks this project is very important
17 for the future of our community. Thank you.

18 MR. BERRY: Thank you for your comments,
19 sir.

20 Mr. Shane Boyd marked "maybe." And that
21 would be followed by Mr. Richard Teschner. Mr. Teschner.
22 You have a "yes." Would you like to speak? And following
23 Mr. Teschner will be Mr. Jim Tolbert.

24 MR. TESCHNER: I am Richard Teschner,
25 Franklin Mountains Wilderness Coalition, et cetera.



44

PUBLIC HEARING

Loop 375 Transmountain Road Project
I-10 to east of the Franklin Mountains State Park Entrance
El Paso County, Texas

March 22, 2011 - 6:00 P.M.
Canutillo High School
6675 South Desert Blvd., El Paso, Texas 79912

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Comments: This project is simple. Let's move El Paso forward. This new highway will provide safety while alleviating congestion and improving our quality of life. It is good for business, Ft. Bliss and the citizens of El Paso County.

We must not delay. The funding is there and available. This will complete another section of Loop 375.

The time has come for this project, it will be a beautiful addition to our current highway system.

Please do what is right and move forward. El Paso deserves the best that TXDOT can provide.

Thank you for listening.

Written comments submitted by mail must be postmarked by April 1, 2011 and sent to:

Tony Gelacio, P.E.
Entech Civil Engineers, Inc.
16360 Park Ten Place
Suite 230
Houston, Texas 77084
ELP_Loop375West@txdot.gov

Please Print:

Your Name David Osborn
Address 6537 Loma De Cristo
El Paso, TX 79912

RID: 45

**Charles Wallace
14375 Desierto Bonito
Horizon City, TX 79928**



45

PUBLIC HEARING

Loop 375 Transmountain Road Project
I-10 to east of the Franklin Mountains State Park Entrance
El Paso County, Texas

March 22, 2011 - 6:00 P.M.
Canutillo High School
6675 South Desert Blvd., El Paso, Texas 79912

COMMENT FORM

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Comments: I Am in Favor of The Proposed Loop 375 roadway
improvements for the following Reason -

1. Safety !!! - makes a dangerous Safety for Bikes + Pedals
2. Completes the Loop 375 -
3. Provide jobs on a 75,000,000 project
4. Completes an important Piece of Regional infrastructure
5. Completes Separate Bike and ~~Best~~ Bike trails +
Landscaping + Tree Planting on day one
6. Provide opportunities for Business to
grow - IT Will Be a Catalyst for Growth

Written comments submitted by mail must be postmarked by April 1, 2011 and sent to:

Tony Gelacio, P.E.
Entech Civil Engineers, Inc.
16360 Park Ten Place
Suite 230
Houston, Texas 77084
ELP_Loop375West@txdot.gov

Please Print:

Your Name Charles Wallace
Address 14375 Desierto Bonito,
Horizon, City 79928

RID: 46

**Mark A. Smith
4800 N. Stanton #85
El Paso, TX 79902**

46



PUBLIC HEARING

Loop 375 Transmountain Road Project
I-10 to east of the Franklin Mountains State Park Entrance
El Paso County, Texas

March 22, 2011 - 6:00 P.M.
Canutillo High School
6675 South Desert Blvd., El Paso, Texas 79912

COMMENT FORM

This form is provided to receive your comments regarding the proposed Loop 375 roadway improvements from I-10 to east of the Franklin Mountains State Park entrance. Please use the space provided below, attaching additional pages if necessary. Your comments can be deposited in the comment box or mailed to the address provided below. All written comments must be postmarked by April 1, 2011. Thank you for your comments.

Comments: I am in support of the project
as proposed by TxDOT and the Draft
Environmental Assessment.

Written comments submitted by mail must be postmarked by April 1, 2011 and sent to:

Tony Gelacio, P.E.
Entech Civil Engineers, Inc.
16360 Park Ten Place
Suite 230
Houston, Texas 77084
ELP_Loop375West@txdot.gov

Please Print:

Your Name Mark A. Smith
Address 4800 N. Stanton #85
El Paso Tx 79902

RID: 47

**Miriam Gutierrez
504 Phil Hansen
Canutillo, TX 79835**



PUBLIC HEARING

Loop 375 Transmountain Road Project
I-10 to east of the Franklin Mountains State Park Entrance
El Paso County, Texas

March 22, 2011 - 6:00 P.M.
Canutillo High School
6675 South Desert Blvd., El Paso, Texas 79912

COMMENT FORM

This form is provided to receive your comments regarding the proposed Loop 375 roadway improvements from I-10 to east of the Franklin Mountains State Park entrance. Please use the space provided below, attaching additional pages if necessary. Your comments can be deposited in the comment box or mailed to the address provided below. All written comments must be postmarked by April 1, 2011. Thank you for your comments.

Comments: I live in Canutillo and travel Transmountain road just occasionally. I fully support this project and believe wholeheartedly that it is necessary. I also believe the opposition to this project represents the vocal minority. However, they stand to delay this project or kill it all together thus we lose the funding. If this is the case then I would highly encourage TxDOT to reach a compromise so we don't delay the project & we don't lose the funding. We need this project. "Save the Mountains" is a nice thought - but not at the cost of lives lost. Thank you for enduring the hostility of the public & the threats of these interest groups.

Sincerely,
Miriam Gutierrez

Written comments submitted by mail must be postmarked by April 1, 2011 and sent to:

Tony Gelacio, P.E.
Entech Civil Engineers, Inc.
16360 Park Ten Place
Suite 230
Houston, Texas 77084

ELP_Loop375West@txdot.gov

Please Print:

Your Name MIRIAM BUTIERREZ
Address 504 Phil HANSEN
CANUTILLO, TX

79835

RID: 48

**Trish Tanner
5917 Mira Hermosa
El Paso, TX 79912**



PUBLIC HEARING

Loop 375 Transmountain Road Project
I-10 to east of the Franklin Mountains State Park Entrance
El Paso County, Texas

48

March 22, 2011 - 6:00 P.M.
Canutillo High School
6675 South Desert Blvd., El Paso, Texas 79912

COMMENT FORM

This form is provided to receive your comments regarding the proposed Loop 375 roadway improvements from I-10 to east of the Franklin Mountains State Park entrance. Please use the space provided below, attaching additional pages if necessary. Your comments can be deposited in the comment box or mailed to the address provided below. All written comments must be postmarked by April 1, 2011. Thank you for your comments.

Comments: Absolutely need this road expanded.
It is very dangerous + a traffic disaster.
Please build road per TxDOT's Plans.

Written comments submitted by mail must be postmarked by April 1, 2011 and sent to:

Tony Gelacio, P.E.
Entech Civil Engineers, Inc.
16360 Park Ten Place
Suite 230
Houston, Texas 77084
ELP_Loop375West@txdot.gov

Please Print:

Your Name TRISH TANNER
Address 5917 MIRA HERMOSA
EL PASO, TEXAS 79912

RID: 49

**Reynaldo Loya Jr.
2029 Ralph Janes Pl.
El Paso, TX 79936**



49

PUBLIC HEARING

Loop 375 Transmountain Road Project
I-10 to east of the Franklin Mountains State Park Entrance
El Paso County, Texas

March 22, 2011 - 6:00 P.M.
Canutillo High School
6675 South Desert Blvd., El Paso, Texas 79912

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Comments: Great project. Must do it.
Need the jobs in El Paso. Need new and
improved infrastructure and roads in El Paso

Written comments submitted by mail must be postmarked by April 1, 2011 and sent to:

Tony Gelacio, P.E.
Entech Civil Engineers, Inc.
16360 Park Ten Place
Suite 230
Houston, Texas 77084

ELP_Loop375West@txdot.gov

Please Print:

Your Name Reynaldo Lopez Jr.
Address 2029 Ralph James Pl.
79936

RID: 50

**Gustavo Rodriguez Jr.
756 Lakeshore
El Paso, TX 79932**



PUBLIC HEARING
 Loop 375 Transmountain Road Project
 I-10 to east of the Franklin Mountains State Park Entrance
 El Paso County, Texas

March 22, 2011 - 6:00 P.M.
 Canutillo High School
 6675 South Desert Blvd., El Paso, Texas 79912

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Comments: I support the expansion, we need
it for the growth in the Westside

Written comments submitted by mail must be postmarked by April 1, 2011 and sent to:

Tony Gelacio, P.E.
 Entech Civil Engineers, Inc.
 16360 Park Ten Place
 Suite 230
 Houston, Texas 77084

ELP_Loop375West@txdot.gov

Please Print:

Your Name Gustavo Rodriguez, Jr
 Address 756 Lakeshore
El Paso, Tx 79932

RID: 51

**Salvador Payan
8162 Doniphan Dr.
Vinton, TX 79821**

51



PUBLIC HEARING

Loop 375 Transmountain Road Project
I-10 to east of the Franklin Mountains State Park Entrance
El Paso County, Texas

March 22, 2011 - 6:00 P.M.
Canutillo High School
6675 South Desert Blvd., El Paso, Texas 79912

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Comments: I Fully Support The Future Development
of This Project. It is vitally important
to the region and the westside.

Written comments submitted by mail must be postmarked by April 1, 2011 and sent to:

Tony Gelacio, P.E.
Entech Civil Engineers, Inc.
16360 Park Ten Place
Suite 230
Houston, Texas 77084
ELP_Loop375West@txdot.gov

Please Print:
Your Name SALVADOR PAYAN
Address 8162 DONIPHAN DR.
VINDON, TEXAS 79521

RID: 52

**Rene Juarez
206 Canyon Terrace
El Paso, TX 79902**



PUBLIC HEARING

Loop 375 Transmountain Road Project
I-10 to east of the Franklin Mountains State Park Entrance
El Paso County, Texas

March 22, 2011 - 6:00 P.M.
Canutillo High School
6675 South Desert Blvd., El Paso, Texas 79912

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Comments: I strongly support the proposed changes
to Loop 375. I live in west El Paso
+ work in east El Paso, so the advantages
of this project would allow me + thousands
of others in the same situation to have
alternate routes to travel. I also have
family in east El Paso that I visit on
a regular basis + if I-10 is busy, it
would be great to take the loop.

Written comments submitted by mail must be postmarked by April 1, 2011 and sent to:

Tony Gelacio, P.E.
Entech Civil Engineers, Inc.
16360 Park Ten Place
Suite 230
Houston, Texas 77084
ELP_Loop375West@txdot.gov

Please Print:

Your Name Rene Suarez
Address 206 Canyon Terrace

RID: 53

None Given
None Given

PROPOSED IMPROVEMENTS TO LOOP 375
(Transmountain Road)

AGENDA

- 6:00 PM** Open House (Exhibit Viewing)
- 7:00 PM** Formal Presentation
Introduction:
Mr. Charles H. Berry, Jr., P.E., District Engineer,
Texas Department of Transportation, El Paso
Project Design & Right-of-Way Acquisition:
Mr. Antonio Uribe, Jr., P.E.,
Texas Department of Transportation, El Paso
Environmental Studies:
Ms. Kim Johnson, Environmental Project Manager,
Blanton & Associates, Inc.

7:45 PM Comment Period

- The Texas Department of Transportation (TxDOT) proposes improvements to **Loop 375** (Transmountain Road) from Interstate 10 (I-10) to 0.479 miles east of the Tom Mays Unit of the Franklin Mountains State Park. A project location map is included in this handout.
- The proposed project consists of expanding the current two-lane undivided roadway to a **four-lane divided roadway with two-lane frontage roads and grade separations at major intersections as well as two direct connectors from Loop 375 west to I-10 east and from I-10 west to Loop 375 east**. As part of this project shared hike-and-bike trails will be constructed separate from the roadways, near the Loop 375 right-of-way (ROW) line, between the intersections of Northwestern Drive and Paseo del Norte Road. The total length of the proposed project is approximately 3.6 miles of mainlanes and approximately 2.10 miles of frontage roads (from Northwestern Drive to Paseo del Norte Road). Due to the proposed expansion and grade separations, approximately 41 acres of new ROW will be acquired.

NOTES:

Road project has been well
planned. We fully support
this project and hope it
gets started immedly!
Please do NOT listen to the
few heeblers who want to
kill road. This project because of
unrealistic concerns. Like Susy Kud!

- **Comments** regarding the proposed project are requested. Comments may be presented either at the public hearing or in writing. (Comment sheets and speaker registration cards are available at the sign-in table.) Written Comments may be hand delivered or postmarked on or before Friday, April 1, 2011 to be included in the official public hearing record. Written comments should be submitted to:

Tony Gelacio, P.E.
Entech Civil Engineers, Inc.
16360 Park Ten Place, Suite 230
Houston, Texas 77084

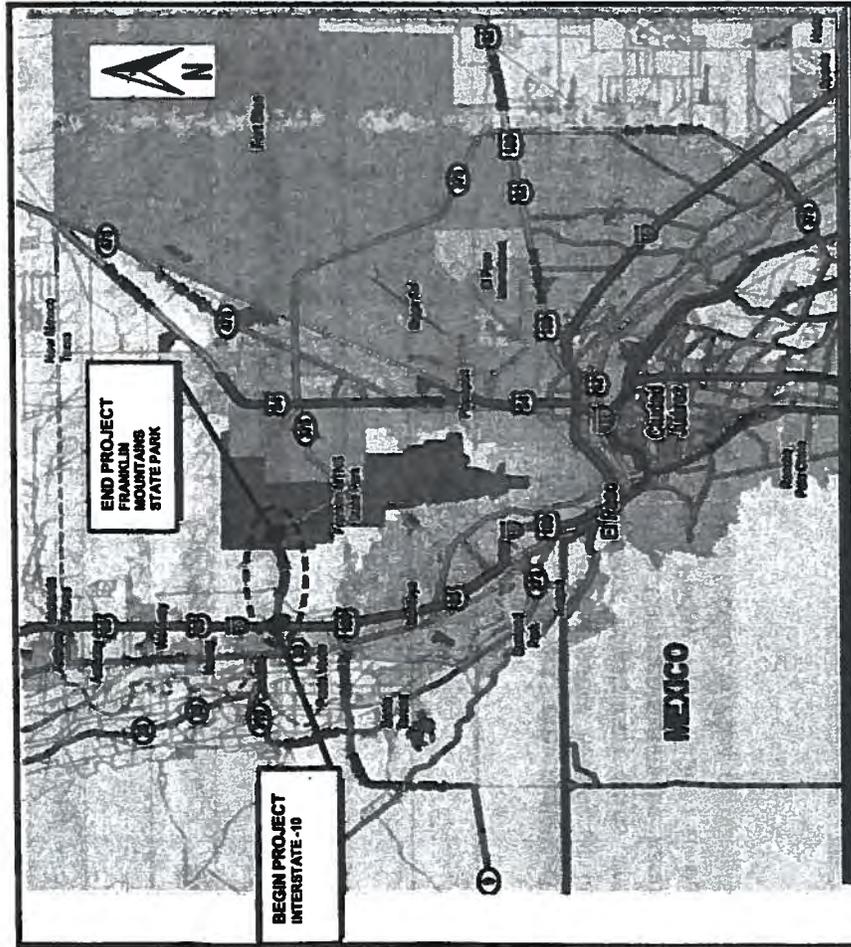
E-mail - ELP_Loop375West@txdot.gov



PROJECT LOCATION MAP

**PROPOSED IMPROVEMENTS TO
LOOP 375 (TRANSMOUNTAIN ROAD)**

**I-10 TO EAST OF THE FRANKLIN
MOUNTAINS STATE PARK ENTRANCE
EL PASO COUNTY TEXAS**



**Public Hearing
March 22, 2011
Canutillo High School**

RID: 54

Richard Teschner
1800 N. Stanton St., 302
El Paso, TX 79902
915.533.1279 home
915.747.7032 office
teschner@utep.edu

54

1 The chamber is in favor of this project for
2 a few simple reasons, it will help safety concerns that
3 are valid today and are only going to get worse. Our
4 population growth including Fort Bliss is going to
5 continue as we grow our community here. It's going to
6 improve mobility and alleviate congestion which we already
7 have and we need to get that under control. I do like the
8 project because it is being constructed with both hiking
9 and bike trails and I'm 100 percent for that and we need
10 to do the best job we can to not just do it on this
11 project but many projects in the future for all of our
12 community members. And I would just like to say, I think
13 we can work together on this. Someone said that earlier.
14 We need to -- this project needs to be done. It's past
15 due. I want to see us work together. And finally the
16 business community thinks this project is very important
17 for the future of our community. Thank you.

18 MR. BERRY: Thank you for your comments,
19 sir.

20 Mr. Shane Boyd marked "maybe." And that
21 would be followed by Mr. Richard Teschner. Mr. Teschner.
22 You have a "yes." Would you like to speak? And following
23 Mr. Teschner will be Mr. Jim Tolbert.

24 MR. TESCHNER: I am Richard Teschner,
25 Franklin Mountains Wilderness Coalition, et cetera.

1 Time and time again it has been pointed out
2 that an underpass is needed so that people driving east on
3 Transmountain can enter Tom Mays without having to stop
4 and then wait for a break in the westbound traffic that is
5 coming down the mountain at 70 miles per hour or more.
6 The TxDOT plan is deeply flawed in that grade level access
7 to Tom Mays will now be even more dangerous than it
8 presently is. An underpass must be added to the design.
9 If none is added, the TxDOT plan should be rejected on
10 those grounds alone. Thank you.

11 MR. BERRY: Thank you for your comments,
12 sir.

13 Mr. -- I think it's Heather McMur-- --
14 possibly Heather Murdock, McMurray.

15 MS. McMURRY: It's McMurray.

16 MR. BERRY: Heather McMurray. Did I get the
17 Heather right?

18 MS. McMURRY: Yes.

19 MR. BERRY: I'm sorry. Heather McMurray. I
20 have Mr. Jim Tolbert signed up to speak also.

21 MS. McMURRY: I think he's in front of me.

22 MR. BERRY: Okay. Mr. Tolbert.

23 I'm sorry. I got everybody out of order
24 with that one.

25 MR. TOLBERT: Thank you, Mr. Berry.

54

Date:

Texas Department of Transportation-Loop 375
(Transmountain West) Public Hearing
Attn: Mr. Antonio Uribe, Jr., P.E.,
District Design,
13301 Gateway Blvd. West,
El Paso, Texas 79928

RE: Proposed Transmountain West project

Dear TXDOT:

You have not given El Pasoans real choices in designing the Transmountain West Project. You have coerced this community by saying that we either build the freeway the way you propose or we lose the funding for the project. El Pasoans demand real choices about how our City is built and developed.



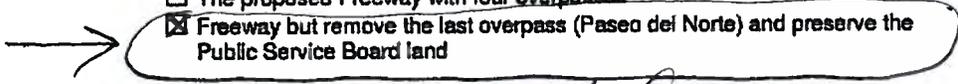
Boulevard



Freeway

Here is my choice as an El Pasoan. Build Transmountain West as a:

- Boulevard and preserve the Public Service Board land
- The proposed Freeway with four overpasses
- Freeway but remove the last overpass (Paseo del Norte) and preserve the Public Service Board land



Comments, suggestions:

Sincerely,

Name:

Richard V. Teschner

Richard V. Teschner
1800 N. Stanton St., Unit 302
El Paso, TX 79902-3541

Scroll

Readcast

Reading should be social! Post a message on your social networks to let others know what you're reading. Select



[Readcast this Document](#)

Teschner
1800 N. Stanton St., 303
El Paso, TX 79902-3541

EL PASO TX 799
23 MAR 2011 PM 1 T



Tony Gelacio, P.E.
Entech Civil Engineers, Inc.
16360 Park Ten Place
Suite 230

77084+3033 Houston, TX 77084



PUBLIC HEARING

Loop 375 Transmountain Road Project
I-10 to east of the Franklin Mountains State Park Entrance
El Paso County, Texas

March 22, 2011 - 6:00 P.M.
Canutillo High School
6675 South Desert Blvd., El Paso, Texas 79912

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Comments: ^{grade-level} 1 Time and time again we have pointed out that an ~~underpass~~ ^{underpass} is needed so that people driving east on Transmountain can enter Tom Mays without having to stop and then wait for a break in the westbound traffic that is coming down the mountain at seventy miles per hour. The TxDOT plan is deeply flawed in that ~~access~~ ^{access} to Tom Mays will now be even more dangerous than it presently is. An ~~underpass~~ ^{underpass} must be added to the design. If none is added, the TxDOT plan should be rejected on those grounds alone.

Written comments submitted by mail must be postmarked by April 1, 2011 and sent to:

Tony Gelacio, P.E.
Entech Civil Engineers, Inc.
16360 Park Ten Place
Suite 230
Houston, Texas 77084
ELP_Loop375West@txdot.gov

Please Print:

Your Name Richard Teschner
Address 1800 N. Stanton St. #302
El Paso, TX 79902-354,
teschner@utep.edu

Myrna Soto

54

From: Eduardo Calvo [Eduardo.Calvo@txdot.gov]
Sent: Tuesday, March 29, 2011 10:15 AM
To: Marty Boyd; Mimi Horn; Ray Dovalina
Subject: Fwd: FW: El Paso, Texas. Loop 375 = Transmountain Road West. Texas Department of Transportation proposal. The Tom Mays Entrance to the state park.

Another one

>>> <elizabeth.hilton@dot.gov> 3/29/2011 8:29 AM >>>
For the record...

From: Punske, Gregory (FHWA)
Sent: Tuesday, March 29, 2011 9:28 AM
To: Hilton, Elizabeth (FHWA)
Subject: FW: El Paso, Texas. Loop 375 = Transmountain Road West. Texas Department of Transportation proposal. The Tom Mays Entrance to the state park.

From: Teschner, Richard [<mailto:teschner@utep.edu>]
Sent: Monday, March 28, 2011 6:09 PM
To: Punske, Gregory (FHWA)
Subject: El Paso, Texas. Loop 375 = Transmountain Road West. Texas Department of Transportation proposal. The Tom Mays Entrance to the state park.

Good evening, Mr. Punske.

I was one of several dozen members of the public who spoke at the Tuesday, March 22, 2011 meeting, 7 p.m. onward, Canutillo High School, El Paso, Texas. The purpose of the meeting was for the Texas Department of Transportation (TxDOT) to present the current version of its proposed changes to West Transmountain Road (Texas state highway 375, El Paso's "loop") from within the western portion of the Franklin Mountain State Park to the proposed interchange with Interstate 10 ("I-10"), and for the public to comment.

My comments were limited to the Tom Mays entrance to the Franklin Mountain State Park. This is the sole portion of the west-of-the-Franklin-Mountains part of the park that is accessible by side-road; thousands of people use it annually; the rest of the park's west side is only accessible from the current heavily-trafficked-and-four-laned Transmountain Road (Texas 375). From their inception, TxDOT plans and supporters have stressed how essential it is that West Transmountain be made safer for all concerned—drivers, bikers, hikers and pedestrians alike. I fully agree that safety is paramount—which is why I protest the current plans for the Tom Mays entrance, which entail a strictly grade-level crossing from south to north and also from north to south. That means this: if vehicles seeking to access the park through the Tom Mays entrance are driving east on the freeway, they will have to cross the freeway's two (or three) lanes of westbound traffic at grade level and thus "wait for a break in the traffic," no mean feat given the fact that westbound traffic is going downhill and tends to exceed the speed limit. That also means that vehicles LEAVING the Tom Mays entrance and desiring to make a left turn to go east-bound on the freeway will have to do the same—cross two (or three) lanes of westbound traffic at grade level, waiting "for a break in the traffic." This enhances safety? This reduces accidents? The solution is clear: an UNDERPASS (and not a grade-level crossing) at the Tom Mays Entrance.

I should add that a grade-level crossing means the freeway is no longer a freeway but a highway. Yet TxDOT continues to call it a freeway.



Thank for you for your attention to this matter.

Sincerely,

Richard V. Teschner*
1800 N. Stanton St., Unit 302
El Paso, TX 79902-3541
915.533.1279 home
915.747.7032 office
Teschner@utep.edu

*I'm an officer and/or otherwise involved in half a dozen El Paso-area land-related organizations but I'm writing you today as a private citizen so I will not cite them.

RID: 55

**Andrea Parraz
200 Desert Pass Apt. #232
El Paso, TX 79912**



PUBLIC HEARING

Loop 375 Transmountain Road Project
I-10 to east of the Franklin Mountains State Park Entrance
El Paso County, Texas



March 22, 2011 - 6:00 P.M.
Canutillo High School
6675 South Desert Blvd., El Paso, Texas 79912

COMMENT FORM

This form is provided to receive your comments regarding the proposed Loop 375 roadway improvements from I-10 to east of the Franklin Mountains State Park entrance. Please use the space provided below, attaching additional pages if necessary. Your comments can be deposited in the comment box or mailed to the address provided below. All written comments must be postmarked by April 1, 2011. Thank you for your comments.

Comments: I agree with you putting four lanes but please don't destroy our beautiful view of our mountains. People use these mountains for hiking and, it would be a tragedy if they were destroyed, to make over passes, and other things. Let people enjoy our natural earth, let us keep what nature we have left here.

Written comments submitted by mail must be postmarked by April 1, 2011 and sent to:

Tony Gelacio, P.E.
Entech Civil Engineers, Inc.
16360 Park Ten Place
Suite 230
Houston, Texas 77084

ELP_Loop375West@txdot.gov

Please Print:

Your Name Aurelia Parraiz

Address 200 desert pass

APT #232

RID: 56

**Henrietta Owen
2905 Titanic Ave.
El Paso, TX 79904**



PUBLIC HEARING

Loop 375 Transmountain Road Project
I-10 to east of the Franklin Mountains State Park Entrance
El Paso County, Texas



March 22, 2011 - 6:00 P.M.
Canutillo High School
6675 South Desert Blvd., El Paso, Texas 79912

COMMENT FORM

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Comments: Transmountain is a beautiful drive,
Whenever someone visits me from out
of town I take them for a ride and we always
go to Transmountain and they always
want to go again.

It is a real show place for El Paso to
keep just as it is. We don't need ~~anything~~
anything ^{more} than what is there.

Please do not disturb what is now
perfect.

Sincerely,
Henrietta R Owen

Written comments submitted by mail must be postmarked by April 1, 2011 and sent to:

Tony Gelacio, P.E.
Entech Civil Engineers, Inc.
16360 Park Ten Place
Suite 230
Houston, Texas 77084

ELP_Loop375West@txdot.gov

Please Print:

Your Name Henrietta R. Owen

Address 2905 Titania Ave

El Paso

Texas 79904

RID: 57

**Veronica Rosario
2020 Diciembre
El Paso, TX 79935**



PUBLIC HEARING

Loop 375 Transmountain Road Project
I-10 to east of the Franklin Mountains State Park Entrance
El Paso County, Texas

March 22, 2011 - 6:00 P.M.
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Comments: I am in favor of the proposed improvements to Loop 375 for the following reasons: Transmountain is a much used commuter route between the East side and West side; It will complete the balance of Loop 375 on the East aide and will provide badly needed completion of Loop 375; It will provide an alternate route to IH-10; It will make a dangerous road safer by making it a 4-lane road, instead of a 2-lane road.

Written comments submitted by mail must be postmarked by April 1, 2011 and sent to:

Tony Gelacio, P.E.
Entech Civil Engineers, Inc.
16360 Park Ten Place
Suite 230
Houston, Texas 77084

ELP_Loop375West@txdot.gov

Please Print:

Your Name Veronica Rosario

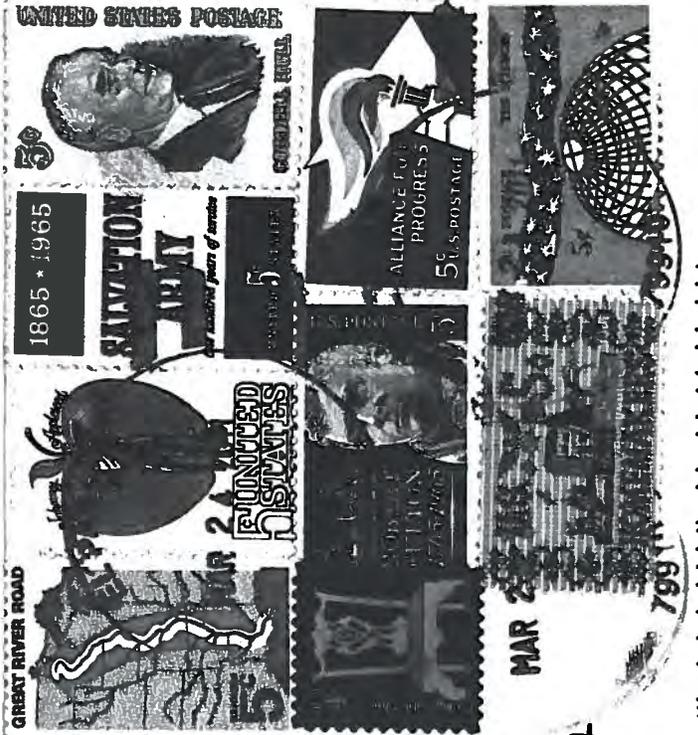
Address 2020 Diciembre

El Paso, TX 79935

RID: 58

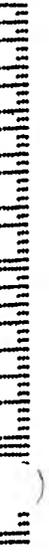
**Matthew Carroll
1011 N. St. Vrain St.
El Paso, TX 79902**

Matthew Carroll
1011 N. St., Vrain St.
El Paso, TX 79902



Att: Tony Gelacio PE
ENTECH CIVILENG.
16360 PARKTEN PL.
SUITE 230
HOUSTON TX 77084

7708435095





PUBLIC HEARING

Loop 375 Transmountain Road Project
I-10 to east of the Franklin Mountains State Park Entrance
El Paso County, Texas



March 22, 2011 - 6:00 P.M.
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Comments:

If there still is a chance to avert the destruction of a unique and irreplaceable landscape, let's drop this freeway proposal now. The only real need for expansion is to upgrade the 2-lane portion of Trans Mountain to 4 lanes to remedy the bottleneck. This can be done for less than a tenth of the cost of the proposed freeway, by simply adding a lane of pavement on each side of the existing 2 lanes and put a Jersey barrier in the middle. Given the political and financial realities there is not much chance that the above will take place. At least keep the collateral damage to a minimum by binding contractors from removing fill or depositing spoil on vegetated areas off the construction footprint, and follow the option that minimizes the number of overpasses.

Written comments submitted by mail must be postmarked by April 1, 2011 and sent to:

Tony Gelacio, P.E.
Entech Civil Engineers, Inc.
16360 Park Ten Place
Suite 230
Houston, Texas 77084

ELP_Loop375West@txdot.gov

Please Print:

Your Name MATT CARROLL
Address 1011 N ST VRAIN
EL PASO TX 79902

13301 Gateway for view only

RID: 59

**Carol Baker
3507 Richmond Ave.
El Paso, TX 79930**

59

Myrna Soto

From: Carol Baker [cmbaker69@hotmail.com]
Sent: Friday, March 18, 2011 4:05 PM
To: elp_loop375west@txdot.gov
Subject: Comments on proposed expansion of Loop 375 W - in favor of TXDOT option

I am unable to attend the public meeting on this matter. Allow me to express my full support of the TXDOT proposal to expand Loop 375 W (Transmountain). The city badly needs a freeway around the city and I see no other viable option except the expansion proposed by TXDOT. I do not believe that the proposal will have an adverse effect on the Franklin Mountain State Park; in fact, it should improve access to the park by the community.

Thank you for the opportunity to comment on the proposal.

Carol M. Baker
3507 Richmond Ave.
El Paso, TX 79930

RID: 60

Marge Gianelli

None Given

www.impressionsbymarge.com



Myrna Soto

From: Marge Gianelli [margegianelli@sbcglobal.net]
Sent: Wednesday, March 23, 2011 12:10 PM
To: ELP_Loop375West@txdot.gov
Subject: comments on proposed expansion

Dear Me. Gelacio;

I find it important to take a moment of my time to express my opinion of the proposed expansion into a freeway on the west side of Transmountain Road.

First, I oppose the freeway concept. I presently live on the eastside of El Paso near the 375 freeway extension completed a few years ago. It has the intersection that is famous for the most accidents in all of El Paso yet there is almost no way to avoid passing through that intersection. The area is now littered with stores and stripmalls. Although once a traveler is on the freeway, it is easy to reach I-10, the intersection at I-10 is also a nightmare and very hazardous. In addition to this, the monstrous overpasses destroyed the rural character of the area and has again littered the area that once held farmers' markets with fast food restaurants.

We must avoid this at all costs on the westside. It is a beautiful area that must be enhanced rather than destroyed in the name of progress. Listen to the people of El Paso. We believe that the alternative plan is much preferred.

Thank you for your solicitation of comments.

Marge Gianelli
www.impressionsbymarge.com

RID: 61

Thompson
spsamthompson@aol.com



Myrna Soto

From: spsamthompson@aol.com
Sent: Saturday, March 26, 2011 8:41 AM
To: ELP_Loop375West@txdot.gov
Subject: comments

Have a overpass or a underpass entrance way to the State park.
Have a wildlife underpass near the park .

RID: 62

Richard Southern
5347 El Quelite Place
El Paso, TX 79932



Myrna Soto

From: Richard Southern [richard_southern@hotmail.com]
Sent: Saturday, March 26, 2011 2:52 PM
To: elp_loop375west@txdot.gov
Subject: El Paso Loop 375 comments.

Hi

I drive Transmountain Road Monday through Friday to teach at El Paso Community College. I am concerned about the safety issues at the intersection of Transmountain and Resler. Moreover, there has been increased traffic over the last twenty five years. I-10 is the only route through El Paso so there is a need for an alternate East-West route.

I am also concerned about the hiking and biking safety issues on Transmountain. I understand that the Freeway will include both hiking and biking trails.

I think building a limited access freeway will fix the problems and address my concerns.

Richard Southern
5347 El Quelite Place
El Paso, TX 79932

RID: 63

Dan Dawes
631 Tepic

El Paso, TX 79912

dawesdan@yahoo.com

Myrna Soto

63

From: Chuck Berry [Chuck.Berry@txdot.gov]
Sent: Wednesday, March 23, 2011 7:32 PM
To: Dan Dawes
Subject: Re: Loop 375 Transmountain project

thank you for the comment. I will forward it to our project manager for inclusion with the others we have received.

>>> Dan Dawes <ddawes@bohannondevelopment.com> 3/23/2011 3:58 PM >>>
Dear Mr. Berry,

I was not able to attend the community meeting last night, but wanted to express my support for the Loop 375 Transmountain project.

It is my understanding that the project will improve the safety of the current roads, complete another step in our area's road system and for me personally (as a cyclist) will improve the safety of bike traffic as the current road is not conducive for this use.

It is projects such as this that encourages economic growth for our city.

Dan Dawes
631 Tepic
El Paso, TX 79912
dawesdan@yahoo.com

RID: 64

**Colbert Nathaniel Coldwell
4171 N. Mesa St., Suite B-201
El Paso, TX 79902
cncoldwell@gbc_law@att.net**

64

RECEIVED
MAR 22 2011
DISTRICT BUSINESS
SERVICES

Date: March 19, 2011

**Texas Department of Transportation-Loop 375
(Transmountain West) Public Hearing**

**Attn: Mr. Antonio Uribe, Jr., P.E.,
District Design,
13301 Gateway Blvd. West,
El Paso, Texas 79928**

MAR 22 2011

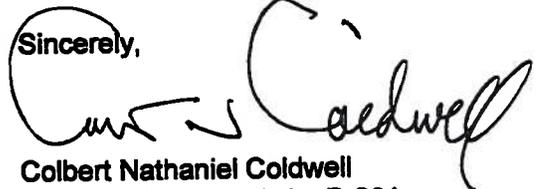
RE: Proposed Transmountain West project

Dear Mr. Uribe:

You have not given El Pasoans any alternative choices in the design of the Transmountain West Project, since you have stated that we either build the freeway the way you propose or we lose the funding for the project. As a proud El Pasoan, I demand our voices be heard, and our opinions be given serious consideration about how our City is built and developed.

I have traveled by car extensively in the United States and have always been very impressed with the roads that are built around the mountains in Washington State, New York State, New Hampshire, Vermont, New Mexico, Arkansas, Illinois, California and Colorado. There are no freeways on or around these mountains; only smooth surface roads (some are 4-lane highways) that move traffic easily and take advantage of the breathtaking scenery. This is my vision for our beautiful Franklin Mountain in El Paso, and I would like to see your department reconsider better options for the city and citizens of El Paso.

My choice as an El Pasoan is that you build Transmountain West as a boulevard and preserve the Public Service Board land.

Sincerely,


**Colbert Nathaniel Coldwell
4171 N. Mesa St., Suite B-201
El Paso, TX 79902
915.544-6646**

cncoldwell@gbcr_law@att.net

RID: 65

**Eleanor Coldwell
6300 Alabama St.
El Paso, TX 79904
915 566-4346
ecoldwell@elp.rr.com**

Date: March 19, 2011



RECEIVED

MAR 22 2011

BUSINESS SERVICES

Texas Department of Transportation-Loop 375
(Transmountain West) Public Hearing

Attn: Mr. Antonio Uribe, Jr., P.E.,
District Design,
13301 Gateway Blvd. West,
El Paso, Texas 79928



MAR 22 2011

RE: Proposed Transmountain West project

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I have traveled by car extensively in the United States and have always been very impressed with the roads that are built around the mountains in Washington State, New York State, Vermont, New Mexico, Arkansas, Illinois, California and Colorado. There are no freeways on or around these mountains; only smooth surface roads (some are 4-lane highways) that move traffic easily and take advantage of the breathtaking scenery. This is my vision for our beautiful Franklin Mountain in El Paso.

A freeway with its bridges and access roads cutting through our native landscape would be a terrible eyesore. I would like to see your department reconsider better options that would blend harmoniously with the mountain and the native plants that surround it, so that we could be proud of our effective method of solving traffic problems, and at the same time preserving the beauty of the land that area residents and tourists would enjoy visiting. Please make a decision that benefits the city and citizens of El Paso.

My choice as an El Pasoan is that you build Transmountain West as a boulevard and preserve the Public Service Board land.

Sincerely,

Eleanor Y. Caldwell
6300 Alabama St.
El Paso, TX 79904
915.566-4346

ecoldwell@elp.rr.com

RID: 66

W. Sander

None Given

wsander1@elp.rr.com

Myrna Soto



From: Gregory.PUNSKE@dot.gov
Sent: Tuesday, March 29, 2011 8:57 AM
To: Elizabeth.Hilton@dot.gov
Subject: FW: Transmountain
Attachments: Header.dat

From: W Sander [<mailto:wsander1@elp.rr.com>]
Sent: Tuesday, March 29, 2011 12:25 AM
To: Punske, Gregory (FHWA)
Subject: Transmountain

As a 3rd generation El Pasoan who cares about the future of El Paso not only for myself but for my children and grandchildren, I want it noted that the expansion of Transmountain as is proposed would be a horrible mistake.

1. It will make the area very busy and there will be a great deal of congestion with all the traffic.
2. Tom Mays Park is not protected-many safety issues need to be addressed.
3. Many citizens have signed petitions expressing their desire to have open space and they should be respected.
4. Four overpasses on a 2-3 mile road- why?
5. The animal life is endangered.
6. Decisions have been rapidly made that have been challenged as not workable.
7. The proposed plan needs to be reviewed and revised.
8. The desires and safety of the citizens should be taken into consideration.

I am sure there are more reasons why the TransMountain area should not be developed as proposed.

RID: 67

Jim Tolbert
2701 Frankfort Ave
El Paso, TX 79930
jimhtolbert@elp.rr.com

1 Time and time again it has been pointed out
2 that an underpass is needed so that people driving east on
3 Transmountain can enter Tom Mays without having to stop
4 and then wait for a break in the westbound traffic that is
5 coming down the mountain at 70 miles per hour or more.
6 The TxDOT plan is deeply flawed in that grade level access
7 to Tom Mays will now be even more dangerous than it
8 presently is. An underpass must be added to the design.
9 If none is added, the TxDOT plan should be rejected on
10 those grounds alone. Thank you.

11 MR. BERRY: Thank you for your comments,
12 sir.

13 Mr. -- I think it's Heather McMUR- --
14 possibly Heather Murdock, McMurray.

15 MS. McMURRY: It's McMurray.

16 MR. BERRY: Heather McMurray. Did I get the
17 Heather right?

18 MS. McMURRY: Yes.

19 MR. BERRY: I'm sorry. Heather McMurray. I
20 have Mr. Jim Tolbert signed up to speak also.

21 MS. McMURRY: I think he's in front of me.

22 MR. BERRY: Okay. Mr. Tolbert.

23 I'm sorry. I got everybody out of order
24 with that one.

25 MR. TOLBERT: Thank you, Mr. Berry.

1 MR. BERRY: Ms. McMurray, you're up next.

2 MR. TOLBERT: Yeah. Thank you, sir.

3 Jim Tolbert. And as the one who helped
4 spearhead the petition drive, I am a representative of the
5 Franklin Mountain Wilderness Coalition.

6 And very simply all I wanted to say is that
7 our main issue has been to preserve some open space and
8 we're a little bit concerned -- not a little bit, we're a
9 lot concerned that city council really failed to pay
10 attention to this issue because they were afraid the
11 \$85 million was going to go away. And so a very important
12 issue of preserving that land, preserving that natural
13 space, natural environment, the ecosystem, the real hike
14 and bike trails, not just simply the concrete and asphalt
15 trails, has all not been considered. Now, we had nearly
16 1,900 people sign two petitions. Prior to that we had a
17 petition that called for preserving all of the west side
18 master plan and there were nearly 2,000 -- or there were
19 2,100 people that signed that and there were an additional
20 2,000 people who signed online. So my point is is that
21 this represents a major value of El Pasoans and we'd like
22 to see it addressed and it can be addressed if we move
23 things like Paseo Del Norte to the west to where Plexxar
24 might be, it can be addressed by making a safer entrance
25 into the state park and it can be addressed in -- in a

1 myriad of other ways especially how we build roads
2 appropriately. I -- I don't think anyone opposes making
3 the improvements that are necessary, but I do think that
4 people want to see building done appropriately. I think
5 we can have the best of all possible worlds. I think we
6 can have a world that honors the development that needs
7 to -- that will take place, but I also think at the same
8 time we can honor the natural open space and I think
9 that's the part that has not really been paid attention to
10 in this whole matter.

11 And with all due respect, if people really
12 want to know what -- what the land is going to look like
13 after the road development -- inappropriate develop- --
14 inappropriate road construction and development all you
15 have to do is go walk the Pat O'Rourke Trail down along
16 Resler. You can see the buildings going up there now.
17 People no longer have the view of the mountain. They have
18 a view of condos, apartments, whatever, so that's a great
19 deal of what it's going to look like. And, again, with
20 all due respect, TxDOT seems to build roads like
21 McDonald's builds golden arches and I think we can do
22 better. Thank you.

23 MR. BERRY: Thank you for your comments,
24 sir.

25 Ms. McMurray.

Jim Tolbert
2701 Frankfort Avenue
El Paso, TX 79930

*Received at
Public Hearing*

Texas Department of Transportation-Loop 375
(Transmountain West) Public Hearing
Attn: Mr. Antonio Uribe, Jr., P.E., District Design
13301 Gateway Blvd. West
El Paso, Texas 79928

67

Texas Department of Transportation-Loop 375 (Transmountain West) Public Hearing
Attn: Mr. Antonio Uribe, Jr., P.E., District Design
13301 Gateway Blvd. West
El Paso, Texas 79928

Mr. Uribe,

I am submitting this letter as part of the public hearing regarding the Transmountain project. I am also emailing a digital copy to Mr. Gregory Punske of the FHWA.

Many El Pasoans favor the preservation of land in what is called the Scenic Transmountain Corridor – land owned by the City of El Paso and managed by the Public Service Board. We believe that the El Paso City Council failed to preserve this land as Natural Open Space because they believed that the money for the Transmountain project would go away if they kept the land in its natural state.

As a result of Council's failure to act, we have circulated four separate petitions calling for the preservation of the Scenic Corridor or of all the land in the Westside Plan and have requested that no major roads such as Paseo del Norte be built through the Corridor. Instead we have urged moving Paseo west toward the current proposed site for Plexxar Road. Nearly 1900 citizens of El Paso signed two petitions presented to the Municipal Clerk. 2100+ people signed an earlier statement of desire to preserve all of the land. Another 1248 people have responded online.

Although we believe that Transmountain Road requires improvement to handle traffic safely and efficiently, we believe that not all alternatives have been considered by TxDOT and that TxDOT has been deaf to public comment and values.

We raise the following concerns about the TxDOT plan:

1. There is no safe entrance to the State Park. In fact, it will get worse. Now you will have to make a left turn across two lanes of traffic going 70 mph off the mountain. Want to see how that works? See this [video](#).
2. There are many problems with TxDOT's public relations [video](#) for this project. They touted to City Council and the Open Space Advisory Board how nice the mountain will look. Several problems to note while viewing the video:
 - The video shows no commercial or residential development. Of course, open space looks great! But the plan (especially if land isn't preserved in the Scenic Corridor won't look anything like this. Elpasonaturally has posted [this picture](#) online of what that scene of the mountain will really look like.)



- Note the flyover (like the one on the Patriot Freeway at Fred Wilson) at I-10. TxDOT has never truly disclosed this.
 - Yes you can see the mountains in their video since their camera isn't at road level but rather hovers above. Take a helicopter ride and you can see the mountains too once TxDOT is done and commercial and residential development takes off. Otherwise, people will view big box stores and the fast food joints.
 - Plexar wasn't on any earlier map of the Westside Master Plan.
 - Finally, Paseo del Norte will slice through deep arroyos and steep hills.
3. There is no wildlife crossing except possibly through proposed residential land going from non-State Park land to non-State Park land.
 4. And, again, there is the public desire and value to preserve open space.
 5. The proximity of Paseo to Plexar violates AASHTO standards.

It is never too late to plan a project of this size to consider alternatives and to listen to the public. We sincerely hope that you will do just that. We believe that further study is required and that there cannot be a FONSI granted at this time.

Sincerely,

Jim Tolbert
Franklin Mountains Wilderness Coalition
2701 Frankfort Avenue
El Paso, TX 79930
915-525-7364
jimhtolbert@elp.rr.com

Submitted: Copies of petitions. To view online responses, go to
<http://www.thepetitionsite.com/1/save-el-pasos-franklin-mountains/>.

RID: 68

**Charlie Wakeem
741 Somerset Drive
El Paso, TX
79912**

Phone: (915) 584-8595

Fax: (915) 581-3397

Cell: (915) 479-1397

E-mail: charliewak@sbcglobal.net

68

1 MR. WAKEEM: Good evening, Mr. Berry, ladies
2 and gentlemen. I'm Charlie Wakeem. I live at 741
3 Somerset Drive and I also serve as chairman of the Open
4 Space Advisory Board. And as you know, Mr. Berry, January
5 of 2010, the Open Space Board first looked at this
6 project. We had a presentation by TxDOT. There were a
7 couple of developers there and preliminary it was -- we
8 thought this was a good project. We didn't have the full
9 plans, we didn't vet it, we didn't examine it at that
10 time. We were told that it would come back to us at a
11 later date when it was completed and in August, quite a
12 bit -- while later it went directly to the city council,
13 this project, to our surprise because we didn't get to see
14 the final plans, but it came to us shortly thereafter.
15 And after examining it we discovered one thing -- and this
16 is something we didn't choose, I didn't choose it, Mother
17 Nature did it -- that at Gasline Road, the EPNG service
18 line road, and you can see this on any topographic map,
19 the scenic foothills of the Franklin Mountains begin right
20 there. The El Paso Natural Gas Company picked the right
21 location to put its gas line and that's in the foot of the
22 foothills or where it is flatter. Above that they didn't
23 want to go over hillsides and down arroyos, up and down
24 steep canyons and arroyos. West of the Gasline Road is
25 relatively flat and suitable for development and frankly

1 already privately owned. We're fortunate in that most of
2 the land east of the Gasline Road except for about 100
3 yards is our land, yours and mine, city land managed by
4 the Public Service Board. And this is an important scenic
5 corridor because there are two major hillsides on either
6 side of the Franklin Mountain -- the Transmountain Road
7 and a mayor arroyo which you saw in the video. And these,
8 according to the west side master plan, would be
9 obliterated and this is why this is so important to us.
10 Nature picked this, not us, not you. This is Mother
11 Nature. And the TxDOT plan encourages development by
12 using the freeway style and running Paseo Del Norte across
13 the scenic corridor. We propose the widening of
14 Transmountain Road east of the corridor to be at grade,
15 whether it's four lanes, six lanes or eight lanes,
16 whatever it takes to handle the capacity of traffic is
17 necessary.

18 MR. BERRY: If you could wind up. The time
19 is expiring, please.

20 MR. WAKEEM: Yes, sir. So this is what is
21 important to us. Of course we had -- we as a board had a
22 concern about the -- the entrance of the state park, the
23 left-turn lanes would be dangerous and the wildlife
24 crossing. The last concern I had as an individual is I've
25 been hearing 70,000 vehicles per day number in 2025 and

1 then now it's all of a sudden changed to 30,000 a day.
2 Let's get our numbers right so we can build the right
3 roadway. Thank you.

4 MR. BERRY: Thank you for your comment, sir.

5 Ms. Lyda Ness-Garcia sent word that she
6 would not be speaking. The next speaker is Ms. Jennifer
7 Barr, followed by Mr. Bob Geyer.

8 MS. BARR: My name is Jennifer Barr and I'm
9 a mother, a wife, a business owner and usually a devil's
10 advocate, but when I see a visual impact assessment that
11 says that there is none expected other than the addition
12 of trees to the right-of-way, I can't help but be
13 astonished. I wonder how many people here think the
14 Transmountain corridor as existing is beautiful?

15 How many people here think the Transmountain
16 corridor as proposed will be beautiful?

17 Okay. That's aesthetics. I'm not
18 addressing obviously traffic -- traffic concerns, but I
19 just wanted to address that visual impact assessment.

20 The landscape plans for this project which I
21 have seen demonstrate very little regard for the native
22 flora and fauna of the region and seem not to be designed
23 by a landscape architect. With such a large-scale
24 project, it seems TxDOT should require some degree of
25 professional input on landscaping. Certainly landscape

68

Myrna Soto

From: Chuck Berry [Chuck.Berry@txdot.gov]
Sent: Wednesday, January 26, 2011 10:26 AM
To: Eduardo Calvo; Mimi Horn; Ray Dovalina
Cc: Blanca Del Valle
Subject: Fwd: RE: Woodrow Bean Transmountain Rd. TexDOT Project

fyi and files.

>>> <elizabeth.hilton@dot.gov> 1/26/2011 9:23 AM >>>

Mr. Wakeem - Thank you for contacting FHWA on behalf of the Open Space Advisory Board. We appreciate your interest in this project and look forward to your continued involvement once the document has been approved for public review. FHWA will not take final action on the project until after a public hearing has been conducted and public input received.

Sincerely,
Elizabeth Hilton, P.E.
Area Engineer
FHWA Texas Division

From: Charlie Wakeem [<mailto:charliewak@sbcglobal.net>]
Sent: Tuesday, January 25, 2011 5:20 PM
To: Punske, Gregory (FHWA)
Subject: Woodrow Bean Transmountain Rd. TexDOT Project

Gregory S. Punske, P.E.

District Engineer

FHWA Texas Division

Dear Mr. Punske,

I chair the City of El Paso Open Space Advisory Board. The board advises City Council, by ordinance, on all Open Space matters for the city. The board has had made several recommendations to City Council regarding the TexDOT freeway/highway on Woodrow Bean Transmountain Road between Interstate 10 and the Tom Mays Unit entrance of the Franklin Mountains State Park.

First, we pointed out that the scenic foothills of the Franklin Mountains start from the El Paso Natural Gas Line Road about half way between I-10 and the Tom Mays entrance. One half mile of the 3.3 mile TexDOT project is designed to accommodate commercial development, which would eliminate two significant hillsides and one arroyo within the scenic corridor. We also recommended moving the future Paseo Del Norte crossing within the scenic corridor west one half mile to the Gas Line Rd., thereby eliminating an unnecessary overpass.



Secondly, there would be no safe entrance to the Tom Mays Unit once the roadway is widened. We recommended a
our road from the location of the Gas Line Rd. parallel to Transmountain Road to the Tom Mays Unit entrance. That
would prevent traffic on the opposite side of the roadway from crossing into oncoming traffic at that entrance.

Finally, the board recommends at least one wildlife and pedestrian crossing under Transmountain Road at one or more
locations where arroyos pass underneath the road. It would merely require enlarging culverts that already exist.

Woodrow Bean Transmountain Road is the only Scenic Corridor in the City of El Paso. The highway project TexDOT is
proposing would severely damage this public scenic corridor and would also be dangerous for people and wildlife.

Cordially,

Charlie Wakeem

Chairman

City of El Paso Open Space Advisory Board

Charlie Wakeem

741 Somerset Drive

El Paso, Texas 79912-4914

Phone: (915) 584-8595

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E-mail: charliewak@sbcglobal.net

RID: 69

Bill Addington

aguavida@valornet.com

69

1 Adan Benuska or Dan Benuska.

2 MR. ADDINGTON: Good evening, Mr. Berry.

3 Thank you. For the record, my name is that Bill Garrett
4 Addington. I'm representing the Rio Grande Chapter of the
5 Sierra Club as well as the El Paso Regional Sierra Club
6 Group. With all due respect, I've -- we have analyzed the
7 environmental assessment since before it was issued by
8 TxDOT, we had a draft copy and as a layman -- I'm not an
9 attorney or an engineer -- in all my 20 years of reviewing
10 national environmental policy acts, environmental
11 assessments and EIS I've never seen a more substandard
12 one. What you've done, Mr. Berry -- let's be honest.
13 It's all public record -- you've turned a \$17 million
14 road-widening project into an 85 to \$100 million project
15 with four bridges and gateways. The gateways aren't any
16 buffer to the state park, it will actually cause more
17 sprawl. This in essence is a sprawl-building project.
18 You'll be producing more congestion, more traffic tie-ups
19 and more sprawl in the periphery of our city by the
20 current design. So, again, you've turned a \$17 million
21 road-widening project that was feasible and logical into
22 an \$85 million project solely to help about four people,
23 Mr. Panajo, Mr. O'Leary, Mr. Jobe, who will be supplying
24 the material to all this project with a 460-acre quarry
25 right next to the periphery of the state park on the

1 boundaries and right next to Westway. I might add, Mr.
2 Berry, that's an economically disadvantaged community. A
3 very much Hispanic -- I'm also an environmental justice
4 chair of the El Paso Regional Sierra Club in our chapter
5 and I think there's some disproportional impacts for the
6 people of Westway and Canutillo for that matter.

7 I really have watched this from the
8 beginning as being a member of the El Paso -- City of El
9 Paso Open Space Advisory Board, I'm a member. Again, I'm
10 speaking for the Sierra Club but in our presentation and
11 also that we've had for TxDOT and also watching city
12 council I've never seen more coercion by TxDOT, by some
13 people -- different people promoting this project saying
14 if we -- if city council doesn't go along with this, then
15 if we don't go along with zoning changes and giving up
16 land, we can lose the money. Well, we should lose the
17 money.

18 MR. BERRY: You have less than a minute,
19 sir.

20 MR. ADDINGTON: Yes, sir. I'll wind up.
21 You know, I'll go ahead and wind up my comments right now,
22 Mr. Berry, because we're going to -- all this technical
23 information that I would offer, we'll be saving it. We've
24 hired an attorney -- the Sierra Club has hired an
25 attorney. The attorney Fred McLaury, Rockwell, Allman in

1 Austin. They're very well versed in MIPA (phonetic) law
2 and will be reviewing this assessment.

3 Any of you-all -- this is the last thing
4 I'll say. Anybody that wants to donate -- this is all for
5 the public record, the comments, of the -- to our legal
6 defense fund, please contact any member of the Sierra Club
7 or the executive committee and we will contest what we
8 find wrong about this project and require -- we hope to
9 see a full environmental impact statement being required
10 by the Federal Highway Administration and not just a
11 substandard environmental assessment. Thank you,
12 Mr. Berry.

13 MR. BERRY: Thank you for your comment.

14 Dan Benuska or Adan Benuska. It looks like
15 Mr. -- B-E-N- -- or it could be Ms. -- B-E-N-U-S-K-A.
16 Okay. We'll come back around.

17 Mr. Raul Amaya, followed by a "maybe" by
18 Antonio -- Mr. Antonio Gonzalez.

19 MR. AMAYA: Good afternoon, everyone. My
20 name is Raul Amaya. I'm here on behalf of the Franklin
21 Mountain Wilderness Coalition.

22 First of all, I'd like to say that I love
23 the Franklin Mountains. I'm a lifelong El Pasoan. I've
24 climbed all over those mountains since I've been a little
25 boy. I'm a 60-year-old man now. I've climbed both of the

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ELP_Loop375West - Comments on Texas Dept. of Transportation Transmountain Road Proposed Freeway Project

From: Bill Addington <aguavida@valornet.com>
To: Check Berry Tx Dot EA Comments <ELP_Loop375West@txdot.gov>
Date: 4/1/2011 11:56 PM
Subject: Comments on Texas Dept. of Transportation Transmountain Road Proposed Freeway Project
CC: Gregory Punske <Gregory.PUNSKE@dot.gov>, Bill Guerra Addington <aguavida...>

To: Chuck Berry - Texas Department of Transportation
Cc: Gregory Punske - Federal Highway Administration

From: Bill Guerra Addington
El Paso Regional Sierra Club Group
635 Bluff Canyon Circle
El Paso, Texas 79912

Dear Sirs,

I serve on the Executive Committee of the El Paso Regional Sierra Club Group and on our New Mexico Sierra Club Rio Grande Chapter. Our group has over 500 active members in El Paso County. We believe that the proposed improvements to Transmountain Road will have irreversible and profound impacts to the environment, which includes native wildlife, air quality, will promote sprawl and growth inducing effects, changes in land use patterns, high up the Franklin Mountain apron that borders the Franklin Mountain State Park. The Franklin Mountain State Park is the largest urban park in the United States, and many El Pasoans and visitors believe the Franklin Mountains define El Paso.

Sierra Club strongly believes that the Texas Department of Transportation should be required to prepare an Environmental Impact Study (EIS) to access and consider alternatives. We know and believe we can prove that the impacts of the current design and the cumulative impacts merit attention with an EIS.

We understand that NEPA regulations define "effects" to include both "direct effects", those that are caused by the action and occur at the same time and place and "indirect effects", those that are caused by the action and occur later of farther away, but are reasonably foreseeable. Indirect effects may include growth inducing effects and other effects of induced changes in land use patterns.

We also understand NEPA regulations define "affecting" to mean "will or may have an effect on". If there is no significant environmental impact no EIS is required. An EIS is required, however, both when a significant impact is certain and when it is not known whether there will be such an impact.

We also want to emphasize to the Texas Department of Transportation that we understand cumulative impacts merit special attention. We know these include impacts that result from the environmental impact of the action in question when added to other past, present, and reasonably foreseeable future actions, regardless of who is undertaking those actions. We know cumulative impacts can result from individually minor but cumulatively significant actions taking place over a period of time. Sierra Club has observed allegations of failure to address appropriately cumulative impacts have become increasingly important to NEPA litigation.

We believe that the Texas Department of Transportation has failed to address or consider indirect effects and cumulative impacts in their Environmental Assessment. Some of these affects are:

1. The Plexxar and Paseo Del Norte Bridge interchanges, next to 1800 acres of city owned public land will have the effect of facilitating home development high up the Franklin Mountain Apron, from the El Paso Natural Gas- Gas Line Road & Trans Mountain to EPWU- PSB public land bordering the Franklin Mountains State Park. The two bridges mentioned above will promote sprawl north and south of Transmountain Drive all the way north to the nearby El Paso City Limits and New Mexico State Line. This sprawling development we contend is "unsustainable development" near the city limits of El Paso. New water supply storage tanks, water supply infrastructure, water treatment plants, fire stations, schools, etc. will have to be built near our city limits on undeveloped natural high desert land. The proposed Plexxar and Paseo del Norte Bridges also put development pressure on city owned public land, bought by the EPWU-PSB many years ago to control growth and protect mountain aquifer recharge areas from damage.

2. The Paseo del Norte Bridge interchange would create a north - south highway very near the boundary of the Franklin Mountain State Park. Paseo del Norte North would extend into New Mexico past the El Paso city limits parrallel and next to north south boundary of the Franklin Mountain State Park. The highway construction could damage and cause negative impacts to flow paths and water quality. The future Paseo del Norte would fragment native wildlife habitat. Any native wildlife attempting to cross the Paseo del Norte at night or day to travel to lower elevations to find other food not or water not found on the mountain, but existing in lower elevations all the way to the Rio Grande would be at risk of being hit and killed or hit and injured to crawl or walk off to die somewhere else. This happens regularly on Trans Mountain Drive now. Sierra Club hikers and others regularly find animals including dead mule deer, skunks, opossums, snakes and sometimes even horned toads run over on Transmountain Drive.

The Paseo del Norte highway - road to be built after the Freeway is constructed would be laid over numerous very large large and significant arroyos that efficiently move large volumes of storm water off the mountainsides west to the Rio Grande. Paseo del Norte south would facilitate and encourage development on 1800 acres of city owned public land adjoining the boundary of the Franklin Mountain State Park, high up the mountain apron.

3. The Avispa Canyon Quarry owned by Jobe Materials

Mr. Stanley Jobe created the Avispa Canyon rock and gravel quarry to sell gravel, cement, and rock for the proposed Transmountain Freeway Project and for cement, rock and gravel for the thousands of homes and commercial development that he knew would follow from Hunt Communities (Mr. Woody Hunt) Enchanted Hills Development (Mr. O'Leary) and for the Desert Springs Development. All of these privately owned lands that will have thousands of homes built on them are below Gas Line road and Transmountain Drive. Mr. Jobe obtained his quarry through a no bid mineral lease from the Texas General Land Office (GLO). Jobe Materials mineral lease is on 450 acres of Texas Public School land. The Freeway Construction for the proposed project will cause this quarry to exponentially grow. The accompanying home and commercial development the proposed Trans Mountain freeway will encourage and cause will also require large amounts of cement, gravel, asphalt, and sand which Jobe Materials is strategically placed to supply. It is evident Jobe Materials placed the Avispa Canyon Quarry next to Trans Mountain Road, as any other quarry, including Jobe's Hitt Canyon Quarry on PSB leased land is in Northeast El Paso. Hauling sand, gravel or cement from Cemex's McKellegon Canyon Quarry in the Northeast and from Jobe's Hitt Canyon Quarry would require the large added transportation expense of Diesel, time and wear and tear on Cement and Gravel Trucks that the Avispa Canyon Quarry would not have, being very close to the proposed Freeway and accompanying new development.

Anyone assessing or looking into cumulative and indirect impacts of this Freeway project should

understand that the 24,247 acre Franklin Mountain State Park must understand that although very large in size, native wildlife living there cannot survive by staying in the Franklin Mountain State Park boundaries. Many small and large species living in the mountains must travel to lower elevations, sometimes much lower elevations to find food or water not available on the mountain in the park boundaries. That means wildlife must cross into private land to find food or water, especially in times of drought. The Franklin Mountains State park is currently almost completely surrounded by homes and development, making it extremely hard or even impossible to reach lower elevations to find food, if it even exists in developed areas. There are two very important wildlife corridors still remaining to lower elevations of the Franklin Mountains State Park. One area is in Northeast El Paso, Casner Range owned by the US Army and another large parcel, the PSB-EPWU land, 3,000 acres. The river does not exist on the northeast side of the Mountain. The only other large undeveloped open natural area wildlife can use to find food or travel to the Rio Grande is on the large apron of land on the north west side of the Franklin Mountains, north and south of Transmountain Drive. The North side of Trans mountain Drive is almost completely clear of any development. Restler Drive and areas further south of Trans Mountain Drive are completely developed.

We feel the last remaining natural and undeveloped land connecting the Franklin Mountains to the Rio Grande is the undeveloped apron of land north and some on the south side of Trans Mountain Drive. Arroyo's such as the very large and wide Arroyo 41A are wildlife corridors to the Rio Grande as are the land adjoining the arroyos.

Direct impacts:

Mule Deer, javalina, foxes, mountain lions, and other wildlife deaths:

Sierra Club members and other hikers walking along Trans Mountain Drive or near it have found all of the above dead wildlife, killed instantly or mortally wounded to die off the highway, including many mule deer that were instantly killed by autos or trucks driving down Trans Mountain Drive, especially at night. Wildlife are blinded by bright headlights and are at increased risk of being hit, killed or mortally injured. Hikers have found many dead mule deer that walked away from being hit, only to die out away from the highway. Once the Trans Mountain Freeway is built making it easier to drive 70 or even 80 MPH (illegally or legally), the speeds of automobiles and trucks traveling up and down Trans Mountain Drive - and possibly speed limits will increase causing increased deaths where wildlife attempt or dare to cross.

Mr. Chuck Berry has repeatedly and publicly told residents and other concerned citizens and officials that TxDot considered a wildlife crossing but deemed it too expensive to seriously consider building.

The new Freeway will be elevated 20 feet for four interchange- bridges fragmenting wildlife habitat. Wildlife can currently can cross Trans Mountain Drive with the highway at grade for all 3.6 miles will have very close and repeated elevated highway / bridges dividing and stopping them from crossing in many places they can cross and walk now. Fragmenting wildlife habitat has been proven to weaken and even kill wildlife, that can't access food or water they need to survive.

On page 58 of your report in Table 3.14 (Threatened and Endangered Species/Species of Concern in El Paso County, Texas, and Potential Impacts), you state in reference to burrowing owls that there will be "No impact; no open grassland vegetation present in the project area."

Many of our members including myself have seen Burrowing Owls very near Trans mountain Drive, especially above gas line road

Burrowing Owls are known to use lower elevation and higher mountain elevations in desert habitat in

the southwest. I personally have seen burrowing owls using creosote shrub habitat like that along Trans Mountain Road in El Paso. Supporting references of burrowing owl use of desert habitat: USFW Southwest Regional Gap Analysis Wildlife Habitat Relationship (2004) and the Texas Parks and Wildlife Report (TPWD, 2011). The TPWD report, Burrowing Owls of the Trans-Pecos and Panhandle Regions of Texas, states "They (burrowing owls) use a wide array of arid and semi-arid environments including deserts, desert grasslands, scrub and shrub-lands that contain creosote bush, mesquite, four-wing saltbush, and rabbit-brush.

The status of burrowing owls as noted in the recently published Texas Parks and Wildlife Report, Burrowing Owls of the Trans-Pecos and Panhandle Regions of Texas. 2011 is as follows: "Currently they are listed as a Species of International Conservation Concern, Endangered in Canada, Threatened in Mexico, and a Bird of National Conservation Concern by the U.S. Fish and Wildlife Service (USFWS). The owls are a Species of Concern in 9 U.S. states, 3 USFWS regions, 9 Bird Conservation Regions and rated as a Species of Regional Importance (Trans-Pecos) by Partners in Flight."

We have seen Texas Horned Lizards on undeveloped land near Trans Mountain Drive. Carpenter Ant hills, one main food source of Texas Horned Lizards are present in many areas along trans mountain drive. We have seen these listed threatened horned lizards in many places along the 3.6 mile project area. The land use of development promoted and facilitated by the Freeway's four bridges and gateways will create a new land use and change that will destroy horned toad habitat including their main food source, carpenter ants.

I and many hikers involved in Sierra Club outings have personally seen threatened Texas Horned Lizards in the road project area. We disagree with the EA statement: "substantial indirect impacts are not anticipated."

It is very important that negative wildlife impacts f- direct, indirect, and cumulative impacts be studied and considered. The Texas Department of Transportation has not done so. More research needs to be conducted on possible Sneeds Pincusion Cactus via indirect and cumulative impacts from the project.

The proposal to widen and improve Transmountain Drive by TxDot was a 17 million dollar mostly at grade logical road widening project in 2009. No logical person in El Paso County would oppose that original project design. Several key developers who stand to gain financially from a upgraded project asked Texas Transportation Commissioner Ted Houghton to add additional bridges high up the mountain (Plexxar and Paseo del Norte) and two gateways, (frontage land donated by developers Woody Hunt and others). The project was changed into a 85 million dollar project that has become very controversial in El Paso. Many of us ask: 85 million dollars for 3.6 miles of freeway?

For 85 million for only 3.6 miles we should have a Cadillac of a freeway that most all El Pasoans can support.

Thank you for the opportunity to comment.

Bill Guerra Addington
El Paso Regional Sierra Club Group

RID: 70

Richard Armijo

1 drafted. I'm very supportive of the added infrastructure.
2 I am not supportive and I'm very opposed to the final
3 overpass, the Paseo Del Norte, for innumerable reasons
4 which I'll document and provide to the public and to you
5 all. And I may not have all the information that city
6 council has and I'm in the process of trying to get as
7 much of it as possible, but I do think that that last
8 overpass, what it will do is essentially incentivize
9 development in an area that should be preserved as natural
10 open space. And I think it's important for the city
11 council to preserve those -- that acreage as natural open
12 space. I think it's important for city council members
13 who voted against the natural open space to reconsider
14 their vote. But I thank you all for your work, I thank
15 the public for being here and I thank you for the
16 opportunity to speak.

17 MR. BERRY: Thank you for your comment,
18 ma'am.

19 I do have one more person signed up.
20 Mr. Richard Armijo signed up to speak. I believe you're
21 the last one that I have signed up.

22 MR. ARMIJO: Thank you, Mr. Berry.

23 My name's Richard Armijo. I'm a native El
24 Pasoan, born and raised. I love the mountains and I love
25 El Paso. I'm also a person that lives in El Paso and uses

1 all the facilities that are available and I'm one of the
2 people here that drives Transmountain every day.

3 This project is long overdue. I'm glad
4 they're doing it because it's going to improve safety for
5 people that do have to use Transmountain in their daily
6 commute. There have been issues that I've seen where
7 people have been hurt or injured, both drivers in vehicles
8 and people walking on the side of the road or biking so I
9 think that some of the things I've seen here will address
10 that. I realize there may be some modifications necessary
11 to -- to the design and I'm sure that they're going to
12 work through that but what I see from TxDOT is --
13 actually, I'm pretty impressed. I think this will end up
14 improving, you know, traffic flow for people that have to
15 use it and I -- the only thing I don't see -- once again
16 as one other person mentioned it -- was a flyover that
17 would tie in from Transmountain onto -- going north into
18 Las Cruces.

19 El Paso is growing. You know, we'd all like
20 to keep a small, little town image, but, you know, we're
21 having to deal with the people that are moving here that
22 love the town too. I'm hoping that I see this come to
23 pass in the near future where people will be able to use
24 the road efficiently. I don't think it's going to affect
25 the view of the mountain. I see more damage from these

1 warehouses right here along the freeway than from a short
2 little corridor of three miles going up that way. So once
3 again, I support the project. Thank you.

4 MR. BERRY: Thank you for your comment.

5 Is there anyone else that would like to sign
6 up to speak. Hearing none --

7 I'd like to conclude the public hearing and
8 then we can address questions. Thank you for your
9 understanding.

10 If you would like to submit your comments in
11 writing, you may do so by completing a comment card and
12 either submitting it tonight in one of our comment boxes
13 or by mail at a later time. Please note if you choose to
14 mail or e-mail your comments at a later date, they must be
15 postmarked no later than April 1, 2011, to be included in
16 the public record. Written comments may be mailed to Tony
17 Gelacio -- the name spelled up on the slide -- P.E.,
18 project engineer, 16360 Park Ten Place, Suite 230,
19 Houston, Texas, 77084 or e-mailed to
20 elp_loop375west@txdot.gov. As a reminder, the deadline
21 for written comments is April 1st, 2011.

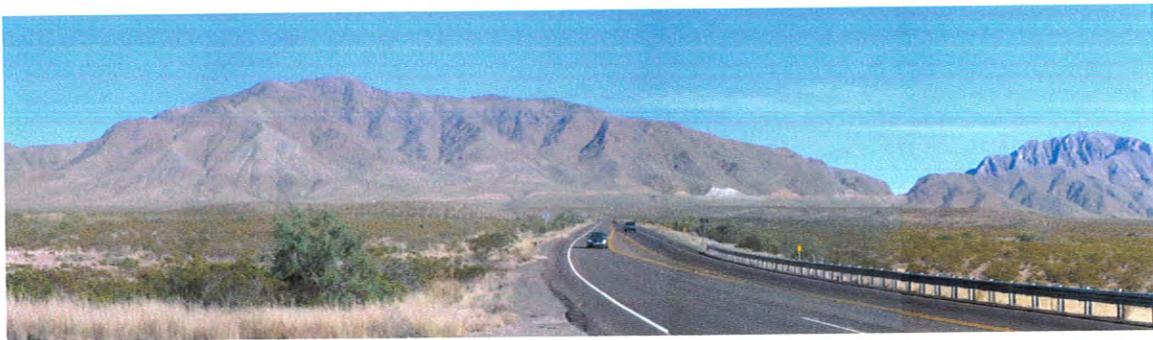
22 All of your statements, comments and
23 questions will be given careful consideration before final
24 design features are determined. All information developed
25 in regard to the proposed project is available for public

RID: 71

**Susie Byrd
2 Civic Center Plaza
El Paso, TX 79901
(915) 541-4416**

COMMENT ON TRANSMOUNTAIN WEST ENVIRONMENTAL ASSESSMENT

March 30, 2011



By

Susie Byrd

City Council Representative, District 2

City of El Paso

Two Civic Center Plaza

El Paso, Texas 79901

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SUSIE BYRD
City Representative
District 2

Dedicated to Outstanding Customer Service for a Better Community

S E R V I C E S O L U T I O N S S U C C E S S



March 31, 2011

Texas Department of Transportation-Loop 375
(Transmountain West) Public Hearing
Attn: Mr. Antonio Uribe, Jr., P.E.,
District Design,
13301 Gateway Blvd West
El Paso, Texas 79928

Dear Mr. Uribe:

I am writing regarding the proposed Transmountain West freeway project and the Environmental Assessment. Please note that these comments are my own and do not represent the majority opinion on City Council. On May 30, 2011, the City Council voted 7 to 1 to support the project as proposed by TXDOT.

The proposed freeway will run up the side of the Franklin Mountains. The Franklin Mountains define our city. The mountains are a place just minutes from our homes where we can go to relax and exercise and enjoy being outside. That is why generations of El Pasoans have fought to preserve and protect the mountains. And that is why thousands of El Pasoans have mobilized to advocate for alternatives to the proposed freeway that will mitigate the harm to precious open space.



According to the Federal Highway's guidance on the National Environmental Protection Act process, it is FHWA's policy that (23 CFR § 771.105):

- To the fullest extent possible, all environmental investigations, reviews, and consultations be coordinated as a single process, and compliance with all applicable environmental requirements be reflected in the environmental document required by this regulation.

Two Civic Center Plaza, 10th fl. El Paso, TX 79901 Ph. (915) 541-4416 Fax 915-541-4348
www.district2@elpasotexas.gov

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Susie Byrd

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Emma Acosta

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District 7
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District 8
Beto O'Rourke

City Manager
Joyce A. Wilson



- Alternative courses of action be evaluated and decisions be made in the best overall public interest based upon a balanced consideration of the need for safe and efficient transportation; of the social, economic, and environmental impacts of the proposed transportation improvement; and of national, state, and local environmental protection goals.
- Public involvement and a systematic interdisciplinary approach be essential parts of the development process for proposed actions.
- Measures necessary to mitigate adverse impacts be incorporated into the action.

TXDOT DID NOT FOLLOW FHWA'S NEPA POLICY.

1. Alternative courses of action were eliminated for further environmental analysis and public consideration based on outdated traffic estimates not supported by the current Metropolitan Transportation Plan and on inaccurate data used to evaluate safety concerns.
2. An alternative that had been promoted by the public for at least eight months was not included for consideration in the Environmental Assessment.
3. Throughout the process, TXDOT made it clear that the dollars committed to this project would be put at risk if any changes were made to the project. Because of this City Council was reluctant to work with the public to mitigate adverse environmental impacts based on a fear of losing the funding. This action by TXDOT had the effect of providing only two real alternatives to the public and City Council: build the freeway as proposed with no changes or no build.
4. The failure to consider a transit alternative is based on false logic.

ALTERNATIVES ANALYSIS. In the Needs and Purpose Statement, TXDOT stated that a roadway solution is needed to accommodate mobility concerns and to resolve safety concerns both regionally and locally. TXDOT evaluated five alternatives to determine whether they met the need and purpose for the project. Based on their analysis, only two alternatives, TXDOT's preferred freeway alternative and No Build alternative were carried forward for further environmental review and for consideration by the public.

1. Alternative courses of action were eliminated for further environmental analysis and public consideration based on outdated traffic estimates not supported by the current Metropolitan Transportation Plan and on inaccurate data used to evaluate safety concerns.

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MOBILITY



OUTDATED INFORMATION. During a the City Council public hearing on the Environmental Assessment on March 5, 2010, TXDOT indicated that the current traffic volumes on Transmountain today is 17,000 cars per day. TXDOT estimated that in 2015 when the project is completed the car volume would increase to 40,000, a 57% increase in traffic volumes. TXDOT estimates that in 2035 the car trips per day would increase to 71,000. This information can be found on page 11 of the Environmental Assessment. These were also the numbers that TXDOT reported to us at the public hearing. The basis for their estimates is the Transborder Metropolitan Plan which was adopted by the Transportation Policy Board on November 16, 2007. The Transborder MTP has been replaced by the Mission MTP which was adopted on August 10, 2010.

TXDOT used these traffic estimates in the Environmental Assessment to determine that the only alternative that could handle these volumes of traffic was a freeway (The Alternatives Analysis is described on pages 11-23 of the Environmental Assessment).

TXDOT did not use the most current traffic estimates available for Transmountain Road in the alternatives analysis for the Environmental Assessment.

NEW INFORMATION. Below is the information provided to me by Roy Gilyard, the director of the El Paso Metropolitan Planning Organization. The most current data available is from the Mission MTP which was adopted by the Transportation Policy Board on August 5, 2010.

TRAFFIC ESTIMATES FOR TRANSMOUNTAIN WEST

TRANSBORDER METROPOLITAN PLAN			
Adopted by the Transportation Policy Board on November 16, 2007			
Network year	2015	2025	2035
Total flow	33,000	47,000	60,000

TXDOT ESTIMATES USED IN THE ENVIRONMENTAL ASSESSMENT			
EA indicates that these numbers were developed in 2009			
Network year	2015	2025	2035
Total flow	40,000	na	71,000

MISSION METROPOLITAN PLAN			
Adopted by the Transportation Policy Board on August 5, 2010			
Network year	2020	2025	2035
Total flow	18,000	19,000	31,000

The new numbers are half of what TXDOT used in their alternatives analysis. TXDOT is proposing to build a freeway to accommodate 71,000 car trips when the latest traffic estimates indicate that there will only be 31,000 car trips by 2035.

TOO MUCH ROAD FOR DEMAND? TXDOT is required by federal law to consider alternatives. In their alternatives analysis, they compared the performance of a freeway to the performance four other alternatives, including

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an arterial and a boulevard. TXDOT analyzed the difference between these alternatives in terms of travel time, average speed, and levels of service for the corridor as well as for the intersections. (A summary of this analysis is on page 20 of the Environmental Assessment.) The problem with their analysis is that they use numbers twice the size of recent estimates to determine that the only alternative that should be considered is a freeway. Using 71,000 car trips per day, TXDOT eliminated all of the alternatives as inadequate to the task of moving that many cars.

If they had used the more recent numbers, both the arterial and the boulevard would perform well, as arterials and boulevards are routinely built to successfully handle these volumes. When I became aware of this discrepancy on March 9, 2011, I asked Mr. Berry with TXDOT to redo the analysis with the most recent numbers in order to give City Council, the public and FWHA a more accurate analysis of the

alternatives. Mr. Berry committed to trying to update the information at a City Council Meeting on March 15, 2011. As of March 30, 2011, an updated alternatives analysis using the most recent data has not been made available for public review or consideration.

AIR QUALITY. The El Paso region is in non attainment for particulate matter (PM10) and in some areas of the city for carbon monoxide (CO). Under the federal air quality rules this means that the City cannot build any transportation facility which would add more pollutants than what has been budgeted by the Environmental Protection Agency (EPA). It also means that every four years, the El Paso Metropolitan Planning Organization (MPO) has to update our Metropolitan Transportation Plan (MTP), which is a document that reviews current demographic data and its impact on transportation demand. As part of the MTP process, the MPO models the air quality based on all of the planned transportation projects. The MPO has to prove that completing these new transportation projects will not add additional pollutants beyond what has been budgeted for the region.

The proposed project was listed in the Transborder MTP but had a different scope. The scope in the old MTP included building a climbing lane in the eastbound direction. In order to pursue the full blown freeway project, TXDOT had to make sure the project was current with the MTP and the Transportation Improvement Plan (TIP) to ensure that it was in compliance

with air quality standards. The most current MTP is the Mission MTP adopted on August 5, 2010. That MTP only shows 31,000 car trips per day on Transmountain. 31,000 car trips per day was modeled for conformity with our air quality budget. From page 36 of the Environmental Assessment, "With the January 28, 2011 conformity determination, FHWA determined that the existing transportation network, **plus the planned projects** in the 2035 MTP, would not exceed the emission budgets in the SIP."

Since TXDOT is proposing to build a road that will accommodate twice the traffic that is projected and that will therefore have twice the impact on air quality, I am concerned that we do not know the full impact on air quality.

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SAFETY

INACCURATE DATA. In his public comments to the media, Mr. Berry indicated that he did not believe the new information, with the lower traffic projections, would change the state's recommendation because of safety concerns. "The freeway gives fewer opportunities for people to crash into each other," said Chuck Berry, the department's district engineer."

The only measure that TXDOT used to measure safety was the number of conflict points at intersections. Based on this measure, TXDOT said that none of the alternatives was safe except for the freeway because it contained the fewest conflict points at intersections. (Page 20 of the EA summarizes TXDOT's findings from the alternatives analysis.)

TXDOT has since admitted that they did not provide an accurate number of conflict points for the freeway. They only counted half of the freeway intersection for their model thus significantly underestimating the number of conflict points. TXDOT has since revised those numbers indicating that at the full interchanges there are 10 vehicle to vehicle conflict points and 14 vehicle to pedestrian conflict points. This is a total of 24 conflict points. Based on the new numbers and TXDOT's logic that conflict points are the only measure for safety to be considered, the freeway is the 2nd most dangerous option after the boulevard.

If accurate numbers had been provided, other alternatives might emerge to be considered for further analysis and to be considered by the public.

INADEQUATE MEASURES TO ASSESS SAFETY. In TXDOT's Need and Purpose section, the following was determined to be a local safety concerns resolved by the proposed freeway:

- Safety concerns at intersections and driveways, as well as unprotected turning and passing movements

Other alternatives could resolve the need provided as stated in the Environmental Assessment and might have had better safety outcomes for roadway users, especially vulnerable road users such as pedestrians and bicyclists, had other safety measures been included in the alternatives analysis.

For example, speed and traffic volumes were not measured in considering the best safety outcomes for roadway users. Traffic volumes are the primary determinants of crash frequency, while traffic speeds are the primary determinants of crash severity.

In the proposed freeway option, all of the conflict points occur at the intersection of major arterials and frontage roads. These roads tend to carry traffic at high volumes and high speeds. The proposed boulevard option would have local access roads that would function in much the same way as frontage roads, however they tend to carry less volumes of traffic and at much slower speeds than freeway frontage. These local roads are slower because they are narrower and often accommodate parked cars which can further slow traffic. Since either the frontage roads or the local access roads are the areas where



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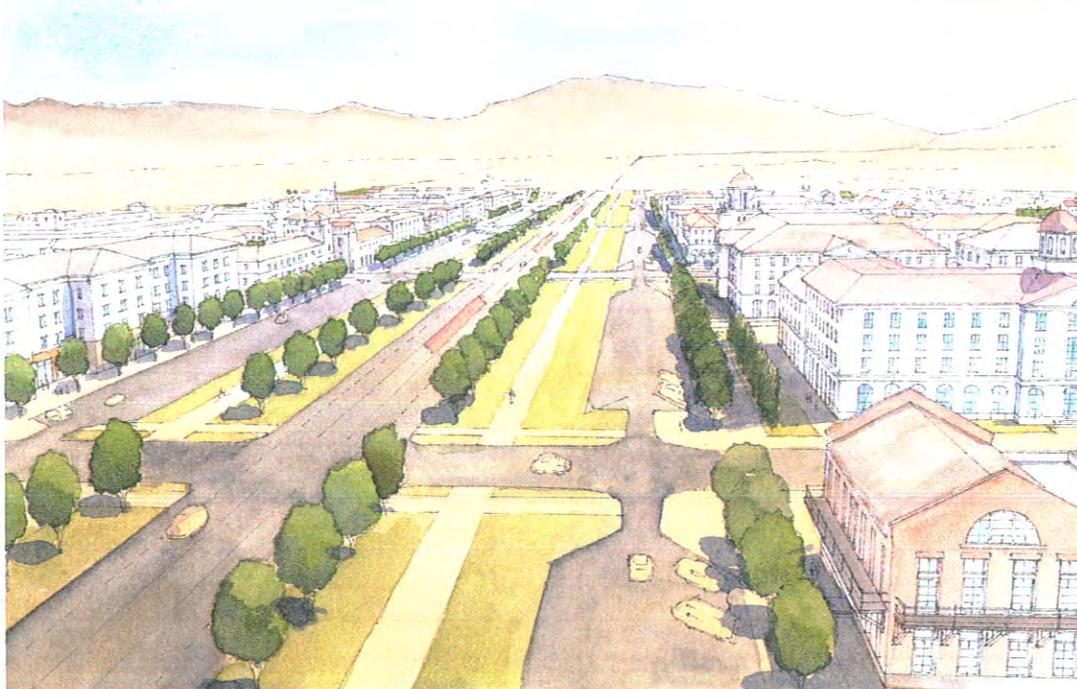
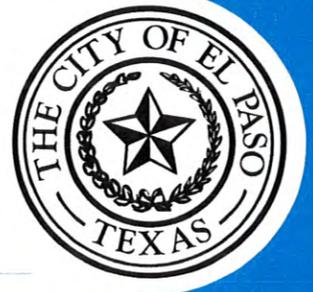
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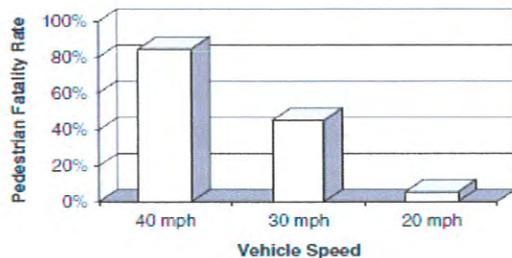
there is the most conflict with pedestrians and bicyclists, it is important to make this area the safest by slowing traffic.

The following boulevard concept for Transmountain was developed by the City of El Paso's consultants working on updating the City's Comprehensive Plan. As you can see the local roads are narrower with short distances across to accommodate pedestrian movements. They are also built to accommodate street parking.



Analyzing speeds and the impact on safety is particularly important for this roadway as it is currently used as recreational path for bikers, runners and walkers and is projected to be built to accommodate these roadway users, regardless of the alternative. Higher speeds result in very poor outcomes for vulnerable road users such as pedestrians. (See graph below.) In crashes between pedestrians and vehicles at 40 miles per hour, the likelihood that the pedestrian will die is 85%.

Figure 4
Pedestrian Fatality Rates for Collisions at Different Speeds (Zegeer et al. 2002a, 13)



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Other aspects of safety that were not analyzed in the EA was the length of pedestrians and bicyclists trips across lanes of traffic, and the fact that boulevard creates an opportunity for a bikeway/pedestrian path that is uninterrupted by any vehicle conflicts except at intersections. TXDOT has not yet negotiated a deal with property owners about how many entrances they will have from their property onto the frontage road but each point of access will be a conflict point between vehicles and pedestrians or bicyclists. These many points of conflict for private property access make the hike/bike trail more dangerous for pedestrians and bicyclists and might make it less attractive to use. Because of high speeds and the emphasize on moving many motorists, freeways make for poor and unsafe multimodal facilities. The boulevard would provide an option for bicyclists and pedestrians for a path that is not interrupted by driveways accessing private property.

The following is a picture of the local roads and uninterrupted bike/pedestrian path on a boulevard.



ALTERNATIVES ELIMINATED USING OUTDATED AND INACCURATE INFORMATION. The result of TXDOT using outdated and inaccurate information was that TXDOT failed to meet its obligation to provide alternative courses of action that would be evaluated so that decisions could be made in the best overall public interest based upon a balanced consideration of the need for safe and efficient transportation; of the social, economic, and environmental impacts of the proposed transportation improvement; and of national, state, and local environmental protection goals. If they had used the traffic estimates in the most recent MTP as the basis for their traffic projections and if they had not underestimated the number of conflict points for the freeway, the public and City Council would have had more options to consider to balance concerns about meeting mobility while preserving a very important scenic corridor through our mountain.

2. An alternative that had been promoted by the public for at least eight months was not included for consideration in the Environmental Assessment.

Many community advocates concerned about the impact of the freeway on an important scenic corridor and on the mountain landscape proposed a compromise to TXDOT at least a year ago. Eliminate the final overpass closest to the State Park and preserve the land owned by the City as natural open space.

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The overall impact of this alternative would be to increase the length of the scenic corridor by as much as $\frac{3}{4}$ of a mile on the eastern end of the project closest to the State Park. This alternative would still be a freeway facility with overpasses but by removing the Paseo del Norte overpass and the frontage roads necessary to accommodate the overpass, it would remain at grade and would only require a minimal right of way until the Plexxar overpass. It would also reduce the number of required overpasses from four to three.

I put forward this compromise to the City Council consideration on October 5, 2010.

Despite the fact that there is overwhelming support (documented in 3 petitions containing more than 1,400 signatures each) for this alternative, TXDOT failed to include it in their EA as an alternative to be considered. They included a boulevard for consideration as a result of public comment but they did not include an alternative that appeared to have huge community support and initially City Council buy in.

The City of El Paso hired a consultant to review the impacts of removing the last overpass and found that removing the last overpass results in less congestion in the service area than if the overpass is built. (The traffic study is attached for your review in Addendum 1.)

As with any project, there are engineering hurdles that would have to be overcome in order to implement this option but it was never considered by TXDOT in their EA and never provided for consideration to the public.

3. Throughout the process, TXDOT made it clear that the dollars committed to this project would be put at risk if any changes were made to the project to mitigate environmental concerns. Because of this City Council was reluctant to work with the public to mitigate adverse environmental impacts based on a fear of losing the funding. This action by TXDOT had the effect of providing only two real alternatives to the public and City Council: build the freeway as proposed with no changes or no build.

No where is this more clear than in the decision made about whether or not to preserve the City's own land as natural open space in order to potentially eliminate the need to build the last overpass. City Council voted to initiate this zoning change and to hire a consultant to evaluate the need for the last overpass in a vote of 6 to 1. The mayor stated on the record that he would also support this action.

TXDOT made it clear that this action would have cost the City the project funds and as a result, City Council reversed its action and voted 5 to 3 to not zone the land as open space and instead to zone it as SmartCode. And the mayor publicly advocated that the council take this action so as not to lose the funding. (In an addendum, I have provided articles and other communication documenting the threat of loss of funds by TXDOT if council were to take this action to mitigate the environmental impacts of the freeway proposal.)

4. The failure to consider a transit alternative is based on false logic.

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On page 11 of the EA, TXDOT states "public transportation alternatives for meeting the mobility objectives of the project were initially considered; however, based on the fact that transit ridership only comprises 2.5 percent of total trips in all modes of transportation in the western region of El Paso (as compared to 93.5 percent for automobiles, 0.8 percent for bicycles, and 3.2 percent for pedestrians), demand does not currently justify a transit alternative that would meet the stated needs of improving safety and mobility on this portion of LP 375."

The reason that there are so few transit riders is because our current system has so few alternatives to car travel and because pedestrians environments, particularly along TXDOT's rights of way are hostile and dangerous. Miles of TXDOT right of way lack basic infrastructure such as sidewalks for transit users.

Current stated preference surveys performed by the El Paso Metropolitan Planning Organization show that 27% of commuters in the region would take transit even if fuel costs do not increase and traffic delays do not increase and 28% of commuters in the region would take transit if fuel costs and traffic delays increased. There is pent up demand for transit alternatives but very little investment by TXDOT in meeting this demand. (These surveys are in the addendum.)

Further, it is the strategic goal of the City Council to become the least car dependent city in the Southwest.

The fact of the matter is that TXDOT did not consider a transit alternative because they don't consider or build transit solutions, and because they had already selected their alternative before the environmental process even began.

Sincerely,

Susie Byrd
City Council Representative, District 2

Addenda:

1. Traffic Studies on the issue of removing the last overpass
2. Minutes from City Council meetings where Open Space preservation was discussed. All Council Meetings are also available online at <http://www.elpasotexas.gov/realplayer.asp>.
3. Articles and communications detailing the TXDOT threat that funds would be lost if changes to the project were made\
4. Information about the MPO's State Preference Survey
5. Communication from the public about Transmountain

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Note that a complete copy of the preceding letter from Susie Byrd including Addenda are attached to the end of Appendix H behind the tab titled “S. Byrd.”

1 Hall, 2 Civic Center Plaza, El Paso, Texas.

2 The environmental document and the project
3 information are available on both the TxDOT and the city
4 of El Paso websites.

5 We will now begin the public comment
6 session. Please state your name and address and what
7 group you represent, if applicable, for the court
8 reporter. Following your comments, please yield to the
9 next speaker.

10 I'd like to mention again that we will not
11 address the questions during the comment period. All
12 verbal and written comments and questions presented will
13 be addressed in and made part of the final environmental
14 document and in the public hearing summary report
15 submitted to TxDOT and the Federal Highway Administration.

16 I will call on our elected officials first
17 that wish to make comments. Those that I have indicated
18 here, the first that I would start with would be City
19 Representative Susie Byrd. If you would take -- the
20 microphone is right here next to the computer station.

21 Following Ms. Byrd I'm going to invite --
22 the next speaker would be Ms. Laure Searls. If you would
23 just be ready. Thank you.

24 MS. BYRD: I actually just have two
25 questions for the public record. One is that -- my

1 understanding from conversations that we had last week is
2 that the alternatives analysis that you went through in
3 ruling out other alternatives were based on outdated
4 numbers from an older transportation plan. There's new
5 numbers available that show that there's less than half of
6 the traffic that was estimated in your -- in your analysis
7 and we would like to know when you're going to make a new
8 analysis available to the public so we can look at whether
9 any of the other alternatives which would have less
10 environmental impact and might provide more safety options
11 for pedestrians and bicyclists, we would like to know when
12 that might be available.

13 MR. BERRY: Okay.

14 MS. BYRD: And then the second question I
15 had. Next week the city council is going to take some
16 action related to sort of what our preferred alternatives
17 might be. And kind of a building consensus in the public
18 is, okay, we understand TxDOT wants to build this freeway,
19 we understand that there's some need to build additional
20 capacity in that area to address safety in that area, but
21 what can we do to mitigate the -- the impact as you move
22 closer to the state park and as you're climbing the
23 mountain. And one of the evolving kind of consensus among
24 people that are concerned about the impact to the state
25 park and to the mountain and just to the environment in

1 general is removing that last overpass and then preserving
2 the public service land or the city's land in that area.
3 And what I would like to know from you before we make that
4 decision is if we can work with TxDOT to remove that
5 overpass and -- and not have to face the challenge that's
6 been presented to us that we might lose that -- that
7 money. And kind of finally towards that end is that we --
8 we would really like to see TxDOT work on this on -- as
9 you go to final design to work with the community to make
10 a road that is reflective of our community values and
11 concerns particularly as it affects the mountain and
12 entering into the state park and we would hope that you
13 would be committed to that and work with the city council
14 and the community to make that happen. Thank you.

15 MR. BERRY: Thank you for your comment.

16 Next, Ms. Laure Searls. I hope I got -- I
17 think it's Lori.

18 MS. SEARLS: You did. You did really good.
19 Thank you.

20 Laure Searls, Canutillo community citizen.
21 I've lived in El Paso since 1965 and I really, I'd like to
22 ask who is here. Could I see a show of hands. Who thinks
23 this is a good idea? With the overpasses and the whole
24 way they've presented it? I see some hands go down but a
25 few up.

RID: 72

Corinne Chacon

1 definitely in favor of getting it done as quick as
2 possible. One of the things is is that Canutillo High
3 School and the El Paso Community College, I mean, there's
4 a proposed -- been a proposed roadway that goes --
5 initially it was a extension of Loop 375, this same area,
6 and now it's been converted into a spur that will run
7 behind El Paso Community College and the high school to
8 give us access -- another access off the community college
9 and the Canutillo High School towards the rear and I don't
10 see that happening unless we get this project done and we
11 get it done quickly. And we've been promised that for
12 quite some time and the thing that's been delaying this
13 is -- some of things they've told us is that the city has
14 delayed in the acquisition of the rights-of-way for that
15 area which goes along one of those arroyos behind El Paso
16 Community College and the high school. You know, I think
17 we need to get this done and that's really my position.
18 Thank you.

19 MR. BERRY: Thank you for your comments,
20 sir.

21 Next Ms. Corinne Chacon representing the
22 office of Senator Jose Rodriguez.

23 MS. CHACON: Good evening, everyone. I'm
24 going to read a letter from the senator, just a few key
25 sentences. And of course this is based on his

1 understanding of the information as presented as the
2 representative has requested any additional information or
3 updated information, of course he would like to be able to
4 review that.

5 Dear Mayor Cook and Director Saenz, I write
6 to you today to extend my support to the Texas Department
7 of Transportation's Transmountain West/Interstate 10
8 project in El Paso. This project is an important
9 component to the overall transportation infrastructure of
10 our community and its construction will vastly improve the
11 connectivity of Loop 375 between west and northeast El
12 Paso. Expanding Transmountain will greatly improve safety
13 and reduce congestion by allowing travelers to bypass
14 downtown and connecting the two sides of town that would
15 otherwise take much longer to access.

16 The project represents a true public-private
17 partnership which includes new public amenities that will
18 be constructed simultaneously with the road. While the
19 project's impact on the environment is also a concern, I
20 have come to the conclusion that on balance, this project
21 will beneficially enhance El Paso's development as a
22 smart -- smart growth community.

23 I appreciate your consideration of my
24 position and I hope you will include my letter as part of
25 the public hearing record. Thank you very much.

RID: 73

Sergio Coronado

1 I just feel so strongly that we have to be
2 secure and sure when we make a decision like this. You
3 don't make mountains every day. This is our heritage.
4 This is our children's heritage. I know that we need
5 extra lanes on the road up there, there's no doubt about
6 that, but all the enhancements of overpasses, that will
7 visually obstruct our mountains, the view that we have
8 from the valley. It's -- it just seems unconscionable to
9 destroy what we have without giving further thought to it
10 and, you know, in our consciences knowing that that's our
11 greatest pull. We always want people to come here and
12 visit and be tourists. You know, if it looks like a
13 commercial freeway going through our beauty, I don't
14 really see that happening. I agree that you've got to
15 have -- you know, we need four, maybe six lanes up there,
16 but I sure don't agree with the overpasses. Thank you so
17 much.

18 MR. BERRY: Thank you for your comment.

19 Mr. Sergio Coronado with the Canutillo
20 School ISD trustee. Mr. Coronado.

21 And next I'll call on -- representing the
22 office of State Senator Jose Rodriguez, Corinne Chacon.

23 Mr. Coronado.

24 MR. CORONADO: Thank you.

25 For the record, I'm here as a community

1 member, okay, not on behalf of the board of trustees.

2 My opinion is obviously as most of the
3 people are really in favor of having this, I guess,
4 expansion of our roadway up here. It's definitely
5 necessary. Some people may quarrel about the overpasses
6 and obstruction, but you know what? There's ways to do
7 this right, folks. And other -- other communities --
8 Arizona, for example, Phoenix, the way they do these
9 projects are very, very nice so you don't have to
10 sacrifice both just because you get the overpasses. And I
11 see an improvement lately in our area in starting to do
12 that in terms of the way these overpasses are done. It's
13 been a long time coming and I think we can do a better
14 job. That doesn't mean that we need to scrap it
15 altogether. I'm in favor of this expansion. I think that
16 there's a fine medium that we can find in between in terms
17 of do we need some of those overpasses? Yes, we do. You
18 know, not only that, some of these access roads actually
19 create a better buffer for the state park than some of the
20 other alternatives and I'd rather have that in certain
21 places as an alternative than one of the other
22 alternatives. So in terms of the plan that -- that's been
23 proposed, it's not perfect, but I think I support it and I
24 think we need to do this as soon as possible.

25 That's one of the other things that I'm

1 definitely in favor of getting it done as quick as
2 possible. One of the things is is that Canutillo High
3 School and the El Paso Community College, I mean, there's
4 a proposed -- been a proposed roadway that goes --
5 initially it was a extension of Loop 375, this same area,
6 and now it's been converted into a spur that will run
7 behind El Paso Community College and the high school to
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9 and the Canutillo High School towards the rear and I don't
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14 delayed in the acquisition of the rights-of-way for that
15 area which goes along one of those arroyos behind El Paso
16 Community College and the high school. You know, I think
17 we need to get this done and that's really my position.
18 Thank you.

19 MR. BERRY: Thank you for your comments,
20 sir.

21 Next Ms. Corinne Chacon representing the
22 office of Senator Jose Rodriguez.

23 MS. CHACON: Good evening, everyone. I'm
24 going to read a letter from the senator, just a few key
25 sentences. And of course this is based on his

73

March 22, 2011

Mr. Charles H. Berry, Jr. P.E.
District Engineer
Texas Department of Transportation
13301 Gateway Blvd West
El Paso, TX 79928

Dear Mr. Berry:

I am writing in support of the TransMountain West/IH-10 project as presented by the Texas Department of Transportation and supported by the Draft Environmental Assessment conducted by the Department. This \$85 million project is an important component to the overall transportation infrastructure and mobility of our community and its construction will improve the connectivity of Loop 375.

TransMountain West/IH-10 represents a true public-private partnership that includes new public amenities that will be constructed simultaneously with the road. The new public amenities, hike and bike trails, will be open for everyone to use and connect to Franklin Mountain State Park after their completion. In addition, the project will have a positive economic impact on our community by expanding the tax base and creating jobs for our residents. Most importantly it will improve the safety of the road for all those that use it today and those that will use it in the future.

I appreciate your consideration of my position, and would hope you will read my letter into your official record, thank you.

Sincerely,



Sergio Coronado,

RID: 74

Scott Cutler

1 MR. BERRY: That concludes the list of
2 elected officials who have -- that I have who would like
3 to speak. Did I miss anyone?

4 I would like to call on the speakers in the
5 order that they registered to speak.

6 Scott Cutler. And then if you might be --
7 get ready, please, Mr. Joel Guzman.

8 Scott Cutler.

9 MR. CUTLER: Hello. My name is Scott
10 Cutler. I'm here as a private citizen.

11 I have five comments that I'd like to make.
12 One is I would like to encourage TxDOT to consider having
13 an optional plan developed that takes into consideration
14 the city's open space land on either side as being left as
15 open space because if that's not to be developed in the
16 future, then that should impact where the Paseo Del Norte
17 overpass is put or should be eliminated because there
18 would be no need for it so by having an alternate plan, no
19 time would be lost in starting the project that would
20 allow the lower parts of the road to be developed.

21 Secondly, I'd like to ask that the -- that
22 TxDOT consider putting in an underpass for the state park
23 entrance, find some way, either below or above the
24 existing area if there's not a suitable spot, to be able
25 to have an underpass that people would be able to use to

1 access the park rather than having some sort of an
2 overpass or as is proposed right now to have eastbound
3 traffic have to cross two lanes of oncoming traffic to get
4 into the park. I think there should be some way to find a
5 way to create the roads, the underpass so that it could be
6 done at grade and allow traffic to be able to get in there
7 safely.

8 Third, everyone's talking about this being a
9 part of Loop 375 that will provide access for truck
10 traffic to get from the east side to the west side or the
11 west side to the east side. Transmountain Road is really
12 not a suitable place to encourage truck traffic. If you
13 you ride on it now you know that if you get behind a truck
14 they're going slow because it's very steep. And I know
15 there have been proposals in the past or discussions about
16 doing the loop up through the 404 -- Highway 404 that
17 would take people from the east side going up past McCombs
18 and that area and then crossing over to I-10 which would
19 be a much more suitable area for truck traffic to go
20 either going east or west. It would also allow for all of
21 the development that goes on at Fort Bliss and around the
22 airport to have an easier grade to get either east or
23 west.

24 MR. BERRY: You have less than a minute,
25 sir.

1 MR. CUTLER: Thank you.

2 I would also question the level of service
3 assumption that were made in that if the land on either
4 side of Transmountain -- city land is left as open space,
5 then that should reduce the level of service which would
6 reduce the need for a lot of the infrastructure.

7 An then lastly the visual impact analysis
8 that you did, at least from my perspective, what you
9 proposed is not leaving this as a scenic corridor either
10 for bikers, hikers or for people traveling. You lose the
11 whole impact of a scenic byway with all of the overpasses,
12 the trees that have eliminated the open space that we
13 currently have. Thank you.

14 MR. BERRY: Thank you for your comments,
15 sir.

16 Next we have Mr. -- next we have Mr. Joel
17 Guzman. Mr. Joel Guzman. And then following would be
18 Rick Lobello.

19 MR. GUZMAN: I actually put down "maybe" on
20 the -- whether I was going to speak or not.

21 MR. BERRY: Okay.

22 MR. GUZMAN: I support the project as -- I
23 think I want to talk about the staff that's been involved
24 so far, city department, the planning department, the
25 streets department, the PSB, TxDOT has been very involved.

RID: 75

Veronica Escobar

500 E. San Antonio, Suite 301

El Paso, TX 79901

915-546-2089;

countyjudge@epcounty.com

75

1 Anyone else that would like to come forward
2 to make a comment or sign up to make a comment? Hearing
3 none --

4 MS. ESCOBAR: May I?

5 MR. BERRY: Yes, ma'am.

6 MS. ESCOBAR: Thank you, Mr. Berry. It's
7 great to see --

8 MR. BERRY: Your name, please, ma'am, for
9 the record.

10 MS. ESCOBAR: Veronica Escobar, El Paso
11 County judge.

12 It's great to see so many active citizens,
13 concerned community members here -- and I'll be
14 documenting my comments in a letter to TxDOT and to the
15 city council, but I think it's important to speak publicly
16 as well as documenting my comments. I absolutely support
17 the need for modern transportation infrastructure. I
18 think you know I serve on the toll committee and we've
19 done a lot of hard work thinking through the future and
20 future transportation projects and there is definitely a
21 need for investment in transportation infrastructure.
22 However, many people have said today you cannot rebuild
23 the mountains, you cannot recreate something once it's
24 been destroyed and so it's very important that we offer
25 thoughtful consideration to the way that these plans are

1 drafted. I'm very supportive of the added infrastructure.
2 I am not supportive and I'm very opposed to the final
3 overpass, the Paseo Del Norte, for innumerable reasons
4 which I'll document and provide to the public and to you
5 all. And I may not have all the information that city
6 council has and I'm in the process of trying to get as
7 much of it as possible, but I do think that that last
8 overpass, what it will do is essentially incentivize
9 development in an area that should be preserved as natural
10 open space. And I think it's important for the city
11 council to preserve those -- that acreage as natural open
12 space. I think it's important for city council members
13 who voted against the natural open space to reconsider
14 their vote. But I thank you all for your work, I thank
15 the public for being here and I thank you for the
16 opportunity to speak.

17 MR. BERRY: Thank you for your comment,
18 ma'am.

19 I do have one more person signed up.
20 Mr. Richard Armijo signed up to speak. I believe you're
21 the last one that I have signed up.

22 MR. ARMIJO: Thank you, Mr. Berry.

23 My name's Richard Armijo. I'm a native El
24 Pasoan, born and raised. I love the mountains and I love
25 El Paso. I'm also a person that lives in El Paso and uses



Office of the County Judge
Veronica Escobar
500 E. San Antonio, Ste. 301
El Paso, Texas 79901

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EL PASO, TEXAS**

VERONICA ESCOBAR

El Paso County Judge

March 25, 2011

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The Honorable John F. Cook, Mayor and
El Paso City Council
One Civic Center Plaza
El Paso, Texas 79901

Honorable Mayor and Council:

I write to share my perspective on the Transmountain I-10 project and the Northwest Master Plan.

I support the transportation infrastructure investment at Transmountain Road. I support it because of its focus on safety and added capacity, and because it is an integral part of the community initiative begun several years ago to create a traffic loop addressing congestion within El Paso.

What concerns me, however, is the Paseo del Norte overpass and its relationship to future development in the open space adjacent to it.

As I understand it, the Paseo del Norte overpass will help provide connectivity to and traffic distribution for future development, especially in the acreage now owned by the people of El Paso (via the PSB) but slated for development in the PSB's Northwest Master Plan.

During the recent public hearing on the project a member of the public expressed the opinion that if the area within the Northwest Master Plan were to remain undeveloped - preserved in perpetuity as open space by the City Council and the PSB - there probably would be no need for the final overpass. I believe that assessment was accurate.

While the PSB has been supportive of using SmartCode for the development, that property still belongs to the public. In their resolution (attached), the PSB states:

WHEREAS, the PSB carefully manages its assets which include lands held in trust for the benefit of the water and wastewater system, for the benefit of its ratepayers so as to maximize water, wastewater service and storm water management and safety.

That acreage is indeed an asset that needs to be managed. It needs to be managed through thoughtful public policy. And while development would certainly increase the tax base, it would also increase demands on services and infrastructure funded by local property taxpayers. More important, it would erode precious open space that should remain in its natural state.

In the introduction to the City of El Paso's Green Infrastructure Plan, there is an acknowledgement of the need for preservation:

The mountains, the desert, the river...El Paso wouldn't be the same without them. Yet as the City grows, the special places our families remember are disappearing one by one. The El Paso Open Space Plan seeks to preserve some of those special places, so that future generations have a city that is vibrant, beautiful, and truly one of best places to live on this planet.

The amount of remaining undeveloped land in El Paso and in El Paso County is rapidly decreasing - Of the 224 square miles within the City of El Paso (after excluding the Franklin Mountains), only 50 square miles, or less than 23%, remain largely undeveloped. Of the 1057 square miles in El Paso County, less than 250 square miles remain largely undeveloped or unused for military purposes. Land for open space must be preserved today, or it will be consumed over the next 20 to 40 years.

(http://www.ci.el-paso.tx.us/parks/documents/green/documents/draft%20plan/7_Chapter1%20Introduction.pdf)

Access to open space - the arroyos, natural and man-made trails, and the wildlife and flora that come with it - is of significant value to a community that has limited park space, a population that grapples with obesity and diabetes, and leadership that wants El Paso to be a leading American City once again. Protecting open space addresses all those issues.

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Page 3

Mayor John F. Cook, El Paso City Council
Transmountain I-10 Project and Northwest Master Plan

Unfortunately, our community has the dubious distinction of not protecting or preserving what makes us special and unique.

Between the late 1800s and 1920s, for example, El Paso built some of the most impressive, beautiful and unique architecture in the United States. Downtown El Paso was rising, with San Jacinto Plaza at the heart of it. With respect to our downtown, my generation has seen it all: abandonment, divestment, decline, renewed interest, and now, finally, re-investment that is igniting our much-deserved and sought-after renaissance. Those of us who acknowledge the role history plays in our success have lamented the loss of too many architectural treasures - either to disrepair or demolition.

Recent (and significant) investment in the Mills Building is transforming the area that was the nucleus of our city. A renewed and very welcome interest in reviving San Jacinto Plaza has recently arisen largely because many people recognize San Jacinto Plaza as an important symbol of El Paso's splendid past and as a logical starting point for that renaissance so many of us are working toward.

It is with this perspective that I urge you to more fully evaluate the Paseo del Norte component of the Transmountain project and your commitment to natural open space. Once destroyed, open space can never be recovered. The decisions you make will forever change the landscape so many of us love - landscape that it is not an exaggeration to say shapes El Paso's identity. It is completely within your power to save this open space.

I am keenly interested in progress, infrastructure investment and community advancement - my record as an elected official makes that abundantly clear. However, I believe that to forge ahead on this project without protecting what makes us unique and beautiful is short-sighted. Just as my generation wondered why El Pasoans accepted policies that made us a low-wage town, encouraged divestment in our downtown and central core, and displaced us from our position as a leading American City, our children will wonder why we didn't do everything possible to preserve the natural treasures of our arroyos and the foothills near them.

Sincerely,



Veronica Escobar

El Paso County Judge

- cc: Ted Houghton, TxDOT Commissioner
- Chuck Berry, District Engineer, TxDOT
- Roy Gilyard, Executive Director, Metropolitan Planning Organization
- Edmund G. Archuleta, President and CEO, El Paso Water Utilities
- The Honorable Inocente Quintanilla, State Representative, District 75
- The Honorable Naomi Gonzalez, State Representative, District 76
- The Honorable Marisa Marquez, State Representative, District 77
- The Honorable Dee Margo, State Representative, District 78
- The Honorable Joe C. Pickett, State Representative, District 79
- The Honorable Jose Rodriguez, State Senator, District 29

RESOLUTION

WHEREAS, the El Paso Water Utilities Public Service Board (PSB) is the Board of Trustees charged with the complete management and control of the El Paso Water and Wastewater System and the El Paso Municipal Drainage Utility System; and

WHEREAS, the PSB carefully manages its assets which include lands held in trust for the benefit of the water and wastewater system, for the benefit of its ratepayers so as to maximize water, wastewater service and storm water management and safety; and,

WHEREAS, the State of Texas, acting by and through its Texas Department of Transportation has requested the City convey approximately 12.080 acres of land held in trust by the PSB to the State for its Transmountain I-10 Project in El Paso, El Paso County, Texas; and,

WHEREAS, the PSB determined the requested land is inexpedient to the system at its regular meeting August 25, 2010 and requested the El Paso City Council authorize the City Manager to sign a Special Warranty Deed and any other necessary documents to convey the land to the State of Texas; and,

WHEREAS, March 2, 2011, the City Council accepted for introduction and Ordinance authorizing the conveyance of the 12.080 acres of land to the State of Texas for use in the Texas Department of Transportation Transmountain I-10 Project; and,

WHEREAS, near the Transmountain I-10 Project is a parcel of PSB land that has been identified and master-planned, known as the Northwest Masterplan, consisting of 1500 acres of land, more or less; and,

WHEREAS, the PSB passed and adopted a Resolution dated October 22, 2010 expressing its concern and opposition regarding the City's possible action impacting the Northwest Masterplan land in designating 900 acres as Natural Open Space and zoned that way; and,

WHEREAS, the El Paso City Council on January 11, 2011 voted against rezoning nearly 800 acres of the Northwest Masterplan land to natural open space; and

WHEREAS, this Resolution reaffirms the PSB's opposition to a blanket Natural Open Space zoning or designation for 800 acres of the Northwest Masterplan land and its support of the City Council's action of January 11, 2011; and,

WHEREAS, the PSB desires to express its support of the City's desire to update the Northwest Masterplan including therein the design and development of the land pursuant to SmartCode with appropriate open space;

NOW, THEREFORE, BE IT RESOLVED BY THE EL PASO WATER UTILITIES PUBLIC SERVICE BOARD FOR THE CITY OF EL PASO, TEXAS THAT:

Section 1. The El Paso Water Utilities Public Service Board hereby confirms its support of the Transmountain I-10 Project as presented to the City Council by the Texas Department of Transportation and the transfer of the tract of land known as Parcel 14 consisting of 12.080 acres of land along and adjacent to the Transmountain roadway in El Paso, El Paso County, Texas.

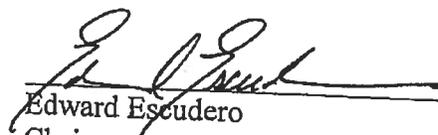
Section 2. The El Paso Water Utilities Public Service Board hereby confirms its support for the design and development of that land known as the Northwest Masterplan PSB land bisected by Transmountain road. Said development to include appropriate open space acreage in conjunction with maximizing the value of developable lands of the El Paso Water Utilities ratepayers. The PSB also reaffirms its opposition to a blanket Natural Open Space designation or zoning of 800 acres within the Northwest Masterplan which masterplan currently includes designated open space.

Section 3. The El Paso Water Utilities Public Service Board recommends that the Texas Department of Transportation consider a subsequent phase of the Transmountain Project to develop a safer access to the Franklin Mountains State Park.

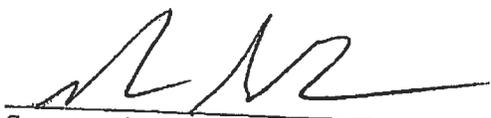
Section 4. The El Paso Water Utilities Public Service Board hereby directs the President/CEO of the El Paso Water Utilities to deliver an original of this Resolution to the Mayor and City Manager of the City of El Paso, Texas as well as the El Paso County Judge and Congressman Silvestre Reyes.

PASSED and ADOPTED this 9th Day of March, 2011, by action of the El Paso Water Utilities Public Service Board meeting in regular session with notice to the public in accordance with the Texas Open Meetings Act and with a quorum present as required by the Act.

EL PASO WATER UTILITIES
PUBLIC SERVICE BOARD


Edward Escudero
Chair

Attest:


Secretary/Treasurer

APPROVED AS TO FORM:


Robert D. Andron
General Counsel

RID: 76

Lynn Fitzgerald

1 you're going to make a comment or not.

2 MS. SOTELO: Hi. Yes. I am Stephanie
3 Sotelo and I just totally dislike this idea. I don't like
4 destroying mountains or destroying natural habitats such
5 as the environment of the animals. You -- do you even
6 think about what you're going to do to the animals'
7 environment? Is this just sheer greed? And think of the
8 questions, what -- what is the mountain about? Like it's
9 about beauty, it's about preserving the environment and
10 the creation of God. You know what I mean? Like why
11 would you want to destroy that. It's so beautiful. I
12 don't want Transmountain to be once-upon-a-time thing.
13 You know what? Like it has to be -- this -- Transmountain
14 is the heart and the jewel of El Paso and if you destroy
15 it, it's just -- we're nothing. You know what I mean?
16 It's terrible. That's what I've got to say.

17 MR. BERRY: Thank you for your comment.

18 Lois Balin. Ms. Lois Balin marked a
19 "maybe."

20 Next speaker is Lety Sotelo, a "maybe." Do
21 I see a hand for Lety Sotelo?

22 And then the next speaker is Lynn
23 Fitzgerald.

24 MR. FITZGERALD: Is that good? Can you hear
25 me?

1 MR. BERRY: Yes, sir.

2 MR. FITZGERALD: Lynn Fitzgerald, Franklin
3 Mountain Wilderness Coalition and EPAS. I have a few
4 comments I'd like to make regarding this situation.

5 I asked Chuck Berry a number of times at
6 city hall and a number of places, "Is this a freeway or is
7 this a highway?" I never got a real answer so I would
8 like him if he can sometime in the near future -- and I
9 know you're not going to answer it tonight, but I'd like
10 you to do that sometime in the near future because you
11 can't turn left on freeways. Okay? Period. So that
12 means if we're going up the mountain and we want to turn
13 left into the park, we can't have -- we can't have an
14 off-ramp there unless we go underneath. But a left-lane
15 turning is ridiculous and out of the question.

16 Secondly, we need a public hearing in the --
17 we have a forum here tonight, but I'd like to have a forum
18 sometime in the very near future for all of us that are
19 opposed to this or have different views so we can solidify
20 all these views and ideas and make it hopefully workable
21 and right for all of us. And I'd like Susie Byrd to
22 help -- help us with that. If you would, Susie. Anyway.
23 Let me read some of these comments that I have here.

24 We need two more lanes. I think anybody
25 that's against two more lanes is kind of unrealistic. Two

1 more lanes should have been done a long time ago. The
2 whole thing should have been two -- four lanes all the way
3 down the I-10. Why they stopped at three miles up the
4 I-10, I have no clue and nobody's ever given me a reason
5 for that.

6 The most important thing I think we need to
7 get out of this -- this meeting is we really don't need to
8 spend all this money on this project. We need to take
9 that money and use an alternative and the alternative as
10 far as I'm concerned is Anthony Gap. And I know that we
11 have -- we've heard that New Mexico doesn't want to foot
12 the bill or doesn't want to participate. Well, we don't
13 need New Mexico to do it, we need to do it ourselves.
14 Because I can guarantee you in ten years that -- that area
15 coming over the mountain is going to be so congested you
16 won't be able to get through there.

17 MR. BERRY: You have a little less than one
18 minute, sir.

19 MR. FITZGERALD: And the -- the area coming
20 to and from Mexico, if you haven't been over that way and
21 a lot of El Pasoan's haven't been there, they've already
22 expanded from Las Cruces all the way down to the Texas
23 line. They've already expanded their freeway, the I-10.
24 Okay?

25 Let's see. You mentioned something about

1 expanding to six lanes as we're coming down the -- coming
2 off from the east side going west. Is that true? Are you
3 going to go six lanes? We've got four lanes. Are we
4 going to go -- as we get down the mountain, are we going
5 to be six lanes or not? That's another question I have.

6 Anyway. The Tom Mays Park, I already
7 mentioned that. It's ridiculous to turn left. If you're
8 going to turn left there, whether it's a highway or a
9 freeway, you can sit there and grow old waiting to turn
10 left and the traffic is -- is really big.

11 MR. BERRY: Your time is up. You want to
12 wind up, sir, please?

13 MR. FITZGERALD: Yes, I would.

14 Anyway. I would like to say this in
15 closing. That we need to save our mountain. It's the
16 only mountain we've got and when it's gone, it's gone,
17 folks. And if you want to bastardize it, do so. Thank
18 you.

19 MR. BERRY: Thank you for your comments,
20 sir.

21 Mr. Bob Sumrall, followed by Mr. Carlos
22 Zuniga.

23 MR. SUMRALL: Hi. I'm Bob Sumrall. I've
24 lived on the west side for about 20 years. I hike the
25 mountains, I bike the mountains, I drive Transmountain.

RID: 77

Roy Gilyard

1 speaker that I have that signed up.

2 MR. GILYARD: Thanks, Chuck, for letting me
3 be the last speaker. I hope --

4 MR. BERRY: Your name and --

5 MR. GILYARD: I'm Roy Gilyard. I'm the
6 executive director of the El Paso Metropolitan Planning
7 Organization --

8 MR. BERRY: Thank you.

9 MR. GILYARD: -- also known as the MPO which
10 is responsible for developing regional long-range
11 transportation plans. I have a policy board, some of the
12 members are here tonight. I just want to go on the record
13 as stating that the policy board supports this project as
14 well as completing the entire loop. That is the MPO's
15 number one priority project.

16 The MPO is a regional transportation agency.
17 We have to look regionally and not at a project by
18 project. We have a regional transportation system that's
19 over 1,200 square miles. We live in a community -- in an
20 international community that by 2035 will have 3.2 million
21 people in it, that's including Juarez, El Paso and
22 Southern New Mexico. I want all of you to just stop for a
23 second and -- and think where you were at in August of
24 2006 when the worst flood that hit El Paso since 1912.
25 How did you get home from work that day? Interstate 10,

1 closed. You had no alternative route to take. This is
2 about -- this is about building a multi-mobile
3 transportation system that gives you alternative routes
4 whether there's a flood -- maybe it won't be a flood the
5 next time but every day out there on the freeway there are
6 wrecks, there are 18-wheelers that are turned over,
7 there's automobiles that roll over. How do you get from
8 one side of this city to the other in an east-west
9 direction? You only have, on the west side of town, Mesa,
10 you have I-10, portions of Paisano. That's it. And so as
11 long as this community continues to grow, and it will, I
12 don't think city council or anyone else is going to stop
13 issuing building permits, then you're going to have to
14 continue to expand your transportation system. This
15 segment of Transmountain Road is a very important vital
16 link to a much bigger transportation system that we have
17 to design today so that we can stay ahead and not wait 25
18 years from now and ask, "Why didn't they do the planning
19 back in 2011 for our needs?"

20 MR. BERRY: You have less than a minute,
21 sir.

22 MR. GILYARD: It will be too late. Thank
23 you.

24 MR. BERRY: Thank you for your comment, Mr.
25 Gilyard.

RID: 78

Joel Guzman

1 MR. CUTLER: Thank you.

2 I would also question the level of service
3 assumption that were made in that if the land on either
4 side of Transmountain -- city land is left as open space,
5 then that should reduce the level of service which would
6 reduce the need for a lot of the infrastructure.

7 An then lastly the visual impact analysis
8 that you did, at least from my perspective, what you
9 proposed is not leaving this as a scenic corridor either
10 for bikers, hikers or for people traveling. You lose the
11 whole impact of a scenic byway with all of the overpasses,
12 the trees that have eliminated the open space that we
13 currently have. Thank you.

14 MR. BERRY: Thank you for your comments,
15 sir.

16 Next we have Mr. -- next we have Mr. Joel
17 Guzman. Mr. Joel Guzman. And then following would be
18 Rick Lobello.

19 MR. GUZMAN: I actually put down "maybe" on
20 the -- whether I was going to speak or not.

21 MR. BERRY: Okay.

22 MR. GUZMAN: I support the project as -- I
23 think I want to talk about the staff that's been involved
24 so far, city department, the planning department, the
25 streets department, the PSB, TxDOT has been very involved.

1 There's been a lot of work to this point and ultimately
2 it's a policy matter of -- of which way this goes but from
3 all the multiple private owners of land along
4 Transmountain there's been a lot of heavy lifting, a lot
5 of consultants that we've worked with so far and
6 philosophically I support the project, but I just wanted
7 to point out that -- point out, rather, that there's been
8 a lot of work to this date. That's all. Thank you.

9 MR. BERRY: Thank you for your comment.

10 Next speaker is Rick Lobello or Lobello.

11 MR. LOBELLO: Lobello.

12 MR. BERRY: And then following Mr. Lobello
13 will be Gerald Telles.

14 MR. LOBELLO: I'm -- I'm representing myself
15 as a private citizen.

16 MR. BERRY: If you'd state your name and
17 your address.

18 MR. LOBELLO: My name is Rick Lobello and I
19 just want everyone to know that I have no problem with
20 improving our roads for safety. My major concern with
21 this project is the related impacts of development that
22 will happen on either side of the -- of the freeway as a
23 result of the freeway being there. I'm very concerned
24 about protecting the Franklin Mountain State Park and I
25 believe that the exchange -- the Paseo Del Norte exchange

RID: 79

Rick Lobello

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22 will happen on either side of the -- of the freeway as a
23 result of the freeway being there. I'm very concerned
24 about protecting the Franklin Mountain State Park and I
25 believe that the exchange -- the Paseo Del Norte exchange

1 should be removed and I'd ask that you remove it because
2 of the threat to the park. I also feel that our city's
3 being pressured to not protect some of the natural open
4 space that we're trying to protect because of the road
5 project because I understand that if we delay the project
6 to protect open space that we might lose funding and I
7 don't think the city should be pressured in that way. I
8 believe the city council should have all kinds of options
9 to choose the best options for the community. I'm also
10 very concerned about the way the project has been
11 presented to the community. All of these pictures you
12 have here on the TV, they show the road, but they don't
13 show what the plan developments are as part of the
14 Northwest Master Plan.

15 For example, if you look at this picture
16 that I brought, it shows what's happening on the west
17 side. Practically all of the land on the Transmountain
18 corridor -- on the south side of the Transmountain
19 corridor has already been developed and there's very
20 little open space left and I believe that this project is
21 going to result in the destruction of that open space.
22 And also I want everyone to know and you to know that one
23 of the reasons why I bought the land and I -- I moved to
24 this part of town is because I love the Transmountain
25 Road. It's beautiful. It's part of this city. It's part

1 of the city's natural heritage and it's going to affect my
2 quality of life. It's going to have an environmental
3 impact on not just my quality of life but all the people
4 who are living in this part of town. And also I brought
5 this picture of a weasel, a beautiful animal that very few
6 people have ever seen and as a result of the project as it
7 is now and all that related developments that will come as
8 a result of this project, many animals are going to lose
9 their habitat so we need to improve our roads, but we also
10 need to take care of our natural environment and that's
11 what I'm concerned about. I don't think that this
12 proposal has adequately addressed the environmental
13 impact. It's going to impact not only the natural
14 environment, but it's going to impact the quality of life
15 for many people in El Paso including our future ecotourism
16 possibilities and that's why I believe that this project
17 as it is needs to be changed and I recommend that many of
18 the things that have already been stated by Susie Byrd and
19 Scott Cutler as far as providing ways for wildlife to go
20 get under the project and also ways that we can prevent
21 future development with the Paseo Del Norte, that all
22 these recommendations by others like the Franklin
23 Mountains Wilderness Coalition be implemented, and I thank
24 you for your attention.

25 MR. BERRY: Thank you for your comments,

79

ELP_Loop375West - Re: Threat to Burrowing Owls and threatened Texas Horned Lizards and other lowland habitat species by the Loop 375 Trans Mountain Road Project

From: "R LoBello" <ricklobello@cs.com>
To: <ELP_Loop375West@txdot.gov>
Date: 4/1/2011 5:40 PM
Subject: Re: Threat to Burrowing Owls and threatened Texas Horned Lizards and other lowland habitat species by the Loop 375 Trans Mountain Road Project
CC: <Gregory.PUNSKE@dot.gov>

April 1, 2011

To: TXDot Freeway Comments
Cc: Gregory Punske, Federal Highway Administration

From: Rick LoBello, Biologist, El Paso, Texas
913 Totonaca Lane
El Paso, Texas 79912

Re: Threat to Burrowing Owls and threatened Texas Horned Lizards and other lowland habitat species by the Loop 375 Trans Mountain Road Project

I am writing in reference to your report "Environmental Assessment – Loop 375 (Transmountain Road) from I-10 to 0.479 Mile East of the Tom Mays Unit of the Franklin Mountains State Park Entrance." My major concern with this project is how the impact of Loop 375 will encourage future development of important wildlife habitat in lowland elevation areas surrounding the Franklin Mountains and the Franklin Mountains State Park. Because of these threats to both the wildlife on PSB lands and lands protected by Franklin Mountains State Park, the road should be redesigned to include only the four lane highway with no gateway roads and no Paseo del Norte interchange that would encourage future urban development threats to important wildlife habitat throughout this low elevation region including both north and south sides of the current highway, south to the developed area in West El Paso and north to the New Mexico border.

On page 58 of your report in Table 3.14 (Threatened and Endangered Species/Species of Concern in El Paso County, Texas, and Potential Impacts), you state in reference to burrowing owls that there will be "No impact; no open grassland vegetation present in the project area." You are incorrect in making that statement in that burrowing owls are known to use desert habitat in the southwest. I personally have seen burrowing owls using creosote shrub habitat like that along Trans Mountain Road in El Paso. There are supporting references of burrowing owl use of desert habitat in the Arizona Partners in Flight Bird Conservation Plan (1999), the USFW Southwest Regional Gap Analysis Wildlife Habitat Relationship (2004) and the Texas Parks and Wildlife Report (TPWD, 2011). The TPWD report, Burrowing Owls of the Trans-Pecos and Panhandle Regions of Texas, states "They (burrowing owls) use a wide array of arid and semi-arid environments including deserts, desert grasslands, scrub and shrub-lands that contain creosote bush, mesquite, four-wing saltbush, and rabbit-brush.

The status of burrowing owls as noted in the recently published Texas Parks and Wildlife Report, Burrowing Owls of the Trans-Pecos and Panhandle Regions of Texas. 2011 is as

follows: "Currently they are listed as a Species of International Conservation Concern, Endangered in Canada, Threatened in Mexico, and a Bird of National Conservation Concern by the U.S. Fish and Wildlife Service (USFWS). The owls are a Species of Concern in 9 U.S. states, 3 USFWS regions, 9 Bird Conservation Regions and rated as a Species of Regional Importance (Trans-Pecos) by Partners in Flight."

I have also seen threatened Texas Horned Lizards in the road project area and do not understand how you can state that "substantial indirect impacts are not anticipated. And that land use changes could result in indirect impacts to individual Texas horned lizards." The report should read that land use changes will result in impacts to this species and others.

It is extremely important for both TXDot and the Federal Highway Administration to recognize the threats to wildlife in this area.

Sincerely,
Rick LoBello

References

Burrowing Owls of the Trans-Pecos and Panhandle Regions of Texas. 2011
www.tpwd.state.tx.us/publications/pwdpubs/.../pwd_rp_w7000_1687.pdf

Arizona Partners in Flight Bird Conservation Plan. 1999. Marjorie J. Latta, Arizona Partners in Flight Co-chair Carol J. Beardmore, Western Regional Coordinator, Partners in Flight Troy E. Corman, Arizona Partners in Flight Co-chair Version 1.0.
www.blm.gov/wildlife/plan/pl_az_10.pdf

Southwest Regional Gap Analysis Wildlife Habitat Relationship. 2004.
<http://fws-nmcfwru.nmsu.edu/swregap/habitatreview/TextModels/177946.pdf>

79

ELP_Loop375West - RE: Re: Threat to Burrowing Owls and threatened Texas Horned Lizards and other lowland habitat species by the Loop 375 Trans Mountain Road Project

From: "R LoBello" <ricklobello@cs.com>
To: <ELP_Loop375West@txdot.gov>
Date: 4/2/2011 10:13 AM
Subject: RE: Re: Threat to Burrowing Owls and threatened Texas Horned Lizards and other lowland habitat species by the Loop 375 Trans Mountain Road Project
CC: <Gregory.PUNSKE@dot.gov>
Attachments: pwd_rp_w7000_1687.pdf

Hello again,

After I sent this yesterday I realized that one of my references below with the TPWD link is not working. I am attaching the actual document.

Rick LoBello

From: R LoBello [mailto:ricklobello@cs.com]
Sent: Friday, April 01, 2011 5:39 PM
To: 'ELP_Loop375West@txdot.gov'
Cc: 'Gregory.PUNSKE@dot.gov'
Subject: Re: Threat to Burrowing Owls and threatened Texas Horned Lizards and other lowland habitat species by the Loop 375 Trans Mountain Road Project

April 1, 2011

To: TXDot Freeway Comments
Cc: Gregory Punske, Federal Highway Administration

From: Rick LoBello, Biologist, El Paso, Texas
913 Totonaca Lane
El Paso, Texas 79912

Re: Threat to Burrowing Owls and threatened Texas Horned Lizards and other lowland habitat species by the Loop 375 Trans Mountain Road Project

I am writing in reference to your report "Environmental Assessment – Loop 375 (Transmountain Road) from I-10 to 0.479 Mile East of the Tom Mays Unit of the Franklin Mountains State Park Entrance." My major concern with this project is how the impact of Loop 375 will encourage future development of important wildlife habitat in lowland elevation areas surrounding the Franklin Mountains and the Franklin Mountains State Park. Because of these threats to both the wildlife on PSB lands and lands protected by Franklin Mountains State Park, the road should be redesigned to include only the four lane highway with no gateway roads and no Paseo del Norte interchange that would encourage future urban development threats to important wildlife habitat throughout this low elevation region including both north and south sides of the current highway, south to the developed area in West El Paso and north to the New Mexico border.

On page 58 of your report in Table 3.14 (Threatened and Endangered Species/Species of Concern in El Paso County, Texas, and Potential Impacts), you state in reference to burrowing owls that there will be "No impact; no open grassland vegetation present in the project area." You are incorrect in making that statement in that burrowing owls are known to use desert habitat in the southwest. I personally have seen burrowing owls using creosote shrub habitat like that along Trans Mountain Road in El Paso. There are supporting references of burrowing owl use of desert habitat in the Arizona Partners in Flight Bird Conservation Plan (1999), the USFW Southwest Regional Gap Analysis Wildlife Habitat Relationship (2004) and the Texas Parks and Wildlife Report (TPWD, 2011). The TPWD report, Burrowing Owls of the Trans-Pecos and Panhandle Regions of Texas, states "They (burrowing owls) use a wide array of arid and semi-arid environments including deserts, desert grasslands, scrub and shrub-lands that contain creosote bush, mesquite, four-wing saltbush, and rabbit-brush.

The status of burrowing owls as noted in the recently published Texas Parks and Wildlife Report, Burrowing Owls of the Trans-Pecos and Panhandle Regions of Texas. 2011 is as follows: "Currently they are listed as a Species of International Conservation Concern, Endangered in Canada, Threatened in Mexico, and a Bird of National Conservation Concern by the U.S. Fish and Wildlife Service (USFWS). The owls are a Species of Concern in 9 U.S. states, 3 USFWS regions, 9 Bird Conservation Regions and rated as a Species of Regional Importance (Trans-Pecos) by Partners in Flight."

I have also seen threatened Texas Horned Lizards in the road project area and do not understand how you can state that "substantial indirect impacts are not anticipated. And that land use changes could result in indirect impacts to individual Texas horned lizards." The report should read that land use changes will result in impacts to this species and others.

It is extremely important for both TXDot and the Federal Highway Administration to recognize the threats to wildlife in this area.

Sincerely,
Rick LoBello

References

Burrowing Owls of the Trans-Pecos and Panhandle Regions of Texas. 2011
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Arizona Partners in Flight Bird Conservation Plan. 1999. Marjorie J. Latta, Arizona Partners in Flight Co-chair Carol J. Beardmore, Western Regional Coordinator, Partners in Flight Troy E. Corman, Arizona Partners in Flight Co-chair Version 1.0.
www.blm.gov/wildlife/plan/pl_az_10.pdf

Southwest Regional Gap Analysis Wildlife Habitat Relationship. 2004.
<http://fws-nmcfwru.nmsu.edu/swregap/habitatreview/TextModels/177946.pdf>

BURROWING OWLS OF THE TRANS-PECOS AND PANHANDLE REGIONS OF TEXAS



1. Adult burrowing owl at Rio Bosque Wetlands Park.

A Unique Species: The Western burrowing owl (*Athene funicular hypugaea*) is one of the state's most unique bird species. It's a small, migratory raptor (predatory bird) that resides in holes dug primarily by prairie dogs and other burrowing mammals. Its diurnal (active during daylight) behavior, long legs, and ground-dwelling life style are unique among North American owls. These owls are valuable predators of rodents, snakes, and insects; hence they benefit agricultural and urban areas.

Burrowing Owls are classified as "grassland specialists" found primarily in open

areas with short vegetation and bare ground. They inhabit grasslands, short-grass prairies and desert habitat as well as urban areas. As their name implies, these birds are capable of excavating their own burrows but usually select existing burrows or burrow "starts" excavated by mammals. Both male and female renovate and maintain burrows by digging. The owls face into the burrows and scratch backwards with their feet. They may also dig with their bills. The owl's nest burrow may be as long as 10-ft. All nest burrows have one or more turns and a mounded entrance, but the depth, size and convolutions depend on the animal that originally dug the burrow. The burrow may have several entrances that descend three to five feet before ending with a large "domed" chamber.



2. Three young owls peeking from their nest burrow.

The owl is closely associated with burrowing rodent species, such as prairie dogs and ground squirrels that provide nesting and roosting sites for the birds. They will also occupy the dens of badgers, skunks, weasels and coyotes. When natural burrows are limited, this species will breed in urban habitats which may lead to problems for the owls or their young. The owls opportunistically live and nest in road and railway rights-of-way, parking lots, baseball fields, school yards, golf courses, and airports. They have

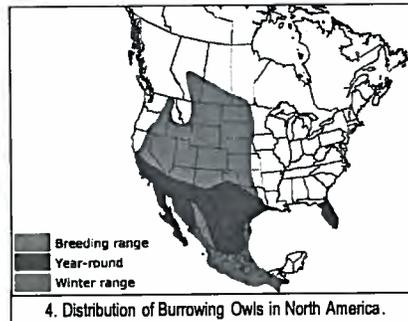


3. Nesting pair and young at an artificial nest burrow entrance.

also been found nesting on campuses, in storm drains, drainage pipes, and cement culverts, on banks, along irrigation canals, under asphalt or wood debris piles, or openings under concrete pilings or asphalt. The owls will also use artificial nesting structures built especially for them.

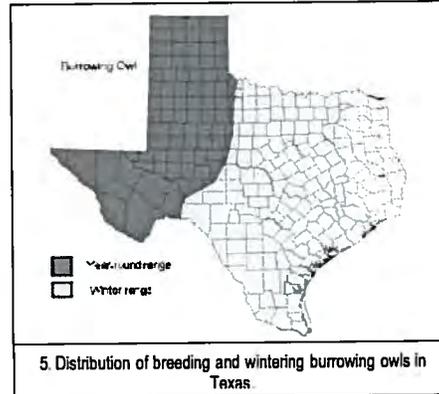
North American Range: There are two subspecies of burrowing owls in North America. The breeding range of the Western burrowing

owl extends from western and southern Canada into the western half of the United States and down into Baja California and central Mexico. The winter range is similar to the breeding range except that most owls from the northern areas migrate south.



4. Distribution of Burrowing Owls in North America.

Distribution in TX: Burrowing owls mainly breed in the Trans-Pecos and Panhandle (Rolling Hills and High Plains) ecological regions of West Texas but may winter throughout most of Texas. Data obtained from the Texas Breeding Bird Association shows the largest concentration of confirmed breeding owls is in the High Plains region. Some owls wander extensively during the winter while others migrate. Time of departure is from August through September and arrival time within the breeding range is in mid-March.



6. Adult owl guarding burrow and young.

Description:

Burrowing owls are a medium-size bird approximately 9 inches tall with a wingspan of 20-24 inches. This species exhibit sexual dimorphism; female owls are smaller and usually darker than males. The feathers are a sandy brown color above, while the breast area is beige with spotted bars. Its long legs, short tail, white eyebrows, along with its brilliant yellow eyes, and lack of

ear tufts, are distinctive. Juvenile owls lack chest bars. The long legs are unique among owls and are adapted for its ground-dwelling life style. Burrowing Owls often live socially in loose colonies, with adults standing guard near nest burrows. The birds produce a variety of calls. The male gives the primary songs (mate attraction and territorial calls), described as "coo-coo." Other calls include distress and warning calls ("chuck" and "chatter") and mating calls. Their vocal repertoire also includes screams and raspy calls.

Habitat: Burrowing Owls characteristically inhabit open areas with short vegetation, bare ground, well-drained soil and areas with a level to gently-sloped incline. They use a wide array of arid and semi-arid environments including deserts, desert grasslands, scrub and shrub-lands that contain creosote bush, mesquite, four-wing saltbush, and rabbit-brush. They also inhabit juniper savanna, plains-mesa grasslands, and sand scrub, sand dunes, pasture, hay, farm and fallow fields. Their



7. Adult owl guarding young in at entrance its burrow in an arroyo.

presence is limited to areas where natural cavities or colonial burrowing rodents (black-tailed prairie dogs, ground squirrels) dwell. Nesting in areas of short vegetation allows the owls to see possible ground predators approaching the nest.



8. Juvenile with snake on the menu.

Diet: Burrowing Owls are generalist predators with unique feeding habits. This bird has the distinction of being the only daytime-feeding owl. These owls may actively feed during the day (diurnal) and night (nocturnal), especially during the breeding season; however most feeding activity occurs at dawn and dusk (crepuscular). Unlike other nocturnal owls, they feed primarily on arthropods (insects) and small vertebrates. The birds hunt small mammals, birds, reptiles and amphibians. Hunting methods include swooping down from a perch, hovering over open areas, running along the ground, and "hawking" (catching insects in flight). Prey is usually caught by sharp talons (claws); however, small prey items may be pounced on and crushed by their bills.

Predators: Mammalian predators include badgers, bobcats, weasels, skunks, coyote, domestic cats and dogs. Avian (bird) predators include golden eagles, hawks (Swainson's, ferruginous, red-tailed, and Cooper's), Merlin, prairie, and peregrine falcons, Northern harriers, great-horned and barn owls as well as American Crows. Snakes will also take owls. This bird has one remarkable predatory defense mechanism; they have the ability to perfectly mimic the rattling sound of a prairie rattlesnake.

Breeding Biology.

Pair-bonding/Nest building: Burrowing owls are thought to be seasonally monogamous (pairing between one female and one male), forming pair bonds mainly during the nesting season. Breeding occurs from mid-March through September. Before nesting, the male prepares the nest site by improving or enlarging the burrow. The owls transport a sufficient pile of dried horse or cow manure to the burrow entrance, shred the materials and carry it into the burrow. Nest chamber floors may be lined approximately 1-in deep with shredded dung. The tunnel and entrances are usually also lined. This practice may serve to provide egg insulation, camouflage the owls' scent from predators, absorb water to reduce flooding within the nest, or attract invertebrates which the owls catch and feed to their young. Nesting densities vary from ten pairs per 0.6-mi² in optimal habitat to one pair per 22-mi² in poor quality habitat



9. Pair bonding.

Incubation. The average clutch size is 6-7 eggs. Incubation lasts for 28-30 days. The female usually stays with the nest during incubation while the male stands guards at the nest. The male is the sole food provider during incubation and before the young emerge from the burrow.



10. Three burrowing owl nestlings.

Nestlings/Fledglings. The female joins in provisioning when the young (2-3 weeks old) emerge from the burrow for extended periods. The nestlings (baby birds) are tended to by both parents and fledge (acquire flight feathers) about 4 weeks after hatching. The fledglings are capable of flight at 6 weeks of age. Owl families often switch burrows every 10-15 days when the young fledge and they remain as a loose-knit group until early fall when the young begin dispersing to nearby burrows. The young feed primarily on insects and work on their predatory skills by pouncing on dead or live insects.



11. Adult and three nestlings at natural burrow in an arroyo.



12. Six burrowing owl nestlings at a natural burrow in an arroyo.

Legal Status

Over the past century, black-tailed prairie dog populations have been reduced by 90-98% through eradication programs, habitat loss and fragmentation, and the Sylvatic plague. As the prairie dog numbers declined, so did burrowing owl numbers. Currently they are listed as a Species of International Conservation Concern, Endangered in Canada, Threatened in Mexico, and a Bird of National Conservation Concern by the U.S. Fish and Wildlife Service (USFWS). The owls are a Species of Concern in 9 U.S. states, 3 USFWS regions, 9 Bird Conservation Regions and rated as a Species of Regional Importance (Trans-Pecos) by Partners in Flight.

Conservation of the Burrowing Owl. The widespread control of burrowing mammals is the leading cause of decline for burrowing owls and the black-footed ferret, one of the most endangered species in the world that depends on prairie dogs for their survival. Of the 700,000,000 acres of prairie dog habitat that existed in 1900, less than 2,000,000 exist today. Natural burrowing owl habitat and populations of burrowing mammals are ultimately critical for the conservation of this species. With the preservation of native grasslands, prairies, and deserts and protection of burrowing mammals, we can retain this unique species for the viewing by future generations.



13. Group of juveniles in a burrowing owl family.

Management Practices: Today these birds often reside in close proximity to humans. You may see them nesting or wintering in urban areas like the arroyo behind your house in your neighborhood, the abandoned lot near the office, or the park where you jog. As our communities grow and habitat patches are developed, burrows are being destroyed. Note that this species is valuable to humans and the ecosystem. They consume small rodents such as mice and pocket gophers and prevent outbreaks of insects and invertebrates such as locusts, grasshoppers, beetles, crickets, scorpions, and earwigs.



14. Young owls almost ready to fledge.

Practical Actions to Help Burrowing Owls:

- 1) Conduct activities outside the breeding season (March to September). Nesting areas and burrows should be protected from intensive disturbance during incubation. Excavation of an active nest burrow may destroy eggs, young owls, or even adults and is violation of the Migratory Bird Treaty Act.
- 2) Use caution when spraying pesticides; keep \geq 250 meters away from nest sites; use the least harmful chemicals and encourage your county or municipality not to spray ditches close to owl nests. Learn to appreciate grasshoppers (most aren't pests).
- 3) Keep dogs on leashes, they often will dig out the nest and remove chicks.
- 4) Keep cats indoors or leashed; cats will kill owls.

- 5) Support a removal program for all feral dogs and cats on public lands

- 6) Support restriction of recreational off-road vehicle uses in burrowing owl habitat. Owl burrows may collapse. Compacted soils negatively affect habitat quality; noise may disturb the owls.
- 7) Support land use standards, natural open space planning, habitat stewardship, and habitat enhancement projects that benefit burrowing owls.
- 8) Provide artificial nest burrows whenever possible; they provide nesting habitat where mammal burrows are limited due to prairie dog eradication, or where owls have been evicted from natural burrows, and in reintroduction efforts.
- 9) Remember to observe owls from a respectful distance.
- 10) Participate in local organized efforts at monitoring reproduction of the owls.



15. Burrowing owl at artificial burrow entrance.

How You Can Help. Play a role in the conservation and recovery of the Burrowing Owl. If you encounter an owl, the following positive actions may be taken:

- 1) Report any birds found nesting or near construction sites to your local USFWS agent or Texas Parks and Wildlife Biologist.



16. Adult perched on rebar.

- 2) Encourage developers, construction managers and businesses to provide protective barriers around the nest site and to mitigate lost owl habitat. Mitigation measures should include avoiding impacts if feasible, avoiding disturbance of owls during the breeding season, protecting sufficient foraging habitat, and enhancing existing habitat with artificial nest burrows where possible.
- 3) Provide posts or poles \geq four feet tall in or near Burrowing Owl habitat for hunting, perching and predator detection.
- 4) Encourage local golf courses and city parks to help restore Burrowing Owl populations by providing artificial nest burrows in suitable non-maintained areas >150 feet from the



17. Owl perched on a wooden post.

nearest irrigation system. The owls provide free pest control of small rodents and insects.

- 5) In agricultural farming areas, practice good cattle-grazing grass management and provide stable artificial burrows. Active owl burrows near trails and along canal banks in agricultural areas are susceptible to collapse from heavy farm equipment.
- 6) Maintain prairie dogs, ground squirrels and badger populations; they are the key to providing nesting burrows for burrowing owls.
- 7) Leave ditches un-mowed; keep whatever grassy areas you have and seed pastures, roadsides and right-of-ways with native grasses.
- 8) Plant new trees at least one mile from owl nesting areas.
- 9) Leave a small swath of crop or hay near owl nests for mice, one of their food sources.
- 10) Avoid cultivating over any active nests; nests will be destroyed and may bury the female inside.
- 11) Share the news of your owls with neighbors and people who use your land.
- 12) Join many of your neighbors in conservation easement agreements.

Recommendations. Installing artificial burrows is one conservation measure that may help maintain local Burrowing Owl populations. Only construct artificial nest burrows with the aid of a wildlife biologist to ensure success for the owls. Late September through early February is the optimal time for installation. Occupation is unlikely to occur until March when the owls return from migration and search for burrows. There are numerous ways to create artificial burrows. Research methods of constructing nest burrows appropriate to your ecological region and habitat type. Information is available on the internet or with your local wildlife agency.



18. Finished installation of an artificial burrow at the community college entrance.

Criteria for Selecting the Right Site:

- Approximately 55% (40-70%) bare ground and average shrub coverage of <15%;
- Slight rise in the landscape with good drainage;
- Ample foraging opportunities, generally 10-20 acres of Burrowing Owl habitat for each nesting pair of owls;
- Lack of disruptive human activities, such as construction, uncontrolled public access, or traffic;
- Locate nest burrows near existing owl populations if possible; building 2 nest boxes near each other at each nest site will allow the owls to move among them and choose burrows as needed; Nest burrow sites should be no closer together than 120 yards;
- 5 -10-yd³ of soil are required to construct a single chamber mound.

Example of materials and method used to construct a burrow.

Materials include sections of 4" x

20' Schedule 40 PVC pipe (need 16' per burrow), 90-degree elbows for 4" pipe (need 2/burrow), 12" x 17" or 14" x 18" green plastic valve box, and 8" x 8" x 8" half cinder block (2 for each burrow). If your site has good drainage, the chamber and connecting pipes may be laid out on the ground surface and soil piled on top of them. If drainage is a problem, build the mound first, and then dig trenches for the chamber and pipes. This will ensure that the chamber is above the existing grade. The connecting pipes may be angled downward to prevent water getting into the pipes.



19. Layout of uninstalled artificial nest burrow materials.



20. El Paso Zoo crew installing artificial nest burrows.

Concrete or plastic irrigation valve boxes may be used for nest chambers. Nest boxes should have width and length dimensions of ≥ 1.2 -ft; ideally, the inside dimensions of the chamber should be between 144-ft² and 300 ft² of floor space. Four-inch tunnels (1.6 in²) diameter PVC pipe or corrugated pipe ≥ 8 -ft long should be set to make at least 1- 90-degree bend that will minimize light inside the nesting chamber. Two pipes will provide ventilation and escape routes should a predator enter the chamber. Once the pipe is in place, the ends should be inserted into concrete cinder blocks to anchor them and discourage digging attempts by coyotes and feral dogs. Erect a perch (4 - 6-ft tall post) 2 - 6-in near the mound. Provide fresh cattle dung near

nesting areas if dung is not available and mammalian predators occur in the area. Barbed wire or other materials may also be placed over the nest chamber to restrain digging attempts by predators.

PHOTO CREDITS

1. Photo number 1

Provided: Lois Balin
Photographer: Joe Grossinger
Contact info: Lila & Joe Grossinger Photography
time/camera: Sony DSLR-A350.
Location: Rio Bosque Wetlands Park, El Paso
Date: 7/1/2009
Description: Adult burrowing owl at Rio Bosque Wetlands Park

2. Photo number 2

Provided by: Lois Balin
Photographer: Landis L. Hinesley
Contact info: DBA Nature's Image Photography
Time/Camera: 6:13 PM, Nikon D300 Camera
Location: Las Cruces, Dona Ana County, New Mexico
Date: August 2009
Description: Three young owls peeking from the nest burrow.

3. Photo number 3

Provided by: Lois Balin
Job title/contact info: Wildlife Biologist, lois.balin@tpwd.state.tx.us, 915 774-9603
Photographer: Joe Grossinger
Contact info: Lila & Joe Grossinger Photography
time/camera: Sony DSLR-A350.
Location: Rio Bosque Wetlands Park, El Paso
Date: 7/01/09
Description: Nesting pair at artificial nest burrow entrance

4. Diagram number 4

Provided by: Lois Balin
Title/contact: Wildlife Biologist, lois.balin@tpwd.state.tx.us, 915 774-9603
Wildlife and Ecosystem Protection, Species At Risk Burrowing Owl Fact Sheet
mgi@gov.mb.ca <http://www.gov.mb.ca/conservation/wildlife/sarfs/buowl.html>

5. Diagram number 5

Provided by: Mark Lockwood
Job Title: Texas Parks and Wildlife, Natural Resource Program, mark.lockwood@tpwd.state.tx.us
Range map of burrowing owl in Texas. Lockwood, M. W. and B. Freeman. 2004. The TOS Handbook of Texas Birds. Texas A&M University Press, College Station, Texas.

6. Photo number 6

Provided by: Lois Balin
Photographer: Landis L. Hinesley
Contact info: DBA Nature's Image Photography
Time/Camera: 6:35 PM, Nikon D300 Camera
Location: Las Cruces, Dona Ana County, New Mexico
Date: August 2009
Description: Adult owl guarding burrow and young

7. Photo number 7

Provided by: Lois Balin
Photographer: James N. Stuart
Camera: Canon EOS 40D
Location: Rio Rancho, NM
Date: May 2008
Description: Adult owl guarding young in at entrance its burrow in an arroyo

8. Photo number 8
Provided by: Lois Balin
Contact info: bail56@hur.midco.net
Photographer: Chris Bailey
Camera: Cannon EOS 400
Location: Beadle County, South Dakota
Date: June 2009
Description: Snake is on the menu today.

9. Photo number 9
Provided by: Lois Balin
Contact info: bail56@hur.midco.net
Photographer: Chris Bailey
Camera: Cannon EOS 400
Location: Beadle County, South Dakota
Date: June 2009
Description: Pair bonding

10. Photo number 10
Provided by: Lois Balin
Contact info: bail56@hur.midco.net
Photographer: Chris Bailey
Camera: Cannon EOS 400
Location: Beadle County, South Dakota
Date: June 2009
Description: Three burrowing owl nestlings

11. Photo number 11
Provided by: Lois Balin
Photographer: Michael Bruce
Camera: Canon EOS Digital Rebel XTi.
Location: Albuquerque, New Mexico
Date: June 2009
Description Adult and three nestlings at a natural burrow in an arroyo

12. Photo number 12
Provided by: Lois Balin
Photographer: Landis L. Hinesley
Contact info: DBA Nature's Image Photography
Time/Camera: 7:02pm, Nikon D300 Camera
Location: Las Cruces, Dona Ana County, New Mexico
Date: August 2009
Description: Six burrowing owl nestlings at a natural burrow in an arroyo.

13. Photo number 13
Provided by: Lois Balin
Contact info: bail56@hur.midco.net

Photographer: Chris Bailey
Camera: Cannon EOS 400
Location: Beadle County, South Dakota
Date: July 2009
Description: Group of juveniles in a burrowing owl family

14. Photo number 14
Provided by: Lois Balin
Photographer: Landis L. Hinesley
Contact info: DBA Nature's Image Photography
Time/Camera: 7:02pm, Nikon D300 Camera
Location: Las Cruces, Dona Ana County, New Mexico
Date: August 2009
Description: Young owls almost ready to fledge

15. Photo number 15
Provided by: Lois Balin
Photographer: Lois Balin
Job title/contact info: Wildlife Biologist, lois.balin@tpwd.state.tx.us
Time/camera: Canon EOS Digital Rebel
Location: Rio Bosque Wetlands Park, El Paso, TX
Date: May, 2009
Description: Burrowing owl at artificial burrow entrance

16. Photo number 16
Provided by: Lois Balin
Photographer: James N. Stuart
Camera: Canon EOS 40D
Location: Rio Rancho, NM
Date: May 2008
Description: Adult perched on rebar

17. Photo number 17
Provided by (Name): Lois Balin
Photographer: Robert Walburger
Time/Camera: 4:48 pm, Canon Rebel XSi
Location: Southern Alberta, Canada
Date: July, 2009
Description: Owl perched on a post

18. Photo number 18
Provided by (Name): Lois Balin
Contact info: Urban Wildlife Biologist; lois.balin@tpwd.state.tx.us
Photographer: Diana Dominguez
Time/Camera: 10:08 a.m., Panasonic Lumex
Location: Mission del Paso, El Paso Community College
Date: February, 2009
Description: Finished installation of an artificial burrow at the community college

19. Photo number 19
Provided by (Name): Lois Balin
Contact info: Urban Wildlife Biologist; lois.balin@tpwd.state.tx.us
Photographer: John Sproul

Location: Rio Bosque Wetlands Park, El Paso, TX
 Date: May, 2008
 Description: Layout of uninstalled artificial nest burrow materials

20. Photo number 20
 Provided by (Name): Lois Balin
 Photographer (Name): Lois Balin
 Job title/contact info: Urban Wildlife Biologist; lois.balin@tpwd.state.tx.us
 Time/ Camera: 8:00 a.m., Panasonic Lumex
 Location: San Elizario Independent School District Administration Building, TX
 Date: February, 2008
 Description: El Paso Zoo crew installing artificial nest burrows

LITERATURE REVIEW

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RID: 80

Stephanie Sotelo

1 you're going to make a comment or not.

2 MS. SOTELO: Hi. Yes. I am Stephanie
3 Sotelo and I just totally dislike this idea. I don't like
4 destroying mountains or destroying natural habitats such
5 as the environment of the animals. You -- do you even
6 think about what you're going to do to the animals'
7 environment? Is this just sheer greed? And think of the
8 questions, what -- what is the mountain about? Like it's
9 about beauty, it's about preserving the environment and
10 the creation of God. You know what I mean? Like why
11 would you want to destroy that. It's so beautiful. I
12 don't want Transmountain to be once-upon-a-time thing.
13 You know what? Like it has to be -- this -- Transmountain
14 is the heart and the jewel of El Paso and if you destroy
15 it, it's just -- we're nothing. You know what I mean?
16 It's terrible. That's what I've got to say.

17 MR. BERRY: Thank you for your comment.

18 Lois Balin. Ms. Lois Balin marked a
19 "maybe."

20 Next speaker is Lety Sotelo, a "maybe." Do
21 I see a hand for Lety Sotelo?

22 And then the next speaker is Lynn
23 Fitzgerald.

24 MR. FITZGERALD: Is that good? Can you hear
25 me?

USA FIRST CLASS FOREVER



EL PASO TX 799

30 MAR 2011 PM 2:1

Tony Gelacio, P.E.
Entech Civil Engineers, Inc.
16360 Park Ten Pl.
Suite 230
Houston, TX 77084



77084+5035

Dear, Mr. Gelacio

RECEIVED
APR 01 2011

My belief's in this so called Loop 375 roadway improvement is destructive and disrespectful to nature. Please reconsider the safety of the environment and the animals. We all need to RESPECT and CARE for the animals habitat, preserve and protect what is rightful theirs and treasure this golden paradise. All of us have the right to stand up and speak up for this "jewel" in El Paso. All of us need a place to be at one with God's nature. What I don't want is El Paso to be commercialized. I want all the children of El Paso and other's to see El Paso true beauty, not just in picture or in stories of El Paso once upon a time Beauty. Have you even seen the beauty and peace that these golden mountains have to offer? Have you even seen the beautiful animals that are in these exquisite mountains? You are going to contribute in the destruction of the habitat of these animals. Is this just sheer greed? Are you blinded by greed that you have lost compassion towards nature? I wish you will realize what ungodly evil you will do to the terrain of El Paso before it is too late. Remember life is more meaningful when you take a stand and fight for what is right. Please protect something that is defenseless and voiceless.

Stephanie Sotelo

Stephanie Sotelo 4/1/11

80

Orig



RID: 81

Bob Sumrall

81

1 expanding to six lanes as we're coming down the -- coming
2 off from the east side going west. Is that true? Are you
3 going to go six lanes? We've got four lanes. Are we
4 going to go -- as we get down the mountain, are we going
5 to be six lanes or not? That's another question I have.

6 Anyway. The Tom Mays Park, I already
7 mentioned that. It's ridiculous to turn left. If you're
8 going to turn left there, whether it's a highway or a
9 freeway, you can sit there and grow old waiting to turn
10 left and the traffic is -- is really big.

11 MR. BERRY: Your time is up. You want to
12 wind up, sir, please?

13 MR. FITZGERALD: Yes, I would.

14 Anyway. I would like to say this in
15 closing. That we need to save our mountain. It's the
16 only mountain we've got and when it's gone, it's gone,
17 folks. And if you want to bastardize it, do so. Thank
18 you.

19 MR. BERRY: Thank you for your comments,
20 sir.

21 Mr. Bob Sumrall, followed by Mr. Carlos
22 Zuniga.

23 MR. SUMRALL: Hi. I'm Bob Sumrall. I've
24 lived on the west side for about 20 years. I hike the
25 mountains, I bike the mountains, I drive Transmountain.

1 The only thing that's wrong with this project is it should
2 have been done ten years ago. From here on out, if you
3 want to -- if you want any of the first four options, go
4 drive in the northeast, go look at Transmountain on the
5 west -- or the east side of the mountain. Look at what a
6 boulevard does. If you like the pollution, good, that's
7 what you're going to get. You're going to get
8 bumper-to-bumper traffic, you're going to sit through red
9 lights multiple times just like they're doing in the
10 northeast right now. If that's what you want, turn the
11 project down. I don't want that. I don't want the safety
12 problems that you get because you've got people trying to
13 get on and off of the streets and boulevards. Look at
14 the -- the traffic accidents you have over there. People,
15 think about what you're doing. It is not going to stay
16 the way it looks today. I don't care what you do and how
17 hard you fight it, you're going to have people -- the city
18 of El Paso doesn't stop there, the city land goes all the
19 way out to the New Mexico state line. That's how far the
20 city of El Paso is going. That's all the way above
21 Anthony. So you're going to have all of those houses
22 going and being built out there, you're going to have
23 Wal-Marts, you're going to have all of the things that go
24 into any city and they're all going to be built out there
25 no matter what you want to do tonight. So the only

1 question is where is this whole thing going to go? Are
2 you going to increase traffic and pollution? I don't want
3 that pollution. This is a good project. It makes sense.
4 It should have been done a long time ago. Why in the
5 world would you build a two-lane road across there in the
6 first place. And, yes, there are lots of trucks that
7 drive it today. I see them all the time. It may no be
8 the best answer, but it is certainly the best answer we
9 have anywhere in the future.

10 MR. BERRY: You've got one minute, sir.

11 Thank you for your comments, sir.

12 Mr. Carlos Zuniga. And then following
13 Mr. Zuniga will be Mr. David Osborn.

14 MR. ZUNIGA: My name is Carlos Zuniga.
15 Actually, I wrote a letter to the editor which came out a
16 couple of Saturdays ago on Transmountain so I think
17 anybody who read it knows my position.

18 We need to find another alternative to this
19 project. As that young lady said a little while ago --
20 and she'll be here long after we're all gone -- you know,
21 we're going to wind up with another Crazy Cat area. As
22 far as I'm concerned, that's an eyesore. That's what's
23 going to happen to Transmountain. Your development is
24 going to do that -- not yours but --

25 I'm here representing myself -- excuse me.

RID: 82

Carlos Zuniga

1 question is where is this whole thing going to go? Are
2 you going to increase traffic and pollution? I don't want
3 that pollution. This is a good project. It makes sense.
4 It should have been done a long time ago. Why in the
5 world would you build a two-lane road across there in the
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19 project. As that young lady said a little while ago --
20 and she'll be here long after we're all gone -- you know,
21 we're going to wind up with another Crazy Cat area. As
22 far as I'm concerned, that's an eyesore. That's what's
23 going to happen to Transmountain. Your development is
24 going to do that -- not yours but --

25 I'm here representing myself -- excuse me.

1 And actually my mother who died two years ago, she used to
2 live in northeast. I've lived in the upper valley most of
3 my life so I traveled Transmountain all the time with her
4 to doctors' offices or to and from her house and she
5 always used to say Transmountain is the best thing about
6 El Paso. She was 86 when she died and actually when she
7 died, from the funeral home in downtown El Paso, I had the
8 funeral home drive through Transmountain across for her
9 last ride to the church. I mean, those are the kind of
10 things that count, it's not just the freeways. We're
11 going to lose all that. You know, people keep talking
12 about -- comparing us to Arizona. That mountain isn't an
13 Arizona mountain. I've been to Arizona plenty of times
14 and no freeways look good, believe me. We need to
15 preserve the mountain the way it is forever. Thank you.

16 MR. BERRY: Thank you for your comments.
17 Mr. David Osborn, followed by Mr. Shane
18 Boyd.

19 MR. OSBORN: My name is David Osborne. I'm
20 a board member of the Greater El Paso Chamber of Commerce
21 and I would like to thank TxDOT and all their staff for
22 all the contributions you've made to El Paso and what
23 you'll do in the future. I just have a few quick comments
24 and I also thank everybody for their opinions tonight and
25 I respect everybody's opinion.

RID: 83

**Carmen M. Haddox
2711 Radford Street
El Paso, TX 79903
(915) 562-2800;
carhaddo@gmail.com**



Carmen Haddox
2711 Radford St
El Paso TX 79903-1228

EL PASO TX 799
28 MAR 2011 PM 2 T



MAR 30 2011

*Letter Department of Transportation
(Transmountain West) Public Agency
Attn: Mr. Antonio Nunez, General Mgr.
District Designer
13301 Eastway Blvd. West,
El Paso, TX 79909*

Date: 3/26/11

RECEIVED
MAR 29 2011
DISTRICT BUSINESS
SERVICES

Texas Department of Transportation-Loop 375
(Transmountain West) Public Hearing
Attn: Mr. Antonio Uribe, Jr., P.E.,
District Design,
13301 Gateway Blvd. West,
El Paso, Texas 79928

RE: Proposed Transmountain West project

Dear TXDOT:

You have not given El Pasoans real choices in designing the Transmountain West Project. You have coerced this community by saying that we either build the freeway the way you propose or we lose the funding for the project. El Pasoans demand real choices about how our City is built and developed.



Boulevard



Freeway

Here is my choice as an El Pasoan. Build Transmountain West as a:

- Boulevard and preserve the Public Service Board land
- The proposed Freeway with four overpasses
- Freeway but remove the last overpass (Paseo del Norte) and preserve the Public Service Board land

Comments, suggestions:

*This is such a beautiful part of El Paso..
Please don't destroy it!!*

Sincerely,

Carmen M. Haddox

Name: CARMEN M. HADDOX

Address: 2711 RADFORD ST.

Phone number: (915) 562-2800

Email:

Cmhaddox@gmail.com

RID: 84

**John H. Haddox
2711 Radford Street
El Paso, TX 79903
915-562-2800;
jhhaddox@aol.com**

John Haddox
2711 Radford St.
El Paso, TX 79903



MAR 30 2011

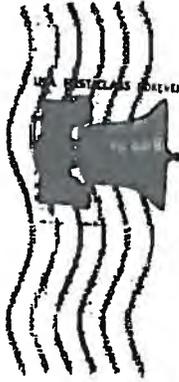
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28 MAR 2011 PM 1 L



TX Dept. of Transportation - Loop 375
(Transmountain West) Public Hearing
Attn: Mr. Antonio Uribe, Jr. P.E.
District Design
13301 Gateway Blvd. West

El Paso TX 79903
79903-3816

Date: 3/27/11

Texas Department of Transportation-Loop 375
(Transmountain West) Public Hearing
Attn: Mr. Antonio Uribe, Jr., P.E.,
District Design,
13301 Gateway Blvd. West,
El Paso, Texas 79928

RE: Proposed Transmountain West project

Dear TXDOT:

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- Freeway but remove the last overpass (Paseo del Norte) and preserve the Public Service Board land

Comments, suggestions:

Sincerely, *[Signature]*

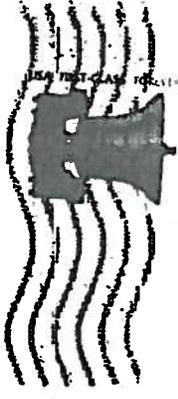
Name: John H. Heddox
Address: 2711 Radford, 79903
Phone number: 915-562-2800
Email: JHHeddox@aol.com

RID: 85

**Madeleine Haddox
2711 Radford Street
El Paso, TX 79903
915-562-2800;
madhadd@aol.com**



Ms. Madelene Haddock
2711 Radford St.
El Paso, TX 79903-1228



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Texas Dept. of Transportation - Loop 375
(Tram Mountain West) Public Hearing
Attn: Mr. Antonio Uribe, Jr., PE
District Design
13301 Gateway Blvd. West

El Paso, TX

79928



05

Date: 3/24/11

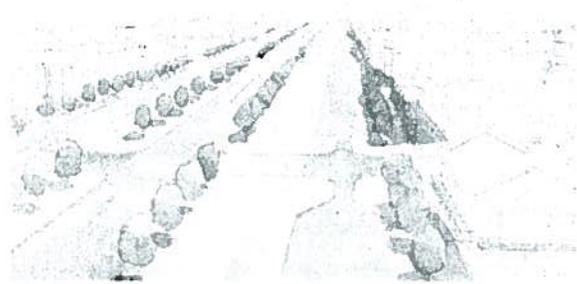
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Texas Department of Transportation-Loop 375
(Transmountain West) Public Hearing
Attn: Mr. Antonio Uribe, Jr., P.E.,
District Design,
13301 Gateway Blvd. West,
El Paso, Texas 79928

RE: Proposed Transmountain West project

Dear TXDOT:

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Boulevard



Freeway

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- Boulevard and preserve the Public Service Board land
- The proposed Freeway with four overpasses
- Freeway but remove the last overpass (Paseo del Norte) and preserve the Public Service Board land

Comments, suggestions:

I do not approve of destroying the land on Transmountain. We don't need a highway, freeway or development there!

Sincerely,
Madeleine Haddox
Name: Madeleine Haddox
Address: 2711 Radford St
Phone number:
Email: 915-562-2800
mahadd@aol.com

RID: 86

**Daniella Barlarezo
350 N. Festival
El Paso, TX 79912
None**



3
Date: 8-23-11

Texas Department of Transportation-Loop 375
(Transmountain West) Public Hearing
Attn: Mr. Antonio Uribe, Jr., P.E.,
District Design,
13301 Gateway Blvd. West,
El Paso, Texas 79928

RE: Proposed Transmountain West project

Dear TXDOT:

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Boulevard



Freeway-style development

Note: This illustration is not drawn according to TXDOT's specifications for this project. It illustrates the type of development typical of a freeway. For more detail on TXDOT's proposal, visit their website at www.txdot.gov.

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- Boulevard and preserve the Public Service Board land
- The proposed Freeway with four overpasses
- Freeway but remove the last overpass (Paseo del Norte) and preserve the Public Service Board land

Comments, suggestions:

Sincerely,

Name: Daniella Balarezo
Address: 350 N. Festival
Phone number:
Email:

RID: 87

JoAnne Levine

817 Alta Cumbre Pl.

El Paso, TX 79912

915-581-2913;

themacmom@themacguyinfo

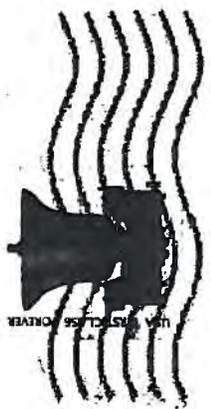
61



MAR 31 2011

EL PASO TX 799
29 MAR 2011
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MAR 30 2011
BUSINESS

NETWORK BUSINESS



TEXAS DEPARTMENT OF TRANSPORTATION - 400P
Attn: Mr. Antonio White, Sr. PE.
District DESIGN
13301 Lataway Blvd. West
El Paso TX 79928
7992845410

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MAR 30 2011
DISTRICT BUSINESS SERVICES

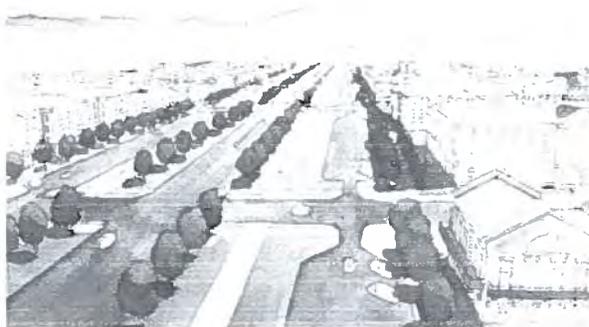
Date:

Texas Department of Transportation-Loop 375
(Transmountain West) Public Hearing
Attn: Mr. Antonio Uribe, Jr., P.E.,
District Design,
13301 Gateway Blvd. West,
El Paso, Texas 79928

RE: Proposed Transmountain West project

Dear TXDOT:

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Comments, suggestions:

Sincerely,

Name: JoAnne Levine
Address: 617 Alta Cumbre Pl.
Phone number: El Paso 915 581-2913
Email: the_mae_mom@the_mae_guy.info

RID: 88

**Linda McClain
715 Cincinnati
El Paso, TX 79902
915-544-3081**

Linda McClain
715 Cincinnati Ave.
El Paso, TX 79902-2616

EL PASO TX 799
29 MAR 2011 PM 2 L



RECEIVED
MAR 30 2011
DISTRICT BUSINESS SERVICES

TX Dot Transmountain West Public Hearing
Attn. Mr. Antonio Uribe, Jr., P.E.
District Design West
1301 Gateway Blvd. West
El Paso, TX 79928

MAR 31 2011



79928+3410



Date: 3/28/11

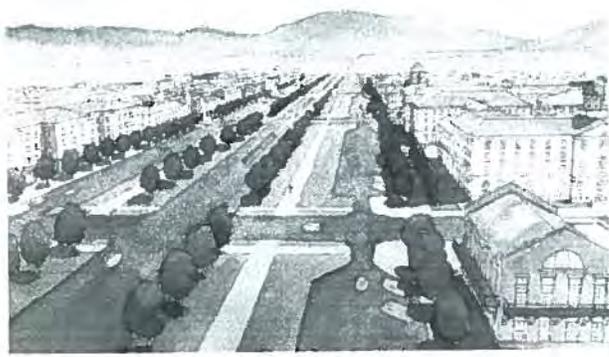
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MAR 30 2011
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Texas Department of Transportation-Loop 375
(Transmountain West) Public Hearing
Attn: Mr. Antonio Uribe, Jr., P.E.,
District Design,
13301 Gateway Blvd. West,
El Paso, Texas 79928

RE: Proposed Transmountain West project

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Comments, suggestions:

Sincerely,
Linda McClain
Name: Linda McClain
Address: 715 Cincinnati, El Paso, TX 79902
Phone number: 915-544-3081
Email:

RID: 89

**Stacy Kendrick
5848 Swallow Lane
El Paso, TX 79924
915-757-6572;
stacyk@elp.rr.com**



Stacy Kendrick
5848 Swallow Ln
El Paso TX 79924

89



MAR 31 2011

EL PASO TX 799
29 MAR 2011 PM 2 T



Texas Department of Transportation
Loop 395 / Transmountain West Public Hearings

ATTN: Mr. Antonio Uribe, Jr., P.E.

District Design

13301 Gateway Blvd. West

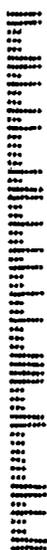
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7992828410



Date: *March 29, 2011*

Texas Department of Transportation-Loop 375
(Transmountain West) Public Hearing
Attn: Mr. Antonio Uribe, Jr., P.E.,
District Design,
13301 Gateway Blvd. West,
El Paso, Texas 79928

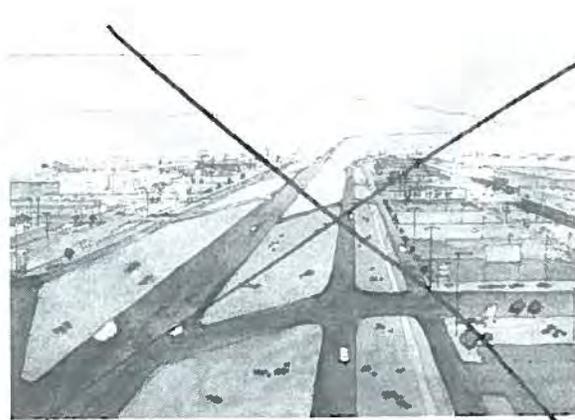
RE: Proposed Transmountain West project

Dear TXDOT:

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Boulevard



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Comments, suggestions:

Sincerely, *Stacy Kendrick*

Name: *Stacy Kendrick*
Address: *584 S Swallow Ln EL PASO, TX 79924*
Phone number: *915 757-6572*
Email: *StacyK@elporr.com*

RID: 90

**Stephen Pugh
715 Cincinnati Ave.
El Paso, TX 79902
915-544-3081;
spugh@who.net**

Stephen Pugh
715 Cincinnati Ave
El Paso, TX 79902



EL PASO TX 799
29 MAR 2011 PM 1 L

MAR 31 2011

TXDOT Transmountain West Public Hearing
Attn. Mr. Antonio Uribe, Jr. P. E.
District Design
13301 Gateway Blvd. West
El Paso, TX 79928

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MAR 30 2011
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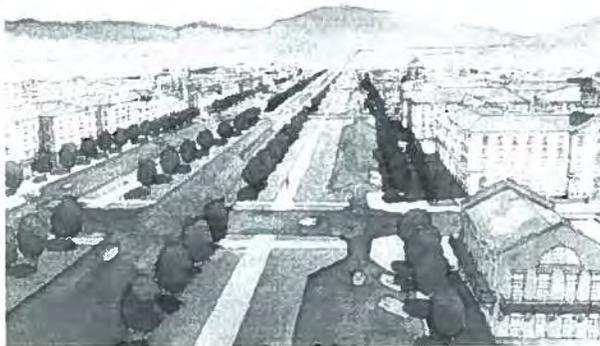
Date: 3/29/11

Texas Department of Transportation-Loop 375
(Transmountain West) Public Hearing
Attn: Mr. Antonio Uribe, Jr., P.E.,
District Design,
13301 Gateway Blvd. West,
El Paso, Texas 79928

RE: Proposed Transmountain West project

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Boulevard



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- Freeway but remove the last overpass (Paseo del Norte) and preserve the Public Service Board land

Comments, suggestions:

Sincerely,

Name: Stephen Pugh
Address: 715 Cincinnati Ave., El Paso, TX 79902
Phone number: 915-544-3081
Email: spugh@whc.net

RID: 91

Hannah Hollandbyrd
hhollandbyrd@elp.m.com

Date: 3-23-11

Texas Department of Transportation-Loop 375
(Transmountain West) Public Hearing
Attn: Mr. Antonio Uribe, Jr., P.E.,
District Design,
13301 Gateway Blvd. West,
El Paso, Texas 79928

RE: Proposed Transmountain West project

Dear TXDOT:

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Boulevard



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- Boulevard and preserve the Public Service Board land
- The proposed Freeway with four overpasses
- #2 Freeway but remove the last overpass (Paseo del Norte) and preserve the Public Service Board land

Comments, suggestions:

Sincerely,

Name: Hannah Hollandbyrd

Address:

Phone number:

Email: hhollandbyrd@elp.rr.com

RID: 92

Alfonso Pruneda
915-202-6535;
elpachonillos@gmail.com

Date: 3-23-11

Texas Department of Transportation-Loop 375
(Transmountain West) Public Hearing
Attn: Mr. Antonio Uribe, Jr., P.E.,
District Design,
13301 Gateway Blvd. West,
El Paso, Texas 79928

RE: Proposed Transmountain West project

Dear TXDOT:

You have not given El Pasoans real choices in designing the Transmountain West Project. You have coerced this community by saying that we either build the freeway the way you propose or we lose the funding for the project. El Pasoans demand real choices about how our City is built and developed.



Boulevard



Freeway-style development

Note: This illustration is not drawn according to TXDOT's specifications for this project. It illustrates the type of development typical of a freeway. For more detail on TXDOT's proposal, visit their website at www.txdot.gov.

Here is my choice as an El Pasoan. Build Transmountain West as a:

- Boulevard and preserve the Public Service Board land
- The proposed Freeway with four overpasses
- Freeway but remove the last overpass (Paseo del Norte) and preserve the Public Service Board land

Comments, suggestions:

Sincerely,

Name: Alfonso Pineda
Address:
Phone number: 915-202-6585
Email: elpachonillo5@gmail.com

RID: 93

Clarissa Thornley
2281 Champlain Drive
Boulder, CO 80301
cthornley@juno.com

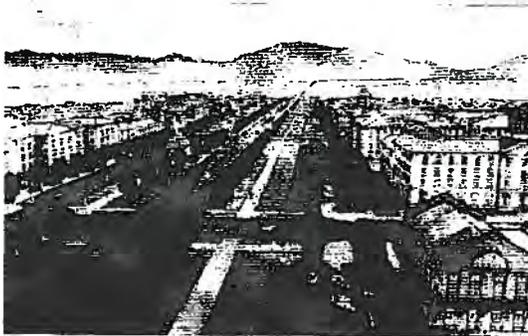
Date:

Texas Department of Transportation-Loop 375
(Transmountain West) Public Hearing
Attn: Mr. Antonio Uribe, Jr., P.E.,
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El Paso, Texas 79928

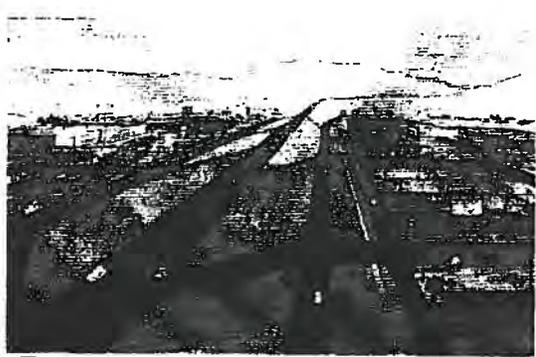
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Boulevard



Freeway

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- Boulevard and preserve the Public Service Board land
- The proposed Freeway with four overpasses
- Freeway but remove the last overpass (Paseo del Norte) and preserve the Public Service Board land

Comments, suggestions: *Having been born + raised in EP, and return frequently, I feel it is important to listen to the community!*
Sincerely,

Name: *Claudia Howley*
Address: *2281 Champlain Dr. Boulder, CO 80301*
Phone number: *3-440-7911*
Email: *chowley@juno.com*

RID: 94

Jessica M. Camacho

2701 Mountain Ave.

El Paso, TX 79930

jmcamacho@miners.utep.edu

94/120

ELP_Loop375West - Re: FW: Trans Mountain Freeway Plan

From: Chuck Berry
To: Susannah M. Byrd
Date: 3/31/2011 1:53 PM
Subject: Re: FW: Trans Mountain Freeway Plan
CC: Eduardo Calvo; ELP_Loop375West; Mimi Horn; Ray Dovalina; Tony Uribe

Rep Byrd

thank you for forwarding the comment. I will see that it is included in our review as a part of the official record. I included the email address as a copy here so that you have it should you choose to use it.

Thanks again,

>>> "Byrd, Susannah M." <ByrdSM@elpasotexas.gov> 3/31/2011 1:11 PM >>>

Chuck:

Another letter that came in on the Transmountain Plan. I included all the letters I received in the packet I submitted but I don't think this one got in. Can you include it?

Susie

From: Jessica Camacho [mailto:jmcamacho@miners.utep.edu]

Sent: Tuesday, March 29, 2011 8:42 PM

To: Byrd, Susannah M.

Subject: Trans Mountain Freeway Plan

Ms. Byrd,

I am a concerned citizen of El Paso, TX, a student of the University of Texas El Paso, and a member of Sierra Club. I am pursuing a degree in Environmental Science with a concentration in Geology.

I am very concerned about the Trans Mountain freeway plan. I believe TXDOT is not looking into accurate statistics going into this plan, and it seems they are pressed for time in making a decision. Looking into the future I think it is best to consider the boulevard-style road. With growing awareness on Environmental issues, carpooling and other routes of transportation will continue to grow. While working at Grand Teton National Park the abundance of bike routes established was astonishing. If these options were presented to El Pasoans an idea like this would not be in vain. To make a point, El Pasoans would not ride their bikes in proximity to cars traveling at high speeds. This is not the only issue; the magnitude of the freeway would deplete the scenic view of the Franklin Mountains. The mountains are what bring beauty into this area. There are plenty of areas in the United States where mountainous areas are never seen and we are blessed to have the Franklin Mountains in our backyard, not a towering freeway.

I would like to have a copy of the form letter with the different options.

Thank you for your time. El Pasoans need more representatives like you who push the issue.

Sincerely,
 Jessica M. Camacho



123

APR 01 2011

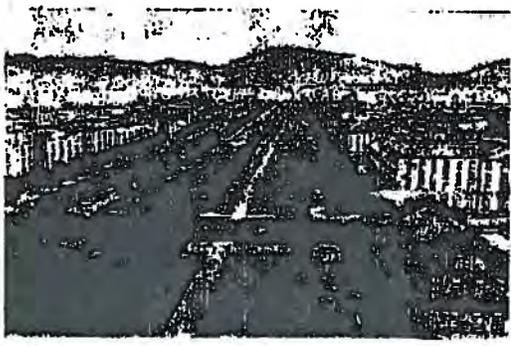
Date: March 31, 2011

Texas Department of Transportation-Loop 375
(Transmountain West) Public Hearing
Attn: Mr. Antonio Uribe, Jr., P.E.,
District Design,
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El Paso, Texas 79928

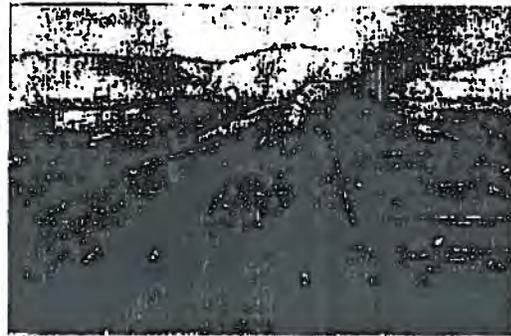
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- The proposed Freeway with four overpasses
- Freeway but remove the last overpass (Paseo del Norte) and preserve the Public Service Board land

Comments, suggestions:

Sincerely,

Name: Jessica M. Camacho
Address: 2701 Mountain Ave.
Phone number: (915) 490-6981
Email: jmcamacho@miners.utep.edu

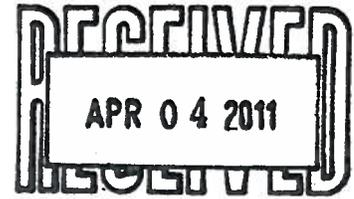
RID: 95

Edmund Archuleta, P.E.

P.O. Box 511

El Paso, TX 79961

915-594-5501



EDMUND G. ARCHULETA, P.E.

March 31, 2011

Mr. Tony Gelacio, P.E.
Entech Civil Engineers, Inc.
16360 Park Ten Place, Ste. 230
Houston, TX 77084

95 Orig

RE: Public Comment Environmental Assessment – Transmountain Drive Northwest Project

Dear Mr. Gelacio:

I want to take this opportunity to submit the attached resolution approved by the Public Service Board on March 9, 2011. The resolution addresses the Northwest Transmountain Loop 375 (Woodrow Bean/Transmountain Dr.) Main Lane Extension Project, and is submitted as part of the public comment on the Environmental Assessment for the project.

The Public Service Board voted to approve the project as proposed by the Texas Department of Transportation (TXDOT) including the proposed extension of Paseo Del Norte that is needed to serve not only the Public Service Board property in Northwest El Paso but the entire northwest region.

Thank you for the opportunity to submit the resolution on this very important project for the community.

Sincerely,

A handwritten signature in black ink, appearing to read "Ed Archuleta".

Edmund G. Archuleta, P.E.
President & CEO

Cc: Nick Costanzo, Vice President of Strategic, Financial & Management Services, EPWU

RESOLUTION

WHEREAS, the El Paso Water Utilities Public Service Board (PSB) is the Board of Trustees charged with the complete management and control of the El Paso Water and Wastewater System and the El Paso Municipal Drainage Utility System; and

WHEREAS, the PSB carefully manages its assets which include lands held in trust for the benefit of the water and wastewater system, for the benefit of its ratepayers so as to maximize water, wastewater service and storm water management and safety; and,

WHEREAS, the State of Texas, acting by and through its Texas Department of Transportation has requested the City convey approximately 12.080 acres of land held in trust by the PSB to the State for its Transmountain I-10 Project in El Paso, El Paso County, Texas; and,

WHEREAS, the PSB determined the requested land is inexpedient to the system at its regular meeting August 25, 2010 and requested the El Paso City Council authorize the City Manager to sign a Special Warranty Deed and any other necessary documents to convey the land to the State of Texas; and,

WHEREAS, March 2, 2011, the City Council accepted for introduction and Ordinance authorizing the conveyance of the 12.080 acres of land to the State of Texas for use in the Texas Department of Transportation Transmountain I-10 Project; and,

WHEREAS, near the Transmountain I-10 Project is a parcel of PSB land that has been identified and master-planned, known as the Northwest Masterplan, consisting of 1500 acres of land, more or less; and,

WHEREAS, the PSB passed and adopted a Resolution dated October 22, 2010 expressing its concern and opposition regarding the City's possible action impacting the Northwest Masterplan land in designating 900 acres as Natural Open Space and zoned that way; and,

WHEREAS, the El Paso City Council on January 11, 2011 voted against rezoning nearly 800 acres of the Northwest Masterplan land to natural open space; and

WHEREAS, this Resolution reaffirms the PSB's opposition to a blanket Natural Open Space zoning or designation for 800 acres of the Northwest Masterplan land and its support of the City Council's action of January 11, 2011; and,

WHEREAS, the PSB desires to express its support of the City's desire to update the Northwest Masterplan including therein the design and development of the land pursuant to SmartCode with appropriate open space;

NOW, THEREFORE, BE IT RESOLVED BY THE EL PASO WATER UTILITIES PUBLIC SERVICE BOARD FOR THE CITY OF EL PASO, TEXAS THAT:

Section 1. The El Paso Water Utilities Public Service Board hereby confirms its support of the Transmountain I-10 Project as presented to the City Council by the Texas Department of Transportation and the transfer of the tract of land known as Parcel 14 consisting of 12.080 acres of land along and adjacent to the Transmountain roadway in El Paso, El Paso County, Texas.

Section 2. The El Paso Water Utilities Public Service Board hereby confirms its support for the design and development of that land known as the Northwest Masterplan PSB land bisected by Transmountain road. Said development to include appropriate open space acreage in conjunction with maximizing the value of developable lands of the El Paso Water Utilities ratepayers. The PSB also reaffirms its opposition to a blanket Natural Open Space designation or zoning of 800 acres within the Northwest Masterplan which masterplan currently includes designated open space.

Section 3. The El Paso Water Utilities Public Service Board recommends that the Texas Department of Transportation consider a subsequent phase of the Transmountain Project to develop a safer access to the Franklin Mountains State Park.

Section 4. The El Paso Water Utilities Public Service Board hereby directs the President/CEO of the El Paso Water Utilities to deliver an original of this Resolution to the Mayor and City Manager of the City of El Paso, Texas as well as the El Paso County Judge and Congressman Silvestre Reyes.

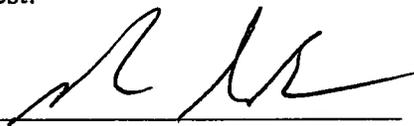
PASSED and ADOPTED this 9th Day of March, 2011, by action of the El Paso Water Utilities Public Service Board meeting in regular session with notice to the public in accordance with the Texas Open Meetings Act and with a quorum present as required by the Act.

EL PASO WATER UTILITIES
PUBLIC SERVICE BOARD



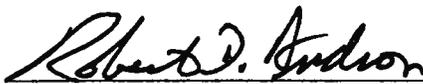
Edward Escudero
Chair

Attest:



Secretary/Treasurer

APPROVED AS TO FORM:



Robert D. Andron
General Counsel

RID: 96

State Representative Joseph C.

Fickett

P.O. Box 2910

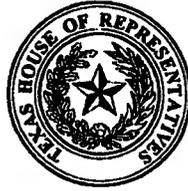
Austin, TX 78768

512-463-6504

96

The State of Texas
House of Representatives

Capitol Office:
P.O. Box 2910
Austin, Texas 78768
512.463.0596
Fax: 512.463.6504



District Office:
1790 Lee Trevino
Suite 307
El Paso, Texas 79936
915.590.4349
Fax: 915.590.4726

Joseph C. Pickett
El Paso • District 79

March 16, 2011

Amadeo Saenz, Jr., P.E.
Executive Director
Texas Department of Transportation
125 E. 11th Street
Austin, Texas 78701

Mayor John Cook
City of El Paso
#2 Civic Center Plaza
10th floor
El Paso, Texas 79901

	CR	
DE		
DEPUTY DE		
DIR. CONST.		
DIR. OPS		
ALBINE AE		
EAST AE		
WEST AE		
TRANS. COOR		
PIO		

Dear Director Saenz and Mayor Cook,

I am writing you today to show my support of the Texas Department of Transportation's plans to widen Transmountain Road in El Paso, Texas. Transmountain Road serves as a key part of Loop 375.

The project is essential to the area because it provides better connectivity between West and North East El Paso. As currently planned, not only would the road be widened from two lanes to four, but two direct connectors would allow traffic to access Interstate 10 without stopping.

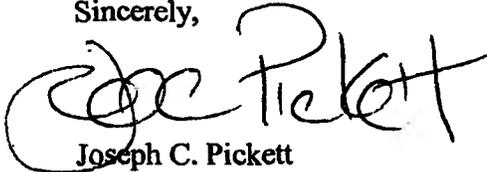
The project will allow the traveling public to transverse the mountain in a much safer manner while increasing mobility. In recent years, we have seen several deaths on Transmountain and hope through this project we can address that problem. Transmountain allows travelers to bypass downtown and connects the two sides of town that would otherwise take much longer to access. Fort Bliss has benefited greatly from BRAC in recent years and many of our soldiers and their families use Transmountain Road daily to get to and from Post. Expanding Transmountain will allow more cars to flow through the area and greatly reduce congestion.

TxDOT has gone to great lengths to ensure the projects meet all environmental standards while providing the most benefit to the area. As part of TxDOT's plans, they have included hike and bike trails that cater to the wishes of the community.

Transmountain is scheduled to be let in early April. The project has been divided into two projects, one for the West side and one for North East, with plans for the projects to meet in the middle. With your help, I look forward to seeing this project move forward on time and as planned.

If you have any questions, please feel free to contact me at 915-590-4349.

Sincerely,



Joseph C. Pickett
Texas Representative
District 79

CC: Secretary Ray LaHood
Texas Transportation Commission
Janice Brown, Federal Highway Administration, Texas Division
Mayor John Cook, City of El Paso
City Council Members, City of El Paso
Joyce Wilson, City Manager, El Paso
Roy Gilyard, Executive Director, El Paso Metropolitan Planning Organization
Raymond Telles, Executive Director, Camino Real Regional Mobility Authority
Charles Berry, Jr., P.E., TxDOT El Paso District Engineer

RID: 97

**Honorable Mayor Ramon Gonzalez
320 Lincoln Street/P.O. Box 2663
Anthony, NM 88021
575-882-2983**



City of Anthony
320 Lincoln St. / P.O. Box 2663
Anthony, New Mexico 88021

*Rec at Public
Hearing*

Charles H. Berry, Jr.
District Engineer
Texas DOT
13301 Gateway West Blvd
El Paso, TX 79928



City of Anthony
320 Lincoln St. / P.O. Box 2663
Anthony, New Mexico 88021
(575) 882-2983 Office / (575) 772-2978 Fax

07

Ramon S. Gonzalez
Mayor

Trustees:
James Scott, Mayor Pro-tem
Juan Acevedo
Diane Murrillo
Betty Gonzalez

March 11, 2011

Mr. Charles H. Berry, Jr. P.E.
District Engineer
Texas Department of Transportation
13301 Gateway Blvd West
El Paso, TX 79928

Dear Mr. Berry:

I am writing in support of the TransMountain West/H-10 project as presented by the Texas Department of Transportation and supported by the Draft Environmental Assessment conducted by the Department. This \$85 million project is an important component to the overall transportation infrastructure of our community and its construction will vastly improve the connectivity of Loop 375.

TransMountain West/H-10 represents a true public-private partnership that includes new public amenities that will be constructed simultaneously with the road. The new public amenities, hike and bike trails, will open for everyone to use and will connect to Franklin Mountain State Park after their completion. In addition, the project will have a positive economic impact on our community by expanding the tax base and creating jobs for our residents. Most importantly it will improve the safety of the road for all those that use it today and those that will use it in the future.

I appreciate your cooperation of my position, and would hope you will read my letter into official public hearing, thank you.

Sincerely,

Mayor Ramon Gonzalez
City of Anthony, New Mexico

RID: 98

Patricia L. Hughes

President

EPISD Board of Trustees; 6531

Boeing Drive

El Paso, TX 79925

915-887-5400



98

Board of Trustees

March 11, 2011

Mr. Charles H. Berry, Jr. P.E.
District Engineer
Texas Department of Transportation
13301 Gateway Blvd West
El Paso, TX 79928

RECEIVED

MAR 14 2011

**DISTRICT ENGINEER
EL PASO, TEXAS**

Dear Mr. Berry:

I am writing in support of the TransMountain West/IH-10 project as presented by the Texas Department of Transportation and supported by the Draft Environmental Assessment conducted by the Department. This \$85 million project is an important component to the overall transportation infrastructure and mobility of our community and its construction will vastly improve the connectivity of Loop 375.

TransMountain West/IH-10 represents a true public-private partnership that includes new public amenities that will be constructed simultaneously with the road. The new public amenities, hike and bike trails, will be open for everyone to use and connect to Franklin Mountain State Park after their completion. In addition, the project will have a positive economic impact on our community by expanding the tax base and creating jobs for our residents. Most importantly it will improve the safety of the road for all those that use it today and those that will use it in the future. As the Trustee representing District 6 (Westside of El Paso), I have always been concerned about the safety of the community and our employees who travel TransMountain Road on a daily basis.

I appreciate your consideration of my position, and would hope you will read my letter into your official record, thank you.

Sincerely,

Patricia L. Hughes, President
EPISD Board of Trustees

Copy to: Dr. Lorenzo Garcia, Superintendent

	G & B		
FILE			
DEPUTY D.E.			
DIR. CONST.			
DIR. OPS			
PLANNING A/E			
EAST A/E			
WEST A/E			
DIR. COMM. COORD.			
PIO			
SAFETY			
LR			

RID: 99

Kevin Gaskey
12700 Park Central Drive
Suite 1800

Dallas, TX 75251
972 770-3008

ELP_Loop375West - Loop 375 Transmountain Road Project

From: <Kevin.Gaskey@kimley-horn.com>
To: <ELP_Loop375West@TXDOT.gov>
Date: Wednesday, March 23, 2011 11:44 AM
Subject: Loop 375 Transmountain Road Project

My name is Kevin Gaskey. I am a Senior Vice President with Kimley-Horn and Associates, Inc. and have been providing engineering consulting services and working in the El Paso community for 20 years.

I am sending you this email in support of the Loop 375 project. When this project is complete it will make a dangerous road safer; completes the Loop 375 freeway; provides separate hike and bike trails and landscaping which provides better and safer pedestrian and bike traffic; and creates jobs for El Pasoans on a \$75,000,000 construction project. This project will draw employers to the corridor increasing property values around the area raising tax revenue for the City.

I respectfully request you accept my support for this project.

Sincerely,

Kevin Gaskey, PE (AL, AR, AZ, CO, GA, IL, IN, KY, LA, MD, MI, MO, ND, NM, OH, OK, TX, VA, WI, WV)
Senior Vice-President\Principal
Kimley-Horn and Associates, Inc.
12700 Park Central Drive, Suite 1800
Dallas, Texas 75251
(972) 770-3008 direct
(214) 734-4723 cell
www.kimley-horn.com

RID: 100

Hugo Morales
12701 Park Central Drive
Suite 1000

Dallas, TX 75252
973 770-3008
hugo.morales@kimley-horn.com

ELP_Loop375West



From: <hugo.morales@kimley-horn.com>
To: <ELP_Loop375West@TXDOT.gov>
Date: Wednesday, March 23, 2011 11:49 AM

My name is Hugo Morales, I am an Engineer Associate working for Kimley-Horn and Associates, Inc. a UTEP alumni and consider myself an El Pasoan.

Hugo Morales, P.E.
2120 Cannes Dr.
Plano, TX

I want to send this email in support of the Loop 375 plan for widening the road and making a dangerous road much safer.

When I used to live in El Paso , myself and a group of friends used to ride our bicycles along this road to get to the state park located in the vicinity.

Many times we wished the road was wider or there was a bike trail along the road. I was very happy when this project was announced and ashamed that some members of my beloved El Paso and City Council are against this project.

Being an Engineer I am able to grasp the impact of such project from the mobility, safety, environmental and economic point of view and could not be happier that such project has been designed and funds are available for construction.

Living outside of El Paso gives me a different perspective of the news I hear about this project in the Dallas newspapers.

The on-going joke is that if El Paso doesn't want the project and funding, the Dallas-FW community will be happy to receive those funds instead.

Those type of comments bother me because I think the funds and jobs should stay in El Paso. Elected officials and community representatives should do everything they can to move the project forward.

I respectfully request you accept my support for this project and forward my message to whomever you think should read my humble opinion.

Sincerely,

Hugo Morales, P.E. | Kimley-Horn and Associates, Inc. | 12700 Park Central Dr., Suite 1800 | Dallas, TX 75251-1516 | (972) 776-1788 direct | (972) 770-1300 office | (469) 288-3185 mobile | (972) 239-3820 fax | hugo.morales@kimley-horn.com | www.kimley-horn.com

RID: 101

**Anthony Riselenger
7050 Gato Road
El Paso, TX 79932**

ELP_Loop375West - Comment form for El Paso Loop 375 Project. My 2 Cents.

From: "Anthony Riselenger" <V7Sport73@sbcglobal.net>
To: <ELP_Loop375West@txdot.gov>
Date: Wednesday, March 23, 2011 11:54 AM
Subject: Comment form for El Paso Loop 375 Project. My 2 Cents.
Attachments: Loop 375 Project.pdf

Attached is my official response to the loop 375 meeting. Please let me know if you need this mailed in as well.
Sincerely, Anthony S. Riselenger

101

ELP_Loop375West - Comment form for El Paso Loop 375 Project. My 2 Cents.

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Attachments: Loop 375 Project.pdf

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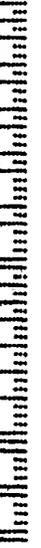
**ANTHONY S. RISELENGER
7050 GATO ROAD
EL PASO, TEXAS 79932**

**EL PASO TX 799
30 MAR 2011 PM 1 T**



**Tony Gelacio, P.E. Entech Civil
Engineers, Inc. 16360 Park Ten
Place Suite 230
Houston, Texas 77084**

77084+3093





PUBLIC HEARING

Loop 375 Transmountain Road Project
I-10 to east of the Franklin Mountains State Park Entrance
El Paso County, Texas



101

March 22, 2011 - 6:00 P.M.
Canutillo High School
6675 South Desert Blvd., El Paso, Texas 79912

COMMENT FORM

This form is provided to receive your comments regarding the proposed Loop 375 roadway improvements from I-10 to east of the Franklin Mountains State Park entrance. Please use the space provided below, attaching additional pages if necessary. Your comments can be deposited in the comment box or mailed to the address provided below. All written comments must be postmarked by April 1, 2011. Thank you for your comments.

Comments: To Whom it May Concern, I attended the meeting for the Loop 375 project. One of the people who spoke at the meeting asked all people who agree with the current proposed plan to raise their hands. It appeared to me that the majority of the people attending agreed with TXDOT's current proposal. This could be easily verified by the staff of TXDOT that also attended the meeting. There were a very few but loud people who don't want the project. Please ignore these people such as Susie Bird and her small group. This small group's opinion does not represent the majority of people that will be affected by this project. This was clearly demonstrated by the hand vote that was conducted at the meeting. Therefore I think TXDOT should continue the project as planned without further delay.

Sincerely,

Anthony S. Riselenger

Attendee and Tax Payer

7050 Gato Road

El Paso, Texas 79932

(915) 877-4884

Written comments submitted by mail must be postmarked by April 1, 2011 and sent to:

Tony Gelacio, P.E.
Entech Civil Engineers, Inc.
16360 Park Ten Place
Suite 230
Houston, Texas 77084
ELP_Loop375West@txdot.gov

Please Print:

Your Name

Anthony Riselenger

Address

7050 Gato Rd

El Paso TX 79932

915-877-4884

RID: 102

Laureen McHugh
1386 Loma Verde Drive
El Paso, TX 79936

101
Ms. Lauren Mc Hugh
1386 Loma Verde Dr
El Paso, TX 79936

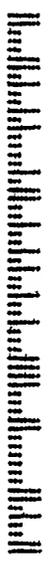
MAR 31 2011

EL PASO TX 799
30 MAR 2011 PM 1 L



RECEIVED
MAR 31 2011
BUSINESS

Tx DOT - Loop 375 (Transmountain West)
Public Hearing
Attn: Mr. Antonio Uribe, Jr., P.E.
District Design
13301 Gateway Blvd. West
El Paso, TX 79928
7392845410



107

1386 Loma Verde Drive
El Paso, TX 79936
March 30, 2011

RECEIVED
MAR 31 2011
DISTRICT BUSINESS
SERVICES

Texas Department of Transportation-Loop 375
(Transmountain West) Public Hearing
Attn: Mr. Antonio Uribe, Jr., P.E.
District Design
13301 Gateway Blvd. West
El Paso, TX 79928

Dear Mr. Uribe:

El Pasoans have not been given real choices in designing the Transmountain West Project. The community must either choose to build the freeway in the way that TxDOT proposes or lose the funding for the project. We need real, forward-thinking choices about how our city is built and developed.

As a concerned El Paso citizen, I would prefer that Transmountain West be built as a boulevard with preservation of the Public Service Board land. Failing that, my next choice is that the project be built as a freeway but without the last overpass (Paseo del Norte) and preserving the PSB land.

Thank you for your consideration.

Sincerely,



Laureen McHugh
laureen@elp.rr.com

RID: 103

Kevin Von Finger
4117 La Adelita
El Paso, TX 79922

March 31 2011
4117 La Adelita
El Paso TX 79922

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Comments to the Environmental Assessment, Loop 375 Transmountain Road

It is my opinion that the document as it is currently written cannot support a FONSI. This is due in particular to its inadequate evaluation of all reasonable alternatives. Secondly, based upon a statement from the project engineer it appears TXDOT had already made a decision and selected the project alternative prior to public involvement in the NEPA process. In addition, the EA piecemeals a much larger project of which it is an integral part, that being the creation of a freeway loop around the city. This loop appears to utilize Doniphan Drive, which now is bordered by a peaceful upper valley residential community and a wetland, among other things, and generally carries local traffic; the freeway loop concept may greatly increase traffic volumes and pollution, among other negative impacts. The loop also appears to include the Border Highway, and connecting the loop will have extremely adverse negative impacts to the low income and minority community known as Chihuahuita in south El Paso. This loop Project has never been the scope of a comprehensive NEPA document, therefore this EA is clearly piecemealing the larger project of which it is a part, contravening NEPA. I therefore request that this document analyze the entire project, not just the segment along Transmountain. Enough should be known about the loop project to permit such analysis, since the loop has been in the planning stages since the 1970's, so I am told. The Indirect and Cumulative Impact Analysis sections are well written but ultimately fail to disclose the fact that this project directly and indirectly will induce growth that may or may not occur if other viable alternatives were analyzed rather than omitted or dismissed (see below), and that this growth may have a significant impact to water resources, biota, the Rio Grande, view shed, and quality of life. Finally there appears to be a deliberate attempt to try and gloss over some of the impacts through understatement, misstatement, or omission.

Alternatives

Why did the EA not analyze the alternative of eliminating Paseo del Norte (hereafter "Paseo") overpass by moving Paseo to the west to intersect with Plexar and pass over 375 at that point, especially given the number (1900) of citizen signatures on a petition asking for an alternative that preserves the scenic corridor and reduces environmental impacts, seconded by city advisory board members, members of city council, and the El Paso County Judge (letter included below) requesting this option be given consideration? It should be noted that Paseo is not a TXDOT project but a city and developer driven project. The purpose of this project can be achieved without Paseo overpass being constructed at the proposed location. It is possible that if Paseo was moved as described below impacts would be minimized.

I therefore request that the EA add an alternative and carry the analysis of this alternative across the entire document, the alternative being a hybrid of Alternatives 3 and 5, specifically: remove Paseo del Norte overpass from the proposed location just west of the park, have Paseo bend west to intersect with Plexar and have Plexar cross 375 as an overpass, and eliminate the 4 lanes of frontage roads east of Plexar. This would preserve the scenic corridor and reduce impacts to arroyos & wildlife habitat. It would also, according to the traffic study commissioned by the City of El Paso and undertaken by consultant Walter P. Moore and Associates, not have a major impact on capacity, in fact, capacity may be IMPROVED. Paseo would be above capacity in 2025 if built as proposed, however no increase in loss of capacity appears to occur if Paseo connects to Plexar as the north-south route; in fact there appears to be fewer road sections exceeding capacity with this scenario. The CEQ implementing regulations for NEPA state that the alternatives section is the heart of the NEPA document. If the EA does not include an in-depth analysis of this alternative, this

document will not comply with the regulatory requirements of 40 CFR 1500-1508. The same can be said for Alternative 4, Boulevard Concept, again with Paseo overpass removed and instead connected to Plexar as an overpass. Relating to the analysis of these alternatives, an El Paso city representative has recently stated that the traffic data used for analysis in this EA are outdated and obsolete, and that the latest data show significantly lower projected future traffic volumes. If newer data exists it should be used rather than obsolete data. If the data is deemed controversial, use both for the analysis.

Let the record show that during a TXDOT briefing on this project to the City of El Paso Open Space Advisory Board prior to the draft EA being released to the public the TXDOT representative said that there were only two choices, build the road as proposed or not have it built. The undersigned and member of this board asked this representative, given what he just said, had the decision already been made as to what the final project scope is to be? The reply was yes. Note that this seems to be a violation of NEPA in that the NEPA process wasn't even at the public review phase & TXDOT had selected among alternatives & already made their decision.

Indirect and Cumulative Impacts Analysis

These sections are very well written, however TXDOT did not bring the analysis to the logical conclusion – there will be significant impacts caused by induced growth, especially to water resources, the Rio Grande, biota, the view shed, and quality of life. It is about time that TXDOT acknowledge that building major highways causes development and population expansion geographically. There has been considerable press given to this fact by at least one city representative (Susie Byrd for one) and by concerned citizens. It will also facilitate the construction of the rest of the loop with concomitant impacts. These effects may be significant and must be addressed in an EIS.

Aesthetics

The EA emphasizes the importance of the scenic corridor to El Pasoans by stating “The scenic view shed of the Franklin Mountains State Park and from the park south and west towards the Rio Grande and the Mexican border has been identified as a notable feature within the project AOI. Because northwestern El Paso is undergoing relatively rapid development (as demonstrated in **Section 1.2.1** of this EA), maintaining the natural aesthetic of areas surrounding the Franklin Mountains has become an important issue for public interest groups, elected officials, and the City of El Paso.” However, the EA insults our common sense by going into tedious techno babble to try to show the project and its indirect effects won't impact the corridor or view shed and states “A visual impact analysis of the proposed improvements was conducted (**Section 3.12**) and revealed that the scale and dominance of the roadway were determined to be compatible with the project surroundings due in large part to the fact that a distinct transportation corridor within the identified visual assessment units has already been established by the existing roadway. This corridor would not be substantially altered or realigned under the proposed design.”

In reality the impacts to the scenic corridor & view shed are significant. The planned freeway will consume 387 feet of right of way, almost 9 times the width of the current road. Approximately 187 acres of land running upside the mountain will have to be scraped and graded and turned to accommodate the new freeway, not to mention the adjacent induced development. So much for scenic corridors. TXDOT is in denial about visual impacts; for example “not expected to alter the visual character of the project area”. And the project area “is already dominated by the I-10 transportation corridor and industrial and commercial properties”. These are so far away you can barely see them in the distance. The construction scars and development induced by this project will be immediately adjacent to the roadway. The roadway is a scenic corridor – it is the view from the roadway that was considered important. How can this be anything but destroyed? Transmountain still has the scars of scrape and fill after what – almost a half century? At Paseo there will be 8 (12?) lanes and 6 lanes intersecting. How can this be anything but visually disruptive! This truly a biased document. For what it's worth, there will be a significant impact on the scenic corridor. Just

look at the cover picture – open desert and mountain now, soon to be scraped white scars and overpasses. This impact would be reduced by selecting the (omitted) alternative of moving Paseo overpass to Plexar.

“Continuous lighting would be installed between I-10 and the proposed Paseo Del Norte Road.” Will this lighting be Dark Sky compatible? Will there be impacts to view shed of the park at night? How was this determined?

Land Use

Please clarify that the project will not affect the proposed Mountain to River Trail along Flow Path 41A.

Wildlife and Vegetation

The EA states that “Through coordination with TPWD, it was determined that the desired [animal] crossing locations were west of the Tom Mays Unit of the Franklin Mountains State Park on private property and would require restricting access rights on these properties” This statement appears to be inaccurate, please clarify - land from the state park down to the west is public land owned by the city under PSB management. According to the latest response from TXDOT there may be a wildlife crossing on the WEST side of Paseo, in the area slated for development! Please explain what medium size or larger mammal will exist in C-2 zoned construction and the logic for selecting this location.

The EA further states: “A review of crash data for the last three years also revealed that more recorded accidents on LP 375 were caused by domestic animals than mule deer or other wild animals.” Ms. Balin, the Texas Department of Parks and Wildlife urban biologist, contacted TXDOT a number of times in an attempt to find out where these data came from but to no success (Lois Balin, pers. comm.). This appears to be an attempt at downplaying this very serious safety issue. Note that Ms. Balin knew of at least five deer-vehicle collisions in about the first 5 weeks of 2010 (Lois Balin, pers. comm.). Given that deer-vehicle collisions are a serious safety issue, request that the EA disclose the number and types of collisions and source(s) of the cited data.

Table 3.14., Threatened and Endangered Species/Species of Concern in El Paso County, Texas, and Potential Impacts, states that habitat for the burrowing owl is grassland, and states that there will be no impact since there is no open grassland in the project area. TXDOT apparently didn't seek input from local or regional biologists, otherwise they would know that these birds can occasionally be encountered throughout the El Paso area in non-grassland vegetation, although they are not necessarily common. I have seen them in the project area (where they likely nest in burrows in the sides of arroyos), rather commonly in mesquite coppice duneland, and in drainage pipes and electrical conduit. Therefore the EA should note that there is potential for impact to this species. *Peniocereus greggii* is notoriously difficult to locate when dormant – it looks just like a creosote twig. Intensive survey is usually required to find individuals. The EA should note that any conclusion that the project won't impact this species is somewhat speculative based on lack of intensive survey, unless of course such survey was undertaken. Request the EA specify hours of filed survey for each species so the reviewer can appreciate the degree of uncertainty associated with claims of no impact.

The EA states “Landscaping would also be included in the project design and would be developed during the plans, specifications, and estimates (PS&E) phase..” Is this landscaping intended to replace plants removed by construction, or as substitutes for existing native vegetation? If substitutes, what is wrong with the native plants already there? If plants must be planted to replace those removed, use native Chihuahuan Desert plants. The list of proposed plants to be used on the project provided by TXDOT (see Letter from TPWD biologist below) include species that are non-native (China, South America, Korea), are not as drought tolerant as most natives, not cold hardy (oleander, lantana), or are invasive (Retama, *Parkinsonia aculeata*). This last species is not native to the Chihuahuan Desert but has exploded its range via the

nursery trade. It is invasive in the extreme (I have witnessed one plant become 41 plants in 4 years in an area of about 50 square feet). Use of this plant alone could require an EIS level document – by planting this invasive TXDOT would knowingly facilitate its spread, something I'm sure they don't intend to do. This species was removed from city's list of approved trees. The TPWD Urban biologist strongly recommended against species on the TXDOT landscaping list & provided a replacement list, see below. TXDOT provide a subsequent but incomplete list of landscape plants, Retama was removed, but most are still non-natives, some cold intolerant (e.g. oleander), and some possibly require supplemental water to survive. Given that the new plant list still is flawed, it is disturbing that the selected species and any attendant potential environmental impacts won't be divulged to the public through this NEPA process, but "developed during the PS&E phase". Due to the lack of Chihuahuan Desert natives proposed by TXDOT to be used as landscaping for the project, and to the originally proposed use of the highly invasive *Parkinsonia aculeata*, I request that the landscape plants be listed and impacts analyzed in this EA.

Kevin von Finger

Letter from Ms. Balin, first list

I have reviewed the landscape plans for the Trans-mountain Road Extension Project including the new entrance and parking lot for Franklin Mountains State Park. I would like to offer the following information, comments, and recommendations.

Plants to Replace the Restler Road Tree Plant Palette:

- Mexican Paloverde *Parkinsonia aculeata*- invasive
- Chiltalpa- not native; pest problems
- Chinese Pistachio *Pistacia chinensis* China-not native

Replace with Native West Texas Trees – Drought tolerant and bird friendly

1. Desert Willow *Chilopsis linearis* - 20' x 20'
2. Live Oak *Quercus turbinella* - 15' x 15' evergreen or subevergreen
3. Shin Oak *Quercus mohriana* - 20' x 15' evergreen
4. Escarpment Live Oak *Quercus fusiformis* - 50' x 40' evergreen
5. Mexican Blue Oak *Quercus oblongifolia* - 30' x 30' semi-evergreen
6. Chinkapin Oak *Quercus muehlenbergii* - 50' x 40' deciduous
7. Sweet acacia *Acacia farnesiana* - 3-4' x 40' semi-evergreen,
8. Blackbrush Acacia *Acacia rigidula* - 20' x 18' semi-evergreen
9. Texas Mountain Laurel *Sophora secundiflora* – 15' x 10', evergreen
10. One-seed Juniper *Juniperus monosperma*- 25' x 15', evergreen
11. Mexican Redbud *Cercis canadensis var. mexicana* - 15' x 15' deciduous
12. Mexican Persimmon *Diospyros texana var mexicana* - 20' x 20' deciduous
13. Goldenball Leadtree *Leuceana retusa*- deciduous
14. Mexican Buckeye *Ungnadia speciosa* – 15' x 15', deciduous

Plants to Replace the Restler Road Shrub Plant Palette:

- Golden Eunonymous - Range/Origin: China, pest problems
- Bush Lantana - Range/Origin: South America

- Indian Hawthorne - Range/Origin: Japan and Korea
- Dwarf Oleander - Range/Origin: Mediterranean; poisonous, not cold hardy
- Tam Juniper - Range/Origin: Southern Europe; pest problems
- Pendulous yucca - Range/Origin: southeast US (Georgia and Mississippi)
- Rosemary – not native

Replace with Native West Texas Shrubs– Drought tolerant and bird friendly

1. Little leaf cordia *Cordia parvifolia* – 6' x 6', evergreen, drought deciduous Desert Olive
Forestiera angustifolia -7' x 7', evergreen
2. Desert Yaupon *Schaefferia cuneifolia* – 4' x 3', evergreen
3. Woolly Butterfly bush *Buddleia marrubiifolia* – 5' x 5', evergreen
4. Turpentine Bush *Ericameria laricifolia* – 2.5' x 4', evergreen
5. Texas Sage *Leucophyllum frutescens* – 8' x 8', semi-evergreen
6. Cenizo *Leucophyllum candidum* – 4' x 4', semi-evergreen
7. Autumn Sage *Salvia greggii* – 3' x 3', evergreen
8. Damianita *Chrysactinia Mexicana*- 2' x 2' evergreen
9. Chihuahuan Sage *Leucophyllum laevigatum*, evergreen
10. Trailing Dalea *Dalea greggii* – 1' x 6', evergreen
11. Big Bend Silverleaf (*Leucophyllum minus*), evergreen

Plants for Franklin Mountain State Park sections:

Trees:

1. Netleaf Hackberry *Celtis reticulata* – 30' x 25'
2. Western Soapberry *Sapindus saponaria* var. *drummondii* – 50' x 20'
3. Catclaw Acacia *Acacia greggii* - 30' x 30', deciduous
4. Evergreen Sumac *Rhus virens*– 15' x 15', evergreen
5. Wright Acacia *Acacia wrightii* - 30' x 35', evergreen

Shrubs:

1. Apache-Plume *Fallugia paradoxa* – 8' x 4', evergreen
2. Feather Dalea *Dalea formosa*
3. Turpentine bush *Ericameria laricifolia*
4. Soaptree Yucca *Yucca elata*
5. Banana Yucca *Yucca baccata*
6. Torrey Yucca *Yucca torreyii*

Ground cover:

1. Blackfoot Daisy *Melampodium leucanthum*, evergreen
2. Desert Marigold *Bailea multiradiata*
3. Gooding's Verbena *Verbenia goodingi*

Grasses <2':

1. Black grama *Bouteloua eriopoda*
2. Blue grama *Bouteloua gracilis*
3. Bush muhly *Muhlenbergia porteri*

4. Purple Threeawn *Aristida purpurea*

I appreciate the opportunity to review and comment on this project. There are numerous choices of native West Texas plants to replace the non-native plants on the TXDOT landscape plan that may become invasive, suffer freeze loss, and will require more water and maintenance.

Lois Balin

Lois Balin
Letter from Ms, Balin, second list
Urban Wildlife Biologist, Open Space Advisory Board Member
Texas Parks and Wildlife
200 N. Clark Drive
El Paso, TX 79905

March 7, 2011

Comments:

- Stations 291-329 were not included in the submitted plans; the landscaping along FMSP was not included and could not be reviewed.
- Only the trees were included in the submitted plans; the planting schemes were not included.
- Are the trees planted with natural water collecting designs, such as in swales?
- Many of the non-native plants in the design are not cold tolerant and will suffer freeze loss; some may require more water and maintenance and become invasive.
- Consider screening rock mulch from onsite and saving the topsoil for later use in seeding areas.
- Autumn Sage *Salvia greggii* should be planted in areas with shade or filtered shade
- All of the following suggested replacement plants are commercially available within the El Paso area and throughout the region:

Replace non-native Chinese Pistachio *Pistacia chinensis*
with Texas native, Texas Red Oak *Quercus buckleyi* (fall color) or Chihuahuan Desert native, Desert Willow *Chilopsis linearis*

Replace non-native Senna Nemophila *Cassia nemophila*
with Chihuahuan Desert natives Shrubby Senna *Cassia wislizenii* or Chamisa *Ericameria nauseosa* (evergreen)

Replace non-native Pendulous Yucca *Yucca Recurvifolia*
with Texas native evergreens Pale-leaf Yucca *Yucca pallida* or Twist-leaf Yucca *Yucca*
rupicola,

Replace non-native Rosemary

with Chihuahuan Desert natives Havard Agave *Agave havardiana* or Palmer's Agave *Agave palmeri* or Desert Rosemary *Poliomintha incana*

Replace non-native Tam Juniper *Juniperus sabina*

with Chihuahuan Desert native evergreen Beargrass *Nolina microcarpa* or Sierra Gold *Dalea capitata* or Trailing Indigo Bush *Dalea greggii*

Replace non-native Lantana

with Chihuahuan Desert native evergreens Cimarron *Leucophyllum zygophyllum*, Damianita *Chrysactinia mexicana*, Dwarf Chamisa *Chrysothamnus nauseosus dwarf var.*, Sierra Gold *Dalea capitata*, or White Cloud or Green Cloud *Leucophyllum frutescens*

Replace non-native Tam Juniper *Juniperus sabina*

with Chihuahuan Desert native evergreen Beargrass *Nolina microcarpa*, Sierra Gold *Dalea capitata*, or Trailing Indigo Bush *Dalea greggii*

Replace commercially unavailable Chihuahuan Desert native Feather Dalea

with Chihuahuan Desert native evergreens Silver Dalea *Dalea bicolor var. argentea* or Blackfoot Daisy *Melampodium leucanthum*

Replace non-native Dwarf Oleander *Nerium*

with Chihuahuan Desert native evergreens White Cloud or Green Cloud *Leucophyllum frutescens* or Cimarron *Leucophyllum zygophyllum* (small *Leucophyllums*)

Replace non-native Indian Hawthorne *Rhaphiolepis indica*

with Chihuahuan Desert native evergreens Little leaf Cordia *Cordia parvifolia* or Texas Ranger *Leucophyllum candidum*

Replace non-native Golden Eunonymous *Euonymus J*

with Chihuahuan Desert native evergreens Turpentine Bush *Ericameria laricifolia* or Damianita *Chrysactinia Mexicana*

Plants for Franklin Mountain State Park sections:

Trees:

6. Nettleleaf Hackberry
7. Western Soapberry
8. Catclaw Acacia *Acacia greggii*
9. Evergreen Sumac
10. Viscid White-thorn Acacia

Shrubs:

7. Apache-Plume
8. Winterfat
9. Beebrush
10. Turpentine bush
11. Soaptree Yucca
12. Banana Yucca
13. Torrey Yucca

Ground covers (possible seed mix):

4. Blackfoot Daisy
5. Desert Marigold
6. Gooding's Verbena
7. Paperflower
8. Wright's Verbena
9. Desert Zinnia
10. Firewheel

Grasses <2':

5. Black grama *Bouteloua eriopoda*
6. Blue grama *Bouteloua gracilis*
7. Sideoats grama *Bouteloua curtipendula*
8. Bush muhly *Muhlenbergia porteri*
9. Purple Threeawn *Aristida purpurea*

Lois Balin

Lois Balin
Urban Wildlife Biologist
Texas Parks and Wildlife
200 N. Clark Drive
El Paso, TX 79905

Letter from County Judge, below



VERONICA ESCOBAR
El Paso County Judge

March 25, 2011

The Honorable John F. Cook, Mayor and
El Paso City Council
One Civic Center Plaza
El Paso, Texas 79901

Honorable Mayor and Council:

I write to share my perspective on the Transmountain I-10 project and the Northwest Master Plan.

I support the transportation infrastructure investment at Transmountain Road. I support it because of its focus on safety and added capacity, and because it is an integral part of the community initiative begun several years ago to create a traffic loop addressing congestion within El Paso.

What concerns me, however, is the Paseo del Norte overpass and its relationship to future development in the open space adjacent to it.

As I understand it, the Paseo del Norte overpass will help provide connectivity to and traffic distribution for future development, especially in the acreage now owned by the people of El Paso (via the PSB) but slated for development in the PSB's Northwest Master Plan.

During the recent public hearing on the project a member of the public expressed the opinion that if the area within the Northwest Master Plan were to remain undeveloped - preserved in perpetuity as open space by the City Council and the PSB - there probably would be no need for the final overpass. I believe that assessment was accurate.

Equal Opportunity Employer
500 E. San Antonio Suite 301, El Paso, TX 79901
Phone: 915 546 2098 · Fax: 915 543 3888 · countyjudge@epcounty.com · www.epcounty.com

While the PSB has been supportive of using SmartCode for the development, that property still belongs to the public. In their resolution (attached), the PSB states:

WHEREAS, the PSB carefully manages its assets which include lands held in trust for the benefit of the water and wastewater system, for the benefit of its ratepayers so as to maximize water, wastewater service and storm water management and safety.

That acreage is indeed an asset that needs to be managed. It needs to be managed through thoughtful public policy. And while development would certainly increase the tax base, it would also increase demands on services and infrastructure funded by local property taxpayers. More important, it would erode precious open space that should remain in its natural state.

In the introduction to the City of El Paso's Green Infrastructure Plan, there is an acknowledgement of the need for preservation:

The mountains, the desert, the river...El Paso wouldn't be the same without them. Yet as the City grows, the special places our families remember are disappearing one by one. The El Paso Open Space Plan seeks to preserve some of those special places, so that future generations have a city that is vibrant, beautiful, and truly one of the best places to live on this planet.

The amount of remaining undeveloped land in El Paso and in El Paso County is rapidly decreasing – Of the 224 square miles within the City of El Paso (after excluding the Franklin Mountains), only 50 square miles, or less than 23%, remain largely undeveloped. Of the 1057 square miles in El Paso County, less than 250 square miles remain largely undeveloped or unused for military purposes. Land for open space must be preserved today, or it will be consumed over the next 20 to 40 years.

(http://www.ci.el-paso.tx.us/parks/documents/green/documents/draft%20plan/7_Chapter1%20Introduction.pdf)

Access to open space – the arroyos, natural and man-made trails, and the wildlife and flora that come with it – is of significant value to a community that has limited park space, a population that grapples with obesity and diabetes, and leadership that wants El Paso to be a leading American City once again. Protecting open space addresses all these issues.

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Mayor John F. Cook, El Paso City Council
Transmountain I-10 Project and Northwest Master Plan

Unfortunately, our community has the dubious distinction of not protecting or preserving what makes us special and unique.

Between the late 1800s and 1920s, for example, El Paso built some of the most impressive, beautiful and unique architecture in the United States. Downtown El Paso was rising, with San Jacinto Plaza at the heart of it. With respect to our downtown, my generation has seen it all: abandonment, divestment, decline, renewed interest, and now, finally, re-investment that is igniting our much-deserved and sought-after renaissance. Those of us who acknowledge the role history plays in our success have lamented the loss of too many architectural treasures – either to disrepair or demolition.

Recent (and significant) investment in the Mills Building is transforming the area that was the nucleus of our city. A renewed and very welcome interest in reviving San Jacinto Plaza has recently arisen largely because many people recognize San Jacinto Plaza as an important symbol of El Paso's splendid past and as a logical starting point for that renaissance so many of us are working toward.

It is with this perspective that I urge you to more fully evaluate the Paseo del Norte component of the Transmountain project and your commitment to natural open space. Once destroyed, open space can never be recovered. The decisions you make will forever change the landscape so many of us love – landscape that it is not an exaggeration to say shapes El Paso's identity. It is completely within your power to save this open space.

I am keenly interested in progress, infrastructure investment and community advancement – my record as an elected official makes that abundantly clear. However, I believe that to forge ahead on this project without protecting what makes us unique and beautiful is short-sighted. Just as my generation wondered why El Pasoans accepted policies that made us a low-wage town, encouraged divestment in our downtown and central core, and displaced us from our position as a leading American City, our children will wonder why we didn't do everything possible to preserve the natural treasures of our arroyos and the foothills near them.

Sincerely,

Veronica Escobar
El Paso County Judge



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El Paso County Judge

March 25, 2011

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Transmountain I-10 Project and Northwest Master Plan

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Sincerely,



Verónica Escobar

El Paso County Judge

cc: Ted Houghton, TxDOT Commissioner
Chuck Berry, District Engineer, TxDOT
Roy Gilyard, Executive Director, Metropolitan Planning Organization
Edmund G. Archuleta, President and CEO, El Paso Water Utilities
The Honorable Inocente Quintanilla, State Representative, District 75
The Honorable Naomi Gonzalez, State Representative, District 76
The Honorable Marisa Marquez, State Representative, District 77
The Honorable Dee Margo, State Representative, District 78
The Honorable Joe C. Pickett, State Representative, District 79
The Honorable Jose Rodriguez, State Senator, District 29

RID: 104

Representative Chente Quintanilla
120 N. Horizon, Suite 112-A
El Paso, TX 79927

Ran

ENTERED IN TxDocs ONLINE

Date: 2/3/14 Initials: ML

State of Texas
House of Representatives
CHENTE QUINTANILLA
STATE REPRESENTATIVE, DISTRICT 75
P.O. Box 2910
Austin, TX 78768-2910



RECEIVED

**Charles Berry Jr., P.E., District Engineer
TxDOT El Paso**

13301 Gateway Blvd. West
El Paso, Texas 79928

FEB 3 1 2014

**DISTRICT ENGINEER
EL PASO, TEXAS**

7992835410 R06i



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Capitol Office:
P.O. Box 2910
Austin, TX 78768-2910
512.463.0613
Fax: 512.463.0613



District Office:
120 N. Horizon, Suite 112-A
El Paso, TX 79927
915.859.3111
Fax 915.859.3120

State of Texas
House of Representatives
CHENTE QUINTANILLA
STATE REPRESENTATIVE, DISTRICT 75

March 16, 2011

RECEIVED

MAR 31 2011

DISTRICT ENGINEER
EL PASO, TEXAS

Amadeo Saenz, Jr., P.E.
Executive Director
Texas Department of Transportation
125 E. 11th Street
Austin, Texas 78701

Dear Director Saenz,

I am writing you today to show my support of the Texas Department of Transportation's plans to widen Transmountain Road in El Paso, Texas. Transmountain Road serves as a key part of Loop 375.

The project is essential to the area because it provides better connectivity between West and North East El Paso. As currently planned, not only would the road be widened from two lanes to four, but two direct connectors would allow traffic to access Interstate 10 without stopping.

The project will allow the traveling public to transverse the mountain in a much safer manner while increasing mobility. In recent years, we have seen several deaths on Transmountain and hope through this project we can address that problem. Transmountain allows travelers to bypass downtown and connects the two sides of town that would otherwise take much longer to access. Fort Bliss has benefited greatly from BRAC in recent years and many of our soldiers and their families use Transmountain Road daily to get to and from Post. Expanding Transmountain will allow more cars to flow through the area and greatly reduce congestion.

TxDOT has gone to great lengths to ensure the projects meet all environmental standards while providing the most benefit to the area. As part of TxDOT's plans, they have included hike and bike trails that cater to the wishes of the community.

Transmountain is scheduled to be let in early April. The project has been divided into two projects, one for the West side and one for North East, with plans for the projects to meet in the middle. With your help, I look forward to seeing this project move forward on time and as planned.

Sincerely,

CC: Secretary Ray LaHood
Texas Transportation Commission
Janice Brown, Federal Highway Administration, Texas Division
Mayor John Cook, City of El Paso
City Council Members, City of El Paso
Joyce Wilson, City Manager, El Paso
Roy Gilyard, Executive Director, El Paso Metropolitan Planning Organization
Raymond Telles, Executive Director, Camino Real Regional Mobility Authority
Charles Berry, Jr., P.E., TxDOT El Paso District Engineer

	C	A	MEM
D.E.			
DEPUTY D.E.			
DIR. CONST.			
DIR. OPS			
ALPINE A.E.			
EAST A.E.			
WEST A.E.			
BUS. SERV. COOR.			
PIO			
SAFETY			
I.R.			

RESOLUTION

104

WHEREAS, the El Paso Water Utilities Public Service Board (PSB) is the Board of Trustees charged with the complete management and control of the El Paso Water and Wastewater System and the El Paso Municipal Drainage Utility System; and

WHEREAS, the PSB carefully manages its assets which include lands held in trust for the benefit of the water and wastewater system, for the benefit of its ratepayers so as to maximize water, wastewater service and storm water management and safety; and,

WHEREAS, the State of Texas, acting by and through its Texas Department of Transportation has requested the City convey approximately 12.080 acres of land held in trust by the PSB to the State for its Transmountain I-10 Project in El Paso, El Paso County, Texas; and,

WHEREAS, the PSB determined the requested land is inexpedient to the system at its regular meeting August 25, 2010 and requested the El Paso City Council authorize the City Manager to sign a Special Warranty Deed and any other necessary documents to convey the land to the State of Texas; and,

WHEREAS, March 2, 2011, the City Council accepted for introduction and Ordinance authorizing the conveyance of the 12.080 acres of land to the State of Texas for use in the Texas Department of Transportation Transmountain I-10 Project; and,

WHEREAS, near the Transmountain I-10 Project is a parcel of PSB land that has been identified and master-planned, known as the Northwest Masterplan, consisting of 1500 acres of land, more or less; and,

WHEREAS, the PSB passed and adopted a Resolution dated October 22, 2010 expressing its concern and opposition regarding the City's possible action impacting the Northwest Masterplan land in designating 900 acres as Natural Open Space and zoned that way; and,

WHEREAS, the El Paso City Council on January 11, 2011 voted against rezoning nearly 800 acres of the Northwest Masterplan land to natural open space; and

WHEREAS, this Resolution reaffirms the PSB's opposition to a blanket Natural Open Space zoning or designation for 800 acres of the Northwest Masterplan land and its support of the City Council's action of January 11, 2011; and,

WHEREAS, the PSB desires to express its support of the City's desire to update the Northwest Masterplan including therein the design and development of the land pursuant to SmartCode with appropriate open space;

NOW, THEREFORE, BE IT RESOLVED BY THE EL PASO WATER UTILITIES PUBLIC SERVICE BOARD FOR THE CITY OF EL PASO, TEXAS THAT:

104

Section 1. The El Paso Water Utilities Public Service Board hereby confirms its support of the Transmountain I-10 Project as presented to the City Council by the Texas Department of Transportation and the transfer of the tract of land known as Parcel 14 consisting of 12.080 acres of land along and adjacent to the Transmountain roadway in El Paso, El Paso County, Texas.

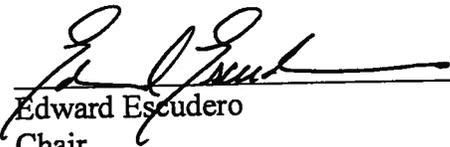
Section 2. The El Paso Water Utilities Public Service Board hereby confirms its support for the design and development of that land known as the Northwest Masterplan PSB land bisected by Transmountain road. Said development to include appropriate open space acreage in conjunction with maximizing the value of developable lands of the El Paso Water Utilities ratepayers. The PSB also reaffirms its opposition to a blanket Natural Open Space designation or zoning of 800 acres within the Northwest Masterplan which masterplan currently includes designated open space.

Section 3. The El Paso Water Utilities Public Service Board recommends that the Texas Department of Transportation consider a subsequent phase of the Transmountain Project to develop a safer access to the Franklin Mountains State Park.

Section 4. The El Paso Water Utilities Public Service Board hereby directs the President/CEO of the El Paso Water Utilities to deliver an original of this Resolution to the Mayor and City Manager of the City of El Paso, Texas as well as the El Paso County Judge and Congressman Silvestre Reyes.

PASSED and ADOPTED this 9th Day of March, 2011, by action of the El Paso Water Utilities Public Service Board meeting in regular session with notice to the public in accordance with the Texas Open Meetings Act and with a quorum present as required by the Act.

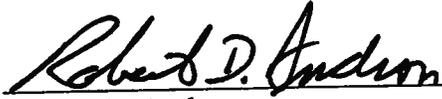
EL PASO WATER UTILITIES
PUBLIC SERVICE BOARD


Edward Escudero
Chair

Attest:


Secretary/Treasurer

APPROVED AS TO FORM:


Robert D. Andron
General Counsel

RID: 105

Stephanie Woodard
1845 Northwestern Drive, Suite #C
El Paso, TX 79912



PUBLIC HEARING

Loop 375 Transmountain Road Project
I-10 to east of the Franklin Mountains State Park Entrance
El Paso County, Texas



March 22, 2011 - 6:00 P.M.
Canutillo High School
6675 South Desert Blvd., El Paso, Texas 79912

COMMENT FORM

105 Orig

This form is provided to receive your comments regarding the proposed Loop 375 roadway improvements from I-10 to east of the Franklin Mountains State Park entrance. Please use the space provided below, attaching additional pages if necessary. Your comments can be deposited in the comment box or mailed to the address provided below. All written comments must be postmarked by April 1, 2011. Thank you for your comments.

Comments: With the growing population of the
city and Fort Bliss I think that the
I375 Loop through the Franklin Mountains
is very important and needed in the
city of El Paso

Written comments submitted by mail must be postmarked by April 1, 2011 and sent to:

Tony Gelacio, P.E.
Entech Civil Engineers, Inc.
16360 Park Ten Place
Suite 230
Houston, Texas 77084
ELP_Loop375West@txdot.gov

Please Print:

Your Name Stephanie Woodard
Address 1845 Northwestern C
Suite #C
El Paso, TX 79912

105

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EL PASO TX 799

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Tony Gelacio, P.E.
Entech Civil Engineers, Inc.
16360 Park Ten Place
Suite 230
Houston, Texas 77084

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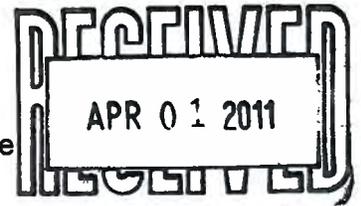
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David Gallardo
740 Ortiz Lane
El Paso, TX 79927



PUBLIC HEARING

Loop 375 Transmountain Road Project
I-10 to east of the Franklin Mountains State Park Entrance
El Paso County, Texas



March 22, 2011 - 6:00 P.M.
Canutillo High School
6675 South Desert Blvd., El Paso, Texas 79912

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COMMENT FORM

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Comments: Building the proposed Loop 375 Roadway is
a good idea because it will allow for a better
traffic flow. I think it will also prevent any future
accidents. The current layout doesnt really allow any
passing and it frustrates drivers that are in a hurry.

Written comments submitted by mail must be postmarked by April 1, 2011 and sent to:

Tony Gelacio, P.E.
Entech Civil Engineers, Inc.
16360 Park Ten Place
Suite 230
Houston, Texas 77084
ELP_Loop375West@txdot.gov

Please Print:

Your Name David Gallardo
Address 740 Ortiz Ln.
El Paso TX. 79927



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Tony Gelacio, P.E.
Entech Civil Engineers, Inc.
16360 Park Ten Place
Suite 230
Houston, Texas 77084



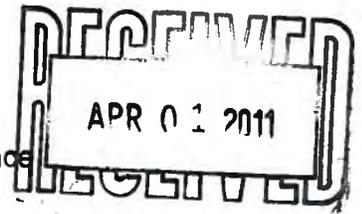
RID: 107

**Melina Banuelos
1845 Northwestern Drive, Suite #C
El Paso, TX 79912**



PUBLIC HEARING

Loop 375 Transmountain Road Project
I-10 to east of the Franklin Mountains State Park Entrance
El Paso County, Texas



March 22, 2011 - 6:00 P.M.

Canutillo High School
6675 South Desert Blvd., El Paso, Texas 79912

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COMMENT FORM

This form is provided to receive your comments regarding the proposed Loop 375 roadway improvements from I-10 to east of the Franklin Mountains State Park entrance. Please use the space provided below, attaching additional pages if necessary. Your comments can be deposited in the comment box or mailed to the address provided below. All written comments must be postmarked by April 1, 2011. Thank you for your comments.

Comments: This project is a great improvement for El Paso Citizens. As a daily commuter through that road, ~~the~~ maintaining a constant "flow" doesn't always occur. Usually, any traffic accident stops commuters. This expansion will allow for commuters to continue on their way, while still maintaining a safe distance for those involved. I fully support this plan.

Written comments submitted by mail must be postmarked by April 1, 2011 and sent to:

Tony Gelacio, P.E.
Entech Civil Engineers, Inc.
16360 Park Ten Place
Suite 230
Houston, Texas 77084
ELP_Loop375West@txdot.gov

Please Print:

Your Name Melina Banuelos, EIT
Address 1845 Northwestern, Suite C
El Paso, TX 79912



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CSA Design Group
1845 Northwestern #C
Ge Paso TX 79912

Tony Gelacio, P.E.
Entech Civil Engineers, Inc.
16360 Park Ten Place
Suite 230
Houston, Texas 77084

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**Fernando Hernandez
1845 Northwestern Drive
El Paso, TX 79912**



PUBLIC HEARING

Loop 375 Transmountain Road Project
I-10 to east of the Franklin Mountains State Park Entrance
El Paso County, Texas



March 22, 2011 - 6:00 P.M.
Canutillo High School

6675 South Desert Blvd., El Paso, Texas 79912

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COMMENT FORM

This form is provided to receive your comments regarding the proposed Loop 375 roadway improvements from I-10 to east of the Franklin Mountains State Park entrance. Please use the space provided below, attaching additional pages if necessary. Your comments can be deposited in the comment box or mailed to the address provided below. All written comments must be postmarked by April 1, 2011. Thank you for your comments.

Comments:

I AM IN FAVOR OF THE EXPANSION/IMPROVEMENTS TO LOOP 375. I BELIEVE THAT THE EXPANSION WILL BENEFIT & IMPROVE THE FUNCTIONALITY OF THE ROADWAY. CURRENT CONDITIONS OF THE ROAD CREATE CONGESTION POINTS, WHICH IMPAIRS TRAFFIC FLOW. THE BOTTLED NECKED WESTERN PORTION OF THE LOOP DOES NOT ALLOW FOR PROPER USAGE AS THE REMAINING PORTION OF THE ROADWAY IS A 4 LANE ROADWAY. I BELIEVE THE TWO LANE SCENARIO OF THE ROADWAY CAUSES ACCIDENTS BECAUSE VEHICLES MERGING ONTO THE LOOP FROM THE CONNECTOR STREETS AT SLOWER VELOCITIES THAN THE EXISTING FLOWS TRAVELING ON THE LOOP. THEREFORE, THE CHANGE IN CONTRAST CAUSES ACCIDENTS. I BELIEVE THE WIDER ROADWAY WILL HELP THE VEHICLES MERGING ONTO THE LOOP. I ALSO BELIEVE THE IMPROVEMENTS WILL RELIEVE SOME OF THE CONGESTION ON I-10 AS WELL. I REALLY DON'T SEE ANY CONS TO PERFORMING THE IMPROVEMENTS.

Written comments submitted by mail must be postmarked by April 1, 2011 and sent to:

Tony Gelacio, P.E.
Entech Civil Engineers, Inc.
16360 Park Ten Place
Suite 230
Houston, Texas 77084
ELP_Loop375West@txdot.gov

Please Print:

Your Name FERNANDO HERNANDEZ
Address 1845 NORTHWESTERN DR.
EL PASO, TX 79912

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Tony Gelacio, P.E.
 Entech Civil Engineers, Inc.
 16360 Park Ten Place
 Suite 230
 Houston, Texas 77084



RID: 109

John C. Karlsrucker
1845 Northwestern Drive, Ste. #C
El Paso, TX 79912



PUBLIC HEARING

Loop 375 Transmountain Road Project
I-10 to east of the Franklin Mountains State Park Entrance
El Paso County, Texas



March 22, 2011 - 6:00 P.M.
Canutillo High School
6675 South Desert Blvd., El Paso, Texas 79912

109 Eng

COMMENT FORM

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Comments: I am completely in favor of the proposed alternate for this project. As a professional engineer and owner of both a civil engineering design firm, and a heavy construction firm located in the Northwestern Corporate Center (adjacent to Transmountain); I believe the proposed alternate will yield the most benefit in SAFETY for our area. The proposed alternate will also provide the most efficient circulation across the City, while providing those of us with businesses in the area safer and more efficient ingress and egress from work to the surrounding highways.

Written comments submitted by mail must be postmarked by April 1, 2011 and sent to:

Tony Gelacio, P.E.
Entech Civil Engineers, Inc.
16360 Park Ten Place
Suite 230
Houston, Texas 77084
ELP_Loop375West@txdot.gov

Please Print:

Your Name John C. Karlsruhe, P.E.
Address CSA Design Group
1845 Northwestern, Ste. C
El Paso, Texas 79912

109

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Karlsmher
35 Sun Point
El Paso TX 79912

Tony Gelacio, P.E.
Entech Civil Engineers, Inc.
16360 Park Ten Place
Suite 230
Houston, Texas 77084

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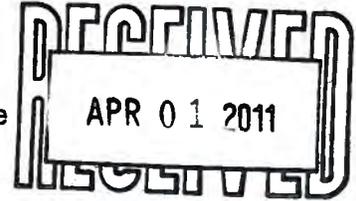
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**Eileen Karlsrucker
35 Sun Point Lane
El Paso, TX 79912**



PUBLIC HEARING

Loop 375 Transmountain Road Project
I-10 to east of the Franklin Mountains State Park Entrance
El Paso County, Texas



March 22, 2011 - 6:00 P.M.
Canutillo High School
6675 South Desert Blvd., El Paso, Texas 79912

110 Orig

COMMENT FORM

This form is provided to receive your comments regarding the proposed Loop 375 roadway improvements from I-10 to east of the Franklin Mountains State Park entrance. Please use the space provided below, attaching additional pages if necessary. Your comments can be deposited in the comment box or mailed to the address provided below. All written comments must be postmarked by April 1, 2011. Thank you for your comments.

Comments: I am in support of the Tx DOT plan
for Loop 375 Transmountain Rd. Project. My
office is located on Northwestern Drive between
Transmountain & ArtCraft. We have been here since
1999 & I have seen a huge increase in traffic volume
& I believe its critically important to widen the road.

Written comments submitted by mail must be postmarked by April 1, 2011 and sent to:

Tony Gelacio, P.E.
Entech Civil Engineers, Inc.
16360 Park Ten Place
Suite 230
Houston, Texas 77084
ELP_Loop375West@txdot.gov

Please Print:

Your Name EILEEN KARLSAHER
Address 35 SUN POINT LN
EL PASO, TX 79912



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Tony Gelacio, P.E.
Entech Civil Engineers, Inc.
16360 Park Ten Place
Suite 230
Houston, Texas 77084

77084+3093



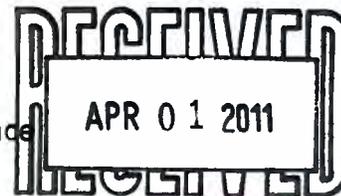
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Glen Brooks
305 La Miranda
El Paso, TX 79932



PUBLIC HEARING

Loop 375 Transmountain Road Project
I-10 to east of the Franklin Mountains State Park Entrance
El Paso County, Texas



March 22, 2011 - 6:00 P.M.
Canutillo High School
6675 South Desert Blvd., El Paso, Texas 79912



COMMENT FORM

This form is provided to receive your comments regarding the proposed Loop 375 roadway improvements from I-10 to east of the Franklin Mountains State Park entrance. Please use the space provided below, attaching additional pages if necessary. Your comments can be deposited in the comment box or mailed to the address provided below. All written comments must be postmarked by April 1, 2011. Thank you for your comments.

Comments: THIS IS A ROAD I TRAVEL ON A
REGULAR BASIS AND HAVE FOR A
NUMBER OF YEARS. I HAVE WITNESSED
THE STEADY INCREASE IN TRAFFIC OVER
THE LAST DECADE. I BELIEVE THE
AMOUNT OF DAILY TRIPS REQUIRED FOR
THIS UPGRADE WAS MET MANY YEARS
AGO. I SUPPORT THIS CONSTRUCTION
AND WELCOME THE FUTURE RELIEF
IT WILL PROVIDE.
IT'S ABOUT TIME...!

Written comments submitted by mail must be postmarked by April 1, 2011 and sent to:

Tony Gelacio, P.E.
Entech Civil Engineers, Inc.
16360 Park Ten Place
Suite 230
Houston, Texas 77084
ELP_Loop375West@txdot.gov

Please Print:
Your Name GREN BROOKS
Address 305 LA MIRADA
EL PASO, TX 79932



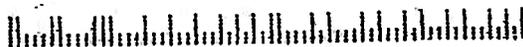
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Tony Gelacio, P.E.
Entech Civil Engineers, Inc.
16360 Park Ten Place
Suite 230
Houston, Texas 77084

77084+3093



RID: 112

Leticia Sotelo

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APR 01 2011

Orig

Dear, Mr. Gelacio

We all need to protect and preserve the natural beauty in transmountain. In the world we are going to fast and are becoming too commercialized and disregarding natural habitats. We need healthy and peaceful areas to enjoy. And respecting and coexisting with natural habitats and letting them be. Destroying these mountains is like taking away something special and sacred to the environment without it wildlife will be wiped off the face of this earth. Shouldn't the modern society be about saving the environment and turning to ECO friendly methods. Even if you build an over pass for the animals they're still going to be innocent animals killed because they don't know any better. This idea doesn't make any sense. We don't need more pollution and noise in these natural environments. Please reconsider **CHERISHING** Mother Nature and saving God's golden treasures.

Leticia Sotelo



Mrs. L. Sotelo
4.1.11

30 MAR 2011 PM 2:1



Tony Gelacio, P.E.
Entech Civil Engineers, Inc.
16360 Park Ten Place
Suite 230
Houston, TX 77084

77084+5588

RID: 113

**Lowerre, Frederick, Perales,
Allmon & Rockwell
707 Rio Grande Street, Suite 200
Austin, TX 78701**



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LOWERRE, FREDERICK, PERALES,

ALLMON & ROCKWELL

Attorneys at Law
707 Rio Grande, Suite 200
AUSTIN, TX 78701
(512) 469-6000 / 482-9346 (fax)

Texas Department of Transportation
Loop 375 (Transmountain West)
Public Hearing
Attn: Mr. Antonio Uribe, Jr.,
P.E., District Design
13301 Gateway Blvd. West,
El Paso, Texas 79928

RECEIVED

DISTRICT BUSINESS SERVICES

LOWERRE, FREDERICK, PERALES,
ALLMON & ROCKWELL

ATTORNEYS AT LAW
707 Rio Grande, Suite 200
Austin, Texas 78701
(512) 469-6000 • (512) 482-9346 (facsimile)
Mail@LF-LawFirm.com

APR 04 2011

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APR 04 2011

DISTRICT BUSINESS

*
113

Mr. Antonio Uribe, Jr., P.E.
District Design
Texas Department of Transportation
13301 Gateway Blvd. West
El Paso, Texas 79928

April 1, 2011

e-mail: ELP_Loop375West@txdot.gov

Regarding: Texas Department of Transportation-Loop 375 (Transmountain West, CSJ
2552-01-033) Public Hearing Comments

Dear Mr. Uribe:

My firm represents the El Paso Regional Group (Rio Grande Chapter) of the Sierra Club regarding the Transmountain Highway expansion project referenced, above. As part of that representation, I have reviewed and had technical authorizes review the February 2011 Environmental Assessment ("EA") for the project. This letter sets out the Club's comments on the EA. Accompanying this letter is an "Attachment A." It is a memorandum to me from Mr. David Simon, a recognized authority on the impacts of urbanization on high-desert terrains and, especially, on parks in those terrains. Mr. Simon's memorandum discusses at more length most of comments offered, here, and the Club incorporates his entire memorandum into its comments.

As you doubtless know, at least in a general way, EAs are miniature Environmental Impact Statements ("EISs"). Federal courts in the Fifth Circuit, the one containing Texas, have characterized EAs this way:

An EIS must contain "a detailed statement of the expected adverse environmental consequences of an action, the resource commitments involved in it, and the alternatives to it." *Kleppe v. Sierra Club*, 427 U.S. 390, 96 S. Ct. 2718, 2726, 49 L. Ed. 2d 576 (1976). An EA, on the other hand, is prepared in order to determine whether an EIS is required. [citation omitted]. An EA is a "rough-cut, low-budget environmental impact statement" intended to determine whether environmental effects are

Sierra Club Loop 375 EA Comments

April 1, 2011

Page 1

significant enough to warrant preparation of an EIS. *Id.* (internal quotation marks omitted). An EA must "include brief discussions of the need for the proposal, of alternatives . . . , of the environmental impacts of the proposed action and alternatives, and a listing of agencies and persons consulted." 40 C.F.R. § 1508.9(b).

Spiller v. Walker, 1998 U.S. Dist. LEXIS 18341, at 29 (W.D. Tex. Aug. 25, 1998) (granting injunction; citing to *Sierra Club v. Espy*, 38 F.3d 792, 802-03 (5th Cir. 1994)).

Importantly, if an action subject to NEPA *may* have a significant impact on the environment, then, the project proponent must prepare an EIS. The Fifth Circuit appellate court has stated it, thusly:

If, after receiving the parties' evidence, the court concludes that the proposed project *may* affect significantly some human environmental factor, it *must* require the agency to prepare an EIS. The court, therefore, need not determine whether the proposed program would degrade the environment but merely whether the project *might* affect negatively and significantly a single environmental factor.

Citizen Advocates for Responsible Expansion (I-CARE) v. Dole, 770 F.2d 423, 433 (5th Cir. Tex. 1985)(emphasis added).

It is Sierra Club's overall position that the EA for this proposed project was a little too low-budget. It failed to adequately analyze the noise, visual, vegetation and wildlife, and cumulative (mostly, urbanization-inducing) impacts of the proposed project. It did not well-enough study the "Section 4(f)" (parkland) impacts of the proposed project; the Section 4(f) standard is that one must take a "hard look" at the parkland impacts, so there is less tolerance for the "roughness" in the cut an EA makes on this analysis than would be the case, were there no parkland involved. The EA's elimination of alternatives for analysis was arbitrary.¹ These failings, viewed individually or, especially, in sum, result in an EA that cannot justify the "will not impact" conclusion the EA reaches; its FONSI recommendation cannot be accepted, because it is unsupported. An EIS must be prepared.

The following paragraphs itemize the shortcomings the Sierra Club finds in the EA. As earlier noted, most of these are developed at more length in Attachment A, the Simon memorandum.

¹ The consideration of alternatives is the "heart" of an EIS (40 CFR § 1502.14), so elimination of an alternative from further consideration is a matter meriting particular scrutiny.

Project Need: The EA's determination that the project is needed is based primarily on the February 2009 projection of traffic volume on the project. That projection is for a 2015 traffic count of 40,000 ADT and a 2035 ADT of 71,000. The EA, p. 35, acknowledges the Mission 2025 Metropolitan Transportation Plan. That Plan, which was approved August 5, 2010, and for which a FHWA has demonstrated transportation conformity with the El Paso area plan for National Ambient Air Quality Standards attainment and maintenance, specifies the project as one carrying 18,000 ADT in 2020 and 31,000 ADT in 2035. So, whereas one may argue that TxDOT need not use the best available data in its environmental analyses, one may not argue it may use outdated data, when it simultaneously acknowledges the existence of more recent approved data. The EA's determination of "need" is, under this circumstance, arbitrary. (Additionally, the approval of an EA that contemplates roughly 130% more traffic on a roadway than has passed muster under conformity analysis and that does not present a *de novo* conformity analysis based on the larger traffic count fails to adequately analyze the air quality impacts of the proposed project.)

Alternatives: The foregoing discrepancy between the projected traffic flows on Loop 375 means that TxDOT, which relied on the larger traffic flows to support its elimination of various alternatives to its preferred configuration for the project, has arbitrarily constrained the alternatives available to it in this EA. Basically, the high traffic counts relied upon dictate the purpose the project is to serve. If the purpose is artificially defined, the alternatives analysis is largely made nugatory. As the courts have put it (speaking in the EIS context): "If the agency constricts the definition of the project's purpose and thereby excludes what truly are reasonable alternatives, the EIS cannot fulfill its role. Nor can the agency satisfy the Act. 42 U.S.C. § 4332(2)(E)." *Simmons v. United States Army Corps of Eng'rs*, 120 F.3d 664, 667 (7th Cir. 1997).

Noise Impacts: The EA falls short in truly evaluating noise impacts. The EA indicates that no noise receiver locations were monitored on the eastern portion of the project area, only at the western-most end, and none in section that includes Franklin Mountains State Park. Under FHWA methodology, these sections should have been classified in Land Use Activity Categories B and C, as indicated in the unnamed table on page 35 of the EA. The EA fails to establish baseline noise levels and predicted future noise levels in these areas, which are the most sensitive of the entire project area.

Some portions of the project area within Franklin Mountains State Park contain trails and scenic view points that are close to Loop 375. With increased traffic that the roadway is expected to carry, noise impacts are likely to increase. Additional analytic tools should have been used to evaluate noise impacts, particularly within Franklin

Mountains State Park. The FHWA noise impact model downplays significance of natural quiet values in parks.

Visual Impacts: The narrow dimensions of the Visual Units barely suffice to evaluate the direct impacts of the proposed action and fail completely in terms of evaluating and protecting scenic quality, as well as indirect and long-term visual aspects. The discussion and three images taken from photo points A, C, and R to evaluate impacts to Visual Units 1 and 2 were inadequate and the photographs in the EA (Photographs A and C) do not represent a true analysis of effects. The EA should have included more photo points within the two most sensitive Visual Units, #1—the Tom Mays Unit of the Franklin Mountains State Park and #2—Franklin Mountains State Park south of LP 375, including photo points from various areas utilized by the public adjacent to and near Loop 375.

The determination of effect and compatibility should have been supplemented by quantitative surveys of park visitors or by a similar evaluation tool. Public and resource impact will be increased by expanded road corridor, and park visitors are likely to be more sensitive to increased impacts on visual quality in this protected area.

The EA's argument that future growth in the area of the proposed project will change the character of that area, such that the visual impacts of the proposed project, itself, will be less significant than present conditions suggest assumes a fact not established or, even, realistic: that the proposed project, itself, does not largely shape the changes in the character of the area in which the project sits. Without question, the widening of Loop 375 in the project area is likely to facilitate and accelerate the development that will create significant negative visual impacts on the Park. It will also define the corridor of industrialization and commercialization of this area. So, for example, the video of the proposed project – a CGI aerial fly-over of the project's length – that TxDOT has posted on its web site for this project is affirmatively deceptive. That video does not show any of the commercial or industrial or, even, residential development that will line (i.e., be located because of the Loop along) some or all of the expanded Loop 375 and, of course, be visible to anyone in the area in the future.

Vegetation/Wildlife Impacts: The EA underestimates and does not fully evaluate the impacts on wildlife from the proposed project. The total area of permanent disturbance from the project is not trivial, but the EA does little to acknowledge the broader negative impacts of road-building on biodiversity and the increasing constraints and stresses that roads such as Loop 375 will place on protecting biodiversity, especially given the impacts climate change is bringing to the Chihuahuan Desert. The fragmentation and isolation of habitat in the park created by the road expansion from proposed project will have serious long-term negative consequences for wildlife in

Franklin Mountains State Park. These impacts are not fully acknowledged or assessed in the EA. Indeed, habitat fragmentation, widely acknowledged as one of the greatest threats to wildlife the high desert, is barely discussed at all in the EA.

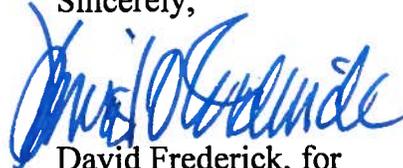
Instead of following comprehensive approaches for wildlife mitigation, TxDOT has proposed to build a single culvert and to place "extra signage" along the roadway. This does not effectively address or evaluate wildlife issues. The EA relies only on "a review of crash data for the last three years" with respect to direct impacts on wildlife. Crash data are unreliable and flawed in that they do not capture or assess true traffic impacts on wildlife or on all species of wildlife. Furthermore, the EA should have analyzed the entire Transmountain Road in its de-bottlenecked state and proposed strategies to mitigate wildlife impacts on the entire portion that traverses the Park.

Indirect and Cumulative Impacts: The EA fails to evaluate in a meaningful way the impact of a freeway, such as the proposed Loop 375 expanded freeway, in directing population and commercial growth. Where growth occurs in an area is significant, independent of whether the growth would occur, at all, in the area. The cumulative effects of this proposed project and other projects, such as other Loop 375 improvements and the Northeast Parkway, were not, but should have been at least generally, evaluated.

Section 4(f) evaluation: The EA undertakes no examination as to whether this proposed project is so conceptualized as to minimize, as compared to reasonable and prudent alternatives, harm to parkland and wildlife refuge areas.

In conclusion, this EA is too much "a 'rough-cut, low-budget environmental impact statement'" to support a determination that environmental effects of the proposed project are sufficiently significant to warrant preparation of an EIS.

Sincerely,



David Frederick, for
the El Paso Group of the Rio
Grande Chapter of the Sierra Club

Attachment A

**Eco-Think Consulting
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To: David Frederick, Lowerre, Frederick, Perales, Allmon & Rockwell
Fr: David J. Simon
Re: Environmental Assessment, Loop 375 (Transmountain Highway)
Da: March 31, 2011

You have retained me to review the February 2011 Environmental Assessment (EA) prepared by the Texas Department of Transportation (TxDOT) for proposed improvements to Loop 375 (Woodrow Bean—Transmountain Highway) in El Paso, Texas. (TxDOT project CSJ: 2552-01-033.) I have over 25 years experience with conservation and park/protected area issues at the local, state, and federal level, and most recently served for eight years as Director of New Mexico State Parks. (See attached Statement of Professional Qualifications)

I have reviewed the above-referenced document. **In my professional opinion, the EA is deficient, particularly with respect to assessing impacts on sensitive park resources, such as visual quality, natural quiet, and wildlife, and in its failure to consider the extent to which the project will alter the context of the area in which it will lie.**

Much information on user perceptions is purely conclusory and certain serious long-term biological impacts are improperly dismissed. The EA seriously errs in its conclusion that a Finding of No Significant Impact (FONSI) is warranted. This project will actually have significant short- and long-term effects both on the local area and the region.

I believe an EIS should be completed for the Loop 375 project. Within the past decade, at least sixteen FHWA-related road projects in Texas have required preparation of an EIS. (http://environment.fhwa.dot.gov/projdev/active_eis.asp) TxDOT has completed an EIS on projects with smaller ROWs and lesser impacts on protected natural areas. For example, TxDOT did a full EIS on the SH 121 project, which was a four- to six-lane divided road with a right-of-way (ROW) of 220 feet.

Project Background

This proposed road project affects an area from I-10 to about 0.5 miles east of the Franklin Mountains State Park entrance, a distance that includes approximately 3.6 miles of main lanes and approximately 2.1 miles of frontage roads. The proposed improvements will consist of expanding the current two-lane undivided roadway to a four-lane divided roadway with two-lane frontage roads. The improvements also include four grade separated intersections, two direct connectors from I-10 to Loop 375, and a pedestrian-bicycle trail.

The minimum ROW width would be 350 feet (EA, Figure 3.3). The proposed project will entail two 12-foot travel lanes in each direction with 4-foot wide inside shoulders, 10-foot wide outside shoulders, and a 38-foot wide inside unpaved median. The total amount of project ROW needed would be 185.1 acres and includes an additional 41.2 acres of new ROW. The ROW footprint and geometric design also provides for future expansion to six main lanes from Northwestern Drive to east of Paseo del Norte Drive.

Review of Environmental Assessment

The EA itself is flawed in key areas. In particular, the EA fails to fully analyze impacts on wildlife, visual quality, noise, and cumulative effects. The EA underestimates the intensity and severity of the impacts, which will adversely affect unique characteristics and resources of the area, specifically Franklin Mountains State Park and this portion of the Chihuahuan Desert. In addition, my assessment is that the EA fails to comply with Section 4(f) of the U.S. Department of Transportation Act of 1966, in that the Loop 375 project will “use” publicly owned park without adequately considering alternatives or incorporating all possible planning to minimize harm on the park land.

At approximately 24,200 acres (37 square miles), Franklin Mountains State Park is one of the largest urban parks in the nation. The Park is also a significant protected area within the Chihuahuan Desert ecoregion. When one of the very reasons for the establishment of Franklin Mountains State Park was a reaction to road building and development in the Franklin mountains (Texas Parks & Wildlife website, <http://www.tpwd.state.tx.us>), it is ironic that TxDOT has failed to fully evaluate the impacts from its own road building activities on the Park.

In my opinion, the EA’s preliminary findings should require the preparation of an Environmental Impact Statement (EIS) under the National Environmental Policy Act and its implementing regulations (42 U.S.C. 4371 et seq; NEPA regulations, 40 CFR §§ 1500-1508) as the proposed project will significantly affect the quality of the human environment. An EIS is also necessary since the project will establish a precedent for future land use decisions in the area that will also have significant effects, and the project will have significant cumulative effects.

The following are my comments and observations with respect to the EA and its analysis of impacts in some key areas:

Noise Impacts

The EA analyzes noise impacts from traffic in Section 3.5. TxDOT utilizes the FHWA-approved “Guidelines for Analysis and Abatement of Highway Traffic Noise” (July 2007). FHWA traffic noise modeling is used to ascertain existing and predicted noise levels. (EA, Table 3.7, page 34) The EA concludes “the proposed Build Alternative [would] (sic) not result in a traffic noise impact.” In fact, the EA states that noise impacts in portion of the project area (western sections) would actually *decrease*, presumably from smoother, high-speed traffic flow and a reduction in idling and vehicle speed changes, though the EA does not explain this sufficiently.

The EA falls short in truly evaluating noise impacts. Under the FHWA methodology, eastern sections of the project within and adjacent to Franklin Mountains State Park should have been classified in Land Use Activity Categories B and C, as indicated in the unnamed table on page 35. The EA completely fails, however, to establish baseline noise levels and predicted future noise levels in these areas, which are the most sensitive of the entire project area. The EA indicates that no noise receiver locations were monitored on the eastern portion of the project area—only at the western-most end—and none in section that includes Franklin Mountains State Park. (EA, Page 143, Figure 4.2, Appendix A.)

Some portions of the project area within Franklin Mountains State Park also contain visitor use areas close to Loop 375, such as trails and scenic view points. Thus, the EA cannot conclude that noise impacts will not occur to the Park under either absolute or relative criterion. It seems likely that existing noise levels are at or approaching the threshold level for Category B lands (66 dBA). With increased traffic that the roadway is expected to carry, noise impacts are likely to increase.

Moreover, more fundamentally, the FHWA noise impact model downplays significance of natural quiet values in parks. Federal policy determinations about transportation noise have relied heavily on dose-response data that relate level of physical exposure to reported annoyance, usually averaged in some way. The mathematical modeling of impacts, as determined by physical noise levels, oversimplifies and limits the understanding of noise effects in crucial ways. It can undervalue social and psychological variables that determine when a given noise level generates annoyance in a particular individual or particular setting. For example, more than absolute levels, percent time audible of noise and other measure of the consistency and persistence of noise can be useful evaluators of the preferences of and impacts on park visitors. Additional analytic tools can be and should have been used to evaluate noise impacts, particularly within Franklin Mountains State Park. The above flaws should be rectified through more in-depth data collection and modeling in an EIS.

Visual Impacts

The EA divides the project area into four “Visual Units” for the purpose of assessing visual impacts. While the entire route of the Transmountain Road is a designated “scenic corridor” per El Paso ordinance (EA, page 68), two of the EA’s Visual Units (# 1—Tom Mays Unit of the Franklin Mountains State Park, and #2—Franklin Mountains State Park south of LP 375) are most important in terms of protecting the visual quality of the park and a high quality experience for park visitors. The eastern portion of Visual Unit #3, the Loop 375 roadway corridor, however, remains integral to the visual quality of the area, as it has expansive, mostly unimpacted views in nearly all directions and provides the visual foreground to Franklin Mountains State Park. Without unimpacted views in Visual Unit #3, the natural resources and setting of the Park itself is diminished and adversely affected. From the standpoint of both evaluating and protecting visual quality, the narrow dimensions of the Visual Units barely suffice to evaluate the direct impacts of the proposed action, but fail completely in terms of evaluating scenic quality, as well as indirect and long-term visual impacts.

To evaluate impacts to these Visual Units 1 and 2, the EA offers discussion and three images taken from photo points A, C, and R. The EA concludes: "The scale and dominance of the roadway were determined to be compatible with the project surroundings due in large part to the fact that a distinct transportation corridor within the identified visual assessment units has already been established by the existing roadway." (EA, p. 76) I find this analysis inadequate and also believe that that TxDOT draws the wrong conclusion from its own analysis in terms of the project's future impact on visual quality of the area.

The photographs in the EA (Photos A and C) are helpful in showing some of the project's context, but do not represent a true analysis of effects. The EA should have included many more photo points within the two most sensitive Visual Units, including photo points from various areas utilized by the public adjacent to and near Loop 375, such as parking lots, developed areas, trails, and scenic viewpoints. The EA dismisses visual impacts from Loop 375 on the main developed facilities in the Tom Mays Unit due to the distance of the campground (0.7 miles) from the road, but the road is, in fact, visible from several points within the campground as well as from other points in the park used by visitors. Moreover, the TxDOT video presented to the public as part of background information on the project actually depicts the expanded Loop 375 as a central and dominant visual feature, with a large visual impact, in the park entrance zone.

The subsequent EIS should present photo simulations of the project as it would appear post-construction in this area. This is analysis that is technically feasible to do that the EA fails to include. Moreover, the determination of effect and compatibility should have been supplemented by quantitative surveys of park visitors. Utilizing background information and visual simulations, park visitors—who will be the most important arbiters of visual impacts in these two Visual Units—should have been asked to react to potential future conditions. Again, this is entirely within the realm of possibility for an environmental document (such techniques have become standard components of using the scientifically-based "Limits of Acceptable Change" or "Visitor Experience Resource Protection" approaches now in use to assess impacts to parks), and such analysis should be part of a subsequent EIS that does not fail to utilize state-of-the-art assessment tools. The road corridor is certainly established, but public and resource impact will be increased by expanded road corridor. Park visitors are primarily seeking a respite from the sights and visual overload of the heavily urbanized landscape in the El Paso area, and therefore are likely to be more sensitive to increased impacts on visual quality in this protected area.

The EA does conclude, however, that the Loop 375 project is tied to other changes to the environment in the area that will have even more dramatic negative effects on visual/scenic quality in the area of Franklin Mountains State Park:

The conversion of undeveloped areas to commercial or residential uses as a result of predicted growth in the project area could result in a change in the aesthetic character of the native vegetation surrounding the project, outside of the boundaries of the Franklin Mountains State Park. . . It is anticipated that the most

substantial post-construction visual impacts within the project area will result from future development in the region. As discussed in Section 1.2.1, northwestern El Paso is expected to experience measurable population growth in the next twenty to thirty years regardless of whether or not the roadway improvements are undertaken. These growths will likely result in new development and the conversion of currently undeveloped land to developed uses. As more people move to the area, the visual character along the LP 375 roadway corridor is expected to change. Existing viewsheds may be altered by the conversion of native vegetation to developed uses. . . Increased future development and urbanization could alter the existing visual character of the region, creating a more uniform urban character in the project vicinity. The conversion of undeveloped areas could reduce the natural visual continuity of the region by disrupting currently unobstructed scenic viewsheds. However, if future development is undertaken in a manner that is harmonious with the existing visual elements and patterns in terms of form, line, color, texture, dominance, scale, diversity, and continuity, beneficial effects could be realized.” (EA, pages 69, 76)

The major flaw in this argument is the assumption that the visual impacts in the project area will be similar whether or not the Loop 375 improvements are constructed. Without question, the widening of Loop 375 in the project area is likely to *facilitate and accelerate* the development that most certainly will create significant negative visual impacts on the Park.

Similarly, the EA fails to discuss alternatives within the overall scope of the project that could actually (1) require referenced standards to limit or mitigate visual impacts (and other environmental impacts) from such development and/or (2) adjust the project or its elements in order to create additional open space buffers around the Park that would better protect visual quality from both Loop 375 and the attendant impacts from development it would engender. Alternatives that eliminate the large overpass closest to the Park (at Paseo del Norte), for example, would reduce visual impacts as well as create opportunities to set aside open space and enhance protection for the designated scenic corridor.

Vegetation/Wildlife Impacts

The EA properly recognizes (e.g. EA, page 52) that the Chihuahuan Desert in which the Loop 375 project is located is one of the most biologically rich desert eco-regions in the world, alive with large mammals, birds, reptiles and an unmatched diversity of cactus species. Besides cacti, many desert plants, fish, and reptile species in the Chihuahuan Desert show rather localized patterns of endemism and exhibit high turnover of species with distance—the hallmark of a biologically rich eco-region.

According to the EA (Page 52, Section 3.8.1) approximately 134.3 acres of existing vegetation would be impacted by project construction. Of this, 49.6 acres would be converted to roadway and 84.7 acres would be disturbed by construction and would eventually be converted to vegetated right-of-way.

The EA has a survey of vegetation within the project area and a lengthy discussion of the distribution and potential impacts on Federally Listed/Candidate Threatened and Endangered Species, State-Listed Threatened and Endangered Species, and other Rare Species. With respect to Federal and State T/E and rare species, the EA concludes that the project would “have no effect on federally listed/candidate species” (EA, page 63), that “the Texas horned lizard and the Chihuahuan desert lyre snake could be impacted by removal of some habitat” but that the habitat loss would be “small compared to the expanse of suitable habitat located throughout the region” (EA, page 63), and that there are potential impacts to some species of concern (e.g. as hawks, falcons, bats) that would be “limited to disruptions from construction and removal of a small amount of potential foraging habitat and disruption of potential roosting areas (culverts).” (EA, page 64)

In summary, TxDOT states:

The impact of this project to the existing vegetation and wildlife may be viewed in terms of short-term impacts resulting from disturbance during construction and long-term impacts resulting from permanent habitat modification. The native vegetation in the project area is predominantly Creosote Shrub and does not provide critical habitat for any federally or state-listed threatened or endangered species known to occur in the region. *Any transient wildlife would only be impacted temporarily and no long-term impacts to any species or populations are anticipated.* (EA, p. 54; emphasis added)

The EA, however, underestimates and does not fully evaluate the impacts on wildlife from the proposed project. Dismissing impacts on potential habitat for T/E species can incorrectly assume that certain restoration activities may not take place that would make those areas more attractive to sensitive species. Also, to minimize impacts on habitat for certain regionally rare species because of an “expanse of suitable habitat” when only “approximately 1,250 acres” of such habitat is within the project’s “Area of Influence” (EA, page 90) makes a large and risky leap of faith that the existing habitat is, in fact, sufficient for the long-term.

The total area of permanent disturbance from the project is not trivial, but the EA does little to acknowledge the broader negative impacts of road-building on biodiversity, and the increasing constraints and stresses that road such as Loop 375 will place on protecting biodiversity under the forces and the uncertainty that climate change is bringing to the Chihuahuan Desert. TxDOT takes insufficient affirmative responsibility for its role in averting or mitigating impacts on biodiversity.

The Chihuahuan Desert ecoregion contains few protected areas designed primarily for conservation of biodiversity. Only 2.5% of the ecoregion is under formal protection, a remarkably low total for such a large, sparsely populated area. Fragmentation of habitats through urban development, roads, fences, and conversion has curtailed the seasonal and wider nomadic movements of many species (such as ungulates) and their associated predators, and is having long-term detrimental effects on other many other species large and small—which face reduced and isolated populations, smaller ranges, degraded habitat, and barriers to genetic mixing. Protecting patterns of the extraordinary beta-

diversity of the Chihuahuan Desert, which is widely distributed among basins, isolated springs, mountain ranges and other “niche” habitats, requires a network of reserves that captures the complex distributional patterns of many endemic species. There must be core reserves, wildlife/biodiversity-friendly land management outside protected areas, and connectivity to maintain important ecological processes and wide-ranging species. (*Ecoregion-Based Conservation in the Chihuahuan Desert: A Biological Assessment*, World Wildlife Fund and others, 2000).

Typically, higher elevation and riparian areas are identified as potential corridors because such areas have already been set aside or are often more feasible to designate for conservation purposes. Lowland habitats, however, are likely to have been equally or more important corridors in many ecoregions prior to their alteration in many parts of the world. Wherever possible, conservation landscapes should combine lowland and montane areas, even if the lowland elements are degraded (e.g. creosote scrub, like the Loop 375 project area) and require extensive restoration.

Although the presence of federal and state T/E species within the 10-mile area of the Loop 375 project considered for wildlife values, the study area—most notably Franklin Mountains State Park—abounds in birds, reptiles, and small mammals. The Texas Parks and Wildlife Department (TPWD) notes the presence of golden eagles, a variety of hawks, the occasional falcon, and a variety of bats and owls. The Franklins are the only known location in Texas for a number of plant species, including the Southwest barrel cactus. (<http://www.tpwd.state.tx.us>)

While Loop 375 obviously already exists on the landscape, construction of the proposed project will result in a dramatically expanded road that will be an impenetrable barrier to the movement of virtually all (non-avian) wildlife. This, combined with other roads and development barriers, will fragment habitat and isolate the Park. This will have serious, long-term negative consequences for wildlife in Franklin Mountains State Park and its environs, condemning its wildlife to decline; these are impacts that the EA does not fully acknowledge nor assess.

Though the EA recognizes that certain obvious aspects of the Loop 375 project will be detrimental to wildlife (e.g. restrict movement and increase road kill), TxDOT has mostly ignored the broader ramifications and dismissed public input and requests from the TPWD regarding design elements to reduce wildlife impacts. The EA states: “Concerns were raised by TPWD, public officials, and members of the public during the public involvement process regarding large mammal fatalities along LP 375. TxDOT evaluated the possibility of constructing wildlife crossings along this portion of LP 375 and determined that the *crossings were not feasible*. [Emphasis added]

Instead of a comprehensive approach to addressing wildlife impacts, TxDOT is proposing to install only a single 10’ x 20’ arched pipe drainage culvert crossing near the proposed Paseo Del Norte Road extension and to place “extra signage” along the roadway. The projected efficacy of this solution in a ROW of 350 feet encompassing six lanes of road is unknown. There are no other significant express commitments to mitigate impacts on

small mammals and reptiles, or to study the impacts of the road on wildlife over time. In a project with a total estimated cost of \$84 million dollars, it is unfortunate that TxDOT cannot invest a few percentage points of the cost into wildlife mitigation, other than a single culvert and ineffective signage. Dozens of road projects throughout the nation now do so and the FHWA and many of its state transportation department partners are proud of these efforts. (www.fhwa.dot.gov/environment/wildlifecrossings). In its current incarnation, the Loop 375 project is not one to be proud of in terms of evaluating and addressing wildlife issues.

Indeed, due to the Loop 375's project's inseparable connection to the rest of the Transmountain Road (through and east of Franklin Mountains State Park), and the results of the project—which will result in increased vehicle traffic on 375, to be an adequate environmental document, the EA should have analyzed impacts on wildlife of the entire Transmountain Road and proposed strategies to mitigate wildlife impacts on the entire portion that traverses the Park.

The EA relies only on “a review of crash data for the last three years” with respect to direct impacts on wildlife. (EA, page 32, 54). Crash data is unreliable and flawed in that it does not capture or assess true traffic impacts on wildlife nor all species of wildlife. The EA fails to look comprehensively at all data sources, including trapping and road kill studies involving all types of animals (including reptiles), and fails to evaluate the differences in impact between a two-lane road (present condition) and a four- to six-lane road with a 350 foot ROW. The new road's increased capacity to carry more traffic, and its role as a catalyst for land development and habitat destruction will in itself create more impact and the road will become both an impenetrable barrier and a complete killing zone for wildlife.

Indirect and Cumulative Impacts

Depending on the project, certain environmental documents must analyze indirect and cumulative impacts. Appropriately, this EA contains such a discussion (EA, pages 82-115).

To summarize, the EA makes the following points: (1) population and growth projections identified by the City of El Paso point towards continued growth within the “Area of Influence” (AOI); (2) such growth is likely to take place irrespective of whether the Loop 375 project is built; (3) continued development will likely result in the conversion of undeveloped land to residential, commercial, and industrial uses; (4) as a result of growth and development, indirect and cumulative impacts to land use, scenic quality, vegetation, threatened and endangered species, water resources, and air quality are likely to be substantial; and (5) enforcement of, and/or changes to City of El Paso's zoning and building restrictions and decisions with respect to controlling the density, type, and rate of future development will have a major affect on ultimate impacts within the AOI and may reduce cumulative impacts.

The EA states that “population and growth projections indicate that much of the expected development in the area would occur regardless of whether or not the improvements to

LP 375 were implemented.” (EA, page 113) This statement diminishes the role that road projects play in affecting markets for land development and in subsidizing urban growth. The Loop 375 project is a vital element in the actualization of regional growth scenarios and the project will share responsibility for the significant, negative environmental impacts that growth will create.

The EA states that “Impacts related to residential and commercial growth are not expected to occur within the boundaries of the Franklin Mountains State Park.” (EA, page 112). This statement is incorrect. Impacts will occur within the Park due to land conversion from residential, commercial and industrial development that will bring degrade scenic quality, vegetation, wildlife habitat, natural quiet, water resources, air quality, and dark night skies. Impacts in all these areas will affect park resources over the short- and long-term within the Park, and will negatively affect the visitor experience.

In addition, some additional elements of the cumulative effects analysis are lacking:

- **The EA acknowledges, but does not fully assess, the cumulative effects of other current and projected projects affecting Loop 375.** The Loop 375 project addressed in this EA is actually part of a larger network of improvements to LP 375. There are apparently nine TxDOT projects planned for LP 375 (EA, page 1), not all of which are considered in the cumulative affects analysis.
- **The EA does not assess the contribution to cumulative impacts of the proposed “Northeast Parkway.”** The Northeast Parkway is a proposed 21-mile long, limited access highway connecting Loop 375 in northeast El Paso to I-10 in Anthony, NM, which is envisioned as a diverting large amounts of traffic—truck traffic, in particular—from the I-10 route through El Paso. The tentative preferred alternative (Alternative C), would utilize NM 404 along the north side of Franklin Mountains State Park. Apparently, a "Tier 1" environmental document for this project has been prepared and is now under review by TxDOT, NMDOT, and FHWA. (www.TxDOT.gov/project_information) If constructed as currently outlined, the Northeast Parkway would mirror Loop 375’s negative impacts in terms of sealing off the northern end of Franklin Mountains State Park with another impenetrable barrier to wildlife movement, and possibly stimulating further land development and habitat loss in that area.

Section 4(f) Considerations

Section 4(f) of the U.S. Department of Transportation Act of 1966 prevents FHWA from approving a project which “requires the use of any publicly owned park, recreation area, or wildlife or waterfowl refuge, or any land from a historic site of national, state, or local significance unless there is no feasible and prudent alternative to the use and all possible planning to minimize harm resulting from such use is included, or unless such a use is considered *de minimus*.”

The proposed Loop 375 project will use public park land, both directly and indirectly. All possible feasible and prudent alternatives to the project, including smaller roadways and use of transit-based solutions (in whole or part) based on updated vehicle traffic

projections for El Paso are as well as design modifications, have not been considered. All impacts on Franklin Mountains State Park have not been adequately assessed and all possible planning to minimize harm to Franklin Mountains State Park has not been completed.

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EDUCATION

Master of Business Administration, University of New Mexico, Albuquerque, New Mexico, October 2004.

Bachelor of Arts, Yale University, New Haven, Connecticut, May 1985. Double major in American Studies and Environmental Studies.

PROFESSIONAL EXPERIENCE

Eco-Think Consulting
President

Albuquerque, NM
January 2011—present

Consulting services on park & protected area protection & management, recreation, children and nature programs, tourism, cultural resource protection, nature-based wellness programs, eco-focused business development and organizational sustainability.

New Mexico State Parks Division
State Park Director

Santa Fe, NM
2003-2010

Overall vision, leadership, and management of a 35-unit State Park System, comprised of nearly 200,000 acres of land. Management of a statewide workforce of 300 permanent employees, large volunteer support network and a budget over \$30 million. Expansion of state parks acreage and infrastructure and outreach to park-use community and direction of wildlife-area restoration initiatives.

New Mexico State Land Office
Assistant Commissioner

Santa Fe, NM
2002

Member of the senior management team at the 160-employee state agency responsible for managing nine million acres of state trust land to earn revenue for public education and conserve resources for future generations.

National Parks Conservation Association
Southwest Regional Director

Albuquerque, NM
1993-2001

Senior staff member for a 450,000-member national, nonprofit organization dedicated to the protection and enhancement of the U.S. National Park System. Responsible for regional programs to support/protect fifty National Park System units in four states (AZ, NM, OK, and TX), involvement in NPCA national issues and campaigns, citizen organizing, and fundraising from individual, foundation, and corporate sources. Led citizen efforts to protect national parks, safeguard biodiversity in the Chihuahuan and Sonoran deserts, and protect national park air quality in the Southwest; authored "Vanishing Night Skies" (the first comprehensive survey/report on light pollution threats to the national parks).

National Parks Conservation Association
Natural Resources Program Manager/Policy Analyst

Washington, D.C
1985-1993

NPCA government affairs staff for issues affecting national parks throughout the United States. Agency and congressional relations on appropriations, endangered species, park protection, land acquisition, minerals, wild and scenic rivers, new parks. Authored two volumes of a comprehensive National Park System Plan; Edited a book of legal essays on park protection (Our Common Lands, 1988)

CIVIC ACTIVITIES

- Board of Directors, Friends of Chaco (2008—present)
- Board of Directors, National Association of State Park Directors (2008—2010).
- Board of Directors, New Mexico Recreation and Park Association (2007—2010)
- Open Space Advisory Board, City of Albuquerque (1998-2003)
- Advisory Committee, Grand Canyon Visibility Transport Commission (1994-1998)
- NAFTA Advisory Committee, U.S. Environmental Protection Agency (1994-1996)

AWARDS/RECOGNITION

- Special Recognition, National Transportation Safety Board, 2007. (New Mexico State Parks Boating Safety Program)
- Nebula Award, New Mexico Heritage Preservation Alliance, 2006. (New Mexico State Parks "Reach for the Stars" Program)
- Heritage Preservation Award, State of New Mexico, 2003. (Historic preservation/building restoration project at Bottomless Lakes State Park)
- Heritage Preservation Award, State of New Mexico, 1999. (Night sky protection advocacy)
- Honor Award for Partnership, Canyon de Chelly Navajo Guides Association, 1995.
- Rotary Club International Exchange Scholar, Sweden, 1989.

RID: 114

Senator Jose Rodriguez

P.O. Box 12068

Austin, TX 78711



JOSÉ RODRÍGUEZ
STATE SENATOR
DISTRICT 29

CAPITOL OFFICE:
ROOM E1.712
P.O. BOX 12068
AUSTIN, TEXAS 78711
(512) 463-0129

DIAL 711 FOR RELAY CALLS

RECEIVED

MAR 21 2011

**DISTRICT ENGINEER
EL PASO, TEXAS**

March 16, 2011

The Honorable John Cook
Mayor
City of El Paso
2 Civic Center Plaza
El Paso, Texas 79901

Mr. Amadeo Saenz, P.E.
Executive Director
Texas Department of Transportation
125 E. 11th Street
Austin, Texas 78701

VIA U.S. MAIL

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CIV. CONST			
CIV. OFF			
ALPINE AE			
EAST AE			
WEST AE			
EL PASO COOP			
PD			
SOCIETY			
LA			

Dear Mayor Cook and Director Saenz:

I write to you today to extend my support to the Texas Department of Transportation's Transmountain West/Interstate 10 project in El Paso. This \$79.3 million project is an important component to the overall transportation infrastructure of our community, and its construction will vastly improve the connectivity of Loop 375 between West and North East El Paso. As currently planned, the road will be widened from two lanes to four lanes, and two direct connectors will allow traffic to access Interstate 10 without stopping. Expanding Transmountain will greatly improve safety and reduce congestion by allowing travelers to bypass downtown and connecting the two sides of town that would otherwise take much longer to access.

The Transmountain West/I-10 project represents a true public-private partnership, which includes new public amenities that will be constructed simultaneously with the road. After their completion, these public amenities—new hike and bike trails—will be open for everyone to use and will connect to Franklin Mountains State Park. In addition, the project will have a positive economic impact on our community by expanding the tax base and creating jobs for our residents.

While the project's impact on the environment is also a concern, I have come to the conclusion that, on balance, this project will beneficially enhance El Paso's development as a smart growth community.

114

I appreciate your consideration of my position, and I hope you will include my letter as part of the public hearing record. If I can be of any further assistance or support, please feel free to contact me or my General Counsel, Sushma Jasti Smith, at (512) 463-0129 or sushma.smith@senate.state.tx.us.

Sincerely,



José R. Rodríguez
State Senator – District 29

JRR/sjs

cc: City Council Members, City of El Paso

Joyce Wilson, City Manager
City of El Paso
2 Civic Center Plaza
El Paso, Texas 79901

Roy Gilyard, Executive Director
El Paso Metropolitan Planning Organization
10767 Gateway Blvd. West
Suite 605
El Paso, Texas 79935

Raymond Telles, Executive Director
Camino Real Regional Mobility Authority
#2 Civic Center Plaza
9th floor
El Paso, Texas 79901

Mr. Charles H. Berry, Jr. P.E.
District Engineer
Texas Department of Transportation
13301 Gateway Blvd. West
El Paso, Texas 79928



JOSÉ RODRÍGUEZ
STATE SENATOR
DISTRICT 29

CAPITOL OFFICE:
ROOM E1.712
P.O. BOX 12068
AUSTIN, TEXAS 78711
(512) 463-0129
DIAL 711 FOR RELAY CALLS

Orig

March 31, 2011

Mr. Amadeo Saenz, P.E.
Executive Director
Texas Department of Transportation
125 E. 11th Street
Austin, Texas 78701

VIA INTERAGENCY MAIL & ELECTRONIC MAIL

RE: Transmountain West/I-10 project

Dear Director Saenz:

I write to you today regarding the Texas Department of Transportation's Transmountain West/Interstate 10 project in El Paso. Although I still support this project, the attendees of the public meeting held last week in El Paso raised some important concerns.

I kindly request that your agency study viable alternatives for the planned fourth (or final) overpass in order to mitigate environmental impacts as much as possible. Suggested alternatives include delaying the overpass until such time as it is needed; constructing an intersection in the interim; or, depending on flooding conditions, constructing a depressed road.

I appreciate your consideration of my request, and I look forward to working with you to ensure the success of the Transmountain West/I-10 project.

Sincerely,

A handwritten signature in black ink that reads "José Rodríguez".

José Rodríguez
State Senator – District 29

JRR/sjs

RID: 115

Patricia Sanders

~~106~~
1157**ELP_Loop375West - TransMountain**

From: "W Sander" <wsander1@elp.rr.com>
To: <ELP_Loop375West@txdot.gov>
Date: 3/28/2011 11:18 PM
Subject: TransMountain

As a 3rd generation El Pasoan who cares about the future of El Paso not only for myself but for my children and grandchildren, I want it noted that the expansion of Transmountain as is proposed would be a horrible mistake.

1. It will make the area very busy and there will be a great deal of congestion with all the traffic
2. Tom Mays Park is not protected-many safety issues need to be met.
3. Many citizens have signed petitions expressing their desire to have open space and they should be heard
4. Four overpasses on a 2-3 mile road- why
5. The animal life is endangered
6. Decisions have been rapidly made that have been challenged as not workable.
7. The proposed plan needs to be reviewed and revised.
8. The desires and safety of the citizens should be taken into consideration

I am sure there are more reasons why the TransMountain area should not be developed as proposed.

Patricia Sanders

RID: 116

City Manager Joyce Wilson



The City of El Paso
 Department Of Transportation
 7968 San Paulo Drive
 El Paso, TX 79907

CERTIFIED MAIL

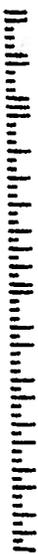


7010 1870 0001 0084 0516

RETURN RECEIPT
 REQUESTED

Tony Gelacio, P.E.
 Entech Civil Engineers, Inc.
 16360 Park Ten Place, Ste. 230
 Houston, TX 77084

77084\$5095 RC12



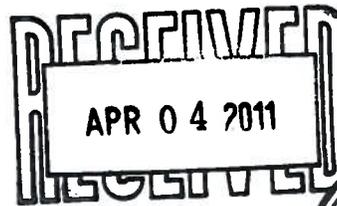
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Dedicated to Outstanding Customer Service for a Better Community

SERVICE SOLUTIONS SUCCESS

March 31, 2011

Tony Gelacio, P.E.
Entech Civil Engineers, Inc.
16360 Park Ten Place, Ste. 230
Houston, TX 77084

116
Orig

Reference: **Loop 375 TransMountain Rd. Project I-10 to east of the Franklin Mountain State Park Entrance**

Dear Mr. Gelacio:

The El Paso City Council considered the Loop 375 TransMountain Rd. Project from I-10 to east of the Franklin Mountain State Park Entrance at its regular council meeting on March 29, 2011. The City offers the following comments as part of the public comment period for this project and requests that they be made part of the project record.

As the official position for the City, Council voted to support the improvements as designed, and reviewed by FHWA in the environmental document prepared for the project. This includes the overpass at the proposed roadway referred to as Plexxar and the interchange at the proposed location for Paseo del Norte. Council's action is documented in the attached motion.

However, given one of the project's stated purposes to improve safety along this corridor, the City Council expressed serious concerns about the safety of the proposed at-grade access to the Franklin Mountain (Tom Mays) State Park. District Engineer Chuck Berry indicated the access proposed as part of the TransMountain project was an interim solution and committed to developing a project that improves access to the State Park within six months. City Council strongly encourages the Texas Department of Transportation to address an alternate access that does not involve crossing highway lanes and provides a safer route for park visitors. According to Mr. Berry, the State is experiencing a favorable bidding environment and expects to bid the project under the current estimate. The City requests any savings in this project be immediately applied to the State Park access project. Should the savings not be adequate to fully fund the project, the City requests additional state funds be made available to fund and deliver access to the park as soon as practicable.

Should you have any questions, you may contact Daryl W. Cole, Director, El Paso Department of Transportation at 621-6750.

Mayor
John F. Cook

City Council

District 1
Ann Morgan Lilly

District 2
Susie Byrd

District 3
Emma Acosta

District 4
Carl L. Robinson

District 5
Rachel Quintana

District 6
Eddie Holguin Jr.

District 7
Steve Ortega

District 8
Beto O'Rourke

City Manager
Joyce A. Wilson





Sincerely,

A handwritten signature in blue ink that reads "Joyce Wilson".

Joyce Wilson
City Manager
El Paso, Texas

Attachment as indicated

Cc: Mayor and Council
Ted Houghton, Commissioner, Texas Transportation Commission
Roy Gilyard, Executive Director El Paso MPO
Charles H. Berry, P.E., District Engineer, TXDOT
Jane Shang, Deputy City Manager, Mobility Services
Richarda Momsen, Municipal Clerk
Daryl W. Cole, Director, El Paso Department of Transportation

Mayor
John F. Cook

City Council

District 1
Ann Morgan Lilly

District 2
Susie Byrd

District 3
Emma Acosta

District 4
Carl L. Robinson

District 5
Rachel Quintana

District 6
Eddie Holguin Jr.

District 7
Steve Ortega

District 8
Beto O'Rourke

City Manager
Joyce A. Wilson

MOTION
MARCH 29, 2011

Motion made by Representative Lilly, seconded by Mayor Pro Tempore Acosta, and carried to **APPROVE** and to **DIRECT** the City Manager to add Plexxar to the Major Thoroughfare Plan and adopt Texas Department of Transportation (TxDOT) plan for the West Transmountain Loop 375 Project.

AYES: Representatives Lilly, Acosta, Robinson, Quintana, Holguin, Ortega and O'Rourke
NAYS: Representative Byrd

Richarda Duffy Momsen, City Clerk

RID: 117

**Joyce Ford
9325 R.J. Wood Rd
El Paso, TX 79924**

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EL PASO TX 799

01 APR 2011 PM 2 T



Tony Gelacio, P.E.
Entech Civil Engineers, Inc.
16360 Park Ten Place
Suite 230
Houston, Texas 77084

77084+3033

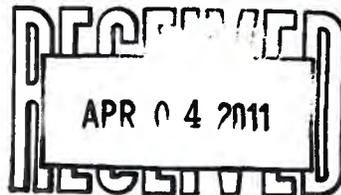




PUBLIC HEARING

Loop 375 Transmountain Road Project
I-10 to east of the Franklin Mountains State Park Entrance
El Paso County, Texas

117 Eng



March 22, 2011 - 6:00 P.M.
Canutillo High School
6675 South Desert Blvd., El Paso, Texas 79912

COMMENT FORM

This form is provided to receive your comments regarding the proposed Loop 375 roadway improvements from I-10 to east of the Franklin Mountains State Park entrance. Please use the space provided below, attaching additional pages if necessary. Your comments can be deposited in the comment box or mailed to the address provided below. All written comments must be postmarked by April 1, 2011. Thank you for your comments.

1) This form does not accurately portray discussions, Comments: meetings with city council & the public! Do not intend discussions merely mentioned "improvements" changes (pushed this idea) from I-10 (W side) up the NE side with no mention of the tie in to Loop 375 on the NE side of the Mountain. 2) This was supposed to be a widening of Transmountain Road for safety reasons projected increases in traffic. One such idea expressed by TXDOT rep Mr. Barbey suggested increased traffic from Mexico. Most traffic (individuals) do not head to far east El Paso, so would not use Transmountain. They are going shopping at malls located along I-10. If other than the Port of Entry @ Santa Teresa, NM, most traffic enters from places already much further east on I-10 and 3) inclement weather is a snow & high winds (our area prone to) makes Transmountain Road especially dangerous for high profile vehicles. The elevation @ nearly 6000ft is also a concern as are occasional rains, etc which cause rock slides. The road is often closed at such times.

Written comments submitted by mail must be postmarked by April 1, 2011 and sent to:

Please Print:

Tony Gelacio, P.E.
Entech Civil Engineers, Inc.
16360 Park Ten Place
Suite 230
Houston, Texas 77084

Your Name Joyce A. Ford
Address 9375 R. J. Wood Rd
EL PASO TX 79924

ELP_Loop375West@txdot.gov

a better choice would be Anthony Gap further
 NW & at a lower elevation. 4) as mentioned
 repeatedly by TX DOT (TXDOT) (a veiled threat)
 to City Council \$85 million could be lost
 if we did not accept their proposal!

5) More than 1 petition has been circulated
 & signed by citizens of this community saying
 we do not want our scenic corridor
 obscured as we would occur with the
 addition of 2 interchanges/overpasses at
 Pappas & Pasadell Route & of course further
 development would occur further & further up
 towards Franklin Mountain St. Park.

6) There is currently no consideration for animal
 movement in the area. Proposals may provide
 a "tunnel," "culvert" which would allow them
 to go from 1 side of the highway to the other.
~~Such a~~ ~~idea~~ is absurd, as predators & prey
 are moving within a relatively small, confined
 area.

7) Why not make I-10 E/W have a 2 decker,
 multi-level from ~~from~~ ~~to~~ ~~the~~ ~~east~~ ~~of~~ ~~the~~ ~~city~~ ~~center~~
 and out W. similar to Austin?

Joyce A. Fal
 TOURS ETC

RID: 118

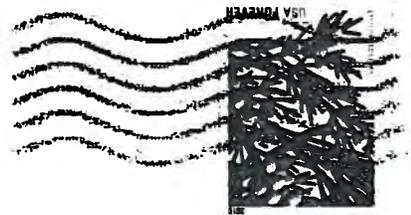
**Patricia Owen
9325 R.J. Wood Rd
El Paso, TX 79924**

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EL PASO TX 799

01 APR 2011 PM 2 T



Tony Gelacio, P.E.
Entech Civil Engineers, Inc.
16360 Park Ten Place
Suite 230
Houston, Texas 77084

77084+3033

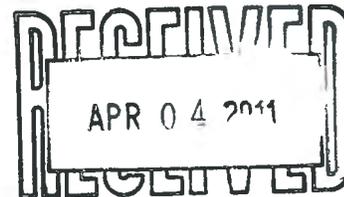


PUBLIC HEARING

Loop 375 Transmountain Road Project
I-10 to east of the Franklin Mountains State Park Entrance
El Paso County, Texas

118 org

March 22, 2011 - 6:00 P.M.
Canutillo High School
6675 South Desert Blvd., El Paso, Texas 79912



COMMENT FORM

This form is provided to receive your comments regarding the proposed Loop 375 roadway improvements from I-10 to east of the Franklin Mountains State Park entrance. Please use the space provided below, attaching additional pages if necessary. Your comments can be deposited in the comment box or mailed to the address provided below. All written comments must be postmarked by April 1, 2011. Thank you for your comments.

Comments: We were told this was going to be a widening of West Side Trans Mountain Road for safety & increased future traffic. Now they are planning 2 more overpasses/interchanges at PLEXXAR & PASS DEL NORTE, which we were not aware. This will ruin our view of the mountain and cause further development along the route too close to the entrance of the Franklin State Park. This is the largest urban park in the U.S. Due to bad weather this not a good idea to use Transmountain as a connection with Loop 375 coming from the east

Written comments submitted by mail must be postmarked by April 1, 2011 and sent to:

Tony Gelacio, P.E.
Entech Civil Engineers, Inc.
16360 Park Ten Place
Suite 230
Houston, Texas 77084

ELP_Loop375West@txdot.gov

Please Print:

Your Name PATRICIA A. OWEN
Address 9325 R.J. Wood Rd.
EL PASO, TEXAS 79924

RID: 119

**Carlos A. Lozada
8816 Mount Whitney
El Paso, TX 79904**



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Tony Gelacio, P.E.
 Entech Civil Engineers, Inc.
 16360 Park Ten Place
 Suite 230
 Houston, Texas 77084

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PUBLIC HEARING

Loop 375 Transmountain Road Project
I-10 to east of the Franklin Mountains State Park Entrance
El Paso County, Texas

March 22, 2011 - 6:00 P.M.
Canutillo High School
6675 South Desert Blvd., El Paso, Texas 79912

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APR 04 2011

COMMENT FORM

This form is provided to receive your comments regarding the proposed Loop 375 roadway improvements from I-10 to east of the Franklin Mountains State Park entrance. Please use the space provided below, attaching additional pages if necessary. Your comments can be deposited in the comment box or mailed to the address provided below. All written comments must be postmarked by April 1, 2011. Thank you for your comments.

Comments: GROWTH AND SAFETY ARE TWO IMPORTANT FACTORS TO ANY CITY'S DEVELOPMENT INTO A SUCCESSFUL AND MODERN COMMUNITY. GROWTH MAINTAINS AND HELPS CREATE JOBS. WITH THE CONTINUED INCREASE OF EL PASO'S POPULATION, THE INCREASE OF TRAFFIC IS IRREFUTABLE. THE PROPOSED LOOP 375 IMPROVEMENTS PROJECT IS EXACTLY WHAT IT STATES IN THE PROJECT TITLE. IT WILL BE AN "IMPROVEMENT" TO THE CITY OF EL PASO AND IS ESSENTIAL TO THE PROGRESSION OF THE CITY AND ITS CITIZENS WHILE ENABLING A SAFER ROUTE TO AND FROM INTERSTATE-10. I AM FULLY BEHIND AND IN FAVOR OF TXDOT'S PROPOSED LOOP 375 TRANSMOUNTAIN ROAD PROJECT.

Written comments submitted by mail must be postmarked by April 1, 2011 and sent to:

Tony Gelacio, P.E.
Entech Civil Engineers, Inc.
16360 Park Ten Place
Suite 230
Houston, Texas 77084
ELP_Loop375West@txdot.gov

Please Print:

Your Name CARLOS A. LOZADA
Address 8816 MOUNT WILFENEY
EL PASO, TX 79904

RID: 120

**Sal Alonzo
7316 Duxbury
El Paso, TX 79912**

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Tony Gelacio, P.E.
Entech Civil Engineers, Inc.
16360 Park Ten Place
Suite 230
Houston, Texas 77084



77084\$5095 R012





PUBLIC HEARING

Loop 375 Transmountain Road Project
I-10 to east of the Franklin Mountains State Park Entrance
El Paso County, Texas

March 22, 2011 - 6:00 P.M.
Canutillo High School
6675 South Desert Blvd., El Paso, Texas 79912

120
orig.
RECEIVED
APR 04 2011

COMMENT FORM

This form is provided to receive your comments regarding the proposed Loop 375 roadway improvements from I-10 to east of the Franklin Mountains State Park entrance. Please use the space provided below, attaching additional pages if necessary. Your comments can be deposited in the comment box or mailed to the address provided below. All written comments must be postmarked by April 1, 2011. Thank you for your comments.

Comments: I'm in favor of the expansion of Loop 375
Transmountain Road. The expansion will ease
traffic in this area. With West El Paso rapid
growth, the addition of this road expansion
will benefit the citizens of El Paso.

Written comments submitted by mail must be postmarked by April 1, 2011 and sent to:

Tony Gelacio, P.E.
Entech Civil Engineers, Inc.
16360 Park Ten Place
Suite 230
Houston, Texas 77084

ELP_Loop375West@txdot.gov

Please Print:

Your Name Sgt Alonzo
Address 7316 Puyubing
El Paso, TX 79912

RID: 121

Richard Sotelo
12480 Paseo Alegre Dr.
El Paso, TX 79928

Richard & Leticia A. Sotelo
12480 Paseo Alegre Dr.
El Paso, TX 79928



Mr. Gelacio
16360 Park 10 Place
Suite 230
Houston, TX 77084.

77084+5035 

RECEIVED
APR 04 2011

Dear Mr. Gelacio,

Please allow me to explain and give reasons to my letter. I am hoping that you will carefully think about what is going on in El Paso, Texas. The most beautiful scenic mountain in my eyes is about to be destroyed. I hope and pray it will not happen. I have lived all my life in El Paso and every morning when I wake up, their stands this huge mountain range. I say it is the most appealing part of El Paso. I know so because when I stand on the mountain I see El Paso, New Mexico and another country, Mexico. But the part that always comes to mind is the poem by John Gillespie Magee Jr – High Flight. But in my words I say as I ride the mountains: Oh I have been to the mountains (Trans Mountain). Put out my hand and touched the face of God. I feel I lot closer to God as I stand on the mountain overlooking El Paso. At ease and simply enjoying the quiet and peaceful view. This breath taking view brings joy and tranquility. But with the break of the mountain the whole picture will change tremendously. This change will pollute the life of the mountain. Their will be changes in all life cycles. Please do not destroy the mountain. Let's take care of it. In closing let me invite you to ride the mountain.

Thanks,

R. Sotelo

3-28-2011

121

Orig.

RID: 122

**Lupe Weaver
8808 Polaris St.
El Paso, TX 79904**

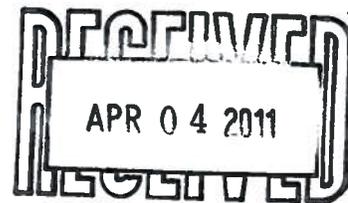

Lupe Weaver
8808 Polaris St.
El Paso, TX 79904-1839

EL PASO TX 799
31 MAR 2014 PM 2 L



My Pleas, P.E.,
Enter Civil Engineers Inc.
16360 Park Len Place, Suite 230
El Paso, Texas 77084
~~77084~~

03/26/11



Tony Gelacio, P.E.
Entech Civil Engineers Inc.
16360 Park Ten Place, Suite 230
Houston, Texas 77084

122
Orig

Dear Mr. Gelacio,

I am writing because I was unable to make it to the meeting for our mountains here in El Paso, Texas. My car was broken down and I had it in the mechanics shop. But, I will tell you what I think about you and your people destroying any parts of our mountains.

These mountains that we have here is what makes El Paso, Texas stand out. Everyone loves the mountains except for the money hungry mongers. There should not have been a road cut off in the first place. The mountains here is the only thing that brings beauty to this territory. Not only that, you are destroying the animals homes that live in the area. How would you like it if someone came and destroyed your home? That is called animal abuse!

Another thing is that I will bet that all of you call yourself Christians. If you really had any love for God you would respect what He made. He created these mountains and all the terrain around here. So quit being hypocrites.

Also, no one has even bothered with the geology around here. Most all the land has many holes under ground. The earth is mostly caliche and there is a fault line in that area. Remember that Mother Nature will not care who She hurts if you all destroy her. It may not happen right away but, it will. The earth is always shifting.

All I can say for now is: Learn from the mistakes of others. You can't live long enough to make them all - YOURSELF.

Just remember what has happened in other places like California, Missouri, sink holes in several places of Texas and others. Hope that you will change your mind and leave our mountains alone.

Thank You,

Ms. Lupe Weaver
Ms. Lupe Weaver

Ms. Lupe Weaver
8808 Polaris St.
El Paso, Texas 79904-1839

Enclosed is a copy of an editorial article in the newspaper here. It was written by my City Representative. She is the only one that has the guts to fight for her constituents. But no one of you or those that are getting money out of this want to hear her.

It is really a shame, she is only one woman!?!

Lu

Opinion

Trans Mountain plan: We can do better

By Susie Byrd
GUEST COLUMNIST

The Franklin Mountains define our city. The mountains are a sacred place just minutes from our homes where we can go to relax and exercise and enjoy being outside.

That is why generations of El Pasoans have fought to preserve and protect the mountains. We've had many victories, a couple of painful losses. As El Pasoans, we often bemoan the gashes, the eroding scars, the dismantled arroyos and the quarries that pock the mountain.

We hope that for the next generation, we will be better stewards.

We hope we will make bet-

ter choices because there is no undoing a quarry or exhuming an arroyo or repairing a clear cut across a swath of desert land.

When I come home to El Paso, I can't wait for that first deep breath of searing blue sky and the mountain that cuts through the center of my city. Only then do I know I am home.

When I want to show someone from out of town how special our city is, I take them up Scenic Drive or up Trans Mountain.

That really is what all the fuss is about.

The Texas Department of Transportation's (TxDOT) proposal to build a freeway up the north side of Trans Mountain Road has mobilized thousands of citizens asking for an alternative that preserves and protects our mountain, our identity.

We need a safer road there. It is not safe now. We need more lanes. The road is often over capacity during peak drive times.

TxDOT has told City Council and the public that we only have two choices: Build the freeway that they have designed or lose the money. These are false choices. And as a community, we should insist that our values and our priorities be reflected in the fi-

nal road that is built by TxDOT.

We could build a different type of road, a large arterial road or a boulevard that would accommodate the growing traffic. These roads wouldn't consume as much land as the freeway will.

TxDOT hasn't given those alternatives real consideration and instead has used outdated traffic estimates that are twice what is currently projected to determine that the only option that should be considered is a freeway.

Or we could build the freeway but minimize the over-big impact of the freeway and freeway development the closer the road gets to our state park.

Thousands of citizens have signed a petition asking for just this: Preserve the 700 acres of city land that straddle Trans Mountain Road adjacent to the state park and remove the last planned overpass.

Not only does removing the last overpass mitigate the environmental impact of the planned freeway as it climbs up the mountain, but it has the added benefit of improving the capacity of the entire road network in the area.

A recent traffic analysis shows that if the last overpass is not built and if the Public Service Board land is built with SmartCode as planned, the traffic disperses evenly throughout the system, creating a situation in which all

roads and intersections in the area are less congested and will cause less delay than if the overpass was built.

This last option extends the scenic Trans Mountain corridor by almost a mile before it transitions into developed land. It preserves land that is more valuable to us as open space than as another strip center.

It also removes the incentive to develop so far up the mountain.

Let's insist on real choices and work with TxDOT to build a road that is safer, that accommodates growing traffic demands but also protects what we most treasure.

Susie Byrd is El Paso representative for District



Byrd

RID: 123

**Barry Levine
617 Alta Cumbre Pl.
El Paso, TX 79912**



Date:

Texas Department of Transportation-Loop 375
(Transmountain West) Public Hearing
Attn: Mr. Antonio Uribe, Jr., P.E.,
District Design,
13301 Gateway Blvd. West,
El Paso, Texas 79928

RE: Proposed Transmountain West project

Dear TXDOT:

You have not given El Pasoans real choices in designing the Transmountain West Project. You have coerced this community by saying that we either build the freeway the way you propose or we lose the funding for the project. El Pasoans demand real choices about how our City is built and developed.



Boulevard



Freeway-style development

Note: This illustration is not drawn according to TXDOT's specifications for this project. It illustrates the type of development typical of a freeway. For more detail on TXDOT's proposal, visit their website at www.txdot.gov.

Here is my choice as an El Pasoan. Build Transmountain West as a:

- Boulevard and preserve the Public Service Board land
- The proposed Freeway with four overpasses
- Freeway but remove the last overpass (Paseo del Norte) and preserve the Public Service Board land

Comments, suggestions: LET'S STOP TRYING TO TURN EL PASO INTO SOUTHERN CALIFORNIA, OKAY?

Sincerely,

Name: BARRY LEVINE
Address: 617 ALTA CUMBRE PL., EL PASO, TX 79912
Phone number: 915-581-1105
Email: barryjlevine@yahoo.com

RID: 124

Brent Harris

bdharris@plexxar.com

* 12/5

ELP_Loop375West - Transmountain

From: Brent Harris <bdharris@plexar.com>
To: "ELP_Loop375West@TXDOT.gov" <ELP_Loop375West@TXDOT.gov>
Date: 3/24/2011 8:09 AM
Subject: Transmountain

For the project as proposed. Let's get this done.

RID: 125

M Dyer

mdyer@elp.rr.com

*
+30
125

From: <mdyer@elp.rr.com>
To: <ELP_Loop375West@TXDOT.gov>
Date: 3/24/2011 8:52 AM
Subject: Loop 375 Project

I completely support the proposed project for Loop 375 as currently proposed. I travel transmountain 5 or 6 times weekly and the traffic on the two lane stretch is very dangerous.

RID: 126

Shane Boyd

delnortemasonry@sbcglobal.net

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27**ELP_Loop375West - Texdot project CCSJ 25552-01-033**

From: Del Norte Masonry Del Norte Masonry <delnortemasonry@sbcglobal.net>
To: <ELP_LOOP375West@txdot.gov>
Date: 3/24/2011 11:13 AM
Subject: Texdot project CCSJ 25552-01-033
Attachments: Approved Concrete Block Retaining Wall Systems.webarchive

Good Morning , My question regards the retaining walls on this project. Does TEX DOT consider looking at alternate retaining wall systems that are approved through TEX DOT, Has TEX DOT considered all retaining wall systems that have been approved and used in other local TEX DOT projects? See DOT attached list of approved retaining wall manufacturers. We believe that this would provide value and savings to TEX DOT and the public sector should you consider all retaining wall systems in an addendum to this project.

Thank You
Shane Boyd

1 915 584 4453 Office
1 915 584 8947 Fax
1 915 727 1885 Cell
Email delnortemasonry@sbcglobal.net

RID: 127

Lamar Skarda
skarda@juno.com

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132
128**ELP_Loop375West - 375**

From: "skarda@juno.com" <skarda@juno.com>
To: <ELP_loop375west@txdot.gov>
Date: 3/24/2011 12:58 PM
Subject: 375

I attended the presentation on Tues. nite 3/22/11 and would like to ask that all the improvements to the west side of Transmountain be completed as presented with 4 overpasses and the other improvements as shown. The 1 improvement that was asked for by an audience member that was good was to make the entrance to Tom Mays park such that the traffic traveling East on Transmountain be able to enter park without having to cross the West bound lanes. I am not sure that this isn't already in the plans but looking at the drawings I was not able to tell if this is already incorporated in the plans.

Lamar Skarda

RID: 128

Patty Attel

pattel@elp.rr.com

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133
129**ELP_Loop375West - FW: Trans Mountain**

From: "Patty Attel" <pattel@elp.rr.com>
To: <ELP_Loop375West@txdot.gov>
Date: 3/30/2011 8:00 AM
Subject: FW: Trans Mountain

From: Patty Attel [mailto:pattel@elp.rr.com]
Sent: Wednesday, March 30, 2011 8:01 AM
To: 'ELP_Loop375West@txdot.gov.'
Subject: Trans Mountain

I'm not sure what all the problems are with the Trans Mountain extension because I have not seen the drawings etc. I do use Trans Mountain occasionally, and I do think it needs to be improved. The section which is only two lanes running from I-10 on the west to the bottom of the mountain needs to be widened. If you get behind a slow truck trying to go up that grade, you are stuck because it has no passing yellow lines all the way. At the other end where it crosses the Patriot Freeway the road stops. For years I have been wanting the loop to be finished. It looks like the land is there, but I think the problem is whether to go over or leave it under the Patriot Freeway. I don't care which is done as long as it is safe. I did read that the expansion includes access roads on both sides of the section through the mountain. Maybe that is what people don't like. I don't think they are necessary. I think that people will learn that if you get on that part of Trans Mountain you cannot turn around until you get to the other side. And I hope that there will not be any commercial or residential development along that part of Trans Mountain. If there are no access roads then there wouldn't be any development because you couldn't get to it. It is a beautiful drive, and I would hate to see it ruined. My father was a County Commissioner when the Trans Mountain was first approved back in the late 50s. He thought that it was important to have that road. Thank you for consideration of my opinions.

Patty Attel

RID: 129

Krista Brooker

kannahille@gmail.com

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134
130**ELP_Loop375West - trans mountain**

From: krista brooker <kannhille@gmail.com>
To: <ELP_Loop375West@txdot.gov>
Date: 3/30/2011 9:04 AM
Subject: trans mountain

Good morning,

I drive over trans mountain every day. I live off Resler and I work in the Northeast. The traffic and congestion on Resler to get on to trans mountain, and at the light to get from trans mountain to 54 seem to get worse every day! I've also been the victim of, and have frequently seen, rear ending accidents involving people desperately trying to get on to trans mountain to go East from Resler. Something definitely needs to be done as far as ease of traffic and flow. Perhaps a light or additional lanes.

That being said, the scenic beauty is second to none! I never fully understood why expanding the road to ease traffic has equated to a full blown freeway and new development. Is there not a happy medium? It feels as if it's all or nothing - a huge project with a huge highway and retail. Can't we just add lanes and do minimal damage to nature and our wildlife?

The city sprawl has taken over the East side of El Paso already. It would be a shame to get rid of the city's natural beauty. The rolling hills and mountain views along tran mountain are part of what makes El Paso so mesmerizing.

Every morning and afternoon I point out the different types of cacti to my toddler. I tell him we are lucky to live in such a beautiful area!! I grew up in New Orleans, DC and El paso and as an adult I spent eight year in Dallas. I chose to come back to El Paso to raise my family - and it saddens me to think that we will soon just be "another city".

Keep El Paso Beautiful!!

Krista Brooker
(915)433-4222

RID: 130

Flarestar

flarestar26@gmail.com

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135
131

ELP_Loop375West - Comment

From: Flarestar <flarestar26@gmail.com>
To: <ELP_Loop375West@txdot.gov>
Date: 3/30/2011 10:46 AM
Subject: Comment

This project is sorely needed. Whenever theirs a accident on that section of the loop it creates a mess. P

RID: 131

Maria White

titinowhite@gmail.com

ELP_Loop375West - Transmountain Project

From: Maria White <titinowwhite@gmail.com>
To: <ELP_Loop375West@txdot.gov>
Date: 3/30/2011 9:29 PM
Subject: Transmountain Project

Mr. Antonio Uribe Jr., City Council, or who it may concern:

I am so disappointed in the outcome of the voting in favor of the proposed Transmountain project. I just don't agree with this project at all. I understand that traffic is expected to get worse as the city grows, but wasn't the decision to build this based on the wrong numbers? Either way, when I look at congestion I usually see it on the east side, on the west side we have a decent flow of traffic. It's only when there's a sale at the new outlet mall, 4th of July, or during the Christmas shopping craze that things get bad, and of course when there is an accident. Wouldn't it be more cost effective to figure out ways to eliminate these crazy sales during Christmas that cause so much traffic and even accidents? I want my tax dollars to go where they are truly needed and legislation that makes sense. I think this project will be money spent in the wrong place, what would happen if they close down Ft Bliss, they talked of doing that before and with the way everything is I wouldn't be surprised if this happened. I think this proposed project will cost us in many ways, especially losing the beauty of our mountains that have already been destroyed enough as it is. Safety is another concern and I already hate getting around the existing freeway as it is, after I drop my kids off at Canutillo High School. Leaving on the West side means not having everything to have peace, tranquility, and the joy of those majestic mountains.

Just one more angry taxpayer!