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DRAFT ENVIRONMENTAL ASSESSMENT

Prepared by:

U.S. Department of Transportation

U.S. Department of Transportation
Federal Transit Administration

Metropolitan Transit
San Antonio, Texas

URS

VIA Primo –
Fredericksburg Road
Bus Rapid Transit (BRT) Project

February 2010

DRAFT
Environmental Assessment

VIA Primo - Fredericksburg Road Bus Rapid Transit (BRT) Project

Prepared by

U.S. DEPARTMENT OF TRANSPORTATION

FEDERAL TRANSIT ADMINISTRATION

VIA METROPOLITAN TRANSIT

February 2010

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Transportation Improvements for the

VIA Primo - Fredericksburg Road Bus Rapid Transit (BRT) Project

Bexar County, Texas

Draft Environmental Assessment

Prepared by the

U.S. Department of Transportation
Federal Transit Administration
and
VIA Metropolitan Transit

Pursuant to:

National Environmental Policy Act of 1969 (NEPA), as amended, 42 U.S.C. Section 4321 *et seq.*; Council on Environmental Quality (CEQ) regulations, 40 C.F.R. Section 1500 *et seq.*, implementing NEPA; Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU), Pub.L. No. 109-59 (Aug. 10, 2005); Federal Transit Laws, 49 U.S.C. Chapter 53; National Historic Preservation Act of 1966, 16 U.S.C. Section 470(f); Section 4(f) of the Department of Transportation Act of 1966, as amended, 49 U.S.C. Section 303; Section 6(f)(3) of the Land and Water Conservation Fund Act of 1965, 16 U.S.C. Section 460l – 4 *et seq.*; Clean Air Act, as amended, 42 U.S.C. Section 7401 *et seq.*; Endangered Species Act of 1973, 16 U.S.C. Section 1531 *et seq.*; Migratory Bird Treaty Act, 16 U.S.C. Section 703 *et seg.*; Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended, 42 U.S.C. Section 4601 *et seq.*; Clean Water Act, as amended, 33 U.S.C. Section 1251 *et seq.*; Rivers and Harbors Appropriation Act of 1899, 33 U.S.C. Section 403 *et seq.*; Comprehensive Environmental Response, Compensation, and Liability Act, 42 U.S.C. Section 9601 *et seq.*; Farmland Protection Policy Act, 7 U.S.C. Section 4201 et seq.; Executive Order No. 12898 (Federal Actions to Address Environmental Justice in Minority and Low Income Populations); Executive Order No. 11990 (Protection of Wetlands); Executive Order No. 13112 (Invasive Species); Executive Order No. 11988 (Floodplain Management); Executive Order No. 13123 (Greening the Government Through Efficient Energy Management); Executive Order No. 13211 (Actions Concerning Regulations That Significantly Affect Energy Supply, Distribution, or Use); and all relevant laws and procedures of the State of Texas.

For FTA _____ Date: _____

Robert C. Patrick
Regional Administrator
Federal Transit Administration

For VIA _____ Date: _____

Keith Parker
President/CEO
VIA Metropolitan Transit

Title of Proposed Action

Environmental Assessment for the San Antonio (TX) VIA Metropolitan Transit, VIA Primo - Fredericksburg Road Bus Rapid Transit (BRT) Project.

For Additional Information Concerning This Document, Contact:

FTA Regional Contact	Local Agency Contact
Robert C. Patrick, Regional Administrator	Jesse Balleza, Vice President Strategic Planning and Project Development Division
Federal Transit Administration	VIA Metropolitan Transit
819 Taylor Street	800 W. Myrtle
Fort Worth, TX 76102	San Antonio, TX 78212
(817.978.0550)	(210.362.2000)

Abstract

The Draft Environmental Assessment (EA) describes the transportation and environmental impacts associated with transportation improvements in the Fredericksburg Road Corridor serving the cities of San Antonio and Balcones Heights in Bexar County, Texas. Two alternatives are considered in this Draft EA: No-Build Alternative and VIA Primo Alternative. The No-Build Alternative is defined and analyzed to provide the base against which the VIA Primo Alternative can be compared. The potential impacts of each alternative are identified in a broad range of environmental categories including: land use and socioeconomics; neighborhood, community services and community cohesion; acquisitions and displacements/relocations; visual and aesthetic conditions; cultural resources; parklands; safety and security; environmental justice; utilities and distribution systems; geological resources; water resources; biota and habitat; threatened and endangered species; farmlands; air quality; noise; vibration; hazardous materials; energy; economic effects; transportation effects; and indirect and cumulative impacts. The proposed undertaking consists of a nine-mile project from the South Texas Medical Center through the city of Balcones Heights and the locally designated "Deco District" on Fredericksburg Road, along IH-10 to the west side of downtown San Antonio. The project will provide connections to major activity centers, employment centers, and community resources. The VIA Primo Alternative would increase mobility within the congested corridor and provide an alternative to single occupant vehicles. In addition, two extensions would provid a one-seat ride to downtown San Antonio and the University of Texas at San Antonio main campus. However, these extensions would not include any construction and would not be evaluated in this EA.

Comments

Comments on this document may be submitted in writing or may be made orally at the public meeting. Written comments should be submitted to Jesse Balleza at the above address. Information on the public meetings is available from Jesse Balleza or online at www.viabrt.net. The Draft EA will be available for comments from XXX, XX, 2010 to XXXXX XX, 2010. Public Meetings are scheduled for XXXday, XX,XX,XXXX from XXX PM to XXX PM at the Location, etc.

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Appendices

Appendix A – Public and Agency Involvement Activities
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List of Acronyms

"3C"	Comprehensive, Coordinated and Continuous
AACOG	Alamo Area Council of Governments
AADT	Average annual daily traffic
AASHTO	American Association of State Highway and Transportation Officials
ACHP	Advisory Council on Historic Preservation
ADA	Americans with Disabilities Act
AIRSAFS	Aerometric Information Retrieval System/Air Facility Subsystem
AOI	Area of influence
APAR	Affected Property Assessment Report
APE	Area of Potential Effects
ASA	Austin-San Antonio
ASTM	American Society of Testing and Materials
BCAD	Bexar County Appraisal District
BEG	Bureau of Economic Geology
BF	Brownfield Management System
BMPs	Best Management Practices
BRS	Biennial Report System
BRT	Bus Rapid Transit
BRTCC	BRT Corridor Council
BSA	Brownfield Site Assessment
CAA	Clean Air Act of 1970
CAAA	Clean Air Act Amendments
CALF	Closed & Abandoned Landfill Inventory
CAMS	Continuous air monitoring sites
CAPMETRO	Capital Area Metropolitan Planning Organization (Austin)
CBD	Central Business District
CDC	Community Development Corporation
CDL	Clandestine Drug Laboratory Locations
CEQ	Council of Environmental Quality
CERCLA	Comprehensive Environmental Response, Compensation and Liability Act
CERCLIS	Comprehensive Environmental Response, Compensation & Liability Information System
CFR	Code of Federal Regulations
CO	Carbon monoxide
COBH	City of Balcones Heights
COSA	City of San Antonio
CPI	Consumer Price Index
CPS	City Public Service
CPTED	Crime Prevention through Environmental Design
CSN	Construction Site Notice
CWA	Clean Water Act
DBA	A-weighted decibels
Dbh	Diameter at breast height
DCR	Dry Cleaner Registration
DNPL	Delisted National Priority List
DOCKETS	EPA Docket Data
DOD	Department of Defense

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List of Acronyms (Continued)

DOI	Department of the Interior
DOT	Department of Transportation
EA	Environmental Assessment
EAC	Early Action Compact
EAP	Edwards Aquifer Permits
EB	Eastbound
EC	Federal Engineering Institutional Controls
EJ	Environmental justice
EMS	Emergency Medical Services
EO	Executive Order
EPA	Environmental Protection Agency
ERNS	Emergency Response Notification System
FAQ	Frequently Asked Questions
FCU	Federal Credit Union
FEMA	Federal Emergency Management Agency
FHWA	Federal Highway Administration
FIRM	Flood Insurance Rate Map
FPPA	Farmland Protection Policy Act
FRS	Facility Registry System
Ft	Feet
FTA	Federal Transit Administration
FUDS	Formerly Used Defense Sites
FY	Fiscal Year
GFA	Gross Floor Area
GIS	Geographic Information Systems
GWCC	Groundwater Contamination Cases
HDR	HDR Corporation
HHS	Health and Human Services
HISTGWCC	Historic Groundwater Contamination Cases
HMIRS	Hazardous Materials Incident Reporting System
HOV	High Occupancy Vehicle
HRSR	Historic Resources Survey Report
Hz	Hertz
ICIS	Integrated Compliance Information system (Formerly Dockets)
IDZ	Infill Development Zone
IGN	International & Great Northern Railroad
IH	Interstate Highway
IHW	Industrial and Hazardous Waste
IOP	Innocent Owner/Operator Program
ISS	Incentive Scorecard System
ITS	Intelligent Transportation System
Ldn	Day-Night Sound Level
LEP	Limited English Proficiency
Leq	Equivalent sound level
LIENS	TCEQ Liens
Lmax	Maximum sound level
LOS	Level of Service
LPST	Leaking Petroleum Storage Tank

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List of Acronyms (Continued)

LRT	Light Rail Transit
LUSTR06	Leaking Underground Storage Tanks on Tribal Lands
LWCF	Land and Water Conservation Fund
MBTA	Migratory Bird Treaty Act
METRO	Metropolitan Transit Authority of Harris County
MOE	Measure of effectiveness
Mph	Miles per hour
MS4	Municipal Separate Storm Sewer System
MSD	Municipal Settings Designation Report
MSWLF	Municipal Solid Waste Landfill Sites
MTP	Metropolitan Transportation Plan
MVA	Market value analysis
NAAQS	National Ambient Air Quality Standards
NABI	North American Bus Industries
NB	Northbound
NCHRP	National Cooperative Highway Research Program
NDD	Natural Diversity Database
NEISD	North East Independent School District
NEPA	National Environmental Policy Act of 1969
NESHAPS	National Emissions Standards for Hazardous Air Pollutants
NFPA	National Fire Protection Association
NFRAP	No Further Remedial Action Planned
NHD	National Hydrography Dataset
NHPA	National Historic Preservation Act of 1966
NLRRCRAG	No Longer Regulated RCRA Generator Facilities
NO_2	Nitrogen dioxide
NOI	Notice of Intent
NOV	Notice of Violations
NO_X	Nitrogen oxide
NPDES	National Pollutant Discharge Elimination System
NPL	National Priority List
NPS	National Park Service
NRCS	Natural Resources Conservation Service
NRHP	National Register of Historic Places
NSA	Noise-sensitive area
NSISD	North Side Independent School District
NWCAA	Northwest Corridor Alternatives Analysis
NWP	Nationwide Permit
O&M	Operating and Maintenance
O_3	Ozone
ODI	Open Dump Inventory
OHWMs	Ordinary high water marks
OPA	Oil Pollution Act
OSHA	Occupational Safety & Health Administration
Pb	Lead
PCB	Polychlorinated Biphenyls
PE	Preliminary Engineering
PIHW	Permitted Industrial Hazardous Waste Sites

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List of Acronyms (Continued)

PM	Particulate matter
PM10	Particulate matter less than 10 microns in diameter
PM2.5	Particulate matter with a diameter less than or equal to 2.5 microns
PNPL	Proposed National Priority List
Ppb	Parts per billion
Ppm	Parts per million
PPV	Peak particle velocity
PST	Petroleum Storage Tank
RAP	Response Action Plan
RCRA	Resource Conservation and Recovery Act
RCRAC	Resource Conservation and Recovery Act – Corrective Action
RCRAG	Resource Conservation and Recovery Act – Generator
RCRAT	Resource Conservation and Recovery Act – Treatment, Storage & Disposal
Rms	Root-mean-square
RODS	Records of Decision
ROW	Right-of-Way
RRCVCP	Railroad Commission VCP and Brownfield Sites
RSWF	Regional stormwater facilities
RSWMP	Regional Storm Water Management Program
RTHL	Recorded Texas Historic Landmarks
RWS	Radioactive Waste Sites
SA-BC MPO	San Antonio-Bexar County Metropolitan Planning Organization
SAC	San Antonio College
SAEMS	San Antonio Emergency Medical Services
SAFETEA-LU	Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users
SAISD	San Antonio Independent School District
SALs	State Archeological Landmarks
SB	Southbound
Sec/veh	Seconds per vehicle
SEL	Sound Exposure Level
SF	State Superfund
SIEC01	State Institutional/Engineering Controls
SIP	State Implementation Plan
SO_2	Sulfur dioxide
SOV	Single Occupancy Vehicle
SPILLS	Spills Listing
Sq.ft.	Square feet (foot)
STMC	South Texas Medical Center
STMCTC	South Texas Medical Center Transit Center
SUE	Subsurface Utility Engineering
TAC	Texas Administrative Code
TAZs	Traffic Analysis Zones
TCEQ	Texas Commission on Environmental Quality
TCSP	Transportation, Community, and System Preservation Program
TDM	Transportation Demand Management
THC	Texas Historical Commission

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List of Acronyms (Continued)

TIA	Traffic Impact Analysis
TIERII	Tier II Chemical Reporting Program
TIP	Transportation Improvement Program
TIRZ	Inner City Tax Increment Reinvestment Zone
TMDL	Total Maximum Daily Load
TMMP	Texas Metropolitan Mobility Plan
TND	Traditional Neighborhood Development
TOD	Transit Oriented Development
TPDES	Texas Pollutant Discharge Elimination System
TPWD	Texas Parks and Wildlife Department
TRI	Toxics Release Inventory
TSM	Transportation Systems Management
TSP	Traffic Signal Priority
TWC	Texas Water Code
TxDOT	Texas Department of Transportation
TX-LED	Texas Low-Emission Diesel
UDC	Unified Development Code
µg/m3	Micrograms per cubic meter
URS	URS Corporation
USAA	United Services Automobile Association
USACE	U.S. Army Corps of Engineers
USC	United States Code
USDOT	United States Department of Transportation
USFWS	United States Fish and Wildlife Service
USGS	U.S. Geological Survey
UST	Underground Storage Tank
USTR06	Underground Storage Tanks on Tribal Lands
UTSA	University of Texas at San Antonio
VCP	Voluntary Cleanup Program
VdB	Velocity level in decibels
VIA	VIA Metropolitan Transit
VIAtrans	Paratransit vans
VMT	Vehicle miles traveled
VOCs	Volatile organic compounds
VU	Visual Assessment Units
WB	Westbound
WSMMTC	Westside Multimodal Transit Center

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ES EXECUTIVE SUMMARY

ES 1.0 INTRODUCTION

This Environmental Assessment (EA) discusses the environmental effects of constructing and operating VIA Metropolitan Transit's (VIA) proposed VIA Primo - Fredericksburg Road Bus Rapid Transit (BRT) Project (hereafter referred to as the proposed VIA Primo) in San Antonio, Texas. This corridor is approximately nine miles long and extends from the South Texas Medical Center, southeast to the west side of downtown San Antonio via Fredericksburg Road and Interstate Highway (IH)-10. The proposed VIA Primo route has two extensions. However, this EA does not include these extensions of the route which run from the proposed South Texas Medical Center Transit Center (STMCTC) to the University of Texas at San Antonio (UTSA) main campus and from the proposed Westside Multimodal Transit Center (WSMMTC) through downtown San Antonio, as there are no planned improvements for these extensions. The proposed VIA Primo is shown in Figure 1.2-1. This EA describes potential adverse and beneficial effects of the two project alternatives under consideration: the No-Build Alternative and the VIA Primo Alternative.

This EA was prepared by the Federal Transit Administration (FTA) in conjunction with VIA. The EA is in compliance with the National Environmental Policy Act of 1969 (NEPA). BRT is public transportation that combines the features of light rail travel with the flexibility of bus service. BRT uses specialized rubber-tired vehicles that operate similar to light rail and are faster and more efficient than traditional bus service. The proposed VIA Primo would support the need for enhanced transit service and accommodate anticipated future growth of the population and employment centers within the VIA Primo Study Area. The VIA Primo Study Area is defined as approximately one-half mile around the proposed VIA Primo alignment between the STMCTC and IH-10, one-quarter mile around the IH-10 portion and one-half mile around the proposed WSMMTC.

ES 2.0 PURPOSE AND NEED FOR ACTION

The purpose of the proposed VIA Primo is to improve bus travel time reliability and efficiency, improve mobility for the large transit-dependent population, and expand transit capacity.

The Fredericksburg Road Corridor is a highly used transit corridor. Forty-six bus routes intersect the VIA Primo Study Area, and the total existing ridership of these routes exceeds 60 percent of VIA total system-wide ridership. However, these routes have the slowest travel times and poorest reliability in terms of on-time performance in the entire VIA system, and these travel times are expected to worsen.

Implementation of the proposed VIA Primo would increase the average speed of buses from 10-12 mph to 15 mph and decrease bus travel time by approximately 30 percent.

Currently, lengthy bus travel times and inefficient bus operations limit mobility options for those who rely solely on bus transport for transportation needs. The proportion of total population in the VIA Primo Study Area that is transit-dependent (27 percent) is considerably higher than the state average (19 percent).

The proposed VIA Primo would offer more efficient and reliable transit service, thereby improving mobility for riders with limited travel options.

Although the population within the VIA Primo Study Area is expected to experience minor growth over the next 30 years, approximately 78,970 people already live within the VIA Primo Study Area according to the 2000 Census. Moreover, although the VIA Primo Study Area comprises only about one percent of Bexar County's total geographic area, its population density is nearly five times that of Bexar County as a whole.

The San Antonio-Bexar County Metropolitan Planning Organization (SA-BC MPO) has determined that roadway expansion alone is not a viable option to handle future travel demand and there are currently no plans for major capacity expansion in the area. Given these constraints, it was determined that an alternative to auto travel would be required to increase trip capacity through the congested Fredericksburg Road Corridor. As auto travel time increases and auto trip capacity becomes more constrained, alternative transportation options become more attractive, thus shifting travel modes from single-occupant vehicles (SOV) to VIA Primo, enabling greater trip capacity through the corridor. Furthermore, the proposed VIA Primo would improve transportation services to the numerous employment centers located within the VIA Primo Study Area.

ES 3.0 ALTERNATIVES CONSIDERED IN THE ENVIRONMENTAL ASSESSMENT

As a result of the alternatives analysis process, this EA evaluates the transportation benefits and environmental effects, as well as the social and financial implications of the No-Build and VIA Primo Alternatives.

The No-Build Alternative is included in the EA to provide a basis for comparison with the VIA Primo Alternative. This alternative undertakes no major transit system investments in the VIA Primo Study Area, but rather maintains the existing transportation system. The No-Build Alternative consists of all projects underway or planned within the VIA Primo Study Area and are programmed in the FY 2008-2011 Transportation Improvement Program. The No-Build Alternative also includes projects underway or planned by the Cities of San Antonio and Balcones Heights, South Texas Medical Center (STMC), and UTSA. There are no projects included in the No-Build Alternative that would be constructed by VIA; all environmental impacts and mitigation would be the responsibility of the project owner.

The VIA Primo Alternative includes operation of VIA Primo buses in mixed-flow traffic along the Fredericksburg Road Corridor. The proposed VIA Primo would include the construction of the STMCTC adjacent to the South Texas Medical Center, as well as conversion of the historic International & Great Northern Railroad Depot (IGN Depot) (currently used as Generations Federal Credit Union [FCU]) into the WSMMTC on the west side of downtown San Antonio. This alternative also includes the construction of eight proposed VIA Primo stations along the corridor at the general locations listed below.

<u>Proposed VIA Primo Stations:</u>

- Station 1: University Hospital – Medical Drive near Wurzbach Road
- Station 2: Ewing Halsell Drive – Medical Drive at Ewing Halsell Drive
- Station 3: Callaghan Road – Fredericksburg Road at Callaghan Road
- Station 4: Crossroads Boulevard – Fredericksburg Road at Crossroads Boulevard
- Station 5: De Chantle Road – Fredericksburg Road at De Chantle Road

- Station 6: Babcock Road – Fredericksburg Road at Babcock Road
- Station 7: Mary Louise Drive – Fredericksburg Road at Mary Louise Drive
- Station 8: Huisache Avenue – Fredericksburg Road at Huisache Avenue

ES 4.0 FINANCIAL CONSIDERATIONS

Construction of the proposed VIA Primo is tentatively scheduled to take place between 2010 and 2012, with regular operation of the new VIA Primo anticipated to begin by late 2012. Based on the proposed construction schedule, VIA estimates that the capital cost for the proposed VIA Primo would be approximately $57.2 million. This estimate includes the cost to design and construct eight VIA Primo stations and two transit centers and purchase VIA Primo vehicles. The funding strategy includes a mix of Federal and local funds. FTA contribution would be $45.76 million and VIA contribution would be $11.44 million.

ES 5.0 ENVIRONMENTAL CONSEQUENCES AND MITIGATION

This EA discusses the potential environmental effects associated with the No-Build and VIA Primo Alternatives. Each of the resources and issues included in this EA is summarized below. A summary of environmental effects and possible mitigation measures are also included in Table ES-1.1.

ES 5.1 Land Use

The No-Build Alternative undertakes no major transit system investments in the VIA Primo Study Area. Therefore, no impacts related to land use under the No-Build Alternative are anticipated.

As previously stated, the VIA Primo Alternative would include the construction of the STMCTC, the eight proposed VIA Primo stations, and the WSMMTC within the VIA Primo Study Area.

The proposed STMCTC would involve the conversion of land from open space/undeveloped land to an active transit facility on a 7.5-acre VIA owned property. No displacements or relocations would be required for the proposed STMCTC.

The eight proposed VIA Primo stations would result in the following land use impacts:

- Station 1 – University Hospital. This station would convert existing sidewalks, landscaping, and parking spaces to an active transit facility.
- Station 2 – Ewing Halsell Drive. This station would convert existing sidewalks and landscaping to an active transit facility.
- Station 3 – Callaghan Road. This station would convert existing sidewalks and landscaping to an active transit facility.
- Station 4 – Crossroads Boulevard. This station would convert landscaped vegetation, sidewalks, parking spaces, and a business driveway to an active transit facility.
- Station 5 – De Chantle Road. This station would convert landscaped vegetation, sidewalks, parking spaces, and a business driveway to an active transit facility.

- Station 6 – Babcock Road. This station would convert existing facilities, such as sidewalks, a business driveway, parking spaces, and landscaping to an active transit facility.
- Station 7 – Mary Louise Drive. This station would convert existing sidewalks and landscaping to an active transit facility.
- Station 8 – Huisache Avenue. This station would convert sidewalks, a business driveway, and landscaping to an active transit facility.

The proposed WSMMTC would convert the 3.6-acre parcel containing the IGN Depot from the Generations FCU and associated parking to an active transit facility. Development of the proposed WSMMTC would result in the displacement and relocation of the Generations FCU.

The VIA Primo Alternative could result in changes to land use and development patterns near the two transit centers and eight proposed VIA Primo stations. This alternative would enhance the image of the area and would likely result in increased development/redevelopment, such as potential Transit Oriented Development (TOD) adjacent to the proposed VIA Primo stations. However, the VIA Primo Alternative is not likely to generate substantial new growth within the VIA Primo Study Area; therefore, no substantial adverse impacts to existing land use conditions are anticipated (See Section 3.1).

ES 5.2 Socioeconomics

The No-Build Alternative undertakes no major transit system investments in the VIA Primo Study Area. Therefore, no impacts related to socioeconomics under the No-Build Alternative are anticipated.

The VIA Primo Alternative includes construction of the proposed STMCTC, eight proposed VIA Primo stations, and proposed WSMMTC. These two transit centers and eight stations would not impact the socioeconomic composition of the VIA Primo Study Area. Since no buildings would be displaced by the transit centers or the stations, no disruption of established communities would take place.

The SA-BC MPO predicts slow population growth and substantial employment growth for the VIA Primo Study Area from 2005 to 2015. Since no substantial influx of people would be attributed to the proposed VIA Primo, a regional population shift is not expected.

Therefore, no substantial adverse impacts to socioeconomics under the VIA Primo Alternative are anticipated. (See Section 3.1).

ES 5.3 Neighborhood, Community Services, and Community Cohesion

The No-Build Alternative undertakes no major transit system investments in the VIA Primo Study Area. Therefore, no impacts related to neighborhoods, neighborhood integrity, community resources, or community cohesion under the No-Build Alternative are anticipated.

Under the VIA Primo Alternative, negative impacts would not occur, but positive impacts to neighborhoods, neighborhood integrity, community resources, and community cohesion could occur. Therefore, no substantial adverse impacts to neighborhoods, neighborhood integrity, community resources, or community cohesion under the VIA Primo Alternative are anticipated.

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The proposed VIA Primo would present new mobility options for patrons of schools, community facilities, and places of worship within the VIA Primo Study Area. Each of the 77 community resources would benefit from the new transportation options. Therefore, no substantial adverse impacts to community resources under the VIA Primo Alternative are anticipated (See Section 3.2).

ES 5.4 Acquisitions and Displacements/Relocations

The No-Build Alternative undertakes no major transit system investments in the VIA Primo Study Area. Therefore, no impacts related to acquisitions and displacements/relocations under the No-Build Alternative are anticipated.

The proposed STMCTC has been designed to minimize temporary and permanent impact areas. Construction of the STMCTC would require 239,087 square feet (approximately 5.5-acres) of additional right-of-way (ROW), not including the portion reserved for a TOD. No property acquisition would be required for the proposed STMCTC because the site is currently owned by VIA. Therefore, there would be no relocations or displacements associated with this transit center.

The eight proposed VIA Primo stations would require acquisition of private properties (e.g., vacant lots, residences, businesses) as well as the closure of public ROW. These stations have been designed to minimize temporary and permanent impact areas by constructing primarily within existing roadway ROW. Construction of the eight stations would affect 19 parcels within the VIA Primo Study Area and require 14,037 square feet (0.32-acre) of additional ROW. The eight proposed VIA Primo stations would not require any displacements or relocations.

The proposed WSMMTC has also been designed to minimize temporary and permanent impact areas. Construction of the WSMMTC would require 158,472 square feet (approximately 3.8-acres) of additional ROW, as well as the closure of approximately 23,000 square feet (0.53-acre) of Commerce Street.

The proposed WSMMTC site would require acquisition of property. Parcel 103537 is currently occupied by the Generations FCU, and relocation of the existing credit union would be required. Additionally, the proposed WSMMTC would require the closure and use of City of San Antonio (COSA) ROW at the at-grade Commerce Street roadway.

Because the VIA Primo Alternative would require acquisition of private properties (e.g., vacant lots, residences, businesses), VIA is required to mitigate for these impacts under the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 (49 CFR Part 24), as amended. (See Section 3.3).

ES 5.5 Visual and Aesthetic Conditions

The No-Build Alternative undertakes no major transit system investments in the VIA Primo Study Area. Therefore, no impacts related to visual and aesthetic conditions under the No-Build Alternative are anticipated.

Construction of the STMCTC would have a potentially substantial impact on the visual and aesthetic quality of the surrounding area. New amenities would be constructed and would likely result in enhanced visual quality at the STMCTC location. On the other hand, construction of the STMCTC could also result in adverse visual intrusion or privacy impacts, as the proposed

STMCTC could be viewed as a substantial visual intrusion into the neighborhood. However, mitigation in the form of a noise barrier would address noise issues and also visually screen the proposed STMCTC from the closest apartment complex.

Construction of the eight proposed VIA Primo stations would have a potentially substantial impact on the visual resources within the VIA Primo Study Area as well, specifically at the Crossroads Boulevard, De Chantle Road, Babcock Road, Mary Louise Drive, and Huisache Avenue Stations. These stations would include the addition of new canopies to the existing views from adjacent businesses and would affect motorists' views of the businesses. These new features would be located on the existing sidewalk or adjacent property. However, the proposed corridor is an already-disturbed, urban setting that would most likely benefit aesthetically from the attractive, newly-constructed visual elements at the proposed VIA Primo stations. Additionally, VIA has been and would continue to coordinate with the City of Balcones Heights (COBH) and COSA, as well as the surrounding community, in order to design features to complement the area's existing visual character.

Construction of the WSMMTC would have a potentially substantial impact on the visual and aesthetic quality of the surrounding area. Visual impacts would be related to the construction of the bus bays adjacent to the existing credit union. VIA has been and would continue to coordinate with the COSA, Texas Historical Commission (THC) and the surrounding community in order to design features to complement the area's existing visual character. New amenities would be constructed and would likely result in enhanced visual quality at the WSMMTC location.

Because the VIA Primo Alternative alignment would be within an existing transportation corridor and would mostly utilize existing roadway ROW, there would be no additional visual intrusions into previously private spaces (other than those already mentioned for the proposed STMCTC). Therefore, no substantial adverse impacts to visual and aesthetic conditions under the VIA Primo Alternative are anticipated. (See Section 3.4).

ES 5.6 Cultural Resources

The No-Build Alternative undertakes no major transit system investments in the VIA Primo Study Area. Therefore, no impacts related to cultural resources under the No-Build Alternative are anticipated.

The VIA Primo Alternative includes construction of the proposed STMCTC, eight proposed VIA Primo stations, and proposed WSMMTC. Potential adverse impacts would be limited to the acquisition and rehabilitation of the IGN Depot, a National Register of Historic Places (NRHP) listed property. Coordination with the THC would be required to ensure that rehabilitation is carried out in conformance with the Secretary of the Interior's Standards for Rehabilitation and Guidelines for Rehabilitating Historic Buildings. If the rehabilitation is carried out in conformance with the Secretary of the Interior's Standards and Guidelines for Rehabilitating Historic Buildings, the impacts will not be adverse. Therefore, no substantial adverse impacts to historic structures under the VIA Primo Alternative are anticipated.

Given the extent of disturbances within the VIA Primo Study Area and based on the field survey, it is highly unlikely that the proposed VIA Primo would encounter or impact intact and significant archeological deposits in this mostly disturbed setting. Therefore, no substantial adverse impacts to archeology under the VIA Primo Alternative are anticipated.

VIA would consult with THC to seek ways of avoiding impacts and/or proposed measures to resolve adverse effects. If archaeological deposits are encountered during construction, work in the immediate area would cease and the appropriate authorities would be contacted (See Section 3.5).

ES 5.7 Parklands

Eight COSA and one COBH public parks were identified in the VIA Primo Study Area. Two of the nine parks are adjacent to the alignment. However, these parks are adjacent to a portion of the project alignment along Martin Street and the IH-10 service road where no construction would occur. Therefore, there would be no direct impacts to these parks, and a Section 4(f) of the U.S. Department of Transportation Act of 1966 statement is not anticipated.

Under the No-Build Alternative, VIA would continue to operate existing bus services within the VIA Primo Study Area, as well as construct the proposed STMCTC and WSMMTC. Parkland access and amenities would not be impacted by the No-Build Alternative. Therefore, no substantial adverse impacts to parkland under the No-Build Alternative are anticipated.

Under the VIA Primo Alternative, no parkland would be acquired for the proposed VIA Primo, and no parkland is adjacent to the alignment where disturbance or construction would occur. Therefore, no substantial adverse impacts to parkland under the VIA Primo Alternative are anticipated (See Section 3.6).

ES 5.8 Safety and Security

The No-Build Alternative undertakes no major transit system investments in the VIA Primo Study Area. Therefore, no impacts related to safety and security under the No-Build Alternative are anticipated.

As part of the VIA Primo Alternative, Crime Prevention Through Environmental Design (CPTED) principles would be incorporated into the planning and design of the proposed STMCTC, eight proposed VIA Primo stations, and proposed WSMMTC. Fire safety would be achieved through a composite of facility design, operating equipment, hardware, procedures, and software subsystems that are integrated to provide protection of life and property from the effects of fire. Additionally, all key intersections would have signage and lighted pedestrian signals; safety outreach to the schools would start before any construction. Therefore, no substantial adverse impacts to safety and security under the VIA Primo Alternative are anticipated (See Section 3.7).

ES 5.9 Environmental Justice

The No-Build Alternative undertakes no major transit system investments in the VIA Primo Study Area. Therefore, no impacts related to environmental justice under the No-Build Alternative are anticipated.

The VIA Primo Alternative would not create a disproportionately high and adverse human health and environmental effect on minority and low-income populations, limited English proficiency (LEP), or transit-dependent populations. The VIA Primo Alternative would result in major transportation access and mobility improvements for area residents that would lead to higher levels of transit service and accessibility to VIA Primo Study Area activity centers. Increased

transit access to these activity centers would benefit all VIA Primo Study Area populations, regardless of socioeconomic status (See Section 3.8).

ES 5.10 Utilities and Distribution Systems

The No-Build Alternative undertakes no major transit system investments in the VIA Primo Study Area. Therefore, no impacts related to utilities and distribution systems under the No-Build Alternative are anticipated.

Manholes, inlets, and utility lines running parallel to and in direct conflict with the construction of the VIA Primo Alternative would be relocated, and overhead electric and communications lines would be adjusted as necessary to provide adequate horizontal and vertical clearance for the proposed STMCTC, eight proposed VIA Primo Stations, proposed WSMMTC, and VIA Primo vehicles. Underground utilities that cross the proposed transit center and station sites would be evaluated on a case-by-case basis. No substantial adverse impacts to utilities under the VIA Primo Alternative are anticipated.

To mitigate any possible impacts of the VIA Primo Alternative, utility relocation plans would be developed to identify and potentially relocate known utilities in direct conflict with proposed VIA Primo construction during final design (See Section 3.9).

ES 5.11 Geological Resources

The No-Build Alternative undertakes no major transit system investments in the VIA Primo Study Area. Therefore, no impacts related to geological resources under the No-Build Alternative are anticipated.

Impacts on geological resources associated with the VIA Primo Alternative would be primarily limited to minor amounts of fill used in construction of the proposed transit centers and associated with preparing the proposed station building pads. Direct impacts to soils would include the removal of vegetation, exposure of the soil, mixing of soil horizons, and loss of topsoil productivity in areas which are not currently paved. These impacts would be minimal and would not be considered a substantial impact. Therefore, no substantial adverse impacts to geological resources under the VIA Primo Alternative are anticipated (See Section 4.1).

ES 5.12 Water Resources

The No-Build Alternative undertakes no major transit system investments in the VIA Primo Study Area. Therefore, no impacts related to water resources under the No-Build Alternative are anticipated.

Under the VIA Primo Alternative, no construction would occur within the floodplain located at the southeast part of the proposed STMCTC, and all floodplains along the proposed VIA Primo route would be spanned by VIA Primo buses using existing roadways and bridges. No construction activities would occur within a 100-year floodplain; therefore, no impacts to flood storage would occur. However, long-term effects to floodplains include effects due to increased impervious cover. The VIA Primo Alternative would add 6.21-acres of impervious surface. These impervious surfaces would increase the quantity of storm water runoff and could increase downstream flooding impacts. These effects will be mitigated through participation in the Regional Storm Water Management Program (RSWMP). Based on this, no substantial adverse impacts to floodplains under the VIA Primo Alternative are anticipated.

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As there are no navigable waterways within the VIA Primo Study Area, the VIA Primo Alternative would have no effect on navigable waterways. The VIA Primo Alternative also would have no effect on waters of the U.S. Since the VIA Primo Alternative is not located within any of the Edwards Aquifer Zones, there would be no effects to the Edwards Aquifer.

Storm water runoff from the parking and road surfaces associated with the VIA Primo Alternative is not expected to affect downstream bacteria levels in the Upper San Antonio River. However, operation of the proposed transit centers could affect downstream water quality and fish communities through storm water runoff from parking and road surfaces due to leakage of small amounts of oils or grease from vehicle engines. These effects will be mitigated through participation in the RSWMP; therefore, no substantial adverse impacts to water quality under the VIA Primo Alternative are anticipated.

The proposed VIA Primo would be permitted through the COSA's Planning and Development Service Department. Since the proposed WSMMTC and STMCTC would not have storm water detention basins, storm water issues are expected to be mitigated through participation in the RSWMP. Additionally, storm water best management practices would be used during construction to avoid the discharge of pollutants resulting from erosion during rain events (See Section 4.2).

ES 5.13 Biota and Habitat

The No-Build Alternative undertakes no major transit system investments in the VIA Primo Study Area. Therefore, no impacts related to biota and habitat resources under the No-Build Alternative are anticipated.

With the VIA Primo Alternative, 6.32-acres of vegetation would be removed. Development of the proposed STMCTC would require removal of several oak trees, mixed brush, and maintained grass. Station development along the proposed VIA Primo route would result in loss of landscaped vegetation, including maintained grass and several trees. Development of the proposed WSMMTC would result in loss of landscaped vegetation, including maintained grass and several trees. Mitigation measures for the loss of trees are incorporated into a Tree Preservation Plan for the proposed transit centers and stations. This plan includes a detailed tree survey according to the COSA Tree Preservation Ordinance. Landscaping included with the proposed VIA Primo would comply with the Executive Memorandum on Beneficial Landscaping Practices and guidelines for environmentally and economically beneficial landscape practices. Native plant species would be used in the landscaping and in seed mixes where practicable.

Effects to wildlife from the VIA Primo Alternative would include the loss of potential avian nesting habitat through removal of vegetation. However, no new barriers to wildlife movement would be introduced. Wildlife in the proposed VIA Primo Study Area would continue to be dominated by species that are able to adapt to a disturbed physical environment. Measures would be taken to avoid causing adverse effects to migratory birds, their occupied nests, young, and eggs during construction.

No substantial adverse impacts to wildlife or vegetation under the VIA Primo Alternative are anticipated (See Section 4.3).

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ES 5.14 Threatened and Endangered Species

The No-Build Alternative undertakes no major transit system investments in the VIA Primo Study Area. Therefore, no impacts related to state or Federally listed species or non-listed, rare species under the No-Build Alternative are anticipated.

No state or Federally listed threatened or endangered species or habitat for these species are anticipated to occur within or near the construction limits of the VIA Primo Alternative. Therefore, the VIA Primo Alternative would have no effect on Federally listed species and would have no impact on state-listed species.

Potential habitat for non-listed, rare species (Arctic peregrine falcon, mountain plover, cave myotis bat, ghost-faced bat, plains spotted skunk, and spot-tailed earless lizard) will be replaced with components of the proposed STMCTC. However, these species are not threatened or endangered, and less than five acres of habitat would be lost at the STMCTC site. No new barriers to these species would be introduced, and the VIA Primo Study Area would continue to be dominated by species that are able to adapt to a disturbed physical environment. Therefore, the VIA Primo Alternative would have no substantial impact to non-listed, rare species (See Section 4.4).

ES 5.15 Farmlands

The land within the VIA Primo Study Area is considered urban. According to the Natural Resources Conservation Service, there are no prime farmlands within the project limits. Neither the No-Build Alternative nor the VIA Primo Alternative would affect prime farmlands.

ES 5.16 Air Quality

It is expected that there would be higher vehicle emissions in the VIA Primo Study Area under the No-Build Alternative due to localized, increased vehicular traffic. However, on a regional basis, Environmental Protection Agency (EPA) vehicle and fuel regulations, coupled with future vehicle and fleet turnover, would cause region-wide emissions to be substantially lower than today in almost all cases. Therefore, there would be no long-term air quality impacts from increased air emissions associated with the No-Build Alternative.

For the VIA Primo Alternative, increased air emissions could be expected at the two proposed transit centers as VIA Primo and other transit vehicles enter and exit each facility. Vehicle emissions would also occur at the VIA Primo and local bus bays, within the commuter parking lot, and along local access roads. Within the VIA Primo Study Area, VIA Primo vehicle emissions would occur near the eight proposed VIA Primo stations as vehicles idle during passenger loading operations and then accelerate from each bus stop.

Although the proposed VIA Primo would increase air emissions locally, as detailed above, air emissions at other locations within the VIA Primo Study Area would be expected to decrease, thus improving air quality. The proposed VIA Primo would help to improve regional air quality by incorporating efficient hybrid vehicles within the regional transportation network, while at the same time removing an existing diesel-only bus service. Therefore, there would be no long-term air quality impacts from air emissions associated with the VIA Primo Alternative.

Air quality impacts caused by construction activity would be addressed with the use of appropriate best management practices throughout the construction phase (See Section 4.6).

ES 5.17 Noise

The No-Build Alternative would add no new noise sources to the environment. The VIA Primo Alternative with proposed transit centers would add new noise sources to the environment. With the VIA Primo Alternative, 28 residential units would be moderately impacted by noise in the vicinity of the proposed STMCTC and along Fredericksburg Road. One additional moderate impact occurs at an outdoor use area associated with the Texas Neurosciences Institute. However, project noise contribution levels at each location are generally near the existing ambient noise level. No severe impacts from noise would occur under the VIA Primo Alternative. The VIA Primo Alternative includes a proposed noise barrier at the eastern property boundary of the proposed STMCTC. The barrier would reduce sound levels at 10 residential units (See Section 4.7).

ES 5.18 Vibration

The No-Build Alternative would add no new vibration sources to the environment. The VIA Primo Alternative would add new vibratory sources to the environment. The new vibration sources include the VIA Primo vehicles along the proposed VIA Primo corridor and operations at the proposed STMCTC and WSMMTC. With the VIA Primo Alternative, vibration impacts are unlikely to exist and no further detailed vibration assessments are necessary or required. No substantial adverse impacts to vibration under the No-Build and VIA Primo Alternatives are anticipated (See Section 4.8).

ES 5.19 Hazardous Materials

The No-Build Alternative would not result in impacts to hazardous materials.

Potential hazardous material impacts associated with the VIA Primo Alternative include soil and groundwater contamination, the existence of asbestos and lead-based paint, hazardous spills during construction, and potential contamination associated with both underground and above ground utilities. Of the 341 sites identified near the proposed VIA Primo corridor, 20 are considered high risk for environmental effects during ROW acquisition and/or construction of the VIA Primo Alternative. The sites considered high risk to the VIA Primo Alternative would be further addressed by VIA through the following:

- A review of agency regulatory files would be conducted to determine the probability of encountering contaminated soil or groundwater during construction activities. File reviews could potentially reveal delineation maps, past and active remediation activities, and monitoring activities.
- The sampling of soil or groundwater in the vicinity of proposed excavations. These investigations would focus specifically on areas where construction activities involve soil excavation. In addition, areas that will be renovated at the WSMMTC, the only existing structure affected by the proposed VIA Primo, would be surveyed for the presence of hazardous/regulated materials, such as asbestos-containing materials.
- If warranted, remediation/abatement activities would be completed prior to construction to address hazardous materials.
- Waste management plans would be in-place to address contamination during construction activities, if remediation is not complete prior to construction.

Locating existing utilities during design of improvements and having existing utilities marked prior to construction would reduce the threat of rupture during field construction activities. Utilities containing suspect asbestos-containing materials and paint containing hazardous concentrations of heavy metals would be investigated. If testing determines hazards to be present, VIA or the utility operator would abate the hazard prior to or during construction activities. The contractor would respond appropriately to prevent, minimize, and control the spill of hazardous materials in the construction staging area. Any unanticipated hazardous materials and/or petroleum contamination encountered during construction would be handled according to applicable Federal, state, and local regulations.

No long-term effects from hazardous materials are anticipated due to the nature of both the contamination and the construction activities. Therefore, no substantial adverse impacts to hazardous materials under the VIA Primo Alternative are anticipated (See Section 4.9).

ES 5.20 Energy

No long-term impacts related to energy resources under the No-Build Alternative are anticipated. Under the VIA Primo Alternative, VIA transit service in the Fredericksburg Road Corridor would change. As a result of implementation of the VIA Primo Alternative, the existing fixed route operating plan would include service modifications that would affect routes near the Fredericksburg Road Corridor. A substantial increase beyond the FY 2007 fuel consumption is not anticipated. In fact, the VIA Primo Alternative is expected to reduce vehicle miles traveled along the Fredericksburg Road Corridor. No impact is anticipated regarding an increase in fuel consumption. In addition, no impacts are anticipated regarding an increase in electrical power. Therefore, no substantial adverse impacts to energy under the VIA Primo Alternative are anticipated (See Section 4.10).

ES 5.21 Economics

The No-Build Alternative undertakes no major transit system investments in the VIA Primo Study Area. Therefore, no economic impacts under the No-Build Alternative are anticipated.

Construction and operation of the proposed STMCTC would require an increase in operation and maintenance spending. Therefore, there could possibly be a minor increase in local annual wages and salaries. Thus, a positive economic impact to the local economy is anticipated. Construction of the proposed STMCTC would not affect existing driveway access points or existing parking.

As with the STMCTC above, construction of the eight proposed VIA Primo stations would result in an increase in local annual wages and salaries in order to support the stations. These increased earnings would result in positive economic impacts to the local economy.

Of the parcels impacted by the construction of the eight proposed VIA Primo stations, it is anticipated that approximately eight access points would be eliminated. However, access points would still be available to all of the parcels; therefore, eliminating these driveway access points under the VIA Primo Alternative is not considered to be an adverse economic impact.

No parking would be constructed at the eight proposed VIA Primo stations. Implementation of the stations would affect existing parking within the Fredericksburg Road Corridor. Of the parcels impacted by the eight stations, it is anticipated that 46 parking spaces would be eliminated. However, an adequate number of parking spaces would still be available at these

parcels; therefore, eliminating these parking spaces under the VIA Primo Alternative is not considered to be an adverse economic impact.

Construction and operation of the WSMMTC would require an increase in operation and maintenance spending. Therefore, there could possibly be a minor increase in local annual wages and salaries. Thus, a positive economic impact to the local economy is anticipated.

Construction of the proposed WSMMTC would eliminate two of four driveway access points and would eliminate 85 of 120 parking spaces at the proposed WSMMTC site. Elimination of these two access points and 85 parking spaces is necessary to accommodate the proposed transit center layout and avoid vehicular conflicts. However, no adverse economic impacts are anticipated.

The VIA Primo Alternative is anticipated to have a positive effect on commercial and residential development located near proposed transit centers and stations. This alternative would contribute economic benefits by encouraging and supporting higher-density residential and commercial land uses around proposed transit centers and stations (See Chapter 5.0).

ES 5.22 Transportation

Transit

The No-Build Alternative would only include the implementation of the software upgrades to the VIA Fleet for TSP. TSP provides priority to transit vehicles and/or emergency vehicles at signalized intersections by giving the priority vehicle additional green time or less red time to eliminate or lessen the delay experienced at signalized intersections. TSP also works within set parameters that are typically determined by the transit agency and the traffic signal operators to balance impacts to vehicles also traveling on the roadway. These upgrades to the traffic signals and associated traffic mitigation would be the responsibility of COSA, the project owner. Therefore, no long-term impacts related to transit service under the No-Build Alternative are anticipated.

No roadway improvements are proposed for the VIA Primo Alternative, as the VIA Primo buses would travel in mixed-flow to share travel lanes with other vehicles. Bus service modifications are proposed with the VIA Primo Alternative to utilize existing and future transit ridership more effectively. Major proposed changes include the elimination of Route 91 and modifications to the service on Route 92. In addition, 40-foot diesel/electric hybrid vehicles would be used as the VIA Primo buses. Enhanced fare collection and level boarding are proposed at the transit stations.

The VIA Primo Alternative would provide commuters between the STMC and downtown San Antonio with a more efficient transit option between these two activity centers. However, the net effect of the VIA Primo Alternative on the remaining fixed-route services within the Fredericksburg Road Corridor would be to maintain the status quo with existing level of access to employment opportunities and local destinations. The two extensions would provide a one-seat ride to downtown San Antonio and the UTSA main campus, providing new direct service to these locations from the proposed VIA Primo. No adverse impacts are anticipated.

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Roadway

The No-Build Alternative undertakes no major transit system investments in the VIA Primo Study Area, but rather maintains the existing transportation system. Therefore, no long-term impacts related to roadways under the No-Build Alternative are anticipated.

In order to analyze the effects of the VIA Primo Alternative on traffic, 49 intersections were analyzed within the VIA Primo Study Area. Of these intersections, nine have a level of service (LOS) of D, one has a LOS of E, and five have a LOS of F for 2008 existing AM peak conditions. For existing PM peak conditions, seven intersections have a LOS of D, four intersections have a LOS of E, and seven intersections have a LOS of F. (See Section 6.3.2)

The VIA Primo Alternative would use existing lanes along Fredericksburg Road for VIA Primo vehicles, with the proposed VIA Primo stations placed at the roadway edge. Since no roadway improvements would occur, and VIA Primo buses would travel with other vehicles, no substantial impacts on future traffic conditions resulting form the VIA Primo Alternative are anticipated.

Other Transportation

The No-Buld Alternative would have no long-term effects on the existing, proposed, or potential pedestrian/bicycle network or multi-modal mobility, nor would it be supportive of providing greater opportunities for meeting regional air quality goals. No adverse impacts are anticipated and no mitgation is required.

The VIA Primo Alternative would add additional transit facilities and new sidewalks at the proposed STMCTC, eight proposed VIA Primo stations, and the WSMMTC. The additional multi-modal mobility options (particularly around the proposed VIA Primo stations, where the greatest opportunity for TOD exists) would create an environment that is supportive of an improved pedestrian and bicycle environment. Increased mulit-modal mobility would help to meet regional air quality goals. No adverse impacts are anticipated and no mitigation is required (See Chapter 6.0).

ES 6.0 SUMMARY OF IMPACTS AND MITIGATION

Table ES 1.1 summarizes impacts, benefits, and possible mitigation measures associated with the No-Build and VIA Primo Alternatives under consideration for the proposed VIA Primo.

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Table ES 1.1 Summary of Direct Impacts, Benefits, and Mitigation Measures of the No-Build and the VIA Primo Alternatives on Fredericksburg Road Corridor

Resource Topic	Potential Impacts		Possible Mitigation
	Adverse	Beneficial	
Land Use			
No-Build	None	None	None Required
VIA Primo	Conversion of existing sidewalks, landscaping, parking, driveways, and utilities to an active transit facility.	Could enhance image of area and result in new development.	None Required
Socioeconomics			
No-Build	None	None	None Required
VIA Primo	Would not impact the socioeconomic composition of the Fredericksburg Road Corridor	Would provide improved transportation options to the surrounding community.	None Required
Neighborhood, Community Services, and Community Cohesion			
No-Build	None	None	None Required
VIA Primo	Neighborhoods, neighborhood integrity, community resources, and community cohesion would not be adversely impacted	Addition of new mobility options for residents and employees within the corridor, as well as potential increased and strengthened community interaction.	None Required
Acquisitions and Displacements/Relocations			
No-Build	None	None	None Required
VIA Primo	Acquisition of 7.5-acres for proposed STMCTC and 3.8-acres for proposed WSMMTC. One business displacement (Generations FCU) required for proposed WSMMTC. No residential displacements required at these sites. The eight proposed stations would affect 19 parcels and require 0.32-acre of ROW.	None	Mitigation for property acquisition guided by Uniform Relocation and Real Property Acquisition Policies Act of 1970

Table ES 1.1 Summary of Direct Impacts, Benefits, and Mitigation Measures of the No-Build and the VIA Primo Alternatives on Fredericksburg Road Corridor (Continued)

Resource Topic	Potential Impacts		Possible Mitigation
	Adverse	Beneficial	
Visual and Aesthetic Conditions			
No-Build	None	None	
VIA Primo	Visual impact at proposed STMCTC from removal of existing open space, vegetation and mature trees. Visual impacts as result of project elements including VIA Primo vehicles and station area elements associated with the eight proposed stations. Visual impacts at proposed WSMMTC related to construction of bus bays adjacent to existing credit union.	New amenities would be constructed and would likely result in enhanced visual quality at the transit center locations. Additionally, the corridor would benefit aesthetically from attractive elements of the VIA Primo stations and transit centers.	Construction of noise barrier at proposed STMCTC also serves as visual screen. Additionally, stations and transit centers would be designed for compatibility with surroundings.
Cultural Resources			
No-Build	None	None	None Required
VIA Primo	Acquisition and rehabilitation of IGN Depot, a NRHP-listed property, as a result of the proposed WSMMTC. Unlikely that any significant cultural resources would be impacted. Development forecast in the VIA Primo Study Area could result in adverse effects to historic properties.	None	For historic structures: consult with THC and consulting parties to seek ways of avoiding impacts and/or propose measures to resolve adverse effects. If archeological deposits encountered, work to cease.
Parklands			
No-Build	None	None	None Required
VIA Primo	None	None	None Required
Safety and Security			
No-Build	None	None	None Required
VIA Primo	None	Key intersections to have signage and lighted pedestrian signals. CPTED principals would be incorporated into the planning and design of the proposed STMCTC, eight stations, and the proposed WSMMTC. Additionally, VIA police would patrol the STMCTC, stations, and the WSMMTC and night-time security	None Required

Table ES 1.1 Summary of Direct Impacts, Benefits, and Mitigation Measures of the No-Build and the VIA Primo Alternatives on Fredericksburg Road Corridor (Continued)

Resource Topic	Potential Impacts		Possible Mitigation
	Adverse	Beneficial	
		would also be present at the two transit centers.	
Environmental Justice			
No-Build	None	None	None Required
VIA Primo	No disproportionately high and adverse human health and environmental effect on minority, low-income, LEP, or transit-dependent populations.	Improved transit options between STMC and downtown San Antonio.	None Required
Utilities and Distribution Systems			
No-Build	None	None	None Required
VIA Primo	TBD	TBD	Utility relocation plans would be developed to identify and potentially relocate known utilities in direct conflict with proposed STMCTC, eight stations, and WSMMTC construction during final design
Geological Resources			
No-Build	None	None	None Required
VIA Primo	None	None	None Required
Water Resources			
No-Build	None	None	None
VIA Primo	No direct impacts to flood storage. Would add 6.21-acres of impervious surface which could lead to downstream flooding impacts and impacts on water quality. Ground-disturbing activities may increase sedimentation in	None	Participation in Regional Storm Water Management Program. Use of storm water best management practices during construction.

Table ES 1.1 Summary of Direct Impacts, Benefits, and Mitigation Measures of the No-Build and the VIA Primo Alternatives on Fredericksburg Road Corridor (Continued)

Resource Topic	Potential Impacts		Possible Mitigation
	Adverse	Beneficial	
	downstream waters. No impact on navigable waterways, waters of the U.S., or Edwards Aquifer.		
Biota and Habitat			
No-Build	None	None	None
VIA Primo	Removal of 6.32-acres of vegetation, including several oak trees, mixed brush, maintained grass, and landscaped vegetation. No riparian vegetation impacts. Loss of potential avian nesting habitat.	Implementation of landscape design for transit centers and stations.	Tree Preservation Plan and landscape design for proposed transit centers and stations. Landscaping would comply with Executive Memorandum on Beneficial Landscaping Practices and guidelines for environmentally and economically beneficial landscaping practices. Measures taken to avoid adverse effects to migratory birds, including vegetation clearing outside nesting season.
Threatened and Endangered Species			
No-Build	None	None	None Required
VIA Primo	No effect on Federally listed species and no impact on state-listed species. Loss of potential habitat for non-listed, rare species at proposed STMCTC.	None	None Required
Farmlands			
No-Build	None	None	None Required
VIA Primo	None	None	None Required
Air Quality			
No-Build	None	None	None
VIA Primo	VIA Primo vehicle emissions would occur near proposed stations and transit centers as	Air emissions at locations other than VIA Primo stations and transit centers would be	Use of air quality best management practices during

Table ES 1.1 Summary of Direct Impacts, Benefits, and Mitigation Measures of the No-Build and the VIA Primo Alternatives on Fredericksburg Road Corridor (Continued)

Resource Topic	Potential Impacts		Possible Mitigation
	Adverse	Beneficial	
	vehicles idle and accelerate during passenger loading operations.	expected to decrease, thus improving air quality in the corridor.	construction.
Noise			
No-Build	None	None	None
VIA Primo	29 moderate impacts; zero severe impacts	None	Use of noise barriers at the eastern property boundary of the proposed STMCTC.
Vibration			
No-Build	None	None	None Required
VIA Primo	None	None	None Required
Hazardous Materials			
No-Build	None	None	None
VIA Primo	Potential impacts include existing soil and groundwater contamination, existence of asbestos and lead-based paint, hazardous spills during construction, and potential contamination associated with utilities. 20 identified sites are considered high risk for environmental effects to project.	None	High risk sites would be addressed through file reviews, sampling, asbestos surveys, remediation/ abatement, or waste management plans. Utilities would be identified to reduce threat of rupture. Utilities would be investigated for asbestos and heavy metals. Contractor would prevent, minimize, and control spills. Unanticipated contamination encountered would be handled according to applicable regulations.

Table ES 1.1 Summary of Direct Impacts, Benefits, and Mitigation Measures of the No-Build and the VIA Primo Alternatives on Fredericksburg Road Corridor (Continued)

Resource Topic	Potential Impacts		Possible Mitigation
	Adverse	Beneficial	
Energy			
No-Build	None	None	None Required
VIA Primo	None	The VIA Primo Alternative is expected to reduce vehicle miles traveled. Additionally, a fuel savings may be realized.	None Required
Economics			
No-Build	None	None	None Required
VIA Primo	Elimination of eight access points and elimination of 46 parking spaces for construction of the eight proposed stations. Also, elimination of two of four access points and 85 of 120 parking spaces at the proposed WSMMTC.	Positive effects on commercial and residential development and redevelopment potential near proposed transit centers and stations. Potential joint development opportunities.	None Required
Transportation			
No-Build	None	None	None Required
VIA Primo	Minimal	New transit centers would benefit existing bus patrons within the VIA Primo Study Area. New mode of transit available to public. Support for creating improved pedestrian and bicycle environment in VIA Primo Study Area and multimodal mobility.	Coordination with COSA through Traffic Impact Analysis at each transit center location. Further Coordination as needed.

Source: URS, 2010.

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1.0 PURPOSE AND NEED FOR THE PROPOSED ACTION

This chapter describes the purpose and need for transportation improvements associated with the proposed VIA Primo - Fredericksburg Road Bus Rapid Transit (BRT) Project (hereafter referred to as the proposed VIA Primo). The proposed VIA Primo is defined as an alignment approximately nine miles long from the South Texas Medical Center (STMC), southeast to the west side of downtown San Antonio via Fredericksburg Road and Interstate Highway (IH)-10. This is a highly utilized transit corridor and projections in the region anticipate substantial employment growth within this area of San Antonio. Capital improvements are needed to improve transit reliability and efficiency, as well as expand transit capacity to improve mobility to the activity centers in the area. In response to this need, the proposed VIA Primo would advance the implementation of BRT as the preferred capital improvement in northwest San Antonio.

1.1 OVERVIEW

BRT is public transportation that combines the features of light rail travel with the flexibility of bus service. BRT uses specialized rubber-tired vehicles that operate similarly to light rail, and are faster and more efficient service than local bus service. The proposed VIA Primo would support the existing need for enhanced transit service and accommodate the anticipated future growth of the population and employment centers within the proposed Fredericksburg Road Corridor.

VIA Metropolitan Transit (VIA) is conducting a Preliminary Engineering (PE)/Environmental Assessment (EA) for the proposed VIA Primo from the STMC southeast to downtown San Antonio along Medical Drive, Fredericksburg Road, and IH-10. The proposed VIA Primo route has two extensions. The proposed VIA Primo route would continue north from the South Texas Medical Center Transit Center (STMCTC) to the University of Texas at San Antonio (UTSA) main campus and through downtown from the Westside Multimodal Transit Center (WSMMTC) on the southern end of the route. However, this EA does not include these extensions of the route from the proposed STMCTC to UTSA and the WSMMTC through downtown San Antonio, as there are no planned improvements for these sections.

The PE component of the proposed VIA Primo project refined the conceptual designs developed in previous studies for the Fredericksburg Road Corridor including the 2005 *Northwest Corridor Alternatives Analysis* (NWCAA), the 2007 *VIA BRT Fredericksburg Road Implementation Study*, and the *Westside Multimodal Center Site Feasibility Study Final Report* (August 2007). The refined designs were used within this EA document for the environmental analysis.

The EA component of the proposed VIA Primo project outlines the environmental impacts and proposed mitigation resulting from the environmental analysis. The EA has been prepared in coordination and compliance with regulations and guidance from the Federal Transit Administration (FTA). FTA is the lead Federal agency on the project. Funding for the project is from Federal and local sources, as shown in Section 1.4.1. The intent of this EA document is to evaluate the proposed VIA Primo and identify potential environmental impacts as required by the National Environmental Policy Act of 1969 (NEPA). This assessment follows and is in accordance with Federal, state, and local guidelines and regulations. FTA, as the sole sponsoring agency and author, will utilize the analysis within this EA to identify and determine

the potential environmental impacts of the proposed VIA Primo and render a final environmental determination.

Additionally, various elements of planning, design, and construction of the proposed VIA Primo are included in the San Antonio-Bexar County Metropolitan Planning Organization's (SA-BC MPO) Transportation Improvement Program (TIP) for Fiscal Year (FY) 2008-2011. The proposed VIA Primo is also listed in the Mobility 2030, San Antonio – Bexar County Metropolitan Transportation Plan (MTP). Coordination with the City of San Antonio (COSA), City of Balcones Heights (COBH), and Texas Department of Transportation (TxDOT) on this project is ongoing. Chapter 2 of this EA details related projects in the TIP within the VIA Primo Study Area.

1.2 DESCRIPTION OF VIA PRIMO STUDY AREA

The proposed VIA Primo generally extends from the STMC, through the cities of Balcones Heights and San Antonio to the western side of downtown San Antonio, near the UTSA downtown campus. For the purpose of this EA, the proposed VIA Primo Study Area, which is defined as approximately one-half mile around the proposed VIA Primo alignment between the STMCTC and IH-10, one-quarter mile around the IH-10 portion and one-half mile around the proposed WSMMTC was utilized, unless otherwise specifically noted, to evaluate environmental impacts resulting from the proposed VIA Primo. There are 62 Traffic Analysis Zones (TAZs) either entirely within or that have at least 10 percent of their area within the VIA Primo Study Area. A TAZ is a special area delineated by the SA-BC MPO for tabulating population and employment projections. The Via Primo Study Area is approximately nine miles long, contains approximately 5,600 acres, and is a mix of residential, commercial, industrial, and public/institutional land uses. The VIA Primo Study Area is depicted in Figure 1.2-1. The STMC is the most dominant feature on the northwest side of the VIA Primo Study Area. The COBH and Crossroads of San Antonio Mall, as well as the locally termed "Deco District" are major features in the central portion of the VIA Primo Study Area. The UTSA downtown campus, Cattleman Square and several Bexar County facilities are the most prominent features in the southeast side of the VIA Primo Study Area.

The STMC consists of 45 medical-related institutions: medical, dental and nursing schools; medical treatment and research; 12 hospitals; and five specialty institutions. Major land uses in the STMC district include single-family and multi-family residential, office and retail, hotels, and entertainment.

Land uses in and around the COBH are a mix of strip commercial and multi-family residential development, and large scale retail, including the Crossroads of San Antonio Mall and several big-box retailers. Within the locally designated "Deco District", land uses are a mix of commercial, residential, retail, and office.

IH-10 is the major transportation facility on the east side of the VIA Primo Study Area. Land uses adjacent to the segment of IH-10 between North Frio Street and West Woodlawn Avenue are characterized by single-family and multi-family residential, industrial, and commercial uses.

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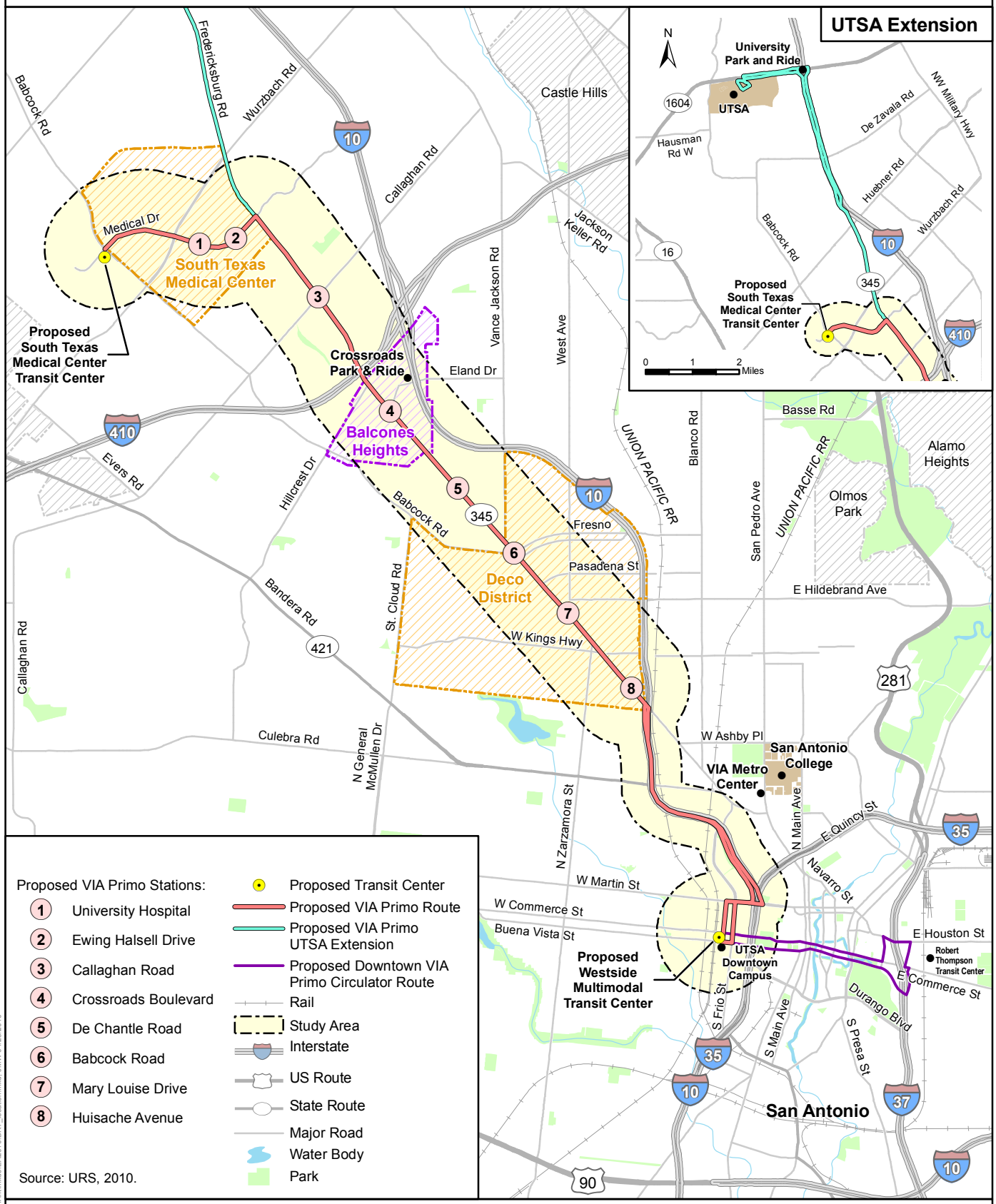
Figure 1.2-1
VIA Primo - Fredericksburg Road BRT Project Location Map



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1.3 PROPOSED PROJECT

The proposed VIA Primo would operate in mixed-flow traffic along a nine mile corridor. The alignment for the proposed VIA Primo would begin at the proposed STMCTC, which would be located on VIA-owned property on the southwest quadrant of the intersection of Babcock Road and Medical Drive. The route would extend east on Medical Drive to Fredericksburg Road (also designated as Loop 345). At the Medical Drive/Fredericksburg Road intersection, the route would then turn south on Fredericksburg Road through the COBH. The route would continue on Fredericksburg Road through the Deco District. At the intersection with IH-10, the route would travel south on IH-10 to Martin Street. The route would continue west on Martin Street and turn south on North Medina Street to the proposed WSMMTC near the intersection of North Medina Street and West Commerce Street.

The proposed VIA Primo Downtown Circulator would travel east on Buena Vista Street, which becomes Dolorosa and Market Streets, to IH-37. It would then travel north to serve the Robert Thompson Transit Center and Ellis Alley Park-and-Ride at the Alamodome, then travel west via Commerce Street back to the WSMMTC. In addition to the downtown circulator, there would be an extension from the STMC to the UTSA main campus on the northern end of the route. This route would travel north on IH-10 to Loop 1604 and serve the University Park and Ride, referred to as the proposed VIA Primo UTSA Extension. These extensions would provide a one-seat ride to transit passengers; however, no improvements would occur on these portions of the route except for possible bus stop branding. No existing bus route changes would occur resulting from either of these extensions. Therefore, impacts related to these extensions are not part of this EA.

In this EA, VIA has identified improvements necessary for implementing the proposed VIA Primo, including construction of eight proposed VIA Primo stations and two proposed transit centers. Each of the eight stations would consist of two new platform areas, one in each direction. Implementation of final design and Right-of-Way (ROW) acquisition for the proposed VIA Primo would be contingent upon approval by the reviewing agencies. Construction is tentatively proposed to occur between 2010 and 2012, with the proposed VIA Primo commencing operations by late 2012.

At this time, it is anticipated that the proposed VIA Primo would operate 18 hours per day, from approximately 5:30 AM until 11:30 PM. Service headways (the time interval between vehicles moving in the same direction on a particular route) would average every 10 minutes with six buses per hour during the peak and base periods and every 15 minutes with four buses per hour during the evening hours.

The proposed VIA Primo would generally be constructed within existing road ROW. Two transit centers and some of the eight proposed station locations would require property acquisition. The following passenger amenities are anticipated along the proposed VIA Primo route:

- The construction of the proposed STMCTC at the Medical Drive/Babcock Road intersection on a 7.5-acre parcel would consist of bus bays, transit shelters, and a potential parking lot.
- The construction of eight proposed VIA Primo stations at the following general locations. These station locations are preliminary and design options are being considered.

Station 1: University Hospital
Station 2: Ewing Halsell Drive
Station 3: Callaghan Road
Station 4: Crossroads Boulevard
Station 5: De Chantle Road
Station 6: Babcock Road
Station 7: Mary Louise Drive
Station 8: Huisache Avenue

- Improve the historic International & Great Northern Railroad (IGN) Passenger Station facility as part of the proposed WSMMTC on South Medina Street. This would require construction of transit bus bays, shelters, and minor interior renovation of the historic IGN terminal, which would allow the structure to again function for its original transportation purpose.

The proposed VIA Primo vehicles are anticipated to be 40-foot diesel/electric hybrid articulated buses that seat approximately 40 passengers and can accommodate an additional 20 standing passengers. Upon implementation of the proposed VIA Primo, VIA plans minor restructuring of existing local bus routes within the Fredericksburg Road Corridor.

1.4 FINANCIAL STRATEGIES

1.4.1 Capital Funding Strategy

Capital Cost Estimate

Capital costs have been developed for the proposed VIA Primo using the latest costs for construction materials and other capital items, based on a basic level of engineering design. The estimated cost of the project is $57.2 million and includes the cost to upgrade or rebuild portions of Fredericksburg Road, design and construction of eight proposed VIA Primo stations and two proposed transit centers, as well as vehicle procurement.

Capital Funding Strategy

The funding strategy involves a mix of Federal and local funds. Table 1.4-1 shows the proposed total distribution of funds shared by FTA and VIA.

Table 1.4-1 Capital Funding Strategy

Source of Funds	Amount (in $ millions)
Federal Transit Administration Section 5307 and 5309	$45.76
VIA Metropolitan Transit Authority	$11.44
Total	**$57.20**

Source: VIA, 2010.

1.4.2 Operating Funding Strategy

The projected operating cost for the proposed VIA Primo is $3.5 million per year and the proposed annual maintenance cost is $750,000. The total projected annual operating and maintenance (O&M) cost is $4.25 million. This total projected cost would be funded through the local operating budget of VIA.

1.5 PLANNING CONTEXT

Table 1.5-1 is a listing of the major studies relevant to the development of VIA Primo within the Fredericksburg Road Corridor. The five most recent studies are described below.

Table 1.5-1 Major Relevant Studies

Date	Name of Study
2007	*Westside Multimodal Transit Center Site Feasibility Study Final Report*
2007	*VIA BRT Fredericksburg Road Implementation Study*
2007	*Austin-San Antonio Regional Passenger Rail Project*
2005	*Northwest Corridor Alternatives Analysis*
2004	*Mobility 2030, San Antonio – Bexar County Metropolitan Transportation Plan*

Source: URS, 2009.

Westside Multimodal Transit Center Site Feasibility Study Final Report (2007)

In 1999 and 2000, two successive, but related, studies were conducted to determine the feasibility of establishing a multimodal transportation center on the west side of downtown San Antonio. These studies were carried out to evaluate sites for the WSMMTC and develop an implementable plan and program to meet community goals and objectives. Subsequently, the *Westside Multimodal Transit Center Site Feasibility Study*, finalized in 2007, assessed the feasibility of alternative sites for the WSMMTC and presented a recommended site, conceptual plan, and phased implementation program. The WSMMTC is expected to serve San Antonio as the primary hub for connecting intercity/local and regional buses, Amtrak, proposed regional commuter passenger rail services, taxis, rental cars, bicycles, and pedestrian access. This integration of public transport services would enable seamless, safe, convenient, and reliable passenger transfers between the various transportation modes.

Principal tasks carried out in this feasibility study included the following:

- Revisiting and verifying the components of the original site plans
- Updating the alternatives, evaluating the updated options, and determining ROW and traffic impacts
- Identifying land use and economic revitalization and development opportunities
- Updating costs and developing a phased implementation plan and funding program

The site plan development and evaluation was conducted as the basis of six major community goals and objectives, which included the following:

- Providing safe, efficient, and convenient transportation service

- Accommodating all user space needs
- Contributing to the urban design and revitalization of the area
- Planning a feasible project based on available real estate and a balanced cost, funding, and phasing plan
- Developing a phased-in plan for implementation
- Maintaining timeline sensitivity

VIA BRT Fredericksburg Road Implementation Study (2007)

In 2005, upon completion of the Northwest Corridor Alternatives Analysis (hereafter referred to as the NWCA Analysis), the following questions and issues regarding implementing BRT within the Fredericksburg Road Corridor were identified.

- How should BRT patrons be routed into downtown San Antonio?
- What operating plan is most appropriate for BRT?
- What is the ideal transit-way design, given BRT's operational needs and corridor constraints?
- What is the appropriate vehicle design in terms of door placement (right side only or doors on both sides)?
- How can the STMC be best served?

VIA completed a transit study in 2007 to address these questions and made the following recommendations:

- Extend BRT service through downtown San Antonio via the WSMMTC to reinforce the corridor as a transit spine through downtown and establish a higher quality one-seat ride (i.e., without transfers) between the Medical Center and downtown San Antonio.
- A preliminary BRT operating plan indicated that 57-seat (60-foot) articulated buses would operate every 10 minutes to serve ridership forecasts, or every six to seven minutes if 40-foot buses are used.
- For environmental review and schematic design, demonstrate that a median-running BRT with button/flag buffer concept would be used. This design would provide a physical barrier between the bus way and general purpose lanes using raised, oversized traffic buttons or spring-hinged traffic flags. This design would also prevent left turning traffic from entering the bus way and would result in lower capital costs.
- To facilitate system integration, expedite vehicle procurement and allow for a more competitive vehicle procurement process. The study recommended using only BRT vehicles with right-side entry doors.
- To best serve the STMC, operate separate BRT and park-and-ride routes that terminate through a loop route within the STMC. The two routes would operate in opposite directions.

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Austin-San Antonio Regional Passenger Rail Project (2007)

The Austin-San Antonio (ASA) Inter-Municipal Commuter Rail District completed an alternatives analysis to develop commuter rail service along the Georgetown-Austin-San Antonio corridor. The locally preferred alternative would operate commuter rail service within the abandoned Missouri-Kansas Railroad corridor between Georgetown and Round Rock, and the currently operational Union Pacific Railroad ROW between Round Rock and San Antonio. The locally preferred alternative included four stations within the COSA: North San Antonio at Loop 1604; San Antonio International Airport at IH-410; downtown San Antonio; and Port San Antonio (formerly KellyUSA). The NWCA Analysis included the ASA intercity passenger rail service in its analysis. In 2007, the SA-BC MPO awarded $20 million to the commuter rail study, and in May 2008, the Capital Area Metropolitan Planning Organization (Austin) (CAMPO) awarded $5 million for FY 2009 and $5 million for FY 2010 to the project for advanced planning and design.

Northwest Corridor Alternatives Analysis (2005)

VIA completed the NWCA Analysis to improve transit service and facilities within the Fredericksburg Road Corridor, and specifically to meet the following goals:

- Improve transit service speed and reliability
- Develop a higher quality transit service than currently exists
- Create a positive public image for a new and distinct transit service
- Identify technologies, facilities, and service strategies to improve operations and service delivery
- Enhance economic development and redevelopment opportunities through improvements in facilities and services
- Enhance neighborhood revitalization initiatives
- Improve corridor and regional mobility
- Improve the quality of life for existing and future residents in the corridor

The NWCA Analysis was completed in consideration of the FTA's New Starts Project Development Guidelines. The NWCA Analysis recommended development of a BRT system on Fredericksburg Road between the STMC and downtown San Antonio. Additionally, the NWCA Analysis identified enhancements to transit service and technology to accompany the recommendation, such as operating with 10 minute minimum frequencies at higher speeds with traffic signal prioritization and using a real-time bus monitoring and dispatch system.

The NWCA Analysis identified three outstanding issues related to advancing BRT towards preliminary engineering:

- Relationship of BRT on Fredericksburg Road Corridor with the proposed Austin-San Antonio corridor
- Need to address delays to transit service resulting from the two existing railroad crossings on Fredericksburg Road
- Environmental issues, such as flooding on several locations along Fredericksburg Road and IH-10, and the presence of potentially hazardous materials along the route

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Mobility 2030, San Antonio – Bexar County Metropolitan Transportation Plan (2004)

Adopted on December 6, 2004, the goals of the SA-BC MPO region's MTP (Mobility 2030) are listed below:

- Invest in a safe and effective regional transportation system
- Encourage cost-effective expansion of the regional transportation system
- Support systematic and coordinated maintenance programs
- Increase the efficiency of the existing transportation system
- Invest in a public transit system that meets existing and projected needs
- Incorporate the spirit and intent of the Americans with Disabilities Act (ADA)
- Address the social, economic and environmental issues of the region
- Improve opportunities for alternative means of transportation
- Respect the unique characteristics of the SA-BC MPO area
- Enhance economic activity
- Facilitate the participation of citizens and all stakeholders

The Mobility 2030 plan concluded the following:

- The population within the metropolitan area would increase from 1.4 million to 2.4 million between Year 2000 and 2030.
- The metropolitan area's work force would grow from 720,000 to 1.25 million between Year 2000 and 2030.
- Bexar County, with the Cities of San Antonio and Balcones Heights, will remain as the primary employment center of the metropolitan area.
- Growth in population and employment would be most substantial in the west and northwestern parts of Bexar County.
- Specific to the proposed VIA Primo, in Year 2030, IH-10 and Fredericksburg Road are expected to experience increased congestion due to anticipated population and employment growth.
- Future scenarios for public transportation service indicate that Year 2030 population and employment could increase demand for public transportation by as much as 200 percent, relative to current patronage.
- In April 2004, the SA-BC MPO was designated as non-attainment for ozone. Designation was deferred because the MPO signed an Early Action Compact (EAC) with the Environmental Protection Agency (EPA). Signing of the EAC obligates the region to meet the eight-hour standard for ozone two years earlier than required by law by agreeing to meet specific milestones. Since 2004, the region has achieved attainment for ozone.
- Based on Year 2030 transportation needs, the region is expected to have a funding shortfall of $16.86 billion through 2030. This funding shortfall is based on funding programmed to construct projects to eliminate severe congestion; build future proposed

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freeway-to-freeway interchanges; purchase ROW to construct roadway improvements; and maintain existing infrastructure.

1.6 PURPOSE OF THE PROPOSED PROJECT

The purpose of the proposed VIA Primo is to improve bus travel time reliability and efficiency, improve mobility for the large transit dependent population and expand transit capacity.

1.7 NEED FOR THE PROPOSED PROJECT

The proposed VIA Primo would help meet a number of specific needs.

The need to improve bus travel time reliability and efficiency – Several factors contribute to inefficient bus operations and long, unpredictable travel times in the Fredericksburg Road Corridor, including the following:

- Two at-grade freight rail crossings that create unpredictable and long delays
- Lengthy dwell times associated with passenger boarding delays

The need to improve mobility for the large transit dependent population – Reliability problems with the existing bus system limit mobility options for the high numbers of transit dependent individuals in the VIA Primo Study Area. According to the 2000 census, 27 percent of the VIA Primo Study Area population can be classified as transit dependent, which is substantially higher than the state average of 19 percent.

The need to expand transit capacity – Employment is projected to grow by 31 percent between 2005 and 2035 in the VIA Primo Study Area. A substantial portion of that growth would be in and around the STMC area. This growth in employment, in addition to the corresponding growth in patient visits, would result in increased travel demand that exceeds existing transit capacity within the Fredericksburg Road Corridor.

1.7.1 Need to Improve Bus Travel Time Reliability and Efficiency

The Fredericksburg Road Corridor is a highly utilized transit corridor. Forty-six bus routes intersect the VIA Primo Study Area, and total existing ridership of these routes exceeds 60 percent of the total ridership within the VIA service area. While bus routes in the Fredericksburg Road Corridor account for the majority of VIA transit riders, they also account for the slowest travel times and poorest reliability in terms of on-time performance in the entire system.

Bus travel time in the Fredericksburg Road Corridor is severely degraded and expected to worsen. Currently, bus travel times between downtown San Antonio and the STMC are approximately 51 minutes on Route 91 in the morning peak period and 55 to 61 minutes on Route 92 in the evening peak period. Accordingly, service on Routes 91 and 92 averages approximately 10 to 12 miles per hour (mph).

This slow travel time equates to inefficient and unreliable transit service. Over a 12-month period ending in April 2009, Route 91 was the fifth worst in terms of on-time performance in the entire VIA system, being late nearly 30 percent of the time. Route 92 arrives late approximately 20 percent of the time, placing it in the bottom third of all bus routes in the VIA system.

Implementation of the proposed VIA Primo could increase the average speed of buses to 15 mph and decrease bus travel time approximately 30 percent, from 60 minutes to approximately 40 minutes. Implementation of the proposed VIA Primo would help improve bus travel time and reliability by mitigating for the issues described below.

At-Grade Freight Rail Crossings

Lengthy bus delays are currently associated with two at-grade railroad crossings south of IH-10 and near Woodlawn Avenue and North San Marcos Street (single track and gates and cross bucks for both crossings). Buses can be stopped for as long as 15 minutes at these intersections, waiting for freight traffic to pass. This delay is a recurring problem and is expected to continue and likely increase in the future, as freight rail and automobile traffic increase.

Routing the proposed VIA Primo onto IH-10 within the southern part of the route would eliminate these two at-grade railroad track crossings and thus improve service dependability for transit passengers.

Passenger Boarding Delays

The current bus boarding process also contributes to travel time delay. Impedances during passenger boarding are many and include passengers stepping up from the curb into the bus, putting money into a farebox, and passengers with disabilities requiring the assistance of lifts to enter and exit buses.

The National Center for Transit Research estimates that wheelchair dwell times average 1.253 minutes per lift cycle. For example, Route 91 currently averages 90.6 wheelchair lifts per day, which equates to approximately 114 minutes of delay per day, while Route 92 currently averages 210.9 wheelchair lifts per day, which equates to approximately 264 minutes of delay per day.

Low-floor VIA Primo vehicles and/or level boarding platforms at VIA Primo stations would expedite passenger access by allowing passengers to simply walk or roll a wheelchair onto the vehicle. A substantial benefit of the level boarding design of the proposed VIA Primo vehicles and platforms is that wheelchair boarding and de-boarding would be expedited by eliminating the need for wheelchair lift cycles. In addition, advanced fare collection, or smart card usage would also reduce the time required for passengers to pay on board the proposed VIA Primo vehicle, thereby further reducing dwell time.

1.7.2 Need to Improve Mobility for the Transit-Dependent Population

Transit-dependent populations are defined as those individuals who use non-motorized transportation (i.e., walk or bicycle), private transportation (i.e., carpool with family or friends, free shuttle bus, or taxi), or public transportation as a means to get to and from their destinations. Currently, lengthy bus travel times and inefficient bus operations limit mobility options for those who rely solely on bus transport for their transportation needs.

Within the VIA Primo Study Area, transit dependence as a proportion of total population is high. Total population within the VIA Primo Study Area was approximately 78,800 people in 2000, and nearly 21,700 people, or 27 percent, were considered to be transit dependent. This is substantially higher than the state average of 19 percent. Within the VIA Primo Study Area, transit dependence is most pronounced south of IH-410. North of IH-410, the STMC is a major

destination for the transit-dependent population accessing healthcare and employment. Proposed VIA Primo service on the Fredericksburg Road Corridor would offer more reliable transit service and therefore improved mobility for those riders with limited travel options. Section 3.8 discusses this transit-dependent population in more detail.

1.7.3 Need to Expand Transit Capacity in the Corridor

While population within the proposed VIA Primo Study Area is expected to experience minor growth (a gain of 2,300 persons between 2005 and 2035), approximately 78,970 people already reside within the VIA Primo Study Area according to the 2000 Census. Although the VIA Primo Study Area comprises only about one percent of Bexar County's total geographic area, its population density is nearly five times that of the density of Bexar County as a whole. Population within the VIA Primo Study Area is generally most dense south of IH-410, which includes the Cities of Balcones Heights and San Antonio.

The SA-BC MPO estimates that employment within the VIA Primo Study Area is expected to increase by more than 23,000 jobs (31 percent) between 2005 and 2035. Further, approximately 4.9 million patients visited the STMC in 2008. Outpatient usage of the facility has increased by 35 percent since 2000 and this trend is expected to continue, especially given the projected increase in medical facilities and employment.

The proposed VIA Primo would improve service and reliability to numerous employment centers that are located within the VIA Primo Study Area. These centers include: the Medical Center (45 medical-related institutions: medical, dental and nursing schools; medical treatment and research; 12 hospitals, and five specialty institutions); COBH/Crossroads of San Antonio Mall Area; the UTSA downtown campus; several Bexar County governmental facilities; and downtown San Antonio (medical facilities, government buildings, hotels, convention centers, etc.).

Projected employment growth would increase the number of vehicle trips generated within the VIA Primo Study Area, as well as vehicle miles traveled (VMT). The SA-BC MPO estimates the region would see a VMT increase from 33 million in Year 2000 to 52 million by Year 2025, a 58 percent increase. With narrow ROW through portions of the Fredericksburg Road Corridor (especially along Fredericksburg Road between Pasadena Drive and IH-10), major roadway expansion is not a viable option to handle future travel demand and there are no plans for capacity expansion in this area. Given these roadway constraints, it was determined that an alternative to auto travel would be required to increase trip capacity through this congested corridor. While a typical arterial highway lane cannot carry more than 1,500 to 2,000 person trips per hour, a BRT system could accommodate an additional 600 to 1,000 person trips per hour above roadway capacity. Therefore, as auto travel times increase and auto trip capacity becomes more constrained, more auto users would be attracted to higher-speed BRT, shifting travel from single-occupant autos to BRT and enabling greater trip capacity throughout the corridor.

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2.0 ALTERNATIVES CONSIDERED

This chapter describes the alternatives considered prior to this EA, as well as those considered for detailed analysis within this document.

2.1 ALTERNATIVES PREVIOUSLY CONSIDERED

Previous studies within the Fredericksburg Road Corridor are discussed in Sections 1.5 and 3.1. The information contained in these studies provided a starting point from which the proposed VIA Primo was developed and evaluated. The NWCA Analysis serves as the alternatives analysis for the proposed VIA Primo. The NWCA Analysis analyzed transit service and facilities improvements within the Fredericksburg Road Corridor. The NWCA Analysis is summarized below to outline the alternatives considered.

2.1.1 Scoping and Public Input on Conceptual/Shortlist Alternatives for the Northwest Corridor Alternatives Analysis

Public and agency meetings were held as part of the NWCA Analysis planning process in 2004 and 2005. Stakeholders were also engaged including organized neighborhood association representatives, potentially affected landowners, representatives of business associations, public agency staff, elected officials, and other parties who had a vested interest in the Fredericksburg Road Corridor. Communication from stakeholders and the public included public comments received from written or electronic correspondence, surveys and information forms, and verbal comments provided by the public throughout the duration of the NWCA Analysis. Throughout the course of the NWCA Analysis, members of the public and stakeholders expressed an interest in transit as part of a comprehensive strategy for revitalizing the Fredericksburg Road Corridor. BRT concepts were strongly supported as the preferred transit technology for the Fredericksburg Road Corridor and for San Antonio in general.

An agency scoping meeting was held in 2004 to provide a formal opportunity for regulatory agencies to respond to the concept of proposed transit investments, purpose and need, the public involvement program, and to express issues of concern. The purpose of the meeting was to establish early coordination and opportunities for public and agency input into the planning process. Alternatives were developed utilizing agency and public input, along with other engineering, transportation and environmental analysis.

Identification and Screening of Conceptual Alternatives

The NWCA Analysis identified a preliminary set of conceptual alternatives that were intended to reflect reasonable and potential transit alternatives within the Fredericksburg Road Corridor. The following were the conceptual alternatives considered for initial screening.

<u>No-Build Alternative (Status Quo or Baseline)</u>

It was assumed that the existing fixed route structure as implemented through VIA's Comprehensive Service Plan would serve as the No-Build Alternative. This alternative included any number of elements designed to enhance transit service, such as evaluating bus service frequencies, providing real-time transit information for passengers, installation of Traffic Signal Priority (TSP) systems, and implementing additional transit centers and other service/maintenance facilities.

Transportation Systems Management (TSM) Improvements

This conceptual alternative included capital investments designed to improve traffic and transit operations, but generally excluded capacity improvements. TSM improvements can include street improvement projects, such as access management techniques designed to improve speed and safety, bus pads and pullouts, additional turn lanes at high volume intersections, TSP systems, traffic signal improvements, and real-time information systems for both bus and auto users. The focus of this alternative was on technology.

High Occupancy Vehicle (HOV) Lanes

This alternative focused on improvements to traffic lanes that were reserved for vehicles with a driver and one or more passengers. These lanes would be designed to improve commuter oriented mobility and higher speed commute trips on the freeway system. HOV lanes are generally restricted to carpools, vanpools, and commuter buses.

Bus Rapid Transit (BRT)

This alternative included a combination of operational, facility, and technology improvements to bus services designed to create a more reliable, attractive, and faster service. The concept of BRT generally includes strategic implementation of several of the following components: simple route structure, frequent service, limited stops, enhanced passenger amenities at stations, exclusive bus lanes or guideways, high capacity buses, and/or bus feeder networks connecting at stations.

Light Rail Transit (LRT)

This alternative considered an intermediate capacity rail service characterized by steel-wheeled vehicles operating in one to three cars on steel tracks. LRT is among the most flexible of rail technologies, as it operates with power from an overhead catenary, allowing it to operate on narrow city streets, dedicated ROW, or in any combination of urban environments. The following concepts were included for consideration in this alternative: (1) modern light rail, which included guideway characteristics and technology enhancements similar to higher speed rail systems; (2) modern streetcars, which included street-running vehicles similar to historic streetcars, but operated with modern vehicles; and (3) historic streetcars, which included street-running vehicles operated with vintage rail cars.

The range of alignment options considered along the Fredericksburg Road Corridor was limited to those roadways that traverse the Fredericksburg Road Corridor in its entirety: Fredericksburg Road, Babcock Road, and IH-10. Fredericksburg Road and Babcock Road are routes most appropriate for transit options serving activity centers and residential concentrations within the Fredericksburg Road Corridor, while an IH-10 alternative is most appropriate as a commuter-oriented alternative. Figure 2.1-1 shows potential transit alternatives within the NWCA Analysis Fredericksburg Road Corridor and Figure 2.1-2 shows potential HOV alternatives on IH-10 with a potential connection to IH-410.

Not all of the conceptual alternatives were appropriate for operation on the routes identified for potential transit service. Table 2.1-1 also shows how a variety of alternatives could operate in various segments within the NWCA Analysis Fredericksburg Road Corridor.

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Figure 2.1-1
NWCAA Potential Transit Alternatives

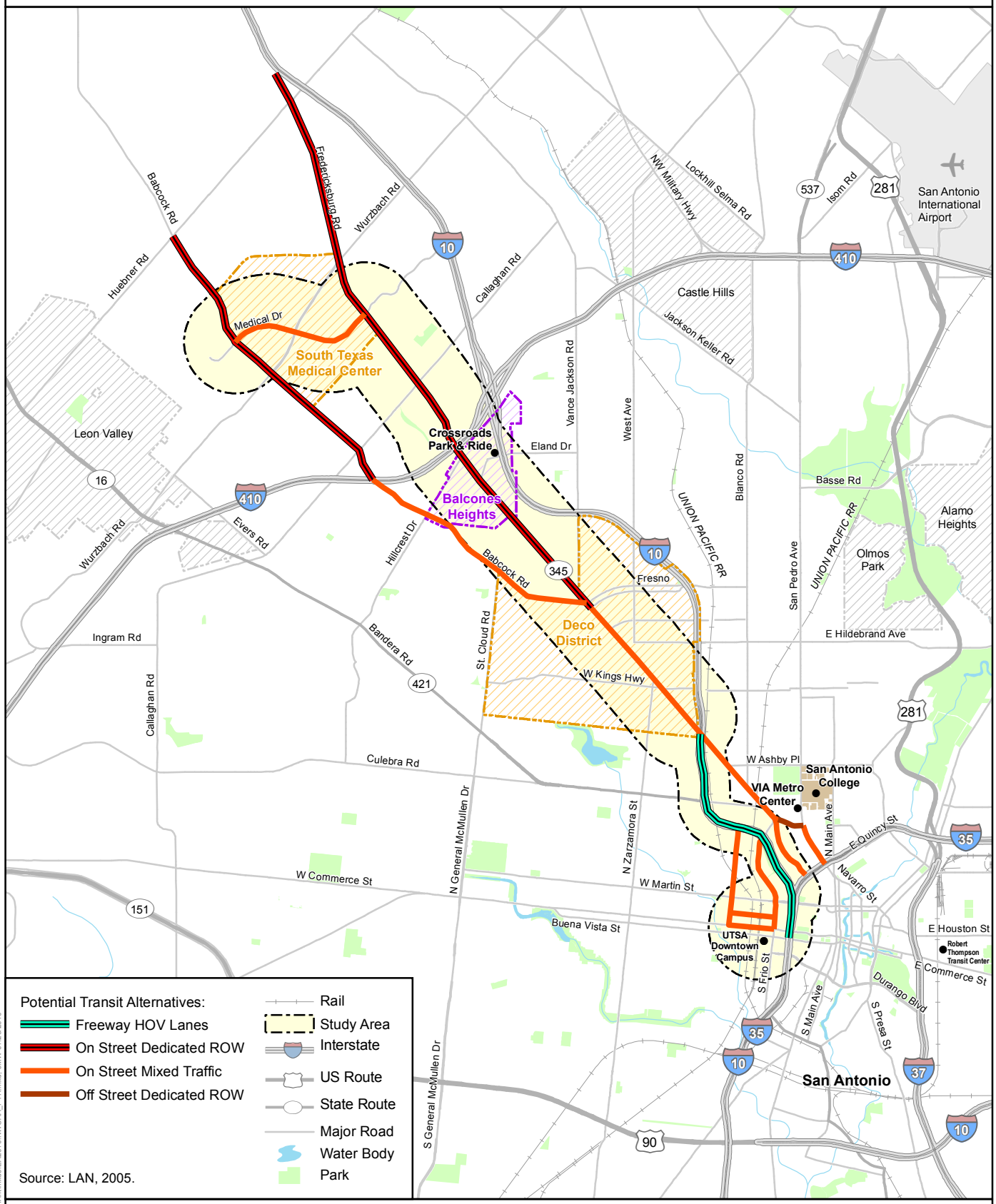

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Figure 2.1-2
NWCAA Potential HOV Alternatives

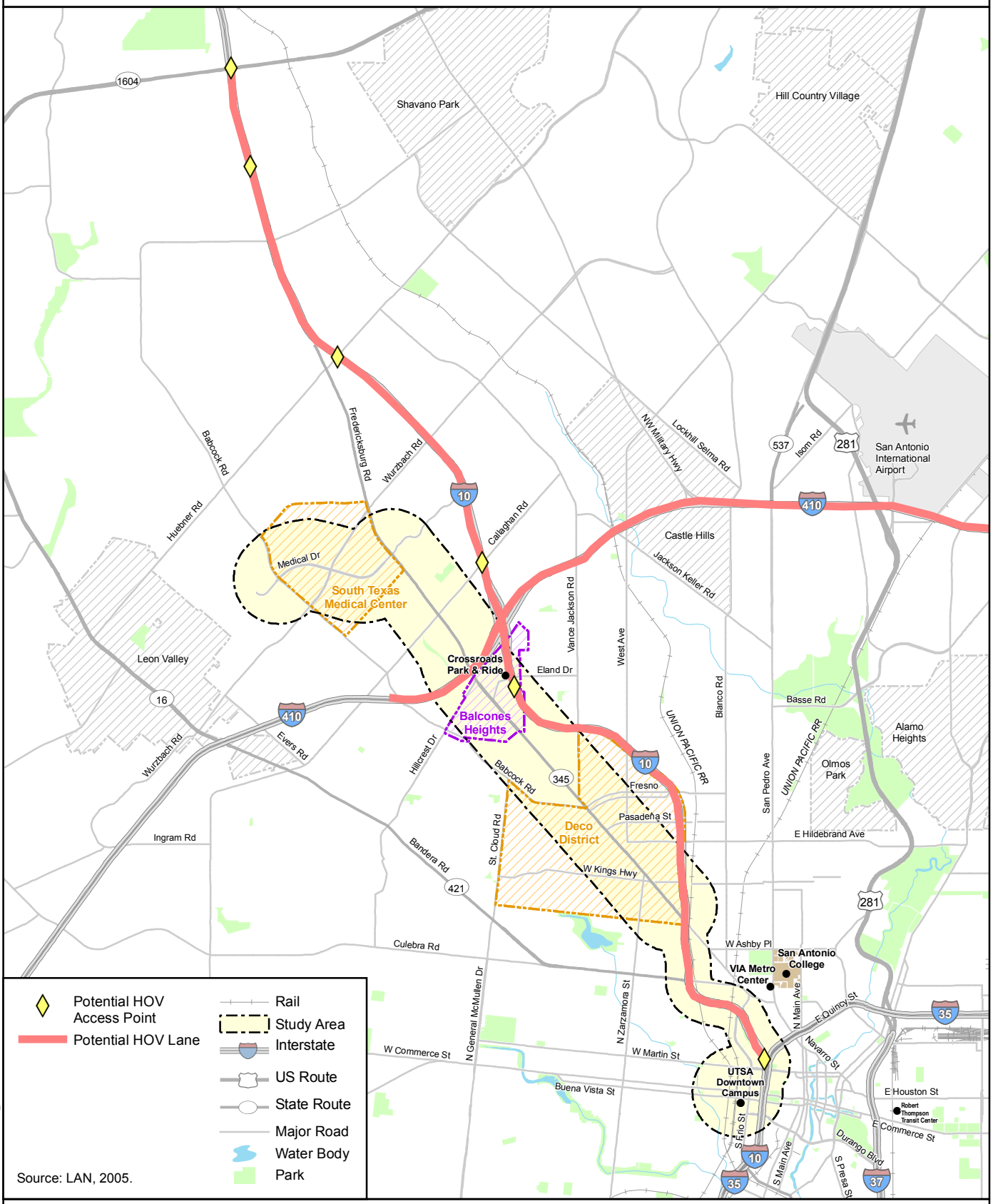

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Table 2.1-1 Northwest Corridor Alternatives Analysis - Conceptual Alternatives Analysis					
			Mode		
Route Segment	**No-Build Alternative**	**TSM**	**HOV**	**BRT**	**LRT**
Downtown to San Antonio College					
Frio/Medina	X	X		X	X
IH-10	X	X	X		
Flores	X	X		X	X
San Pedro	X	X		X	X
San Antonio College to Fredericksburg/Babcock					
Fredericksburg	X	X		X	X
IH-10	X	X	X		
Fredericksburg/Babcock to IH-410					
Babcock	X	X		X	X
Fredericksburg	X	X		X	X
IH-10	X	X	X		
IH-410 to South Texas Medical Center					
Babcock	X	X		X	X
Fredericksburg to Babcock via South Texas Medical Center	X	X		X	X
Fredericksburg through South Texas Medical Center	X	X		X	X
Fredericksburg	X	X		X	X
IH-10	X	X	X		

Source: LAN, 2005.

As indicated in Table 2.1-1, the No-Build Alternative and TSM improvements could be applied throughout the Fredericksburg Road Corridor on virtually all route options. HOV alternatives focused only on IH-10, and also identified a connection to a potential IH-410 HOV lane. The BRT and LRT alternatives were focused on arterial streets within the Fredericksburg Road Corridor, notably Fredericksburg Road and Babcock Road.

Screening criteria were developed for the conceptual alternatives based on evaluation criteria used by the FTA to rank nationally-competitive transit projects as defined in 49 Code of Federal Regulations (CFR) Part 611 (December 7, 2000). The Federal criteria apply to the locally preferred transit investment as part of a nationally competitive evaluation. However, using these or similar criteria to rank the conceptual alternatives against each other is a strategy used in the transit industry to assist in selection of the best possible alternative within any corridor. Table 2.1-2 depicts the qualitative rankings for each alternative determined in the preliminary screening phase of the NWCA Analysis.

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Table 2.1-2 Northwest Corridor Alternatives Analysis Conceptual Alternatives Analysis – Summary of Evaluation					
	Mode				
Route Segment	**No-Build Alternative**	**TSM**	**HOV**	**BRT**	**LRT**
Downtown to San Antonio College					
Frio/Medina	Medium	Medium	N/A	High	High
IH-10	Medium	Medium	Low	N/A	N/A
Flores	Medium	Medium	N/A	Medium	Low
San Pedro	Medium	Medium	N/A	High	Medium
San Antonio College to Fredericksburg/Babcock					
Fredericksburg	Medium	Medium	N/A	High	High
IH-10	Medium	Medium	Low	N/A	N/A
Fredericksburg/Babcock to IH-410					
Babcock	Medium	Medium	N/A	Medium	Low
Fredericksburg	Medium	Medium	N/A	High	High
IH-10	Medium	Medium	Low	N/A	N/A
IH-410 to South Texas Medical Center					
Babcock	Medium	Medium	N/A	Medium	Low
Fredericksburg to Babcock via South Texas Medical Center	Medium	Medium	N/A	High	High
Fredericksburg through South Texas Medical Center	Medium	Medium	N/A	High	High
Fredericksburg	Medium	Medium	N/A	Medium	Low
IH-10	Medium	Medium	Low	N/A	N/A
Summary Evaluation of Conceptual Alternatives					
Ranking	**Medium**	**Medium**	**Low**	**High**	**Low**

Source: LAN, 2005.
Note: N/A – Not Applicable

Based on the NWCA Analysis, the BRT alternative was recommended as the preferred technology for further evaluation. The next section includes a more detailed description and evaluation of the BRT alternative, including BRT options that vary according to overall level of capital investment and whether dedicated bus lanes are included in the alternative. Utilizing the established criteria within the NWCA Analysis, the HOV and LRT alternatives were eliminated from consideration, while the TSM improvements were integrated within the BRT alternative.

2.1.2 Identification and Screening of Shortlist Alternatives

The screening of conceptual alternatives presented in the preceding section narrowed the range of transit alternatives and transit technology options in the Fredericksburg Road Corridor. Transit route alternatives selected for further evaluation from the NWCA Analysis included the following three shortlist options.

Alternative 1: Downtown to South Texas Medical Center via Fredericksburg Road/Babcock Road

Alternative 1 began downtown on one of three downtown route options. This alternative would serve Fredericksburg Road from Five Points to Babcock Road in the Deco District. This alternative continued north on Babcock Road to the existing STMCTC before it terminated at

Huebner Road. Twelve to 14 stations were included with this alternative. Figure 2.1-3 shows the route for Alternative 1.

Major advantages of this alternative detailed in the NWCA Analysis included direct service between downtown and locations in the heart of the STMC with the highest existing concentrations of patients, employees, and visitors. This alternative also provided an option that stays entirely within the COSA and would not be impacted by a future referendum for withdrawal of a suburban city from the VIA service area.

Major disadvantages of this alternative detailed in the NWCA Analysis included service along a narrow and winding portion of Babcock Road, few improvements could be made to improve the geometry of this roadway due to limited ROW. In addition, the route for this alternative bypasses Crossroads Mall and most other major commercial centers along Fredericksburg Road.

Alternative 2: Downtown to the South Texas Medical Center via Fredericksburg Road

Alternative 2 began downtown on one of three downtown route options. This alternative served Fredericksburg Road from Five Points to the STMC via Fredericksburg Road, Medical Drive, and Babcock Road. This alternative continued north through the existing STMCTC then terminated at Huebner Road. Ten to 12 stations were included with this alternative. Figure 2.1-3 shows the route for Alternative 2.

Major advantages of this alternative detailed in the NWCA Analysis included direct service between downtown and locations in the heart of the STMC. This alternative would serve the substantial commercial and multi-family residential base of transit users along Fredericksburg Road where redevelopment activities have already begun to take place, and provided the greatest access to both employment and future mixed-use redevelopment.

Major disadvantages of this alternative detailed in the NWCA Analysis included the requirement for new transit centers in both the STMC and at Crossroads Mall. Additionally, there was a challenge in overcoming heavy traffic along an irregular route into the STMC. However, an opportunity for a dedicated busway route could have been negotiated with the STMC during the preliminary engineering phase of the project.

Alternative 3: Downtown to USAA via Fredericksburg Road

Alternative 3 began downtown on one of three downtown route options. This alternative served Fredericksburg Road from Five Points to United Services Automobile Association (USAA) via Fredericksburg Road. This alternative continued north and terminated at Huebner Road. Seven to nine stations were included with this alternative. Figure 2.1-3 shows the route for Alternative 3.

Major advantages of this alternative detailed in the NWCA Analysis included direct service between downtown and destinations along Fredericksburg Road, including USAA. This alternative served the substantial commercial and multi-family residential base of transit users along Fredericksburg Road where redevelopment activities had already begun to take place. This alternative provided the greatest access to both employment and future mixed-use redevelopment, including the large employment center at USAA. Major disadvantages of this alternative included a lack of service to the STMC, a major transit destination with substantial planned growth in the future.

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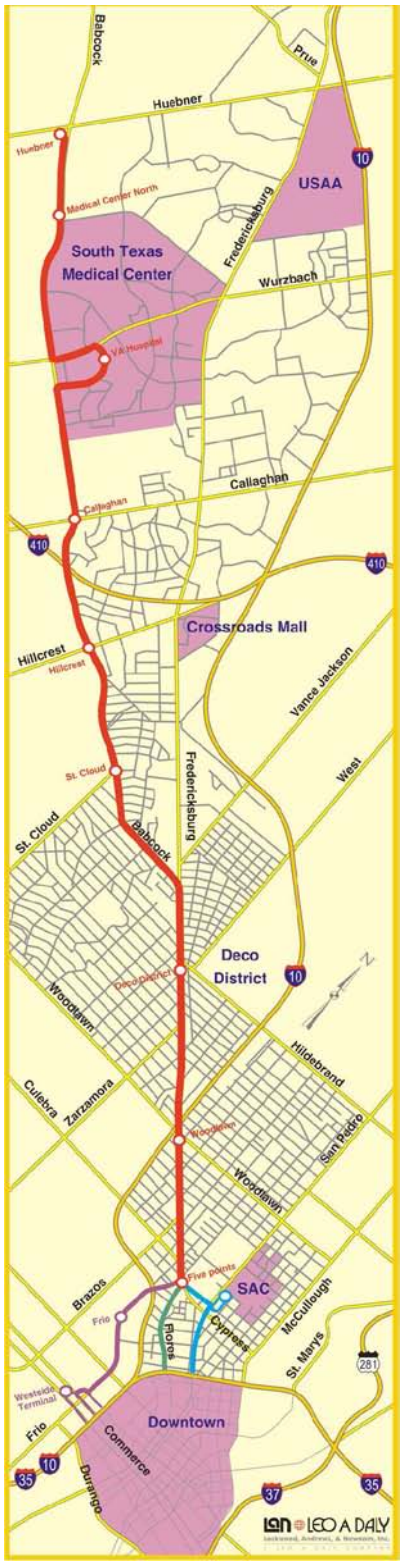
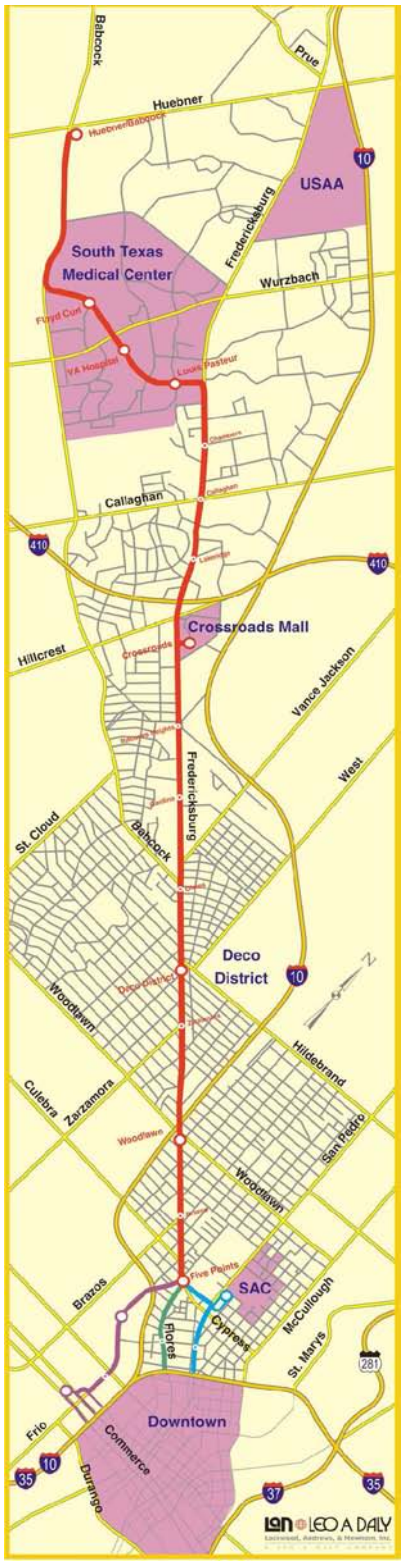
Figure 2.1-3
NWCAA Shortlist Alternative Routes

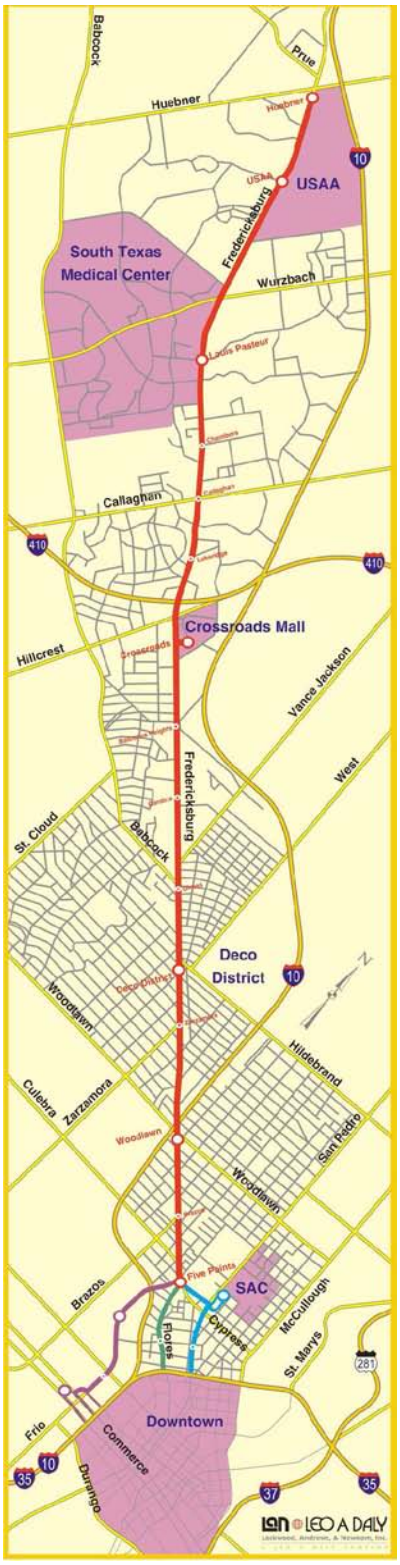
Alternative 1
Fredericksburg/Babcock



Alternative 2
Fredericksburg/South TX Med Center



Alternative 3
Fredericksburg/USAA



Source: LAN, 2005.

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The three shortlist alternatives described above included service along Fredericksburg Road from the Deco District to Five Points. At Five Points, three downtown route options were identified for service into downtown San Antonio. These options provided service into downtown from Fredericksburg Road at the Five Points junction via Frio Street, Flores Street, or San Pedro Avenue.

The evaluation presented in this section also includes three facility level options for development of BRT service: (1) Option A: Low Cost BRT, service and amenities modeled after the Metro Rapid in Los Angeles; (2) Option B: Moderate Cost BRT, service and facilities modeled after the B-Line in Vancouver, Canada; and (3) Option C: High Cost BRT, service and dedicated BRT facilities modeled after systems in South America. Table 2.1-3 shows the cost of each alternative by option.

Table 2.1-3 Northwest Corridor Alternatives Analysis - Shortlist Alternative Route Costs

	Total Cost	Cost/Mile
Alternative 1		
Option A	$13,677,500	$1,266,435
Option B	N/A	N/A
Option C	N/A	N/A
Alternative 2		
Option A	$13,723,500	$1,282,570
Option B	$31,848,500	$2,976,495
Option C	$45,748,500	$4,275,561
Alternative 3		
Option A	$13,666,500	$1,301,476
Option B	$41,340,500	$3,937,190
Option C	$58,015,500	$5,525,286

Source: LAN, 2005.
Note: N/A – Not Applicable

Costs for planning, engineering, and administration were not included. Finally, costs for the new STMCTC, new WSMMTC, and a new Crossroads Transit Center were excluded, as these projects were already in various stages of planning and are needed even without the BRT alternative. The Crossroads Transit Center project was put on hold and is not included in the No-Build Alternative for the proposed VIA Primo EA described in Section 2.2.

Evaluation criteria for shortlist alternatives included: ridership potential, travel time savings, system connectivity, low-income populations served, total population served, total employment served, capital cost, operating cost, community support, redevelopment potential, station area zoning, intermodal service, service to disabled persons, and financial capacity. A qualitative ranking of one, two, or three, with one representing low and three representing high, was applied based on these criteria. Evaluation results for the shortlist alternatives are presented in Table 2.1-4, while an evaluation of downtown options are shown in Table 2.1-5.

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Table 2.1-4 Northwest Corridor Alternatives Analysis - Shortlist Alternative Evaluation

	Shortlist Alternative						
Factor	**1-A**	**2-A**	**2-B**	**2-C**	**3-A**	**3-B**	**3-C**
(1) Ridership Potential	1	3	3	3	2	2	2
(2) Travel Time Savings	1	1	2	3	1	2	3
(3) System Connectivity	1	3	3	3	1	1	1
(4) Service to Low Income Populations	1	3	3	3	3	3	3
(5) Total Population Served	1	3	3	3	3	3	3
(6) Total Employment Served	2	3	3	3	1	1	1
(7) Capital Cost	3	3	2	1	3	2	1
(8) Operating Cost	2	2	3	2	2	3	2
(9) Community Support	1	3	3	3	2	2	2
(10) Redevelopment Potential	1	3	3	3	2	2	2
(11) Station Area Zoning	1	3	3	3	3	3	3
(12) Intermodal Service	N/A	N/A	N/A	N/A	N/A	N/A	N/A
(13) Disabled Population Served	1	2	3	3	2	3	3
(14) Financial Capacity	3	3	3	3	3	3	3
Average	**1.46**	**2.69**	**2.85**	**2.77**	**2.15**	**2.31**	**2.23**
Rank	**7**	**3**	**1**	**2**	**6**	**4**	**5**

Source: LAN, 2005.
Note: N/A – Not Applicable

Table 2.1-5 Northwest Corridor Alternatives Analysis - Shortlist Alternative Downtown Option Evaluation

	Shortlist Alternative Downtown Option		
Factor	**Frio St.**	**Flores St.**	**San Pedro Ave**
(1) Ridership Potential	3	1	3
(2) Travel Time Savings	3	3	2
(3) System Connectivity	3	2	2
(4) Service to Low Income Populations	3	2	2
(5) Total Population Served	3	2	2
(6) Total Employment Served	3	3	3
(7) Capital Cost	3	3	3
(8) Operating Cost	3	3	3
(9) Community Support	2	1	3
(10) Redevelopment Potential	3	2	2
(11) Station Area Zoning	3	3	3
(12) Intermodal Service	3	1	1
(13) Disabled Population Served	3	3	2
(14) Financial Capacity	N/A	N/A	N/A
Average	**2.92**	**2.23**	**2.46**
Rank	**1**	**3**	**2**

Source: LAN, 2005.
Note: N/A – Not Applicable

Because a travel demand model was not a part of the NWCA Analysis, the evaluation relied on a qualitative evaluation of the shortlist alternative criteria. As seen in Table 2.1-4, Alternative 2 was deemed the preferred route alternative because it included service into the STMC via Fredericksburg Road and Medical Drive. Additionally, Alternative 2 provided service to Balcones

Heights and the Deco District. Under Alternative 2, facility options B and C were both ranked highly and included bus lanes (represented as Alternative 2-B) or a median busway (represented as Alternative 2-C) in the portions of the corridor north of the Deco District. The NWCA Analysis recommended Alternative 2-C for further refinement and implementation.

As seen in Table 2.1-5, downtown options that serve Frio Street received the highest ranking. The initiation of commuter rail service in the region contributed to this ranking. The downtown option via Flores Street was not recommended for further evaluation.

2.1.3 Alternatives Evaluated within the Initial Stages of the EA Process

Based on the recommendations of the NWCA Analysis, and during the initial phases of this EA process, several potential features of this project were presented to the public. These alternatives included the restructuring of Fredericksburg Road between IH-410 and Pasadena Drive, as well as, dedicated lanes (curbside or median alternatives) for the stations within this section of the project area. Due to input from the public and funding constraints, these features of the project are no longer being considered. Below is an outline of the details of these previously considered alternatives.

Roadway Improvements

The following roadway improvements were considered:

- Fredericksburg Road from Medical Drive to IH-410 for either curbside stations or median running stations
  - Mill/overlay
  - Allow for one dedicated bus lane in each direction
- Fredericksburg Road from IH-410 to Pasadena Street for the median running option only
  - Rebuild to eliminate the existing continuous two-way left-turn lane
- Fredericksburg Road from IH-410 to Pasadena Street for either curbside stations or median running stations
  - Remove existing roadway deficiencies
  - Allow for one dedicated bus lane in each direction either curbside or in the median
  - Construct sidewalks

Curbside Design Option

The curbside stations would have been constructed on the outside edge of existing roadways, similar to VIA's existing fixed route bus stops within the Fredericksburg Road Corridor. Transit passengers would have been dropped off and picked up in a dedicated curbside lane. The curbside stations would have included level-boarding platforms, ADA compliant ramps, an all weather canopy, off-board fare collection equipment, seating, and other amenities.

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Median Running Design Option

Median running stations were considered for Stations 3 through 6. This design option would have included median running stations constructed in the center of Fredericksburg Road and two exclusive bus lanes located where the existing CTWLTL currently exists. The median running stations would have included level-boarding platforms, ADA ramps, an all weather canopy, off-board fare collection equipment, seating, and other amenities.

2.2 ENVIRONMENTAL ASSESSMENT ALTERNATIVES

2.2.1 No-Build Alternative

The No-Build Alternative includes all transportation facilities and services proposed for implementation by 2030 in the Fredericksburg Road Corridor. This alternative includes highway and roadway improvements that are discussed in the SA-BC MPO *Mobility 2030* MTP and *Fiscal Year 2008-2011* TIP. There are no projects included in the No-Build Alternative that would be constructed by VIA and all environmental impacts and mitigation would be the responsibility of the project owner.

The No-Build Alternative establishes the baseline for the evaluation of transportation and environmental impacts in the VIA Primo Study Area. The No-Build Alternative proposes that no major transit or transportation improvements would be made in the Fredericksburg Road Corridor beyond what has been committed to in the adopted MTP and/or TIP.

Highway and Roadway Improvements

The *Mobility 2030* considers the transportation needs of the San Antonio-Bexar County region. The planned roadway improvements identified in the MTP and summarized in Table 2.2-1 include a 55.6 percent increase in total lane miles by 2030. Even with implementation of the transportation projects included in the *Mobility 2030*, congestion levels would grow over today's levels because of the continued growth and development in the region. However, if the transportation projects in the MTP were not implemented, future congestion would worsen considerably by 2030. The expansion of roadways, transit services, and facilities contained in the *Mobility 2030* is limited by estimates of actual funds available to support their construction, operation, and maintenance.

Table 2.2-1 No-Build Alternative Regional Roadway Improvements

Roadway Facility	Base Year (2004)	2030	Percent Gain
	Lane Miles	Lane Miles	Lane Miles
Downtown Area Freeways	30	50	66.7%
Downtown Arterials	70	70	0.0%
Urban Freeways	690	970	40.6%
Urban Arterials	1,800	2,520	40.0%
Suburban Freeways	340	640	88.2%
Suburban Arterials	650	1,190	83.1%
Rural Freeways	140	200	42.9%
Rural Arterials	471	881	87.0%
Total	**4,191**	**6,521**	**55.6%**

Source: 2030 MTP.

Specifically, the roadway projects in Table 2.2-2 are proposed in the TIP within the VIA Primo Study Area.

Table 2.2-2 Planned Roadway Improvements within VIA Primo Study Area in 2008-2011 Transportation Improvement Program

Highway/Road	Project Sponsor	Allocated Funds	Project
Fredericksburg Road (Loop 345)	COSA	$20,000,000	At Medical Drive. Grade separation at Medical Drive; operational improvements on Medical Drive from Ewing Halsell Drive to 0.2 miles east of Fredericksburg Road.
Fredericksburg Road (Loop 345)	COSA 2007 Bond Program	$39,000,000	Limits between downtown business district and STMC. Detailed traffic analysis, intersection geometric improvements, and hike/bike amenities.
Medical Center Intersection Improvements	COSA 2007 Bond Program	$25,000,000	Improve intersections at the following locations: Medical Drive at Babcock Road; Ewing Halsell Drive at Wurzbach Parkway; Hamilton Wolfe Road at Floyd Curl Drive; and Ewing Halsell Drive at Sid Katz Drive Road widening, curbs, sidewalks, driveways, traffic signals, signing, striping, and drainage.
St. Cloud Pedestrian Improvement	COSA 2007 Bond Program	$1,450,000	Limits from Woodlawn Avenue to Babcock Road. Construct sidewalks on one side of the street, with existing street and curbs to remain.
Wurzbach Parkway	COSA 2007 Bond Program	$12,570,000	Construct arterial connector. Improve connectivity between IH-35 and the STMC.

Source: SA-BC MPO TIP 2008-2011; COSA, 2009.

Transit Services

VIA's service area is comprised of 1,213 square miles, which is approximately 97 percent of Bexar County. VIA operates on a street network of approximately 950 miles and carries an average of 135,000 passengers each weekday. In FY 2007, VIA transported over 42.2 million passengers and provided more than 2.0 million hours of service over 31.8 million miles (VIA, 2007).

Transit service is available seven days a week between the hours of 4:00 AM and 1:00 AM. VIA's existing fleet includes 434 buses and 105 paratransit vans (VIAtrans) maintained by an around-the-clock maintenance department (VIA, 2007). There are 6,994 bus stops along 90 bus lines, which are divided into five service categories: frequent, metro, express, skip, and streetcar. VIA's fleet consists of 434 buses, comprising 22 Regional Transit Service buses, 217 North American Bus Industries (NABI) buses, 176 New Flyer buses, and 19 Optima streetcars.

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Primo Alternative would use a TSP system at intersections along the route to assist with the efficient movement of VIA Primo vehicles.

Proposed Stations

The eight stations included in the proposed VIA Primo are currently undergoing engineering feasibility review. Table 2.2-3 lists the station locations. Figure 2.2-1 through 2.2-10 show conceptual designs for each station location.

Table 2.2-3 Proposed VIA Primo Alternative Station Descriptions

Station Location	Bus Bays
STMCTC	19
Station 1 - University Hospital	1
Station 2 - Ewing Halsell Drive	1
Station 3 - Callaghan Road	1
Station 4 – Crossroads Boulevard	1
Station 5 – De Chantle Road	1
Station 6 – Babcock Road	1
Station 7 - Mary Louise Drive	1
Station 8 - Huisache Avenue	1
WTMMTC	20

Source: VIA, 2010.

The station components of the VIA Primo Alternative have been designed to minimize the temporary and permanent impact area. A 10-foot construction ROW has been assumed as a part of the temporary disturbance for the purpose of estimating the total area that would be disturbed during construction. Table 2.2-4 details the potential total square feet of disturbance for proposed STMCTC, eight proposed VIA Primo Stations, and proposed WSMMTC.

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The NABI and New Flyer buses are 40-foot vehicles that have a low-floor design and a retractable ramp for wheelchair access. VIA's streetcars are accessible through the use of wheelchair lifts and are powered by propane engines. The active VIAtrans fleet consists of 105 vehicles owned by VIA, all of which are equipped with wheelchair lifts. Each vehicle has the capacity to carry five ambulatory and two wheelchair patrons or four ambulatory and three wheelchair patrons. All of VIA's buses (except streetcars) are equipped with bicycle racks to encourage bike riders to take the bus. Each route in the corridor has been and would continue to be evaluated to maximize opportunities for transit customers.

2.2.2 VIA Primo Alternative

Similar to the No-Build Alternative, the VIA Primo Alternative includes all transportation facilities and services proposed for implementation by 2030 in the Fredericksburg Road Corridor. Additionally, the VIA Primo Alternative includes two transit centers and eight VIA Primo stations.

From north to south, the VIA Primo Alternative begins at the new STMCTC on the southwest corner of Babcock Road and Medical Drive. The route would travel east on Medical Drive to Fredericksburg Road (also designated as Loop 345). At the Medical Drive/Fredericksburg Road intersection, the route would turn south on Fredericksburg Road, cross IH-410 through the COBH and the Deco District to the intersection of Fredericksburg Road and IH-10. At IH-10, the VIA Primo vehicles would enter the main lanes on IH-10 traveling south to Martin Street. Then, the VIA Primo vehicles would exit IH-10 and turn west on Martin Street and then turn south on Medina Street to the new WSMMTC near the intersection of North Medina Street and West Commerce Street.

As the Downtown Circulator extension, the proposed VIA Primo buses would travel east on Buena Vista Street, which becomes Dolorosa and Market Streets, to IH-37. They would then travel north to serve the Robert Thompson Transit Center and Ellis Alley Park-and-Ride at the Alamodome, then travel west via Commerce Street back to the WSMMTC. In addition, the VIA Primo Alternative would provide an extension from the STMCTC to the UTSA main campus on Loop 1604 via Fredericksburg Road and IH-10. The downtown circulator route and the extension to the UTSA main campus would provide a one-seat ride to transit passengers; however, no improvements would occur on these portions of the route except for possible bus stop branding. No bus route changes would occur within these extensions. A small portion of North Frio Street would be used by the VIA Primo Alternative to travel back to Martin Street when traveling northbound. The total distance of the VIA Primo Alternative is approximately nine miles. With additional extensions, the total distance of the one-seat ride would be approximately 20 miles. The VIA Primo Alternative would generally be constructed within existing roadway ROW.

Proposed Vehicles

The VIA Primo Alternative would operate state-of-the-art, level-floor, 40-seat BRT buses in existing ROW. The propulsion technology of the VIA Primo vehicle is proposed to be diesel/electric. To achieve faster operating speeds, the VIA

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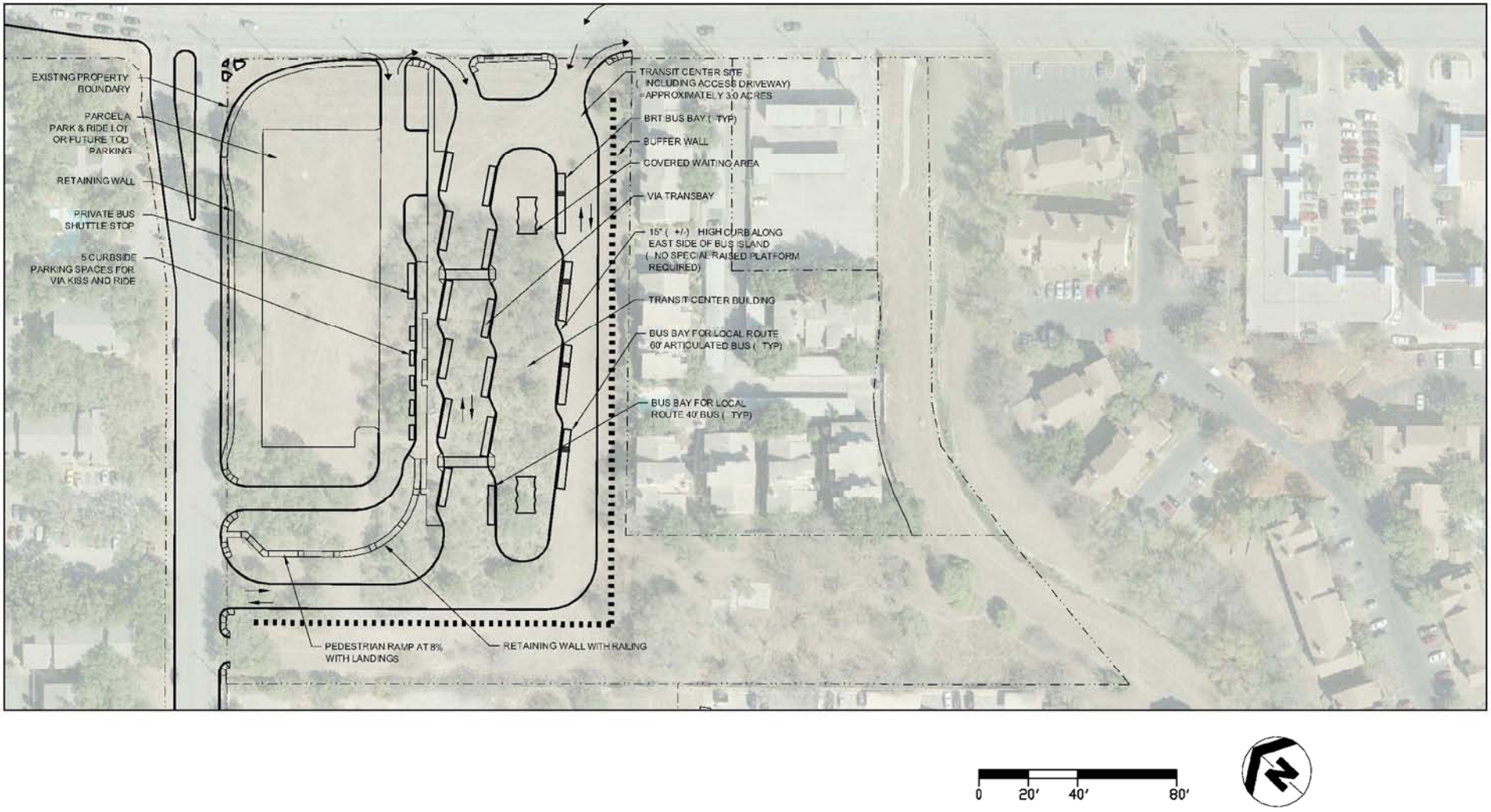
Figure 2.2-1
Site Layout of Proposed South Texas Medical Center Transit Center



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VIA primo

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Figure 2.2-2
Site Layout of Proposed Station 1 - University Hospital

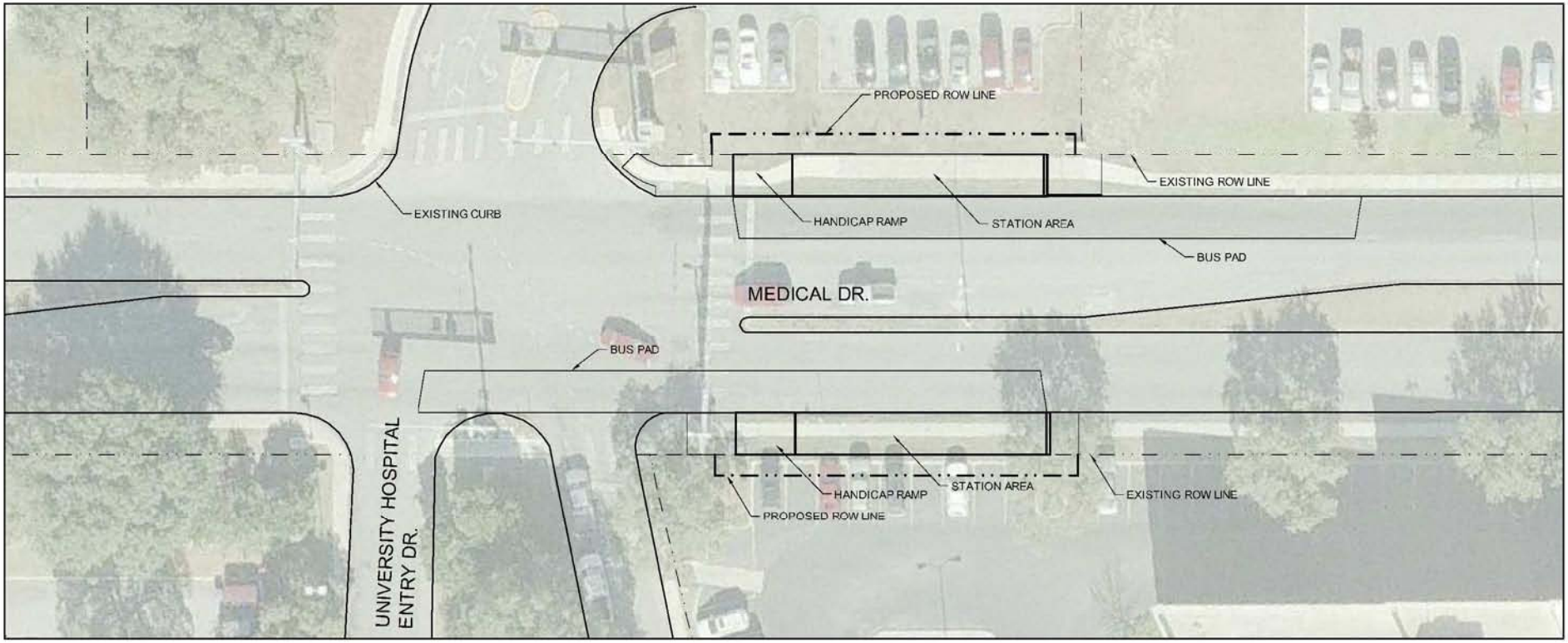

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Figure 2.2-3
Site Layout of Proposed Station 2 - Ewing Halsell Drive

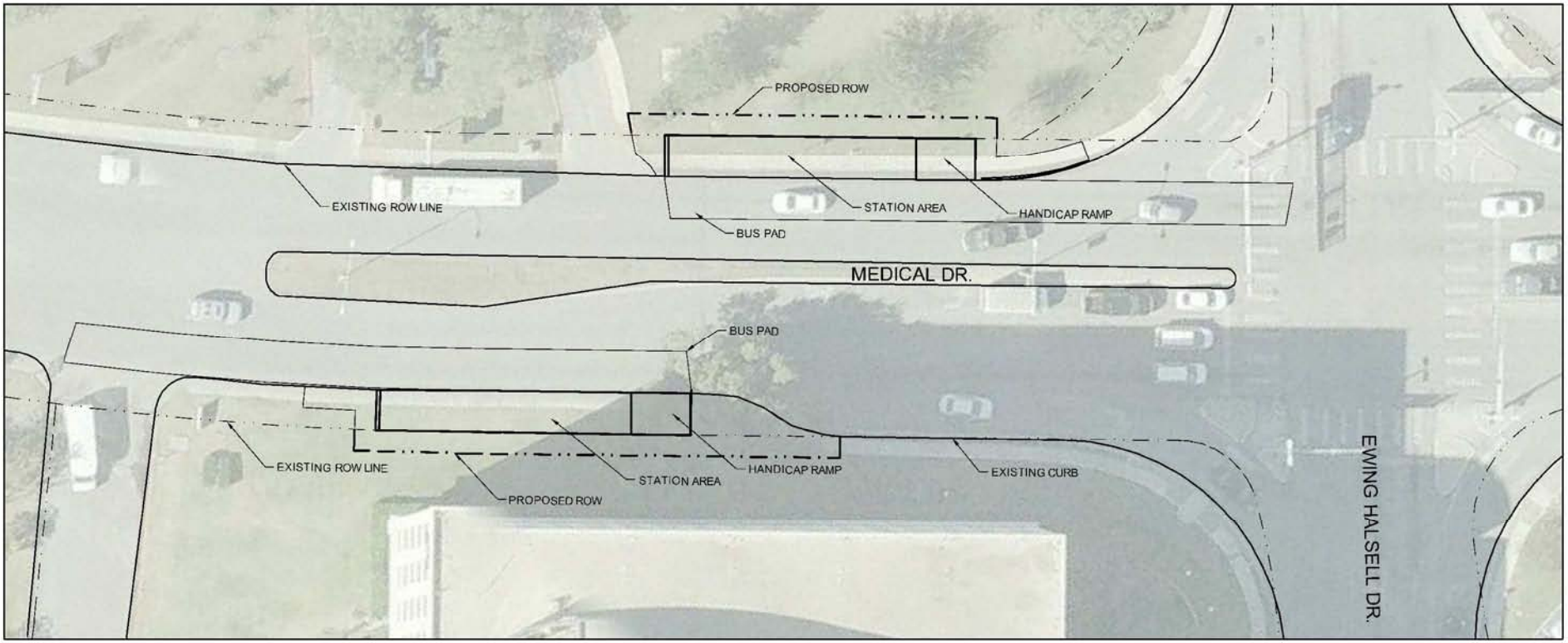

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Figure 2.2-4
Site Layout of Proposed Station 3 - Callaghan Road

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Figure 2.2-5
Site Layout of Proposed Station 4 - Crossroads Boulevard

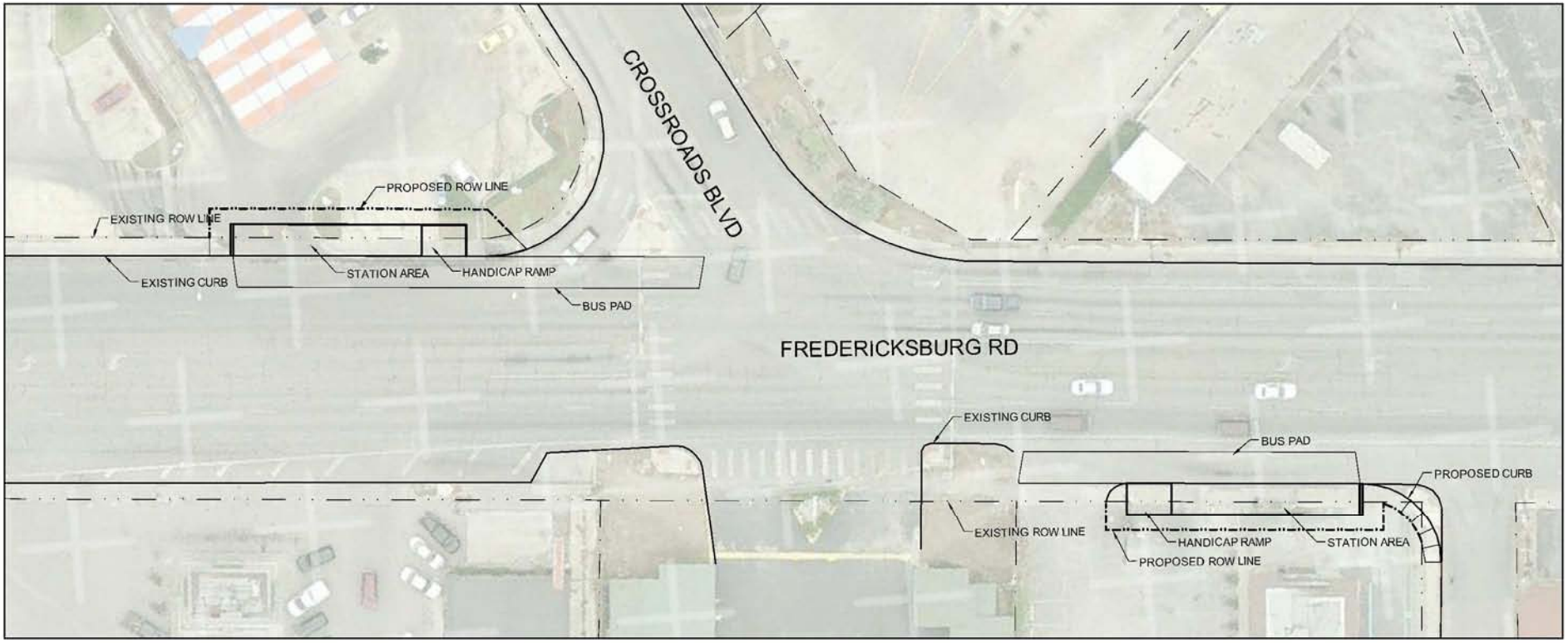

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Figure 2.2-6
Site Layout of Proposed Station 5 - De Chantle Road

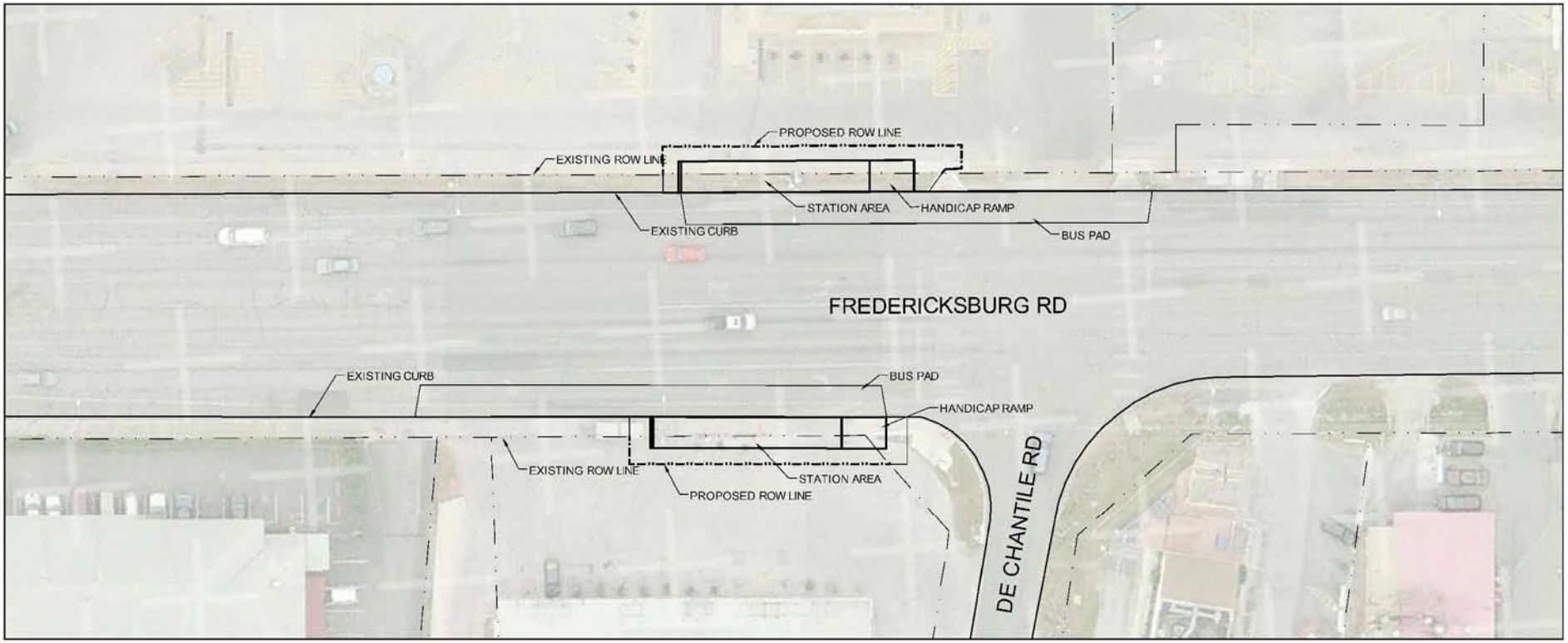

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Figure 2.2-7
Site Layout of Proposed Station 6 - Babcock Road

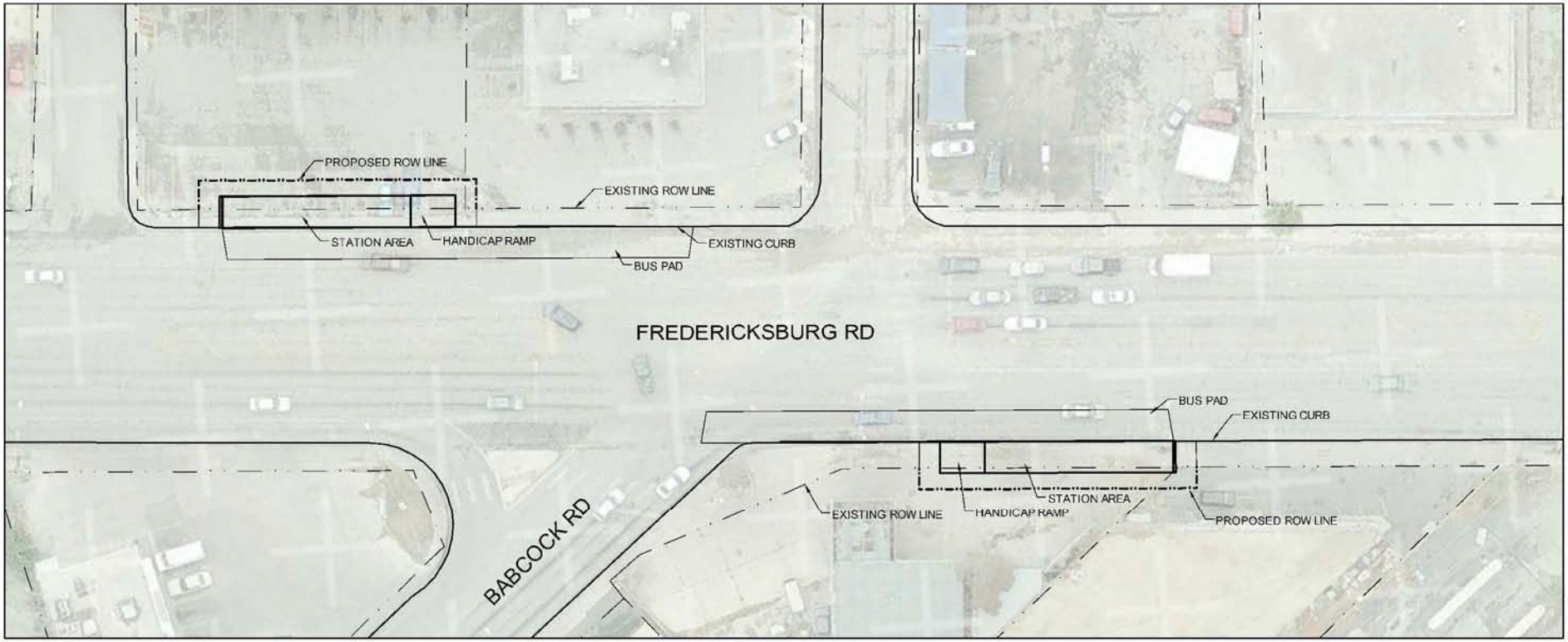

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Figure 2.2-8
Site Layout of Proposed Station 7 - Mary Louise Drive

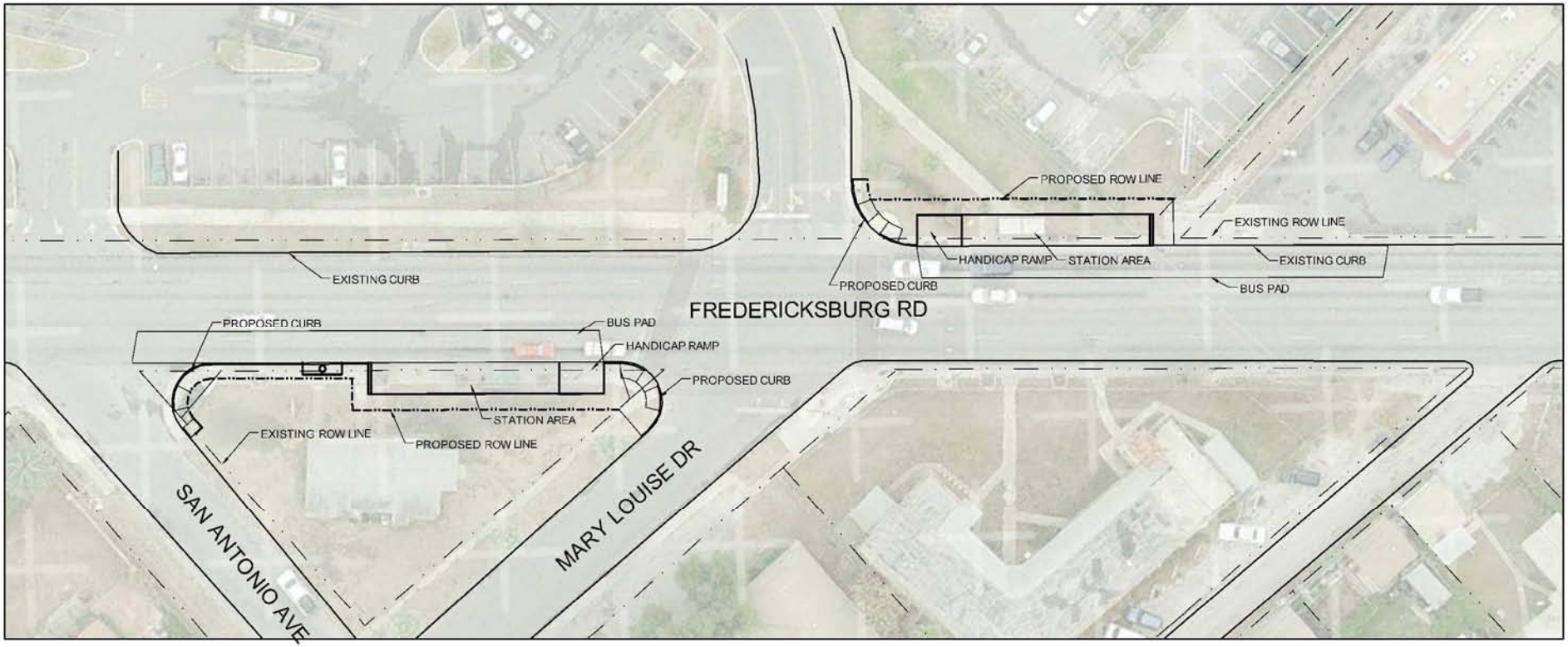

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Figure 2.2-9
Site Layout of Proposed Station 8 - Huisache Avenue

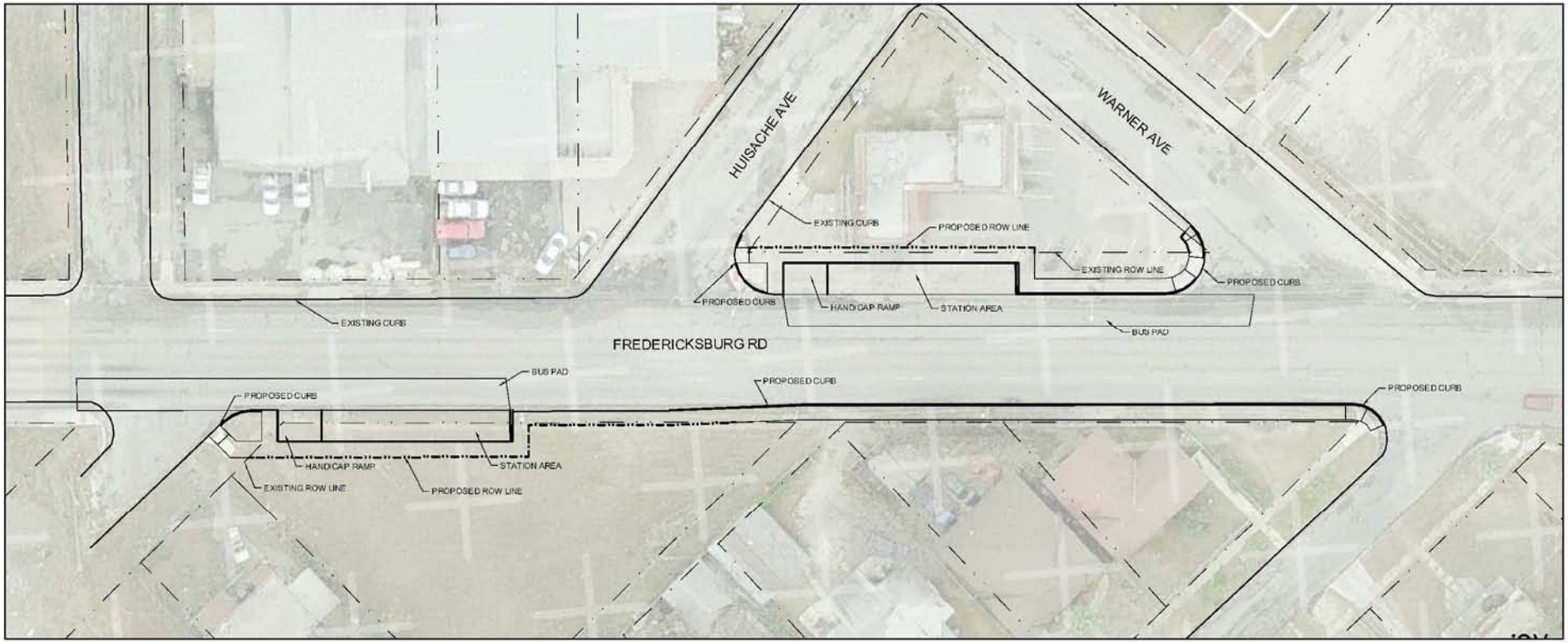

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Figure 2.2-10
Site Layout of Proposed Westside Multimodal Transit Center

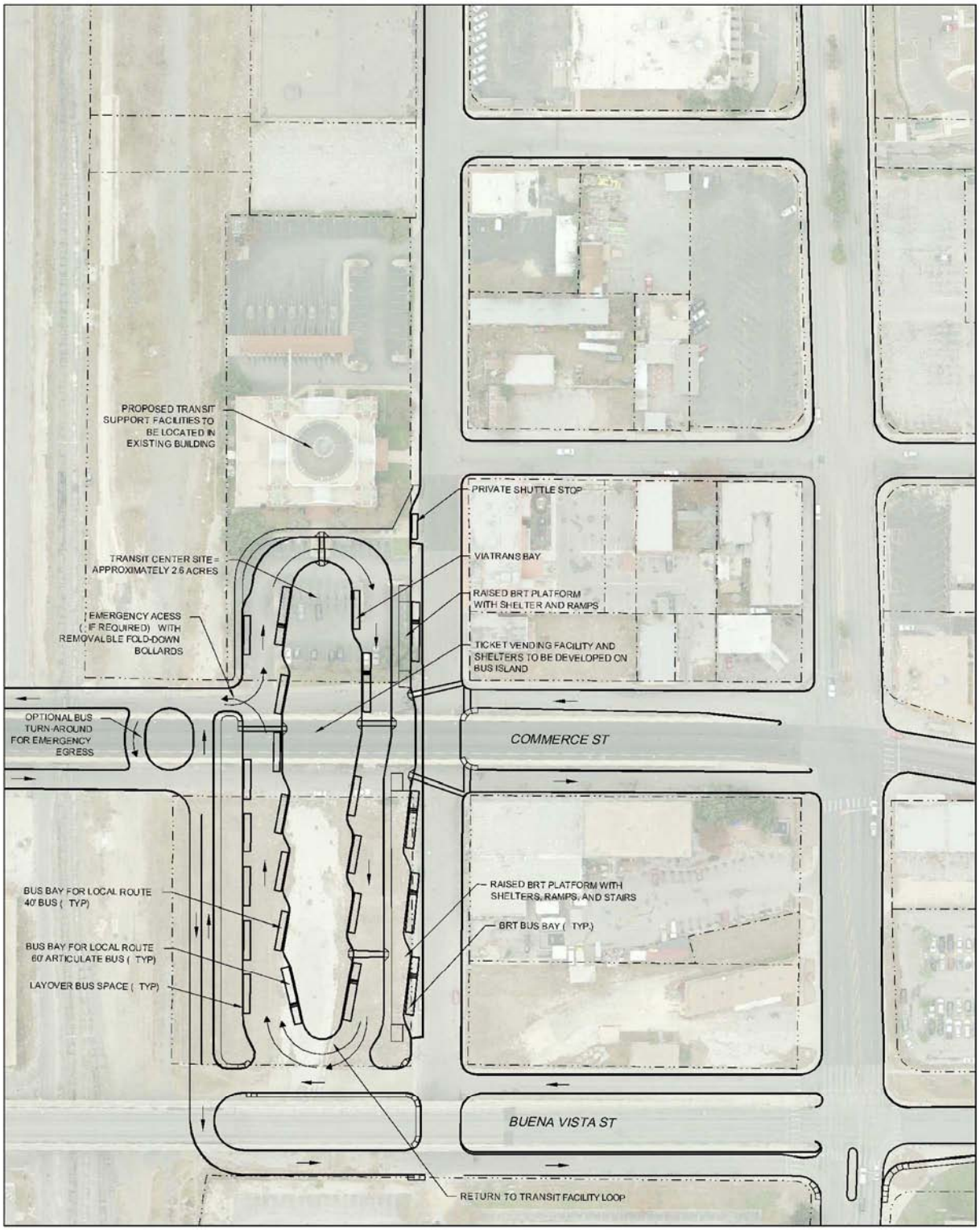

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Table 2.2-4 Anticipated Disturbance Area Associated with Stations			
Station	**Temporary Disturbance (sq.ft.)**	**Permanent Disturbance (sq.ft.)**	**Total (sq.ft.)**
STMCTC	1,360	239,087	240,447
Station 1 - University Hospital	3,270	8,424	11,694
Station 2 - Ewing Halsell Drive	3,392	8,588	11,980
Station 3 - Callaghan Road	3,829	8,467	12,296
Station 4 – Crossroads Boulevard	4,104	9,627	13,731
Station 5 – De Chantle Road	4,436	9,383	13,819
Station 6 – Babcock Road	4,335	8,809	13,144
Station 7 - Mary Louise Drive	4,173	9,068	13,241
Station 8 - Huisache Avenue	6,705	10,697	17,402
WTMMTC	21,929	183,645	205,574
TOTAL	**57,533**	**495,795**	**553,328**

Source: URS, 2010.

VIA Primo Alternative Service Operating Characteristics

Both the weekday and weekend operations would focus primarily on supporting connectivity opportunities for employment, education, medical and shopping-based trips, while providing additional connectivity for the local fixed route bus system within the Fredericksburg Road Corridor. VIA Primo service would operate from 5:30 AM to 11:30 PM daily, with 10-minute headways during the peak period (6:00 AM to 6:00 PM) and 15-minute headways during the off peak periods (5:30 AM to 6:00 AM and 6:00 PM to 11:30 PM). Fares would be based on the current VIA local fare policy. Vehicle operating speeds would average 13 mph. Table 2.2-5 summarizes the operating characteristics of the VIA Primo Alternative.

Table 2.2-5 VIA Primo Alternative Operating Characteristics		
Factor	**Weekday**	**Saturday/Sunday**
Span of Service	5:30 AM-11:30 PM	5:30 AM-11:30 PM
Frequency (minutes)	15/10/15	15/10/15
Number of Stations	8	8
Number of transit centers	2	2
Average Round Trip Running Time	80 minutes	80 minutes
Dwell Time	30 seconds	30 seconds
Terminus Recovery Time	15 minutes	15 minutes
# of Vehicles – Peak Daily Operational Requirement	13	13
# of Vehicles – Off Peak Daily Operational Requirement	10	10
Service and Maintenance Requirements	3	3
Total Vehicles Required	16	16

Source: VIA, 2010.

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Additional Transit Modifications Related to VIA Primo Alternative

As a result of implementation of the VIA Primo Alternative, the existing fixed route operating plan includes service modifications that would affect routes near the Fredericksburg Road Corridor. Each route within the Fredericksburg Road Corridor has been and would continue to be evaluated to maximize opportunities for transit customers. The proposed modifications include integrating the existing fixed route system with the VIA Primo Alternative, re-structuring local routes in the network, eliminating duplicate service and branches, creating new routes, and establishing safe transferring environments. Additionally, implementation of the VIA Primo Alternative provides opportunities for the existing fixed route service to provide connectivity to the STMCTC and WSMMTC. Proposed modifications to the existing service are shown in Table 2.2-6. Figure 2.2-11 represents the transit system proposed under the VIA Primo Alternative.

Table 2.2-6 Proposed Bus Service Modifications

Route #	Route Name	Description	Peak Headways	Off Peak Headways
20	New Braunfels Frequent	Modification to serve WSMMTC	15	30
46	Commercial Metro	Modification to serve WSMMTC	30	60
62	Kirk Metro	Modification to serve WSMMTC	30	60
66	Ceralvo Frequent	Modification to serve WSMMTC	15	30
68	Guadalupe Frequent	Modification to serve WSMMTC	15	30
70	West Durango Metro	Modification to serve WSMMTC	60	60
75	W. Commerce Frequent	Modification to serve WSMMTC	15	30
76	Old Highway 90 West Skip	Modification to serve WSMMTC	15	30
79	Ruiz Frequent	Modification to serve WSMMTC	15	30
89	Poplar Metro	Modification to serve WSMMTC	30	60
91	Fredericksburg Skip	Eliminate route.	N/A	N/A
92	Fredericksburg Frequent	Current route eliminated. New route to travel between Crossroads Park and Ride and Downtown San Antonio.	30	30
520	Zarzamora Frequent	Modification to serve the STMCTC	15	30
522	Babcock Road Metro	Modification to serve the STMCTC	30	60
534	Wurzbach Metro	Modification to serve the STMCTC	15	60
602	North Central/ Medical Center Metro	Modification to serve the STMCTC	30	60

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Table 2.2-6 Proposed Bus Service Modifications (Continued)				
Route #	**Route Name**	**Description**	**Peak Headways**	**Off Peak Headways**
603	Medical Center/ UTSA Metro	Modification to serve the STMCTC	30	60
604	Medical Center/ University Park Metro	Modification to serve the STMCTC	30	60
606	Medical Center/ Alamo Ranch Metro	Modification to serve the STMCTC	60	60
607	Medical Center/ Ingram Metro	Modification to serve the STMCTC	60	60

Source: VIA, 2010.

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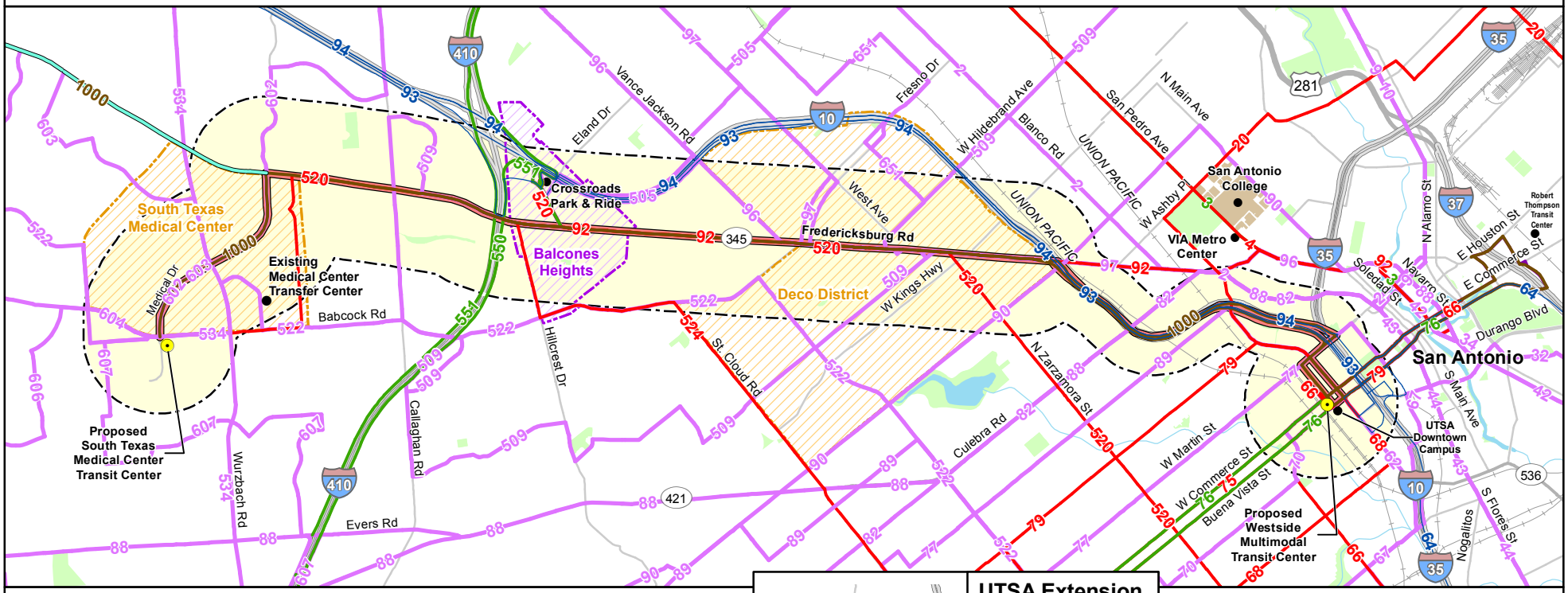
Figure 2.2-11
Build Alternative Transit Modifications

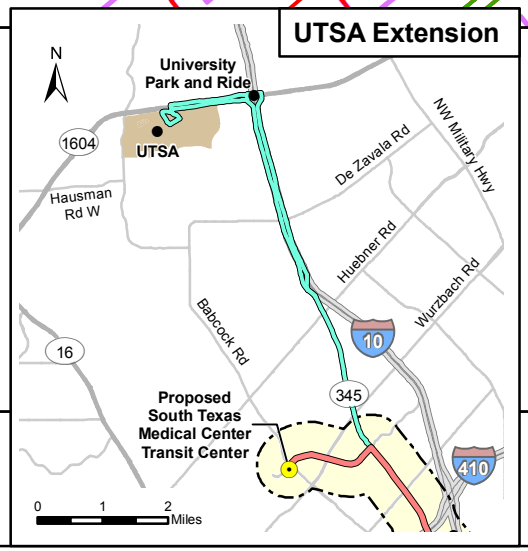


2012 Bus Route:
- Skip
- Frequent
- Metro
- Express
- Proposed New Route

- Proposed Transit Center
- Proposed VIA Primo Route
- Proposed Downtown VIA Primo Circulator Route
- Proposed VIA Primo UTSA Extension

- Study Area
- Interstate
- US Route
- State Route
- Major Road
- Rail
- Water Body
- Park

Source: VIA, January 2010.



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3.0 SOCIAL EFFECTS

This chapter focuses on the social conditions in the proposed VIA Primo - Fredericksburg Road Bus Rapid Transit (BRT) Project (hereafter referred to as the proposed VIA Primo) that would potentially be affected by the No-Build and VIA Primo Alternatives in the VIA Primo Study Area. As previously stated in Section 1.1, the VIA Primo Study Area is approximately one-half mile around the proposed VIA Primo alignment between the STMCTC and IH-10, one-quarter mile around the IH-10 portion and one-half mile around the proposed WSMMTC.

The information in this chapter describes a legal and regulatory context, methodology, existing conditions, long-term effects, short-term construction effects, and proposed mitigation measures for social resource topics. The resource topics evaluated in this chapter include land use and socioeconomics; neighborhoods, community services, and community cohesion; acquisitions and displacements/relocations; visual and aesthetics conditions; cultural resources; parklands; safety and security; environmental justice (EJ); and utilities and distribution systems.

3.1 LAND USE AND SOCIOECONOMICS

3.1.1 Legal and Regulatory Context

Land Use

There are two municipal jurisdictions within the VIA Primo Study Area. Each has their own methodology for developing land use as explained below.

The COSA's Planning and Development Services Department is responsible for orderly development of the City and for protecting the health, safety, and quality of life of the citizens of San Antonio through implementation of the City's Master Plan policies, as well as regulation of land and building development. In addition, the COSA seeks to facilitate an efficient and effective development process that supports the City's Master Plan policies, growth, and economic development. These processes include comprehensive neighborhood, regional, and community planning, and the granting of authority to develop land and construct and occupy buildings. More specifically, the department is responsible for all components of the City's Master Plan, annexation, neighborhood capacity building, rights determination, subdivision mapping/parcel addressing, zoning and subdivision administration, building code enforcement, contractor licensing and registration, landscaping, tree preservation, sign regulation, and traffic impact analysis (COSA, 2009).

In the COBH municipality, the Planning and Zoning Commission was created and given the authority to accomplish the following purposes:

- Identify community needs and advise the City Council of the short-range and long-range implications for total development of the City
- Recommend achievable community goals as a basis for long-range planning and development programs
- Recommend plans, programs, and policies that will aid the entire community in achieving its defined goals

- Interpret the adopted plans and programs for concerned citizens so that private development activities and desires may be accomplished in harmony with public needs and policies
- Implement the concept of a new plat for each new building (Terra, 2008 and COBH, 2009)

In the COBH's recent concept master plan document, *Forging a New Urban Frontier*, plans and policies are identified in order for the City to attract new residents, businesses, and economic development in conjunction with the development of the proposed VIA Primo.

Socioeconomics

The U.S. Census Bureau conducts a decennial census of the population of the United States. This data is used to determine the detailed characteristics of the population divided into geographic subsections throughout the country. The SA-BC MPO projects and forecasts population and employment data for Bexar County, including the VIA Primo Study Area.

3.1.2 Methodology

Land Use

The land use analysis was conducted using existing land use data to better understand the existing context and potential impacts of the proposed VIA Primo. Land use data was obtained from the Bexar County Appraisal District (BCAD) for the 2007 official tax roles.

Socioeconomics

SA-BC MPO TAZ data was used to describe the population and employment forecasts for the VIA Primo Study Area. In addition, historic population characteristics were detailed utilizing U.S. Census 2000 block group data.

3.1.3 Existing Conditions and Future Projections

Land Use

<u>Existing Land Use Plans and Policies</u>

This section contains a review of local plans and policies related to land use and development along the Fredericksburg Road Corridor.

San Antonio-Bexar County Metropolitan Planning Organization

The SA-BC MPO is the metropolitan planning organization for the San Antonio region. Its mission is to provide comprehensive, coordinated and continuous ("3C") transportation planning for the safe and efficient movement of people and goods, consistent with the region's overall economic, social and environmental goals. Special emphasis is placed on providing equal access to a variety of transportation choices and effective public involvement in the transportation planning process. The SA-BC MPO has adopted several plans and policies related to transportation and land use which include the following:

- *2030 Metropolitan Transportation Plan (MTP) Mobility 2030* (adopted December 2004) – This plan analyzes what will happen in the next 25 years if current trends continue, and subsequently proposes actions to be implemented in order to relieve congestion, maintain air quality, and improve quality of life. This long-range plan helps guide decisions regarding which transportation projects to fund and implement in the short-range plan or TIP. The MTP allows metropolitan areas to access Federal funds. If no long-term transportation planning is conducted, the existing infrastructure of the San Antonio metropolitan area may not be able to handle increases in population, employment, or traffic, possibly leading to increased congestion, air pollution and other problems (SA-BC MPO, 2004).
- *FY 2008-2011 Transportation Improvement Program* (adopted April 2007) – As part of the SA-BC MPO's urban transportation planning process, the TIP addresses Federal regulations administered by the U.S. Department of Transportation. The TIP is a four-year financially constrained list of transportation projects that have been approved for Federal and state funding by the SA-BC MPO Transportation Policy Board. The TIP is updated every two years and amended quarterly. The current TIP covers FY 2008 to FY 2011 and includes roadway, transit, bicycle, pedestrian and rideshare projects that are planned to begin construction over the next three years. The FY 2008-2011 TIP was formally adopted by the Transportation Policy Board on April 23, 2007 (SA-BC MPO, 2007).
- *Texas Metropolitan Mobility Plan (TMMP)* (adopted January 2007) – While the Federally required long-range transportation plan (Mobility 2030) is financially constrained, identifying only affordable projects given anticipated funding streams, the TMMP is a needs-based plan, quantifing transportation needs beyond the fiscal constraint barrier. The TMMP focuses on the magnitude of unmet needs, provides decision-makers with a better idea of total transportation needs, indicates whether current mobility needs are adequately met, and if additional funding is needed. The TMMP includes strategies to reduce congestion and improve system mobility by using all modes of transportation. The TMMP allows each municipality flexibility to develop plans unique to their needs, anticipate realistic baseline allocation of funds, arrange for gap funding and use new and improved methods for streamlined project delivery (SA-BC, MPO, 2007).
- *Alamo Area Regional Public Transportation Coordination Plan* (adopted November 2006) – In 2005, the TxDOT Strategic Plan called for the development of regional public transportation coordination plans. Texas Transportation Commissioner, Hope Andrade, led efforts to implement a strategy to develop regional public transportation plans. This plan is in response to that strategy. Broadly, the plan examined ways to more effectively manage mobility for the region. A major area of emphasis for this plan was the coordination of services at the local level. The plan included an evaluation of coordinated transit and human service transportation on a regional scale throughout the Alamo Area (SA-BC MPO, 2006).
- *Downtown San Antonio On-Street Space Management Plan* (adopted January 2000) – The purpose of this plan was to assess on-street space usage and, as appropriate, identify potential strategies to better manage the use of public curbside space. The need for this study, in large part, stemmed from an increase in employment, residential, retail, and tourism-related activities in downtown San Antonio. This growth, coupled with narrow streets and adaptive re-use of historic structures with few off-street parking and loading facilities, has led to a highly competitive environment for both long-term and short-term curbside use (SA-BC MPO, 2000).

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- *Regional Thoroughfare Plan* (adopted May 2003) – The product of the Regional Corridor Plan, this plan is a long-range plan that represents the ultimate build-out of a thoroughfare system for the San Antonio area (SA-BC MPO, 2003).
- *Bicycle Master Plan* (adopted June 2005) – This plan was designed as a guideline for implementation of bicycle facilities throughout the COSA and Bexar County. As projects are designed and funding becomes available, bicycle facilities should be considered and implemented. However, the intent of this plan is not to demolish existing infrastructure to provide bicycle facilities, but to retrofit as opportunities are presented, and through new development, expand the bicycle network through creating connectivity to and between new destinations of interest. The construction of a county-wide bicycle network will result from careful planning and project integration (SA-BC MPO, 2005).

City of San Antonio

The COSA has adopted several plans and policies related to land use, which include the following;

- *San Antonio Master Plan Policies* (adopted May 1997) – These policies complete the City's Master Plan and replace the foreword and basic plan elements of the City's Master Plan adopted by the City Council on August 28, 1980 (COSA, 1997).
- *Five Points Plan Implementation and Revitalization Guide (*adopted September 2004) – In order to facilitate implementation of the Five Points Neighborhood Plan, and to guide orderly, functional, and contextually appropriate revitalization activities in the area, the COSA Planning Department created this guide. The starting point included examining elements of the Five Points Neighborhood Plan yet to be implemented, revisiting these elements in conjunction with neighborhood citizens and stakeholders through a public input process, and formulating key recommendations to speed implementation (COSA, 2004).
- *Midtown Neighborhood Plan* (adopted October 2000) – This plan is a partnership effort between the Alta Vista, Beacon Hill, and St. Ann's Neighborhood; MidTown on Blanco; and COSA's Planning Department. This plan is the result of collaboration by the COSA planning team and other active residents, business persons, and church members (COSA, 2000).
- *Downtown Neighborhood Plan* (adopted May 1999) – The purpose of this plan is to identify proposed land uses, potential housing development areas, transportation systems, economic development initiatives, and urban design guidelines, as well as pedestrian and open space connections. In developing the plan, stakeholders and the general community participated in a community-based process to identify a vision for downtown (COSA, 1999).
- *Downtown Neighborhood Plan, West Neighborhood Update* (adopted January 2009) – The Downtown West Neighborhood includes the Colorado Street (Prospect Hill) District in the Downtown Neighborhood Plan. This District is bordered by Colorado Street to the west, Martin Street to the north, Salado Street to the east, and Buena Vista Street to the south and contains 259 properties within the 63-acre boundary. This update considers the goals previously adopted for the area and identifies the preferred land development pattern. The location of future land use classifications is based on existing uses, proposed development, and the likely influence these

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developments will have within the District. The future land use categories reflect the desired transition pattern for the entire Downtown West Neighborhood (COSA, 2009).

- *City of San Antonio Strategic Plan for Community Development 2007-2009 (*adopted June 2008) – This plan is the product of stakeholder input gathered at the Community Development Summit in June of 2007 and at subsequent meetings. The Strategic Plan for Community Development presents these stakeholder ideas within seven implementation components.
  - City-wide real estate market value analysis (MVA)
  - Policies and investment strategies based on MVA findings, including programmatic strategies
  - Reinvestment plan selection and strategies, including education, local business development, workforce housing, and multimodal transportation
  - Pilot projects and research partnerships
  - Reporting to the community: Community Development Action Team
  - Education and training
  - Community development funding strategies (COSA, 2008)
- *Near Northwest Community Plan* (adopted February 2002) – This plan is a partnership effort between the Donaldson Terrace, Hillcrest, Inspiration Hills, Jefferson, Los Angeles Heights/Keystone, Maverick, Monticello Park, Woodlawn Lake, Sunshine Estates Neighborhoods, and Jefferson-Woodlawn Lake Community Development Corporation (CDC). COSA's planning department developed a planning task force to oversee the creation of the plan. This plan was the result of coordination by the Planning Task Force and other active residents and business people.

City of Balcones Heights

The COBH has adopted plans and policies related to land use, which include the following:

- *Balcones Heights, Forging a New Frontier* (adopted October 2008) – The COBH report is the result of concept planning along Fredericksburg Road to accommodate the proposed VIA Primo and includes plans and polices for other areas of the city to attract new residents, businesses, and economic development (Terra, 2008). The City has currently imposed a development moratorium to assist its planning efforts until a more detailed master plan and revised zoning code has been adopted.

Other Local Plans

Other adopted local plans and policies related to land use include the following;

- *STMC Master Plan* (adopted 2006) – The Medical Center Alliance has released a strategic physical master plan that addresses improvements necessary to support continual growth and development within the STMC area (STMC, 2009).
- *University of Texas at San Antonio, Downtown Campus Strategic Plan 2007-2016* (adopted December 2007) – The strategic plan sets forth plans to enrich educational experiences and enable higher levels of student success at both the undergraduate and graduate levels while promoting access and affordability within the State of Texas' Closing the Gaps goals. While the University works to educate more

students, the strategic plan aligns programs and services to improve graduation rates and learning outcomes. This plan also charts a course to expand research and creative endeavors at UTSA, while acknowledging the importance of cross-organization collaborations with other educational institutions and businesses. Over the next 10 years, the University will use this plan to expand efforts to serve constituents through public service and community engagement (UTSA, 2007).

- *San Antonio Independent School District (SAISD) Bond Program* – SAISD voters passed bond elections in 1997 and 2001 to provide safer, more modern, comfortable environments conducive to learning. With these bonds, the "Building Momentum" construction projects have yielded quality facilities that are helping to advance educational excellence throughout the school district (SAISD, 2009).
- *North East Independent School District (NEISD) Bond Program* – NEISD voters passed bond elections in 1995, 1998, and 2003 to create excellent academic environments that actively support exemplary student achievement by cost-effectively aligning innovative facility design with proven instructional methods and the overall academic mission of the school district (NEISD, 2009).
- *North Side Independent School District (NSISD) Bond Program* – NSISD voters passed bond elections in 1998, 2001, 2004, and 2007 to encourage each student to strive for personal excellence and to ensure all students learn to function, contribute, and compete as responsible individuals in an ever-changing world (NSISD, 2009).

Existing Land Use

The Fredericksburg Road Corridor is a vibrant and diverse area. COSA lands consist primarily of commercial land uses at the northwest and southeast ends of the VIA Primo Study Area with single-family and multi-family residences between. This portion of San Antonio is heavily urbanized with buildings generally dating to the 1920s and 1930s closer to downtown, and buildings commonly dating to the 1950s, 1960s, and 1970s away from downtown.

Major land uses in the STMC area include single-family and multi-family residential; office and retail; hotels and entertainment; and the STMC. The STMC consists of 45 medical-related institutions: medical, dental and nursing schools; medical treatment and research; 12 hospitals, and five specialty institutions. Residential and commercial land uses are the most dominant along Fredericksburg Road north of IH-410.

Land uses in and around the COBH are a mixture of strip commercial and multi-family residential development. Crossroads of San Antonio Mall is located in the VIA Primo Study Area along with several large retailers. The Deco District is a unique locally designated area situated in the central portion of the VIA Primo Study Area. Land uses in the Deco District remain a mix of commercial, residential, retail, and office space.

The UTSA downtown campus, and several Bexar County/COSA facilities are the most dominant land use on the southeast side of the VIA Primo Study Area. Table 3.1-1 contains a detailed categorization of the Fredericksburg Road Corridor land uses and Figure 3.1-1 illustrates these land uses in the VIA Primo Study Area.

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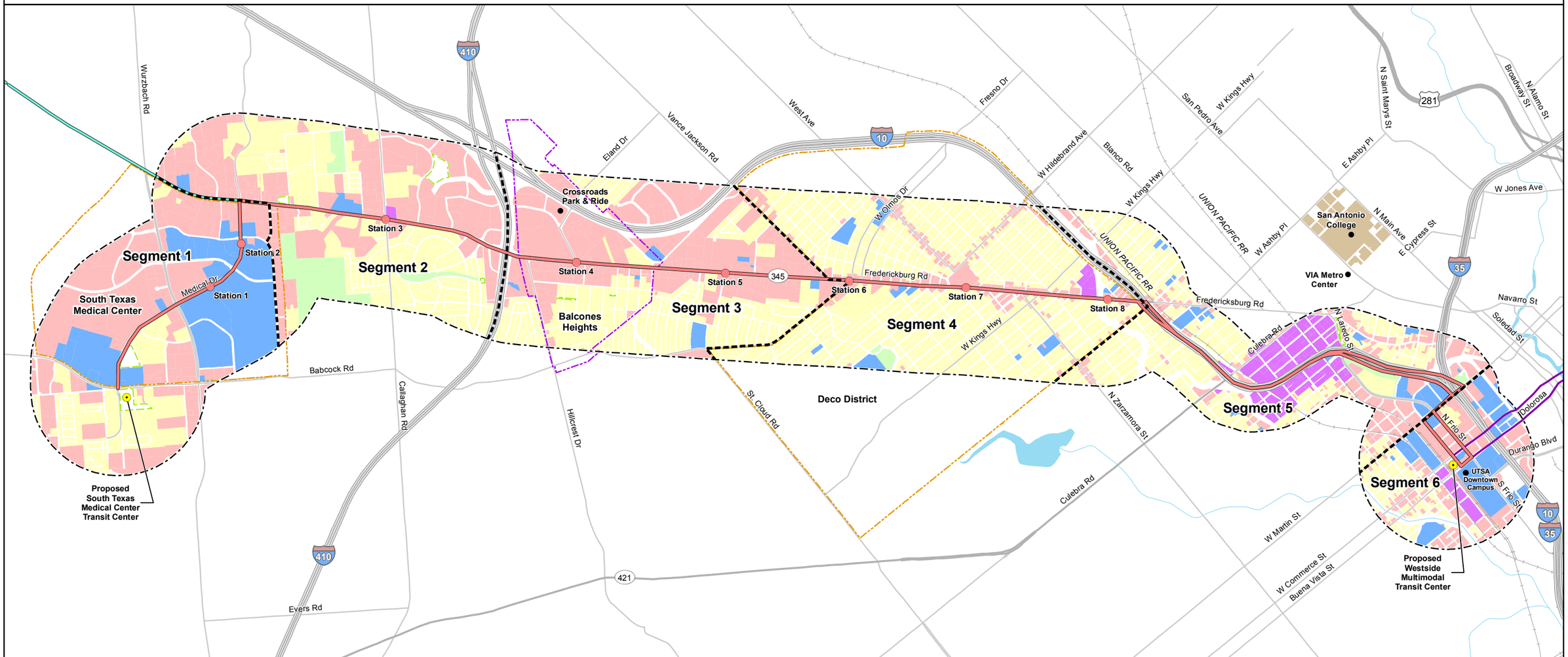
Figure 3.1-1
Land Use in the VIA Primo Study Area



Visual Assesment Segment
Proposed VIA Primo Station
Proposed Transit Center
Proposed VIA Primo Route
Study Area

Proposed Downtown VIA Primo Circulator Route
Proposed VIA Primo UTSA Extension
Interstate
US Route
State Route

Rail
Water Body

Land Use:
Commercial
Civic
Industrial
Residential
Open Space/Undeveloped
Recreational/Park

Source: Bexar Appraisal District, 2007;
URS, 2008.

URS

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Table 3.1-1 Existing Land Use in the VIA Primo Study Area		
Land Use Category	**Acreage**	**Percent of Total**
Commercial	1691.2	30.2%
Residential	1895.0	33.9%
Civic	469.6	8.4%
Industrial	123.6	2.2%
Open Space/Undeveloped	24.45	0.4%
Recreational/Park	103.3	1.8%
Road/Other	1291.0	23.1%
Total	**5598.04**	**100.0%**

Source: BCAD, 2007.

The VIA Primo Study Area has been divided into six segments for purposes of detailed land use analysis along the Fredericksburg Road Corridor. An attempt has been made to group similar geographic areas to provide a clear picture of sub-area trends. Figure 3.1-1 graphically depicts these sections. Detailed land use calculations for each section are described below.

Segment 1: STMCTC to Fredericksburg Road

As seen in Table 3.1-2, commercial land uses dominate this portion of the VIA Primo Study Area, with a moderate amount of residential and road/other ROW. This segment contains the highest percentage of commercial land uses in the entire corridor and is home to the STMC, which includes single-family and multi-family residential; office and retail; and hotels and entertainment uses. This segment is characterized by a mix of low-rise and mid-rise buildings in close proximity to Medical Drive and other area roadways.

Table 3.1-2 Existing Land Use – Segment 1		
Land Use Category	**Acreage**	**Percent of Total**
Commercial	463.2	44.8%
Residential	161.5	15.6%
Civic	284.0	27.5%
Industrial	0.0	0.0%
Open Space/Undeveloped	13.4	1.3%
Recreational/Park	0.0	0.0%
Road/Other	110.7	10.7%
Total	**1,032.9**	**100.0%**

Source: BCAD, 2007.

Segment 2: Medical Drive to IH-410

As seen in Table 3.1-3, commercial and residential land uses dominate this portion of the VIA Primo Study Area. This segment is characterized by buildings located a considerable distance from Fredericksburg Road and other area roadways. Additionally, this segment contains the highest amount of recreational/park land uses due to the Oak Hills Country Club.

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Table 3.1-3 Existing Land Use – Segment 2		
Land Use Category	**Acreage**	**Percent of Total**
Commercial	422.9	39.7%
Residential	367.2	34.5%
Civic	12.2	1.1%
Industrial	2.5	0.2%
Open Space/Undeveloped	9.6	0.9%
Recreational/Park	87.9	8.3%
Road/Other	162.1	15.2%
Total	1,064.4	100.0%

Source: BCAD, 2007

Segment 3: IH-410 to Babcock Road

As seen in Table 3.1-4, commercial, residential, and road/other ROW land uses dominate this portion of the VIA Primo Study Area. This segment is home to the COBH, which includes a mixture of strip commercial and multi-family residential development. Crossroads of San Antonio Mall is also located in this segment along with several other large retailers. This segment is also characterized by buildings located a considerable distance from Fredericksburg Road.

Table 3.1-4 Existing Land Use – Segment 3		
Land Use Category	**Acreage**	**Percent of Total**
Commercial	461.6	44.0%
Residential	323.8	30.8%
Civic	16.0	1.5%
Industrial	0.0	0.0%
Open Space/Undeveloped	0.6	0.1%
Recreational/Park	0.0	0.0%
Road/Other	247.7	23.6%
Total	1,049.8	100.0%

Source: BCAD, 2007

Segment 4: Babcock Road to IH-10

As seen in Table 3.1-5, residential land uses are dominant in this portion of the VIA Primo Study Area with the highest percentage of residential land uses in the entire corridor. This segment includes the Deco District, with a distinctive mix of commercial, residential, retail, and office space in close proximity to Fredericksburg Road.

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Table 3.1-5 Existing Land Use – Segment 4		
Land Use Category	**Acreage**	**Percent of Total**
Commercial	98.1	8.6%
Residential	695.5	61.2%
Civic	30.4	2.7%
Industrial	9.0	0.8%
Open Space/Undeveloped	0.0	0.0%
Recreational/Park	6.7	0.6%
Road/Other	297.1	26.1%
Total	1,136.7	100.0%

Source: BCAD, 2007

Segment 5: IH-10 to Martin Street

As seen in Table 3.1-6, commercial and residential land uses dominate this portion of the VIA Primo Study Area. This segment is characterized by buildings located a considerable distance from IH-10 and its associated local surface streets. IH-10 is the dominant transportation feature in this segment, along with the Union Pacific Railroad tracks. This segment contains the highest percentage of road/other land uses in the entire corridor.

Table 3.1-6 Existing Land Use – Segment 5		
Land Use Category	**Acreage**	**Percent of Total**
Commercial	126.4	14.1%
Residential	294.1	32.9%
Civic	35.6	4.0%
Industrial	99.4	11.1%
Open Space/Undeveloped	0.9	0.1%
Recreational/Park	8.2	0.9%
Road/Other	329.2	36.8%
Total	893.6	100.0%

Source: BCAD, 2007

Segment 6: Martin Street to the WSMTC

As seen in Table 3.1-7, road/other, commercial, and civic land uses dominate this portion of the VIA Primo Study Area. This segment is home to the UTSA downtown campus and several Bexar County/COSA facilities. This segment is characterized by a mix of low-rise and mid-rise buildings in close proximity to Martin Street, Medina Street, North Frio Street, and other area roadways.

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Table 3.1-7 Existing Land Use – Segment 6		
Land Use Category	**Acreage**	**Percent of Total**
Commercial	119.0	28.3%
Residential	52.9	12.6%
Civic	91.3	21.7%
Industrial	12.7	3.0%
Open Space/Undeveloped	0.0	0.0%
Recreational/Park	0.5	0.1%
Road/Other	144.3	34.3%
Total	420.7	100.0%

Source: BCAD, 2007

Development Trends

As previously stated, the VIA Primo Study Area is heavily urbanized as illustrated on Figure 3.1-1 and shown above in Tables 3.1-2 through 3.1-7. In-fill development on the small parcels of undeveloped land that are interspersed throughout the VIA Primo Study Area may occur in the future depending upon market conditions. Commercial development permits within the VIA Primo Study Area, as obtained from the COSA for 2006 through 2008, provides a good indicator of development trends in the Fredericksburg Road Corridor. Figure 3.1-2 shows the geographic distribution of the 64 permits issued over the three-year period.

Socioeconomics

This section contains data pertaining to socioeconomic conditions in the VIA Primo Study Area. This data serves as a basis for analyzing potential socioeconomic impacts, as well as potential impacts to minority and low-income populations. Existing and forecast data was obtained from the SA-BC MPO TAZs, while historical socioeconomic data was obtained from the U.S. Census Bureau Block Groups within the VIA Primo Study Area.

Population

Table 3.1-8 provides population characteristics based on year 2005, 2015, and 2035 data. The SA-BC MPO develops existing and forecasted projections of population within the VIA Primo Study Area. The approved forecasts began in 2005 and extend to year 2035. The SA-BC MPO has developed sub-regions called TAZs for forecasting purposes. According to the SA-BC MPO, 78,829 people resided within the VIA Primo Study Area in year 2005. This represented approximately 5.3 percent of the Bexar County population in 2005. The SA-BC MPO estimates the population of the VIA Primo Study Area to increase by 2,287 persons between 2005 and 2035, resulting in a three percent increase. This increase represents a relatively slow population growth through 2035 because the majority of this area is heavily urbanized with limited in-fill development potential. However, substantial growth is forecasted for the remainder of Bexar County with a 14.4 percent increase through 2015 and a 41 percent increase projected by 2035.

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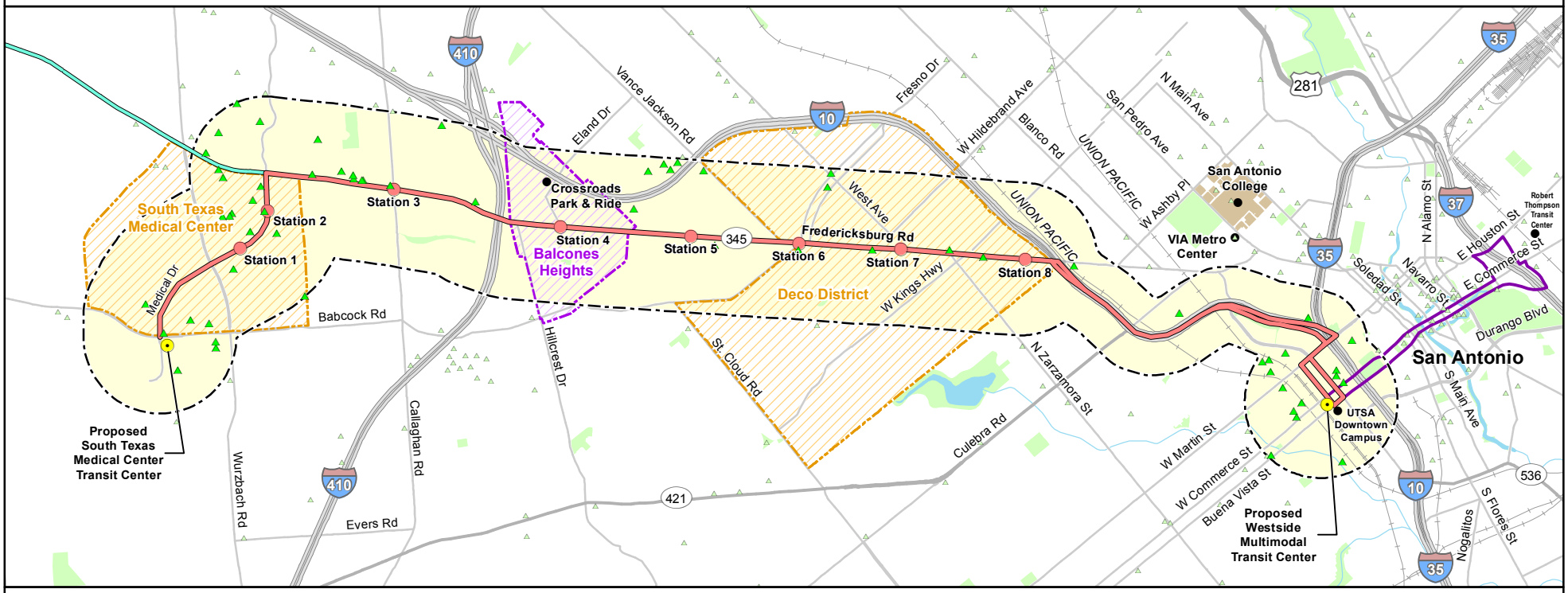
Figure 3.1-2
Commercial Building Permits in the VIA Primo Study Area



- Commercial Building Permit Within the Study Area
- Commercial Building Permit Outside the Study Area
- Proposed VIA Primo Station
- Proposed Transit Center
- Proposed VIA Primo Route
- Proposed Downtown VIA Primo Circulator Route
- Proposed VIA Primo UTSA Extension
- Study Area
- Interstate
- US Route
- State Route
- Major Road
- Rail
- Water Body
- Park

Source: City of San Antonio GIS, 2009.

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Table 3.1-8 Year 2005, 2015, and 2035 Population							
Location	**Year 2005 Population**	**Year 2015 Population**	**Change (+/-)**	**Percent Change**	**Year 2035 Population**	**Change (+/-)**	**Percent Change**
VIA Primo Study Area	78,829	80,131	+1,302	+1.7 %	81,116	+2,287	+3 %
Bexar County	1.52 million	1,739,351	+219,350	+14.4 %	2.15 million	+627,700	+41 %

Source: SA-BC MPO, 2008.

The VIA Primo Study Area comprises only one percent of Bexar County's total geographic area. However, the VIA Primo Study Area's population density is nearly five times that of Bexar County as a whole. Eight of the 62 TAZs within the VIA Primo Study Area have a population density less than the Bexar County average of 5,995 persons per square mile, while 28 TAZs have a population density greater than the Bexar County average. Population within the VIA Primo Study Area is generally most dense south of IH-410, which includes the COBH, the Deco District, and downtown San Antonio. Table 3.1-9 details average population densities for the VIA Primo Study Area and Bexar County based on 2005, 2015, and 2035 projections from the SA-BC MPO. Figures 3.1-3, 3.1-4, and 3.1-5 illustrate the 2005, 2015, and 2035 population density of the VIA Primo Study Area by TAZ.

Table 3.1-9 Year 2005, 2015, and 2035 Population Density							
Location	**Year 2005 Population Density***	**Year 2015 Population Density***	**Change (+/-)**	**Percent Change**	**Year 2035 Population Density***	**Change (+/-)**	**Percent Change**
VIA Primo Study Area	5,995	6,094	+99	+1.7 %	6,169	+174	+3 %
Bexar County	1,210	1,385	+175	+14.4 %	1,777	+567	+41 %

Source: SA-BC MPO, 2008.
Note: * persons per sq. mi.

Racial/Ethnic Composition

According to the U.S. Census Bureau, minority populations are those groups that include Black or African Americans, American Indians or Alaskan Natives, Asians, Native Hawaiian or Other Pacific Islanders, Hispanic or Latinos, and other races. These population categories were used to determine the minority percentage for each census tract/block group within the VIA Primo Study Area. People who identify their ethnicity of origin as Hispanic or Latino may be of any race. Thus, the percent Hispanic or Latino should not be added to the race as a percentage of population categories. Table 3.1-10 shows the population of the VIA Primo Study Area characterized as predominately White at nearly 70 percent. It is assumed that this number is a mix of both White persons and people of Hispanic or Latino origin. In fact, Table 3.1-10 shows the Hispanic or Latino population at nearly 74 percent within the VIA Primo Study Area compared to about 70 percent White population. Figure 3.1-6 illustrates the census block groups utilized for this analysis.

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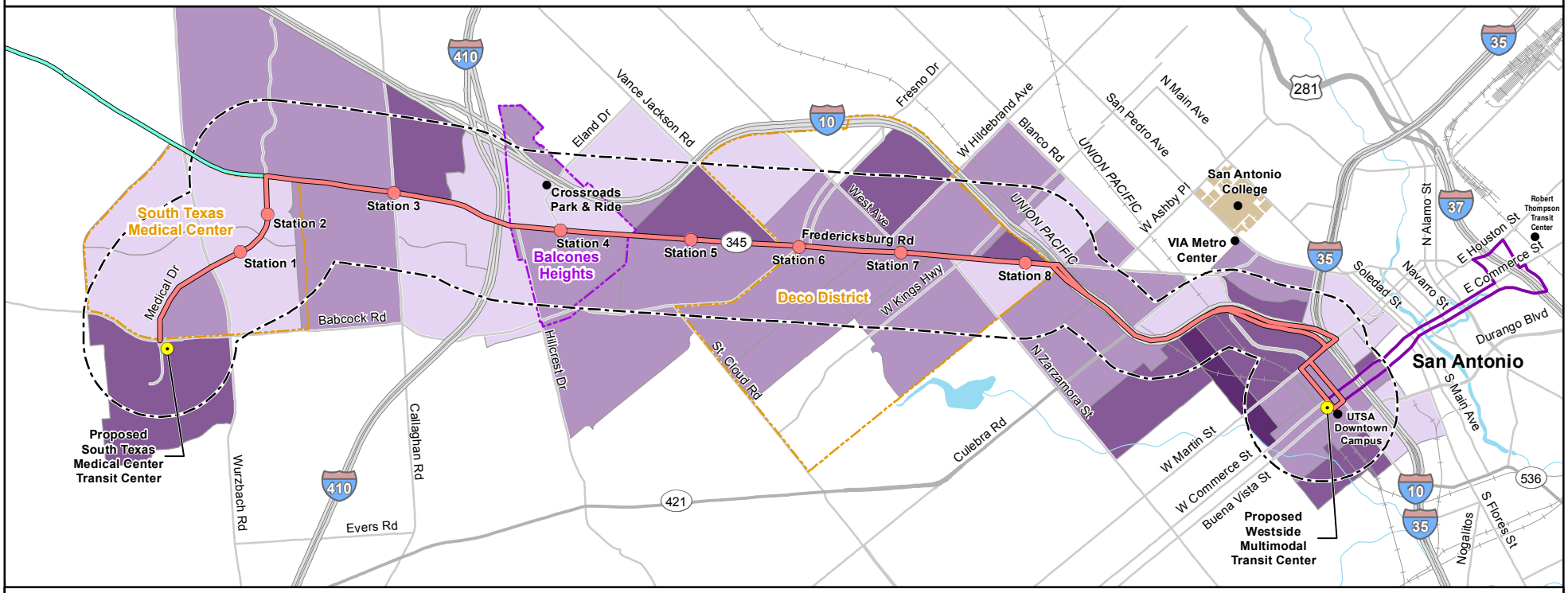
Figure 3.1-3
Year 2005 Population Density by TAZ



Year 2005 Population Density by TAZ*
- 0 - 4,500
- 4,501 - 9,000
- 9,001 - 13,500
- 13,501 - 17,645

*Persons per square mile.

- Proposed VIA Primo Station
- Proposed Transit Center
- Proposed BRT Route
- Proposed Downtown VIA Primo Circulator Route
- Proposed VIA Primo UTSA Extension
- Study Area
- Interstate
- US Route
- State Route
- Major Road
- Rail
- Water Body

Source: SA-BC MPO
(preliminary data from June 2008).

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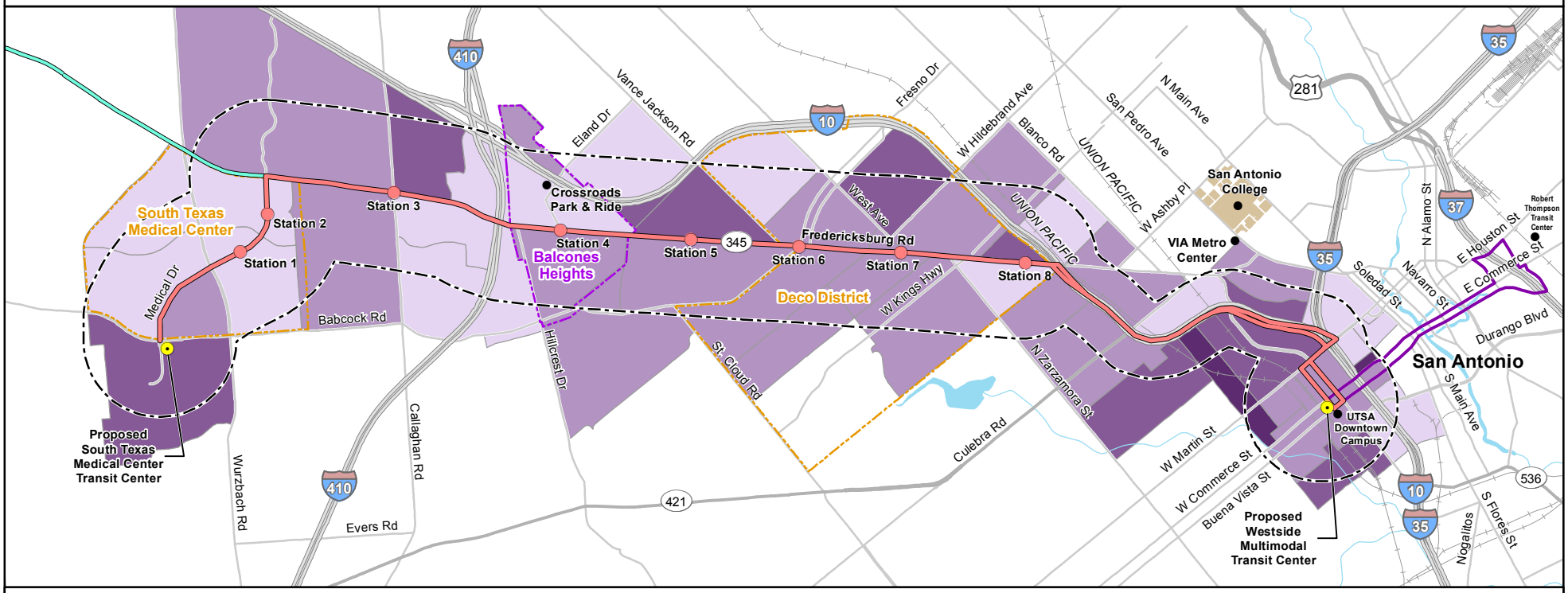
Figure 3.1-4
Year 2015 Population Density by TAZ



Year 2015 Population Density by TAZ*
- 0 - 4,500
- 4,501 - 9,000
- 9,001 - 13,500
- 13,501 - 17,666

*Persons per square mile.

- Proposed VIA Primo Station
- Proposed Transit Center
- Proposed VIA Primo Route
- Proposed Downtown VIA Primo Circulator Route
- Proposed VIA Primo UTSA Extension
- Study Area
- Interstate
- US Route
- State Route
- Major Road
- Rail
- Water Body

Source: SA-BC MPO
(preliminary data from June 2008).

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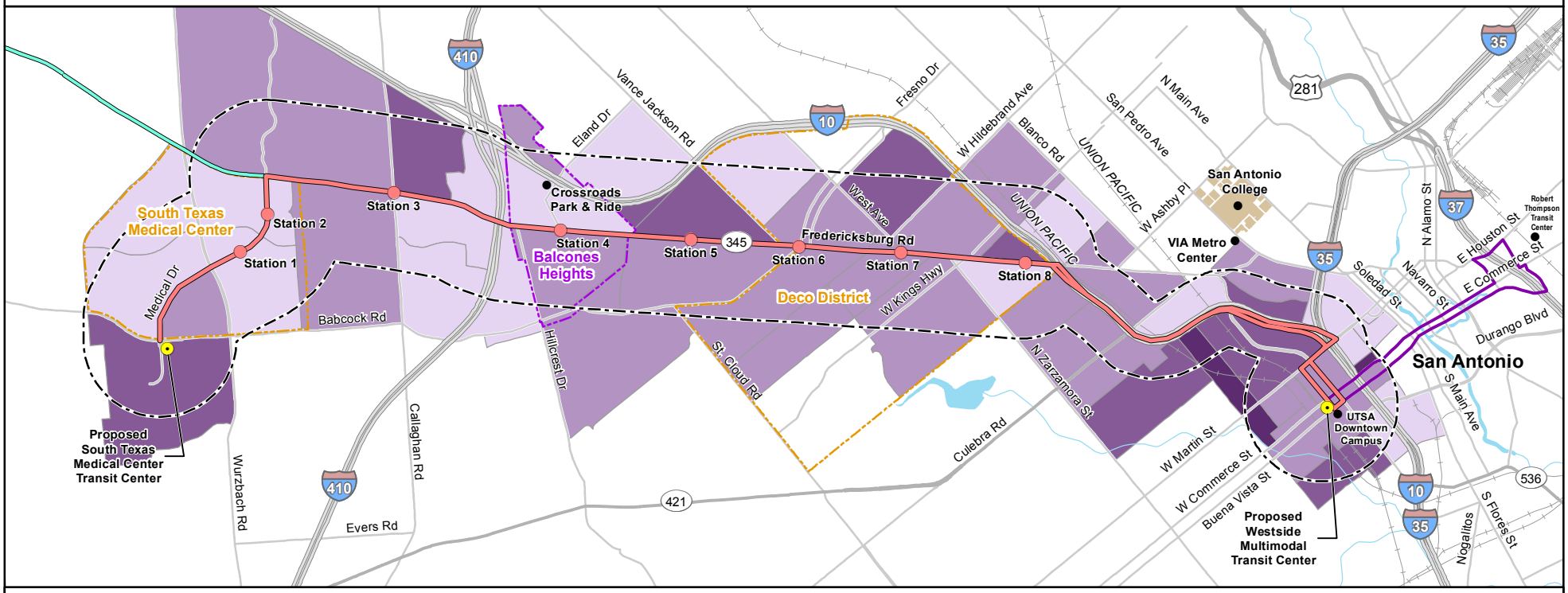
Figure 3.1-5
Year 2035 Population Density by TAZ



Year 2035 Population Density by TAZ*
- 0 - 4,500
- 4,501 - 9,000
- 9,001 - 13,500
- 13,501 - 17,792

*Persons per square mile.

- Proposed VIA Primo Station
- Proposed Transit Center
- Proposed VIA Primo Route
- Proposed Downtown VIA Primo Circulator Route
- Proposed VIA Primo UTSA Extension
- Study Area
- Interstate
- US Route
- State Route
- Major Road
- Rail
- Water Body

Source: SA-BC MPO
(preliminary data from June 2008).

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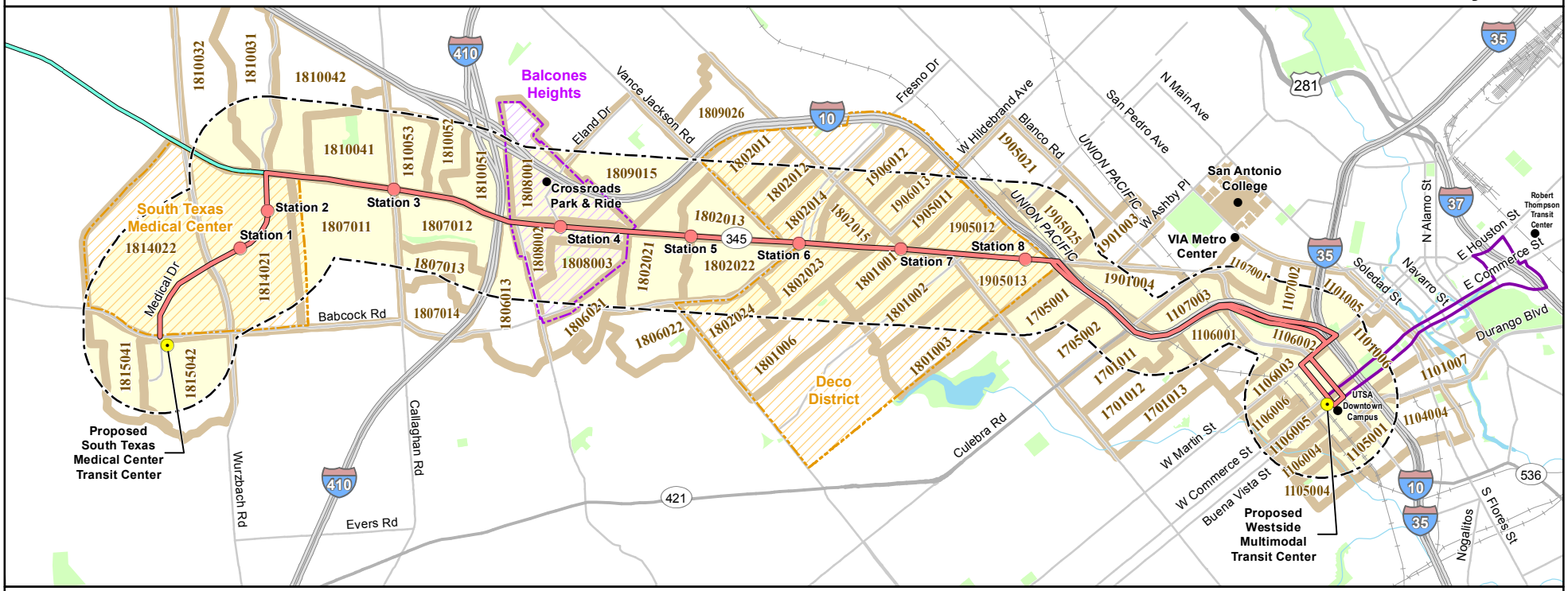
Figure 3.1-6
Year 2000 Census Block Groups in the VIA Primo Study Area



1815041 Block Group Boundary
Block Group Number

Proposed VIA Primo Station
Proposed Transit Center
Proposed VIA Primo Route
Proposed Downtown VIA Primo Circulator Route
Proposed VIA Primo UTSA Extension

Study Area
Interstate
US Route
State Route
Major Road

Rail
Water Body
Park

Source: U.S. Census, 2000.

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Table 3.1-10 Year 2000 Racial/Ethnic Composition				
County/State/ Census Tract/ Block Group	Total Population	Race As A Percentage Of Total Population		
		White Persons (percent)	Minority Persons (percent)	Persons of Hispanic or Latino Origin (percent)
110100.5	282	75.5%	24.5%	89.0%
110100.6	1,158	69.2%	30.8%	67.2%
110100.7	243	83.5%	16.5%	56.4%
110400.4	71	100.0%	0.0%	77.5%
110500.1	208	71.6%	28.4%	100.0%
110500.4	1,420	30.1%	69.9%	96.8%
110600.1	365	70.1%	29.9%	100.0%
110600.2	1,152	53.6%	46.4%	96.3%
110600.3	3,403	74.8%	25.2%	69.9%
110600.4	538	92.4%	7.6%	61.3%
110600.5	291	37.5%	62.5%	97.9%
110600.6	1,339	66.3%	33.7%	77.2%
110700.1	526	69.8%	30.2%	95.6%
110700.2	1,345	58.1%	41.9%	79.3%
110700.3	15	0.0%	100.0%	100.0%
170101.1	1,428	62.3%	37.7%	87.9%
170101.2	1,549	67.3%	32.7%	94.8%
170101.3	1,376	78.1%	21.9%	100.0%
170500.1	1,187	77.9%	22.1%	95.4%
170500.2	1,107	83.2%	16.8%	87.6%
180100.1	1,009	89.3%	10.7%	76.2%
180100.2	1,464	78.2%	21.8%	71.5%
180100.3	1,426	82.6%	17.4%	84.8%
180100.6	1,131	87.4%	12.6%	71.0%
180201.1	943	72.3%	27.7%	65.2%
180201.2	904	56.7%	43.3%	83.8%
180201.3	1,744	67.6%	32.4%	81.4%
180201.4	860	74.7%	25.3%	83.3%
180201.5	685	59.3%	40.7%	90.2%
180202.1	1,469	73.7%	26.3%	70.8%
180202.2	1,273	73.1%	26.9%	65.6%
180202.3	1,599	77.6%	22.4%	85.4%
180202.4	911	78.9%	21.1%	78.4%
180601.3	1,857	69.9%	30.1%	74.6%
180602.1	609	88.0%	12.0%	77.5%
180602.2	1,887	84.7%	15.3%	48.9%
180701.1	2,868	70.7%	29.3%	42.9%
180701.2	236	100.0%	0.0%	26.3%
180701.3	297	78.8%	21.2%	25.6%
180701.4	962	63.6%	36.4%	62.2%
180800.1	997	72.7%	27.3%	72.4%
180800.2	1,247	73.7%	26.3%	60.8%
180800.3	867	71.6%	28.4%	72.4%

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Table 3.1-10 Year 2000 Racial/Ethnic Composition (Continued)				
County/State/ Census Tract/ Block Group	Total Population	Race As A Percentage Of Total Population		
		White Persons (percent)	Minority Persons (percent)	Persons of Hispanic or Latino Origin (percent)
180901.5	549	80.5%	19.5%	64.3%
180902.6	621	62.3%	37.7%	79.5%
181003.1	2,984	57.3%	42.7%	54.7%
181003.2	2,261	68.8%	31.2%	56.4%
181004.1	1,467	62.9%	37.1%	43.1%
181004.2	2,582	64.2%	35.8%	43.4%
181005.1	670	69.9%	30.1%	75.7%
181005.2	1,983	51.9%	48.1%	59.7%
181005.3	1,601	68.5%	31.5%	51.5%
181402.1	681	90.7%	9.3%	51.7%
181402.2	1,269	70.1%	29.9%	32.5%
181504.1	1,581	66.2%	33.8%	51.9%
181504.2	3,139	63.1%	36.9%	46.8%
190100.3	1,076	63.7%	36.3%	84.5%
190100.4	1,205	69.6%	30.4%	90.6%
190501.1	849	59.5%	40.5%	89.5%
190501.2	1,245	63.5%	36.5%	83.7%
190501.3	1,004	77.4%	22.6%	74.9%
190502.1	1,591	58.8%	41.2%	84.7%
190502.5	1,599	69.2%	30.8%	83.7%
190601.2	1,703	70.3%	29.7%	91.4%
190601.3	1,062	62.4%	37.6%	87.5%
Total VIA Primo Study Area	78,970	69.8%	30.2%	73.6%
Bexar County	1,392,931	68.9%	31.1%	54.3%
State of Texas	20,851,820	71.0%	29.0%	32.0%

Source: U.S. Census Bureau, 2000.
Note: (1) This table is based on U.S. Census Bureau figures that, due to rounding, may total slightly more or less than 100 percent.
(2) People who identify their origin as Hispanic or Latino may be of any race. Thus, the percent Hispanic or Latino should not be added to the race as percentage of population categories.

Employment

Employment data from the SA-BC MPO indicates that in year 2005, approximately 74,900 jobs were located within the VIA Primo Study Area, which represents approximately 10 percent of all jobs in Bexar County. Twenty-two of the 62 TAZs that comprise the VIA Primo Study Area have employment densities greater than the average for the VIA Primo Study Area. The STMC, an area that is comprised of approximately eight TAZs bounded by Callaghan Road, Babcock Road, Fredericksburg Road, and Hamilton Wolfe Road, has the highest employment density. These eight TAZs represent approximately one-third of the total employment within the VIA Primo Study Area. Table 3.1-11 provides a comparison of employment in the VIA Primo Study Area as a whole to all of Bexar County for the years 2005, 2015, and 2035.

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Table 3.1-11 Employment							
Place	**Year 2005 Employment**	**Year 2015 Employment**	**Change (+/-)**	**Percent Change**	**Year 2035 Employment**	**Change (+/-)**	**Percent Change**
VIA Primo Study Area	74,944	86,131	+11,187	+15%	98,137	+23,200	+31%
Bexar County	731,325	902,659	+171,334	+23%	1.18 million	+448,675	+61%

Source: SA-BC MPO, 2008.

As shown in Table 3.1-11, the SA-BC MPO estimates that the VIA Primo Study Area's employment will increase by approximately 11,000 jobs between 2005 and 2015, resulting in a 15 percent increase, and increase by more than 23,000 jobs between 2005 and 2035, resulting in a 31 percent increase. Bexar County employment is projected to grow by more than 171,000 jobs, or 23 percent, between 2005 and 2015, and grow by more than 448,000 jobs, or 61 percent, between 2005 and 2035. Table 3.1-12 presents the Year 2015 and Year 2035 employment density projections for the VIA Primo Study Area and for Bexar County as a whole. Employment density is expected to be more than nine times greater within the VIA Primo Study Area than Bexar County as a whole. Figures 3.1-7, 3.1-8, and 3.1-9 illustrate the employment density by TAZ within the VIA Primo Study Area for the years 2005, 2015, and 2035, respectively.

Table 3.1-12 Employment Density							
Place	**Year 2005 Employment Density**	**Year 2015 Employment Density/ sq. mile**	**Change (+/-)**	**Percent Change**	**Year 2035 Employment Density/ sq. mile**	**Change (+/-)**	**Percent Change**
VIA Primo Study Area	5,699	6550	±851	+15%	7,463	1764	+31%
Bexar County	582	719	±137	+23%	940	358	+61%

Source: SA-BC MPO, 2008.

3.1.4 Long-Term Effects

No-Build Alternative

The No-Build Alternative undertakes no major transit system investments in the VIA Primo Study Area, but rather maintains the existing transportation system. Therefore, no long-term impacts related to land use or socioeconomic conditions under the No-Build Alternative are anticipated.

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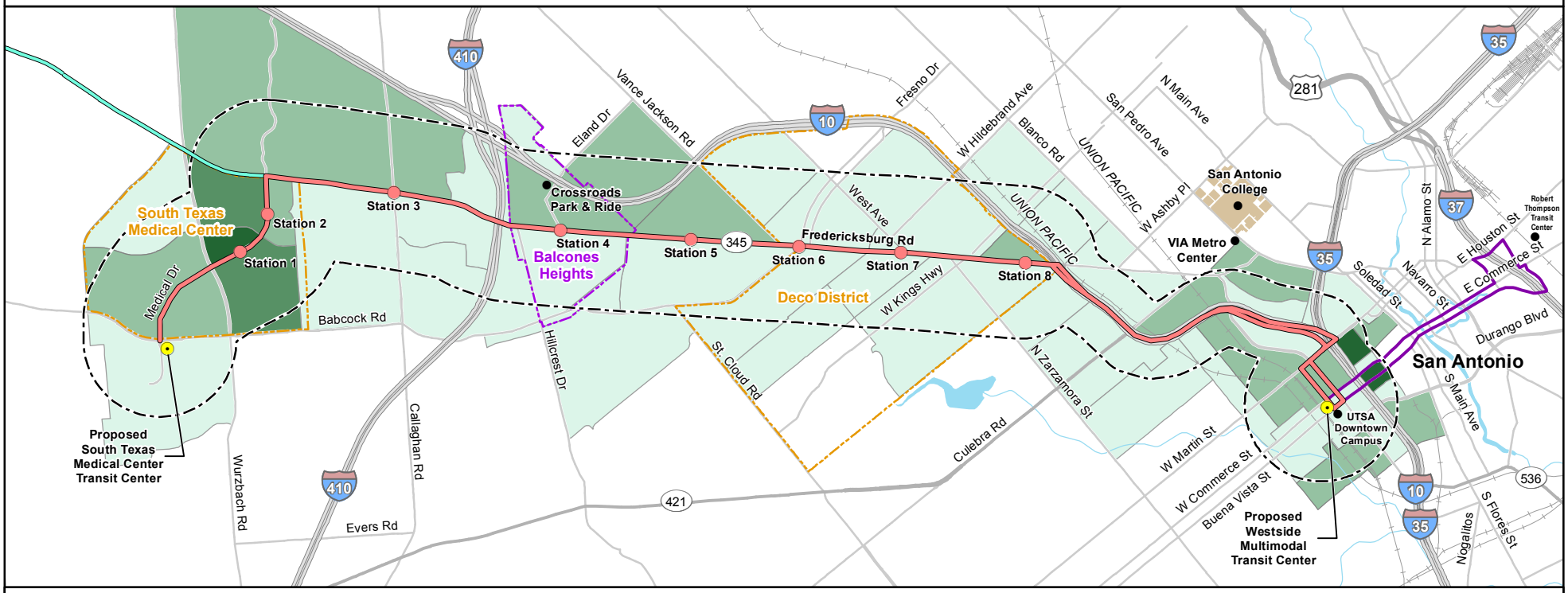
Figure 3.1-7
Year 2005 Employment Density by TAZ



Year 2005 Employment Density by TAZ*
- 90 - 5,000
- 5,001 - 20,000
- 20,001 - 50,000
- 50,001 - 78,582

*Jobs per square mile.

- Proposed VIA Primo Station
- Proposed Transit Center
- Proposed BRT Route
- Proposed Downtown VIA Primo Circulator Route
- Proposed VIA Primo UTSA Extension
- Study Area
- Interstate
- US Route
- State Route
- Major Road
- Rail
- Water Body

Source: SA-BC MPO
(preliminary data from June 2008).

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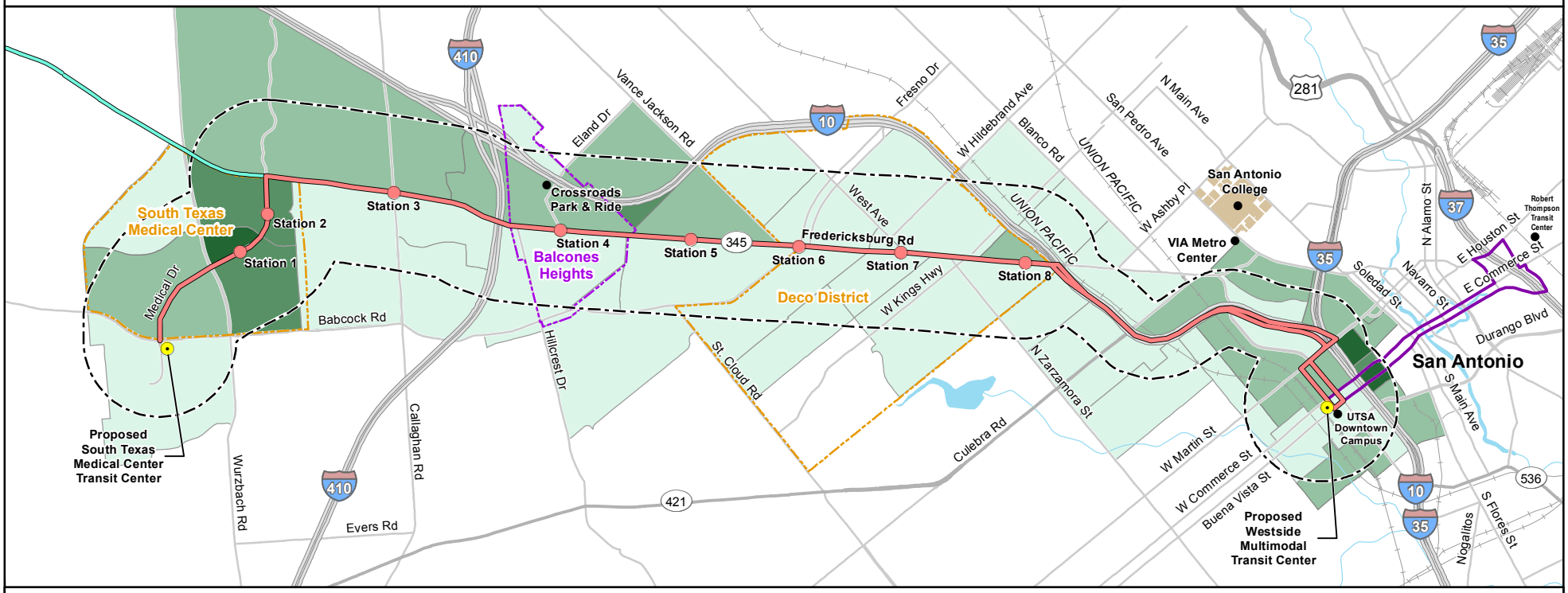
Figure 3.1-8
Year 2015 Employment Density by TAZ



Year 2015 Employment Density by TAZ*
- 90 - 5,000
- 5,001 - 20,000
- 20,001 - 50,000
- 50,001 - 82,296

*Jobs per square mile.

- Proposed VIA Primo Station
- Proposed Transit Center
- Proposed VIA Primo Route
- Proposed Downtown VIA Primo Circulator Route
- Proposed VIA Primo UTSA Extension
- Study Area
- Interstate
- US Route
- State Route
- Major Road
- Rail
- Water Body

Source: SA-BC MPO
(preliminary data from June 2008).

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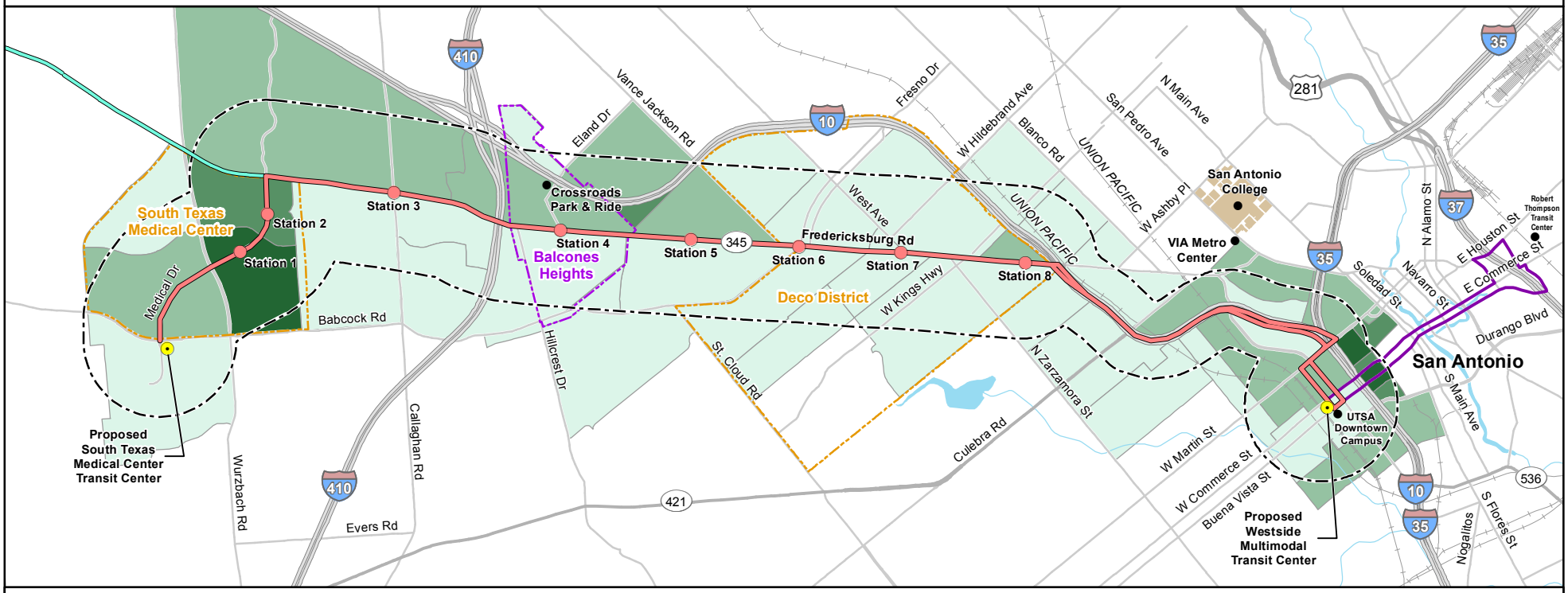
Figure 3.1-9
Year 2035 Employment Density by TAZ



Year 2035 Employment Density by TAZ*
- 187 - 5,000
- 5,001 - 20,000
- 20,001 - 50,000
- 50,001 - 101,168

*Jobs per square mile.

- Proposed VIA Primo Station
- Proposed Transit Center
- Proposed VIA Primo Route
- Proposed Downtown VIA Primo Circulator Route
- Proposed VIA Primo UTSA Extension
- Study Area
- Interstate
- US Route
- State Route
- Major Road
- Rail
- Water Body

Source: SA-BC MPO
(preliminary data from June 2008).

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VIA Primo Alternative

Land Use

Under the VIA Primo Alternative, the proposed STMCTC would involve the conversion of land from open space/undeveloped land to an active transit facility on a 7.5-acre property. The STMCTC site is bordered by Babcock Road to the east, an existing multi-family land use to the south, vacant/undeveloped land to the west, and Medical Drive to the north. There would be no displacements or relocations as a result of constructing the STMCTC as VIA currently owns this property.

Land use impacts associated with the eight proposed VIA Primo stations are discussed below. Construction of the VIA Primo stations would not result in displacements or relocations. Acquisitions and Displacements are discussed in Section 3.3.

- Station 1 – University Hospital: Located within the STMC development, medical and commercial land uses are the predominant existing land uses in the immediate vicinity of Station 1. This station would convert existing sidewalks, landscaping, and parking spaces to an active transit facility.
- Station 2 – Ewing Halsell Drive: Also located within the STMC development, medical office land uses are the predominant existing land use in the immediate vicinity of Station 2, with multi-story medical office complexes located on three of the four corners of the Ewing Halsell Drive/Medical Drive intersection. This station would convert existing sidewalks and landscaping to an active transit facility.
- Station 3 – Callaghan Road: Land uses surrounding the Callaghan Road/Fredericksburg Road intersection include commercial retail on the north, west, and south corners, and an electrical utility sub-station on the east corner. This station would convert existing sidewalks and landscaping to an active transit facility.
- Station 4 – Crossroads Boulevard: Located within the COBH, land uses surrounding the Crossroads Boulevard/Fredericksburg Road intersection are predominantly commercial retail, with a small amount of hospitality/motel. The largest commercial retail center in the immediate area is the Crossroads of San Antonio Mall. This station would require additional ROW, including the conversion of existing facilities such as sidewalks, a business driveway, parking spaces, and landscaping, to an active transit facility.
- Station 5 – De Chantle Road: Land uses adjacent to the De Chantle Road/Fredericksburg Road intersection are all commercial retail in strip shopping centers and include restaurants, Blockbuster Video, Andrea's Flowers, Cowtown Boot Company, Big Lots, and Harbor Freight Tools, among others. This proposed VIA Primo station would require additional ROW, including the conversion of existing facilities, such as sidewalks, a business driveway, parking spaces, and landscaping, to an active transit facility.
- Station 6 – Babcock Road: Land uses adjacent to the Babcock Road/Fredericksburg Road intersection are all commercial retail uses. This station would require additional ROW, including the conversion of existing

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facilities, such as sidewalks, a business driveway, parking spaces, and landscaping, to an active transit facility.

- Station 7 – Mary Louise Drive: Located within the Deco District, land uses in the vicinity of the Mary Louise Drive/Fredericksburg Road intersection include a mix of commercial retail and multi-family housing. This station would require additional ROW and would convert existing sidewalks and landscaping to an active transit facility.
- Station 8 – Huisache Avenue: Land uses adjacent to the Huisache Avenue/Fredericksburg Road intersection include a mix of single-family, commercial, and vacant land uses. This station would require additional ROW and would convert existing sidewalks, a business driveway, and landscaping to an active transit facility.

Under the VIA Primo Alternative, the proposed WSMMTC would involve the conversion of land from open space/undeveloped land to an active transit facility on a 3.6-acre property. The WSMMTC site is bordered by Houston Street to the north, Medina Street to the east, Buena Vista Street to the south, and a Union Pacific Railroad track to the west. The WSMMTC site consists of two parcels – parcels 102531 and 102537. Parcel 102531 is a vacant/undeveloped parcel, while parcel 102537 contains the historic IGN Railroad Depot, which currently houses the Generations FCU, surrounded by paved surface parking lots. Additionally, the WSMMTC would require the use of Commerce Street ROW, as the WSMMTC would cross underneath the Commerce Street bridge, south of the IGN Railroad Depot. Development of the WSMMTC would result in the displacement and relocation of the Generations FCU. However, the historic IGN Depot would be returned to its original transportation use.

The VIA Primo Alternative is not likely to generate new regional growth, but could result in changes to the land use and development patterns near the transit centers and eight proposed VIA Primo stations. Vacant storefronts and commercial buildings exist within the Fredericksburg Road Corridor. Most of these vacant buildings have been unoccupied for some time. However, there is a recent trend towards redevelopment of these buildings throughout the area, especially within the Deco District. In the Deco District, entire shopping centers are in various stages of remodeling in an attempt to preserve the unique district and attract further development/redevelopment. In addition to redevelopment in the Deco District, the STMC district is experiencing continued growth in medical, office, and commercial land uses. Despite pockets of development/redevelopment, new commercial and residential developments along a majority of the corridor are anticipated to be minimal. However, much of the area is primed for redevelopment, as many historic-age and unique buildings exist throughout the corridor. The VIA Primo Alternative would enhance the image of the area and would likely result in increased development/redevelopment, especially potential TOD adjacent to the proposed VIA Primo stations.

The VIA Primo Alternative would result in a substantial public investment in the Fredericksburg Road Corridor. This investment could be a catalyst for other long-term public investments. The VIA Primo Alternative is consistent with the plans of governmental and quasi-governmental entities and community organizations. Additionally, the proposed VIA Primo could play an important role in providing regional transportation choices and in improving regional quality of life, community image, and overall mobility on the northwest side of San Antonio. The extent to which the VIA Primo Alternative would attract new

growth to the Fredericksburg Road Corridor or result in a redistribution of projected local growth would depend on favorable market conditions and supportive public policies.

Therefore, no substantial adverse impacts related to land use conditions under the VIA Primo Alternative are anticipated.

Socioeconomics

The STMCTC would not impact the socioeconomic composition of the Fredericksburg Road Corridor. Since no buildings would be displaced by the STMCTC, a disruption of established communities would not take place.

As seen in Tables 3.1-8 and 3.1-11, the SA-BC MPO predicts slow population growth and substantial employment growth for the VIA Primo Study Area from 2005 to 2015. With large employment centers located at the northwest and southeast VIA Primo termini (STMC and downtown, respectively) a large percentage of the predicted employment growth is likely to occur within the VIA Primo Study Area. This could potentially contribute to future VIA Primo ridership. Additionally, since no substantial influx of people would be attributed to the proposed VIA Primo, a regional population shift is not expected.

The WSMMTC would also not impact the socioeconomic composition of the Fredericksburg Road Corridor. Since no buildings would be displaced by the WSMMTC, a disruption of established communities would not take place.

Therefore, no substantial adverse impacts related to socioeconomics under the VIA Primo Alternative are anticipated.

3.1.5 Short-Term Construction Effects

No-Build Alternative

The No-Build Alternative undertakes no major transit system investments in the VIA Primo Study Area, but rather maintains the existing transportation system. Therefore, no short-term impacts related to land use or socioeconomic conditions under the No-Build Alternative are anticipated.

VIA Primo Alternative

Land Use

Possible short-term construction impacts to land use that are associated with the two proposed transit centers and the eight proposed VIA Primo stations include inconvenience to customers of businesses, clients of community facilities, and worshipers at the numerous places of worship within the VIA Primo Study Area, in addition to possible restrictions to access for employees of affected businesses. Furthermore, where the grid pattern of streets near a station construction site is discontinuous, residents could experience traffic delays in getting in and out of their neighborhoods due to street closures during construction. However, due to the limited impact area, short construction duration, and the development of traffic control plans, such as a traffic management plan and a construction sequencing plan, no substantial impacts are anticipated.

Socioeconomics

The STMCTC, the eight proposed VIA Primo stations, and the WSMMTC would not impact the socioeconomic composition of the Fredericksburg Road Corridor during the short-term construction period. Since no buildings would be displaced by any of the stations, a disruption of established communities would not take place. No impacts are anticipated.

No substantial influx of people would be attributed to the VIA Primo Alternative during the short-term construction period. Therefore, a regional population shift is not expected, and no substantial impacts are anticipated.

3.1.6 Mitigation

No-Build Alternative

No substantial adverse impacts related to land use or socioeconomics under the No-Build Alternative are anticipated. Therefore, no mitigation is required.

VIA Primo Alternative

No substantial adverse impacts related to land use or socioeconomics under the VIA Primo Alternative are anticipated. Therefore, other than standard construction practices, no further mitigation is required.

3.2 NEIGHBORHOOD, COMMUNITY SERVICES AND COMMUNITY COHESION

3.2.1 Legal and Regulatory Context

Neighborhoods

NEPA (42 United States Code [USC] 4321) and other related regulations require that all actions sponsored, funded, permitted, or approved by Federal agencies undergo planning studies in order to ensure that environmental considerations, such as impacts to neighborhoods, are given due weight in project decision-making. Neighborhoods are generally regulated by either mandatory homeowners associations or are represented by voluntary neighborhood associations. Development trends and zoning requirements are regulated through the COSA and COBH.

Community Resources

There are no NEPA regulations related to community resources, which includes schools, community facilities, and places of worship.. Issues related to community resources are regulated only by zoning and land use policies with the COSA and COBH.

3.2.2 Methodology

Neighborhoods

Neighborhood integrity is defined as the physical and social qualities that make up a well-defined neighborhood. Data from the COSA interactive maps were used to define the neighborhoods within the VIA Primo Study Area. These data was supplemented with

internet research and results from public involvement activities. Impacts related to neighborhoods and neighborhood integrity are detailed in section 3.2.4 below.

Community Resources

Community cohesion is defined as the degree and quality of social interactions and patterns among members of a community. Data were gathered from the COSA and COBH for existing conditions. In addition a field survey was conducted in March 2009 to verify and supplement this data. Impacts related to schools, community facilities, places of worship and community cohesion are detailed in section 3.2.4 below.

3.2.3 Existing Conditions

Neighborhoods

According the COSA Geographic Information Systems (GIS), 21 neighborhoods were identified within the VIA Primo Study Area. Each of these neighborhoods is described below. Figure 3.2-1 graphically depicts these neighborhoods/districts.

Village at Rustic Oaks

The Village at Rustic Oaks is a condominium complex located on Lamb Road and Rustic Park, northwest of the intersection of Medical Drive and Babcock Road. This complex contains 26 units. The median value of condos in the complex is $139,000 with a median size of 1,524 sq.ft. This community has a homeowners association.

Diamondhead Condominium

Diamondhead is a condominium complex located at 5322 Medical Drive, immediately west of the proposed STMCTC. The Diamondhead complex contains 79 units. The median value of condos in the complex is $49,760 with a median size of 663 sq.ft. Approximately 39 percent of the units are rentals. This community also has a homeowners association.

Deer Oaks Townhomes

Deer Oaks is a complex of townhomes located at 2542 Babcock Road, immediately southeast of the proposed STMCTC. The complex contains 50 townhomes. The median value of townhomes in the complex is $75,650 with a median size of 1,034 sq.ft. Approximately 34 percent of the units are rentals.

Kensington Row Condominium

The Kensington Row Condominium complex is located at the southwest corner of Fredericksburg Road and Wurzbach Road. The Kensington Row complex contains 71 condominium units. The median value of condos in the complex is $103,330 with a median size of 1,203 sq.ft. Approximately 28 percent of the condos are rentals.

Spyglass Hill Condominium

The Spyglass Hill Condominium complex has 192 units and is located east of Fredericksburg Road at 4212 Medical Drive. This 192-unit complex has a homeowners

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association. The median value of condos in the complex is $82,440 with a median size of 976 sq.ft. Approximately 47 percent of the condos are rentals.

Oakdell Manor Condominium

The Oakdell Condominium complex is located off Oak Manor Drive, to the east of Babcock Road. The complex contains 54 condominium units. The median value of condos in the complex is $73,510 with a median size of 1,120 sq.ft. Approximately 74 percent of the condos are rentals.

Mockingbird Hill

Mockingbird Hill is a residential neighborhood bounded by Chambers Road on the north, Tupelo Lane on the east, and Callaghan Road on the south. This neighborhood consists primarily of single-family homes.

Recently, the Rosemont Estate, a 20-acre estate in the middle of the Mockingbird Hill neighborhood, was purchased by the COSA and the University of the Incarnate Word. The University, which bought 7.7 acres on the site for a retreat center, will use the three-story 1930s manor as part of its center and will build new structures nearby. The City's portion of the estate will be converted to a park with picnic areas and a half-mile of asphalt walking trails, financed with $2.7 million in bonds approved by voters in 2007.

Lafayette Place

Located near the crossroads of IH-10 and IH-410, Lafayette Place is a condominium complex located at 7500 Callaghan Road, between Callaghan Road and Magic Drive, east of Fredericksburg Road. Lafayette Place contains 199 units. The median value of condos in the complex is $121,700 with a median size of 1,629 sq.ft. Approximately 22 percent of the condos are rentals. The Lafayette Place Homeowners Association has 207 members and seven board members who oversee all homeowner business.

Exeter House Condominiums

The Exeter House is a condominium complex located at 5359 Fredericksburg Road, northwest of Callaghan Road. The Exeter House contains 85 units. The median value of condos in the complex is $87,780 with a median size 1,200 sq.ft. Approximately 46 percent of the units are rentals. This community has a homeowners association.

Oak Hills

Oak Hills subdivision is a single-family home neighborhood built in the 1950s. Located west of Fredericksburg Road, north of IH-410 and east of Babcock Road, the neighborhood includes a private golf course. Oak Hills has one the largest collections, of original ranch style homes in San Antonio, with some lots as large as 1.5 acres.

Hillcrest

The Hillcrest subdivision is located south of IH-410, west of Fredericksburg Road, north of Hillcrest Drive and east of Club Hill Drive. This single-family home neighborhood was included in San Antonio's Near Northwest Community Plan.

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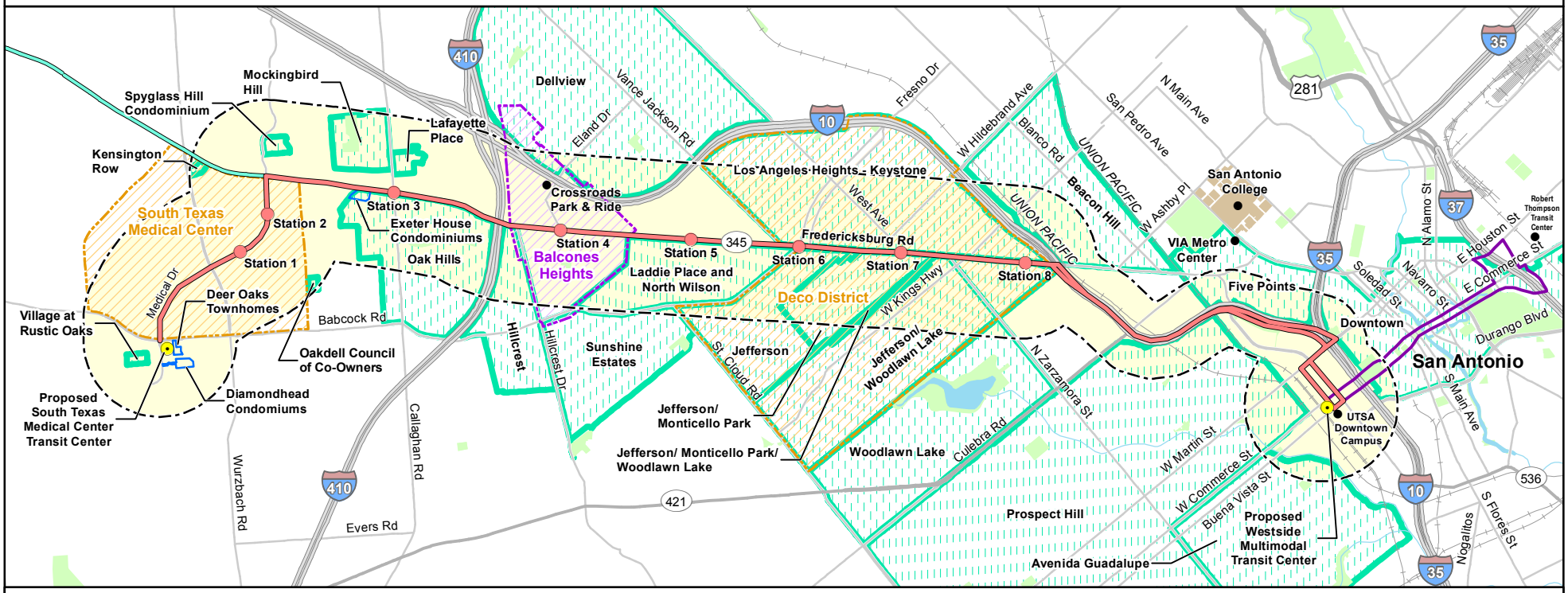
Figure 3.2-1
Neighborhoods/Districts in the VIA Primo Study Area



Balcones Heights
South Texas Medical Center, Deco District
Neighborhood Association
Condominiums
Proposed VIA Primo Station
Proposed Transit Center
Proposed VIA Primo Route
Proposed Downtown VIA Primo Circulator Route
Proposed VIA Primo UTSA Extension
Study Area
Interstate
US Route
State Route
Major Road
Rail
Water Body
Park

Sources:
South Texas Medical Center: URS, 2008.
Balcones Heights, Deco District, and Neighborhood Associations: City of San Antonio GIS, 2008.

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City of Balcones Heights

The COBH was incorporated in 1948. Home to about 3,000 residents, it consists of 0.7 square miles and is located south of IH-410 and primarily to the west of IH-10, with a small portion of the city on the east side of IH-10. One of the more recognizable landmarks in the COBH is the Crossroads of San Antonio Mall, located at 4522 Fredericksburg Road.

Dellview

The Dellview neighborhood is located east of IH-10, south of IH-410, and is bordered on the east by West Avenue. Dellview is made up primarily of single-family homes with commercial establishments located mainly along Vance Jackson Street. This neighborhood is separated from the proposed VIA Primo by major roadway infrastructure. Dellview has its own neighborhood association and is located in the North East School District.

Sunshine Estates

This single-family neighborhood is located south of Hillcrest Drive, west of Babcock Road, north of St. Cloud Road and west of Sunshine Estates.

Laddie Place and North Wilson

The Laddie Place and North Wilson neighborhoods are located south of Danville Avenue, west of Fredericksburg Road, east of Babcock Road, and north of the Babcock Road/Fredericksburg Road intersection. These neighborhoods consist of mostly single-family homes.

Jefferson

Jefferson is a single-family neighborhood bound by Babcock Road on the north, Woodlawn Avenue on the south, St. Cloud Road on the west, and Fredericksburg Road on the east. Jefferson is one of the neighborhoods addressed in the Near Northwest Community Plan, along with Los Angeles Heights/Keystone, Woodlawn Lake, and Sunshine Estates.

Thomas Jefferson High School is located within the Jefferson neighborhood. A National Register Landmark built in 1932, Thomas Jefferson High School is a key structure in this neighborhood and considered one of San Antonio's important structures.

Los Angeles Heights/ Keystone

The Los Angeles Heights/Keystone neighborhood is one of the neighborhoods addressed in the Near Northwest Community Plan, along with Jefferson, Woodlawn Lake, and Sunshine Estates. It is located west of IH-10, east of Fredericksburg Road, and north of Woodlawn Lake. This neighborhood was originally developed in the early 1900s and consists primarily of single-family homes.

Woodlawn Lake

The Woodlawn Lake neighborhood is one of the neighborhoods addressed in the Near Northwest Community Plan, along with Jefferson, Los Angeles Heights/Keystone, and Sunshine Estates. It is located south of Woodlawn Road, north of Culebra Road, and west

of Zarzamora Street. Woodlawn Lake was originally developed in the early 1900s and consists primarily of single-family homes.

Beacon Hill

This neighborhood, which is included in the Midtown Neighborhood Plan, is primarily a working class neighborhood of single-family homes, many of them Victorian in style. It is bounded by Hildebrand Avenue on the north, Fredericksburg Road on the south, Southern Pacific and Union Pacific Railroad Tracks on the west, and Southern Pacific and Union Pacific Railroad Tracks on the east. Beacon Hill has an active neighborhood association.

In 2004, the COSA began the process of designating the Beacon Hill neighborhood as a conservation district. Approved on December 15, 2005, the resultant Beacon Hill Area Neighborhood Conservation District Plan established design standards crafted to perpetuate historical arrangements of buildings, celebrate and prevent concealment of the original character of buildings, de-emphasize and conceal spaces designed for automobiles, increase the number of quality spaces designed for interaction between neighbors, and improve the visual appearance of the entire area (COSA, 2005).

Prospect Hill

Prospect Hill, on San Antonio's west side, was one of the first communities built in this area. The housing is primarily modest two-bedroom and three-bedroom homes with a mix of early 1900s and post-WWII houses. It is bordered by Culebra Road on the north, Guadalupe Street and Commerce Street on the south, 24th Street and General McMullen Drive on the west, and Comal Street and Zarzamora Street on the east. The Prospect Hill Neighborhood Association, originally founded in 1979, has been responsible for making many substantial changes in the neighborhood.

Five Points

The Five Points neighborhood is bounded by Laurel and Laredo Streets to the north, San Pedro Avenue to the east, IH-35 to the south, and IH-10 to the west. This area was first developed when San Antonio was founded in the early 1700s. Most residences in the area were built between 1880 and 1900. The character of the neighborhood was significantly changed when the interstate highways were built in San Antonio, forming a barrier that divided the neighborhood into quarters and served as a boundary to the downtown area. A Five Points Neighborhood Plan has been developed by the COSA. This plan was adopted August 6, 2009.

Downtown

The San Antonio Central Business District combines urban housing, business, government, and tourist destinations. Downtown is the heart of the city with 60,000 workers, 17,300 residents, and seven million annual visitors. Residences include single-family, multi-family, and mixed use, including historic neighborhood districts and public housing. A Downtown Neighborhood Plan has been developed by the COSA for an area that includes five downtown neighborhoods, bounded by IH-35 to the north, Monumental Street to the east, South Alamo Street/Lone Star Boulevard to the south, and Colorado Street to the west. This plan continues to be revised, via the adoption of specific neighborhood plans within the area, e.g. West Neighborhood Update Master Plan.

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Avenida Guadalupe

This historic neighborhood was included in the original 36-square-mile area that defined the city limit in 1837. This area has long been the heart of the city's Hispanic community. Although neighborhood conditions have improved in recent years, this is a neighborhood in transition with many pockets of substandard housing and commercial buildings. In 1979, the Avenida Guadalupe Association was formed to encourage community cohesion and redevelopment. A recent neighborhood plan was adopted and is still a strong component in the community.

Community Resources

This section lists and describes the community resources within the VIA Primo Study Area, including schools, community facilities, and places of worship.

Schools

Twenty-six existing schools (Map ID S-01 through S-26) were identified within the VIA Primo Study Area. Figure 3.2-2 graphically depicts these schools. The high percentages of economically disadvantaged students are shown in Table 3.2-1. These percentages are an example of the overall VIA Primo Study Area demographics as detailed in Section 3.1.1. Although some of the neighborhoods described above are located in the North East Independent School District and the North Side Independent School District, the public schools within the VIA Primo Study Area are all in the San Antonio Independent School District.

Table 3.2-1 Schools within the VIA Primo Study Area

Name	Public or Private	Address	Enrollment/ Grade Levels	Economically Disadvantaged (percent)	Distance from Alignment (feet)	Map ID
San Antonio Preparatory Academy	public	8308 Fredericksburg Road	284/ Pre-K to 8	44.4%	1,685	S-1
City Church Academy	private	8308 Fredericksburg Road	12 / 1-11	N/A	1,685	S-2
Country Home Learning Center	private	8155 Fredericksburg Road	N/A / Pre-K to 7	N/A	1,230	S-3
Ferrari Head Start	private	5205 Fredericksburg Road	N/A / N/A	N/A	140	S-4
Ewing Education Center	private	201 Meredith Drive	20	N/A	890	S-5
Career Point College	private	485 Spencer Lane	Vocational school	N/A	240	S-6
Premier High School	public	3622 Fredericksburg Road	176/ K to 12	N/A	340	S-7

Table 3.2-1 Schools within the VIA Primo Study Area (Continued)						
Name	**Public or Private**	**Address**	**Enrollment/ Grade Levels**	**Economically Disadvantaged (percent)**	**Distance from Alignment (feet)**	**Map ID**
Maverick Elementary School	public	107 Raleigh Place	642/ Pre-K to 5	79.8%	1,890	S-8
Whittier Academy Middle School	public	2101 Edison Drive	776/ 6 to 8	89.9%	1,090	S-9
Fredericksburg Head Start Center		3606 Fredericksburg Road	N/A / N/A	N/A	200	S-10
Franklin Elementary School	public	1915 Olmos Street	552/ Pre-K to 5	85.9%	1,800	S-11
Redeemer Lutheran Church & School	private	2507 Fredericksburg Road	78/K to 8	N/A	30	S-12
Thomas Jefferson High School	public	723 Donaldson Avenue	1912/ 9 to 12	80.2%	2,220	S-13
Vogue College of Cosmetology	private	1836 Fredericksburg Road	Private Cosmetology School	N/A	95	S-14
Academy of Nurses Assistants	private	1822 Fredericksburg Rd/8130 Fredericksburg Road	Private nurse training school	N/A	25	S-15
Woodlawn Elementary School	public	1717 Magnolia Avenue	564/ Pre-K to 5	87.9%	1,260	S-16
Beacon Hill Elementary School	public	1411 W. Ashby Place	494/ Pre-K to 5	94%	145	S-17
KIPP Aspire Academy	public	1401 West Ave.	353/ 5 to 8	100%	780	S-18
Higgs Carter King Gifted & Talented Charter Academy	private	511 Fredericksburg Road	525 / Pre-K to 12	N/A	1,780	S-19
Bryan Texas Campus High School	public	1325 N. Flores Street	18/ 7 to 11	N/A	240	S-20
Positive Solutions Charter High School	public	1325 N. Flores Street	161/ 9 to12	N/A	240	S-21

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Table 3.2-1 Schools within the VIA Primo Study Area (Continued)						
Name	**Public or Private**	**Address**	**Enrollment/ Grade Levels**	**Economically Disadvantaged (percent)**	**Distance from Alignment (feet)**	**Map ID**
Austin Academy	public	621 W. Euclid Avenue	289/ Pre-K to 8	91%	1,085	S-22
UTSA	public	301 S. Frio Street	6,400/ University	N/A	150	S-23
Tafolla Middle School	public	1303 W. Durango Blvd. 78207	743/ 6 to 8	85.5%	1,925	S-24
Navarro Academy High School	public	623 Pecos Street	199/ 9 to12	89.4%	1,580	S-25
Navarro, Jose Antonio, Elementary School	public	623 S. Pecos Street	47/ Pre to K	N/A	1,580	S-26

Sources: Texas Education Agency, 2007-2008, http://www.publicschoolreview.com, accessed 14 May 2009,; COSA, 2009; COBH, 2009; URS, 2009.

Community Facilities

Thirty-seven community facilities were identified within the VIA Primo Study Area. These include: 15 health facilities, including hospitals (Map ID H-1 through H-15); six community service centers and local government facilities (Map ID CM-1 through CM-6); three fire stations (Map ID F1 through F3); two post offices (Map ID PO-1 and PO-2); three government buildings (Map ID G-1 through G-3); three police departments/stations (Map ID P-1 through P-3); and five day care facilities (Map ID DC-1 through DC-5). Figure 3.2-3 graphically depicts these community facilities. As detailed in Table 3.2-2, nine of the facilities are located within 100 feet of the proposed VIA Primo.

Table 3.2-2 VIA Primo Study Area Community Facilities				
Map ID #	**Name**	**Address**	**Type**	**Distance from Alignment (Feet)**
H-1	Methodist Specialty and Transplant Hospital	8026 Floyd Curl Drive	Health	1,500
H-2	Warm Springs Rehabilitation Hospital	5101 Medical Drive	Health	860
H-3	St. Luke's Baptist Hospital	7930 Floyd Curl Drive	Health	1,240
H-4	Cancer Therapy and Research Center	7979 Wurzbach Road	Health	680
H-5	Christus Santa Rosa Rehabilitation and Medical Center	2827 Babcock Road	Health	140
H-6	Christus Santa Rosa Rehab Center – Medical	2700 Babcock Road	Health	670

Table 3.2-2 VIA Primo Study Area Community Facilities (Continued)				
Map ID #	**Name**	**Address**	**Type**	**Distance from Alignment (Feet)**
H-7	University Hospital/Clinic	4502 Medical Drive	Health	300
H-8	Methodist Hospital and Children's Hospital	7700 Floyd Curl Drive	Health	50
H-9	Hospice Care at Heartland Home Health Care and Hospice	5360 Fredericksburg Road	Health	90
H-10	Murphy VA Medical Center	7400 Merton Minter Street	Health	1,360
H-11	South Texas Blood and Tissue Center	100 N. Crossroads Boulevard	Health	300
H-12	WIC /Metro Health	3606 Fredericksburg Road	Health	70
H-13	University Health Center – Downtown	527 N. Leona Street	Health	270
H-14	Santa Rosa Childrens Hospital	315 N. San Saba Street	Health	470
H-15	Santa Rosa Hospital	333 N. Santa Rosa Street	Health	330
CM-1	Balcones Heights Municipal Building	3300 Hillcrest Drive	Civic	365
CM-2	Goodwill Job Center	3401 Fredericksburg Road	Civic	20
CM-3	Youth Center	1217 Poplar Street	Civic	25
CM-4	San Antonio Independent School District Food	806 N. Salado Street	Civic	135
CM-5	San Antonio Development Agency	610 N. Long Street	Civic	55
CM-6	San Antonio Natatorium	1430 W. Durango Boulevard	Civic	2,575
F-1	Fire Station #32	2235 Babcock Road	Fire	2,320
F-2	Balcones Heights Fire Department	111 Altgelt Lane	Fire	225
F-3	Fire Station # 11	323 S. Frio Street	Fire	690
PO-1	U.S. Postal Service	4835 Medical Drive	Civic	100
PO-2	U.S. Postal Service	600 N. Frio Street	Civic	470
G-1	Bexar County Adult Detention Center	200 N. Comal Street	Civic	785

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Table 3.2-2 VIA Primo Study Area Community Facilities (Continued)				
Map ID #	**Name**	**Address**	**Type**	**Distance from Alignment (Feet)**
G-2	Court Building	401 S. Frio Street	Civic	780
G-3	COSA Fleet Maintenance and Operations	329 S. Frio Street	Civic	435
P-1	Balcones Heights Police Department	3300 Hillcrest Drive	Civic	365
P-2	County Sheriff	200 N. Comal Street	Police	485
P-3	Police Department	401 S. Frio Street	Police	1,210
DC-1	Kids Campus Child Care	8036 Fredericksburg Road	Child Day Care	470
DC-2	Lil' Dragon Again Childcare Center	3655 Fredericksburg Road	Child Day Care	285
DC-3	Casa De Amistad Adult Day Care Center	1933 Fredericksburg Road	Adult Day Care	100
DC-4	Agape Adult Daycare Center	1414 Fredericksburg Road	Adult Day Care	100
DC-5	Over the Rainbow Christian Day Care	700 Gentleman Road	Child Day Care	1300

Source: COSA, 2009; COBH, 2009; URS, 2009.

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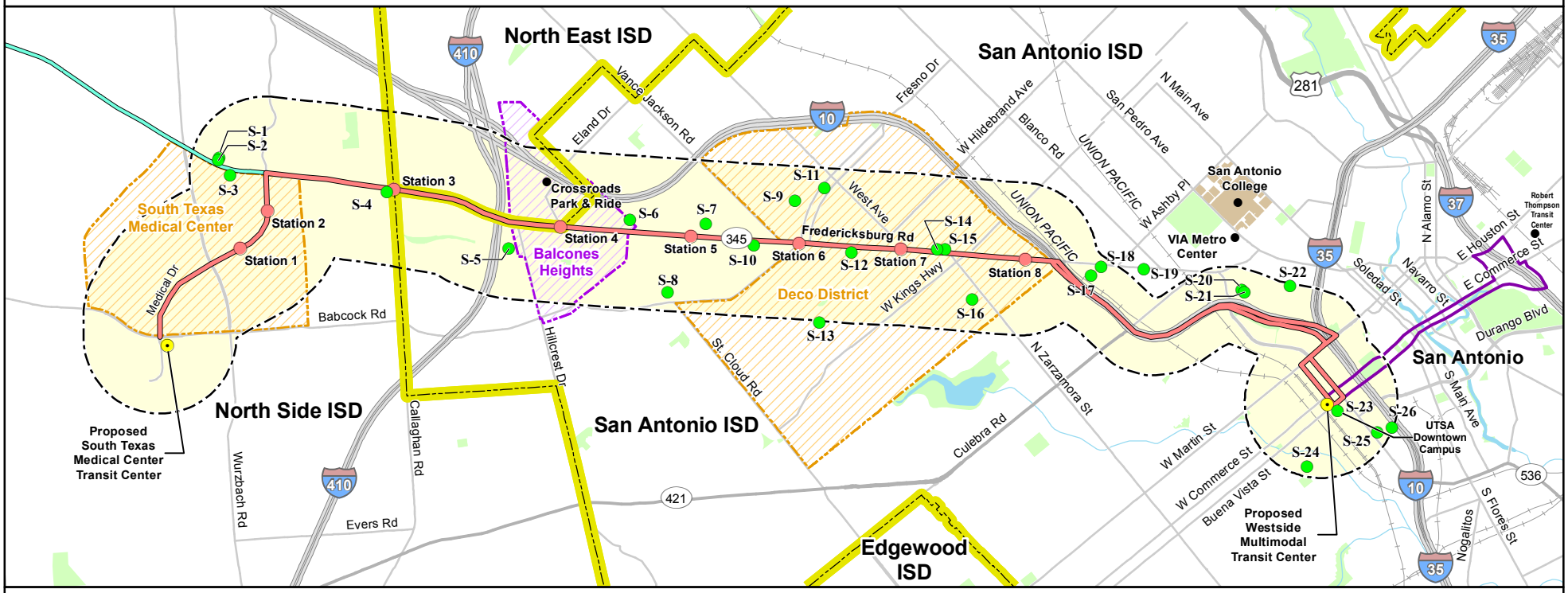
Figure 3.2-2
Schools in the VIA Primo Study Area



S-1 School
School District
Proposed VIA Primo Station
Proposed Transit Center
Proposed VIA Primo Route
Proposed Downtown VIA Primo Circulator Route
Proposed VIA Primo UTSA Extension
Study Area
Interstate
US Route
State Route
Major Road
Rail
Water Body
Park

Sources:
School Districts: City of San Antonio GIS, 2008.
Schools: URS, 2008.

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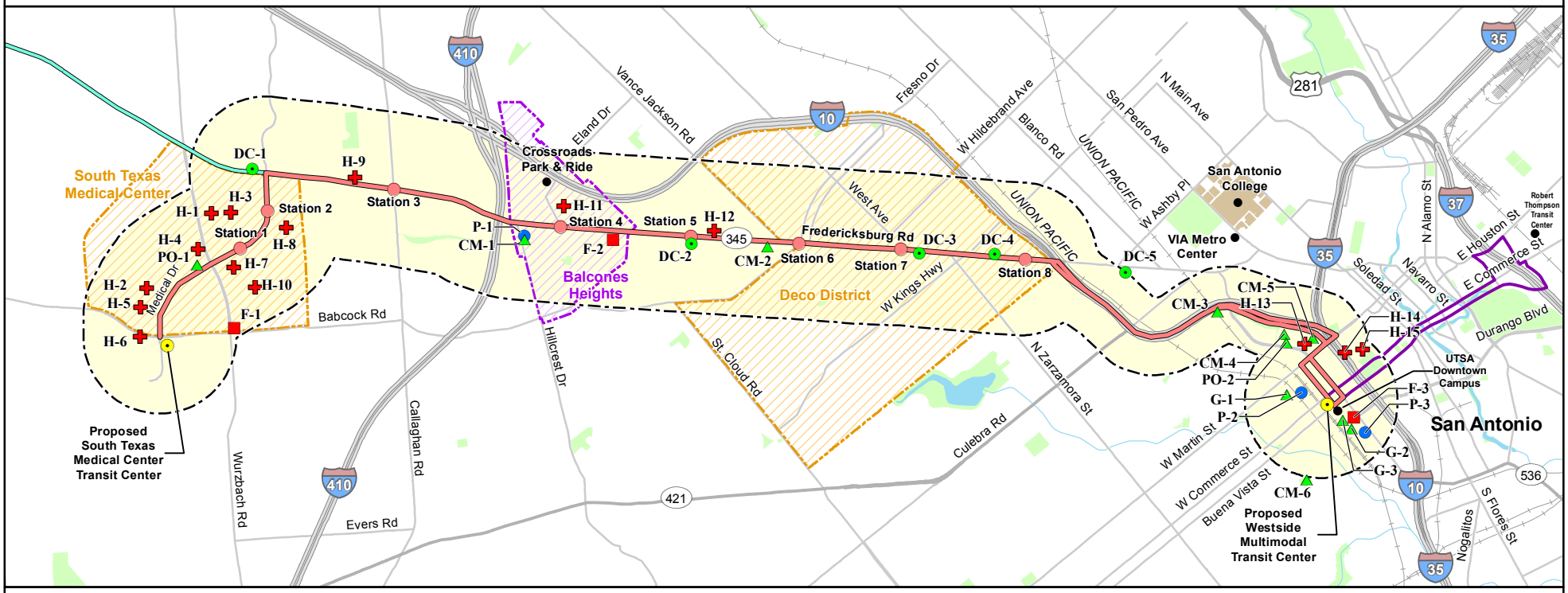
Figure 3.2-3
Community Facilities in the VIA Primo Study Area



Community Facilities:

- CM-1 Community Center
- F-1 Fire Station
- P-1 Police Station
- H-1 Medical Center
- DC-1 Day Care
- Proposed VIA Primo Station
- Proposed Transit Center
- Proposed VIA Primo Route
- Proposed Downtown VIA Primo Circulator Route
- Proposed VIA Primo UTSA Extension
- Study Area
- Interstate
- US Route
- State Route
- Major Road
- Rail
- Water Body
- Park

Source: URS, 2008, 2010.

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Places of Worship

In addition to the community facilities and schools identified above, 14 places of worship (C-1 through C-14) were identified within the VIA Primo Study Area. Table 3.2-3 and Figure 3.2-4 describe the places of worship and the distance of each from the proposed alignment. Three places of worship are located within 100 feet of the proposed VIA Primo: Trinity Episcopal Church, Redeemer Lutheran Church and School, and Ximenes Chapel.

Table 3.2-3 Places of Worship

ID #	Name	Address	Distance From the Alignment (Feet)
C-1	Former Trinity Episcopal Church	2401 Wilson	20
C-2	Northside Baptist Church	1407 West Avenue	2,225
C-3	Redeemer Lutheran Church and School	2507 Fredericksburg Road	30
C-4	Woodlawn Grace Church	1847 Huisache Avenue	1,860
C-5	Huisache Avenue Baptist Church	1339 Huisache Avenue	190
C-6	Grace Cathedral Christian Church	1001 Huisache	1,730
C-7	Greater Lincoln Park Temple	1002 W. Huisache Avenue	1,700
C-8	St. Ann's Catholic Church	210 St. Ann Street	150
C-9	Spanish Pentecostal Church	710 Lombrano Street	630
C-10	Strangers Temple Baptist Church	653 Rivas Street	1,125
C-11	Ximenes Chapel	1127 N. Laredo Street	10
C-12	San Francesco di Paola Catholic Church	205 Piazza Italia	325
C-13	Saint James A M E Church	402 N. Richter Street	1,400
C-14	United Methodist Church	300 San Fernando Street	1,985

Source: COSA, 2009, COBH, 2009; URS, 2009.

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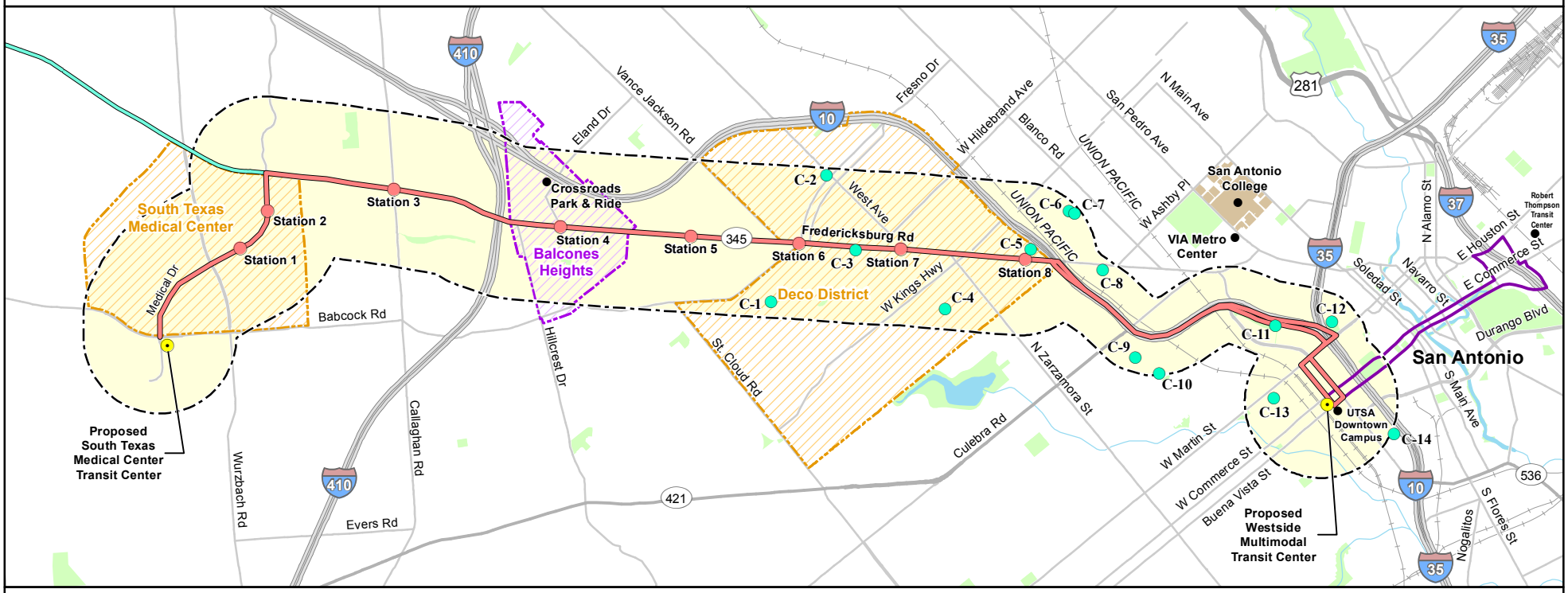
Figure 3.2-4
Places of Worship in the VIA Primo Study Area



C-1 Place of Worship
Proposed VIA Primo Station
Proposed Transit Center
Proposed VIA Primo Route
Proposed Downtown VIA Primo Circulator Route
Proposed VIA Primo UTSA Extension
Study Area
Interstate
US Route
State Route
Major Road
Rail
Water Body
Park

Source: URS, 2008.

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3.2.4 Long-Term Effects

No-Build Alternative

The No-Build Alternative undertakes no major transit system investments in the VIA Primo Study Area, but rather maintains the existing transportation system. Therefore, no long-term impacts related to neighborhoods and community facilities under the No-Build Alternative are anticipated.

VIA Primo Alternative

Neighborhoods

The proposed VIA Primo Alternative would be built generally within the existing ROW of Fredericksburg Road. Therefore, there would not be a new separation within the neighborhoods, and neighborhood integrity would not be adversely impacted.

The proposed VIA Primo Alternative could change existing patterns of community interaction as the project would alter and enhance the transit options within the VIA Primo Study Area, thus altering the traveling habits of existing transit riders and encouraging new ridership among the local population. This change would likely result in increased and strengthened community interaction within the VIA Primo Study Area. Therefore, no substantial adverse long-term effects to neighborhood integrity would occur as a result of the VIA Primo Alternative.

Community Resources

Community cohesion could be positively impacted by the proposed VIA Primo Alternative. The changes that would result from the proposed VIA Primo could enhance community cohesion in several ways:

- The proposed transit center and station locations would become walkable destinations for people in the community.
- Potential commercial development spurred by the transit centers and stations could enhance the attractiveness of station locations as both destinations and transit nodes for community members.
- The positive changes initiated by the proposed VIA Primo would improve the walkability of the VIA Primo Study Area and promote social interaction among community members.

The VIA Primo Alternative would not have any substantial long-term effects on surrounding community resources. Construction of the transit centers and eight VIA Primo stations would result in new mobility options as routes would be modified to serve the new facilities and new transfer opportunities would be created.

The proposed VIA Primo project would follow an existing alignment and therefore would not change the way in which children access schools and community members access community facilities and places of worship within the VIA Primo Study Area. Therefore, no substantial adverse impacts to schools, community facilities, or places of worship under the VIA Primo Alternative are anticipated.

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The proposed VIA Primo Alternative would add new mobility options for patrons of the schools, community facilities, and places of worship within the VIA Primo Study Area. Each of the 77 community resources within the study area would benefit from the new transportation options. Therefore, no substantial adverse impacts to community resources under the VIA Primo Alternative are anticipated.

3.2.5 Short-Term Construction Impacts

No-Build Alternative

The No-Build Alternative undertakes no major transit system investments in the VIA Primo Study Area, but rather maintains the existing transportation system. Therefore, no short-term impacts related to neighborhoods and community resources under the No-Build Alternative are anticipated.

VIA Primo Alternative

Neighborhoods and community resources outlined in this analysis would have short-term impacts related to the construction of the VIA Primo Alternative. However, most adverse impacts would only be temporary and confined to the construction phase of the project. Potential impacts and benefits of the proposed VIA Primo project on community resources are addressed below.

Every effort would be made to minimize short-term impacts to neighborhoods and community resources resulting from the VIA Primo Alternative. Residents of the surrounding neighborhoods have been and would continue to be informed through VIA's formal public involvement process, which includes monthly meetings of the BRT Corridor Council. VIA will work with neighborhood and community leaders to minimize harm to communities and maximize new service benefits. Therefore, no substantial adverse impacts to neighborhoods and community resources under the VIA Primo Alternative are anticipated.

3.2.6 Mitigation

No-Build Alternative

No substantial adverse impacts to neighborhoods and community resources under the No-Build Alternative are anticipated. Therefore, no mitigation is required.

VIA Primo Alternative

No substantial adverse impacts to neighborhoods and community resources under the VIA Primo Alternative are anticipated. Therefore, other than common construction practices, no further mitigation is required.

3.3 ACQUISITIONS AND DISPLACEMENTS/RELOCATIONS

3.3.1 Legal and Regulatory Context

Property acquisition and relocation procedures for qualified displaced persons and businesses are guided by the *Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970* (49 CFR Part 24), as amended. VIA would be responsible at the local level for administering the Act. The Texas Transportation Code, Chapter 451, Sections 451.058-

451.059 grants VIA the authority to acquire property through eminent domain. "An authority [VIA] is authorized to acquire by eminent domain any interest in real property, including a fee simple interest and the use of air or subsurface space [Section 451.058(c)]." These regulations were followed in determining potential displacements and relocations as a result of the proposed VIA Primo. In addition, the COSA and COBH regulate parking requirements for businesses within each municipality.

3.3.2 Methodology

The potential ROW acquisition, displacements, and relocations were then determined based on the conceptual engineering and design. The engineering/design work included locations for stations and construction staging areas. Displacements/relocations were determined based on direct impacts from proposed construction. Design modifications at later stages of the project and coordination with the municipalities will determine final impact and necessary mitigation.

3.3.3 Long-Term Effects

No-Build Alternative

The No-Build Alternative undertakes no major transit system investments in the VIA Primo Study Area, but rather maintains the existing transportation system. Therefore, no long-term impacts related to acquisitions or displacements/relocations under the No-Build Alternative are anticipated.

VIA Primo Alternative

STMCTC

The STMCTC has been designed to minimize the temporary and permanent impact area. The proposed total ROW needed for the STMCTC would be 239,087 sq.ft. (approximately 5.5 acres), not including the portion reserved for a TOD.

No property acquisition would be required for the STMCTC site as the site is currently owned by VIA. This parcel was acquired by VIA on February 28, 2008, under the FTA Protective Buy Program which allows transit authorities to purchase land to hold while awaiting environmental clearance on a project (see Table 3.3-1 and Figure 3.3-1).

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Table 3.3-1 Anticipated Right-of-Way Impacts Associated with the VIA Primo Alternative

Station	Bexar Co Parcel ID	Property Address	Business Name	Owner	Parcel Size (Acres/Sq.ft.)	ROW Impact (Acres/Sq.ft.)	Percent Impacted	Potential Relocation/ Displacement
STMCTC*	487349	5330 MEDICAL DRIVE	VACANT	VIA METROPOLITAN TRANSIT	7.47 / 325,393	5.5 / 239,087	73.89%	NO
1	549172	4647 MEDICAL DRIVE	UTSA	DAG DIAGNOSTIC PAVILION LTD	3.39 / 147,538	0.01/ 624	0.42%	NO
1	512852	7703 FLOYD CURL	UTSA	UNIVERSITY OF TEXAS HEALTH	97.47 / 4,245,959	0.01 / 624	0.01%	NO
2	512842	4411 MEDICAL DRIVE	THE METHODIST CENTER	KOONTZ/MCCOMBS MHS LTD	4.10 / 178,461	0.01 / 632	0.35%	NO
2	512827	4410 MEDICAL DRIVE	METHODIST HOSPITAL	METHODIST HEALTHCARE SYSTEM	3.35 / 145,874	0.02 / 834	0.57%	NO
3	507216	7350 CALLAGHAN ROAD	1-800-FLOWERS	STAR 7 PROPERTIES LLC	0.66 / 28,777	0.01 / 259	0.90%	NO
3	507217	5133 FREDERICKSBURG ROAD	STRIP RETAIL	PERRON HP	0.65 / 28,401	0.00 / 59	0.21%	NO
3	488343	5202 FREDERICKSBURG ROAD	ENTERPRISE RENT-A-CAR	ARLEDGE E K INC.	0.51 / 22,026	0.01 / 313	1.42%	NO

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Table 3.3-1 Anticipated Right-of-Way Impacts Associated with the VIA Primo Alternative (Continued)

Station	Bexar Co Parcel ID	Property Address	Business Name	Owner	Parcel Size (Acres/Sq.ft.)	ROW Impact (Acres/Sq.ft.)	Percent Impacted	Potential Relocation/ Displacement
4	358081	4447 FREDERICKSBURG ROAD	ACE CASH EXPRESS	JACK IN THE BOX EASTERN	0.56 / 24,300	0.03 / 1166	4.80%	NO
4	345181	4502 FREDERICKSBURG ROAD	WHATABURGER	CROSSROADS OUT PARCELS LTD	0.80 / 34,848	0.03 / 1220	3.50%	NO
5	415078	3701 FREDERICKSBURG ROAD	STRIP RETAIL	GOMEZ RICHARD	0.71 / 30,884	0.02 / 1008	3.26%	NO
5	1046341	3606 FREDERICKSBURG ROAD	PRONTO INSURANCE	S & S SHOPPING CENTERS LTD	27.64 / 1,204,055	0.03 / 1244	0.10%	NO
6	415468	3107 FREDERICKSBURG ROAD	FURNITURE STORE	BASS SHMUEL & AVIVA	0.46 / 20,099	0.00 / 92	0.46%	NO
6	415450	3119 FREDERICKSBURG ROAD	SCHOFFER BROTHERS	SCHOFFER ANDRAS	0.33 / 14,178	0.02 / 756	5.33%	NO
6	416308	3200 FREDERICKSBURG ROAD	BILL MILLER BBQ	MILLER BILL BAR B Q ENT INC	0.29 / 12,643	0.00 / 47	0.37%	NO
6	416293	3200 FREDERICKSBURG	BILL MILLER BBQ	BILL MILLER BAR-B-Q ENT INC	0.24 / 10,362	0.03 / 1119	10.80%	NO

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Table 3.3-1 Anticipated Right-of-Way Impacts Associated with the VIA Primo Alternative (Continued)

Station	Bexar Co Parcel ID	Property Address	Business Name	Owner	Parcel Size (Acres/Sq.ft.)	ROW Impact (Acres/Sq.ft.)	Percent Impacted	Potential Relocation/ Displacement
		ROAD						
7	1002713	2118 FREDERICKSBURG ROAD	HEB GROCERY STORE	BUTT H E GROCERY CO	9.91 / 431,701	0.04 / 1,733	0.40%	NO
7	381743	107 MARY LOUISE	ADOBE SANTOS INSURANCE	BOYD HERSCHEL T JR	0.19 / 8,477	0.04 / 1,715	20.23%	NO
8	377948	1402 W HUISACHE AVENUE	VACANT	JORGE LADRON DEGUEVARA	0.31 / 13,504	0.03 / 1,364	10.10%	NO
8	134650	1212 FREDERICKSBURG ROAD	VACANT	FW SERVICES INC	0.36 / 15,840	0.00 / 217	1.37%	NO
WSMMTC	102531	1004 WEST COMMERCE STREET	VACANT	M T C REAL ESTATE	1.52 / 66,081	1.52 / 66,081	100%	NO
WSMMTC	102537	123 NORTH MEDINA	GENERATIONS FCU	SA CITY EMPLOYEES FCU	2.12 / 92,391	2.12 / 92,391	100%	YES
WSMMTC	-	-		Portion of Commerce Street	-	0.53 / 23,000	-	NO

Source: URS, 2009.
*No property acquisition would be required for the STMCTC site as the site is currently owned by VIA.

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Figure 3.3-1
Proposed Construction Impacts at
Proposed South Texas Medical Center Transit Center

Sources:
Parcels: Bexar Appraisal District, 2007.
Proposed Construction: URS, 2010.

Proposed Permanent Construction
Proposed VIA Primo Route
Parcel
Parcel Number

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Construction of the eight proposed VIA Primo stations would require acquisition of private properties (e.g., vacant lots, residences, businesses) as well as the closure of public ROW. The project has been designed to minimize the temporary and permanent impact area by constructing primarily within existing roadway ROW. Potential acquisition areas have been estimated based on the preliminary design and are subject to change as the design is finalized. For the eight proposed VIA Primo stations, the total ROW acquisition area would affect 19 parcels within the VIA Primo Study Area and approximately 14,037 sq.ft. (0.32 acres). Additionally, Station 8 would require the closure of a portion of Huisache Avenue, totaling 5,990 sq.ft. (0.14 acres) (see Table 3.3-1). The following is a station by station discussion of anticipated acquisitions and displacements/relocations.

Station 1 – University Hospital:

The proposed VIA Primo station on Medical Drive between Wurzbach Road and Floyd Curl Drive would require additional ROW from two parcels totaling approximately 1,248 sq.ft. The station would require approximately 624 sq.ft. of additional ROW from the parcel on the north side of Medical Drive and approximately 624 sq.ft. from the parcel south of Medical Drive. The remaining disturbance area is existing roadway ROW. These additional ROW needs would not result in any relocations or displacements, and would impact landscaped vegetation, sidewalks, and parking. See Figure 3.3-2 as well as the following photos of existing land use at the proposed station location below.

Location of Southbound Station

Location of Northbound Station

Station 2 – Ewing Halsell Drive:

The proposed VIA Primo station on Medical Drive at Ewing Halsell Drive would require additional ROW from two parcels totaling approximately 1,466 sq.ft. The station would require approximately 632 sq.ft. of additional ROW from the parcel on the north side of Medical Drive and approximately 834 sq.ft. from the parcel on the south side of Medical Drive. The remaining disturbance area is existing roadway ROW. The additional ROW needs would not result in any relocations or displacements and would only impact landscaped vegetation and sidewalks. See Figure 3.3-3, as well as the following photos of existing land use at the proposed station location below.

Location of Northbound Station **Location of Southbound Station**

Station 3 – Callaghan Road:

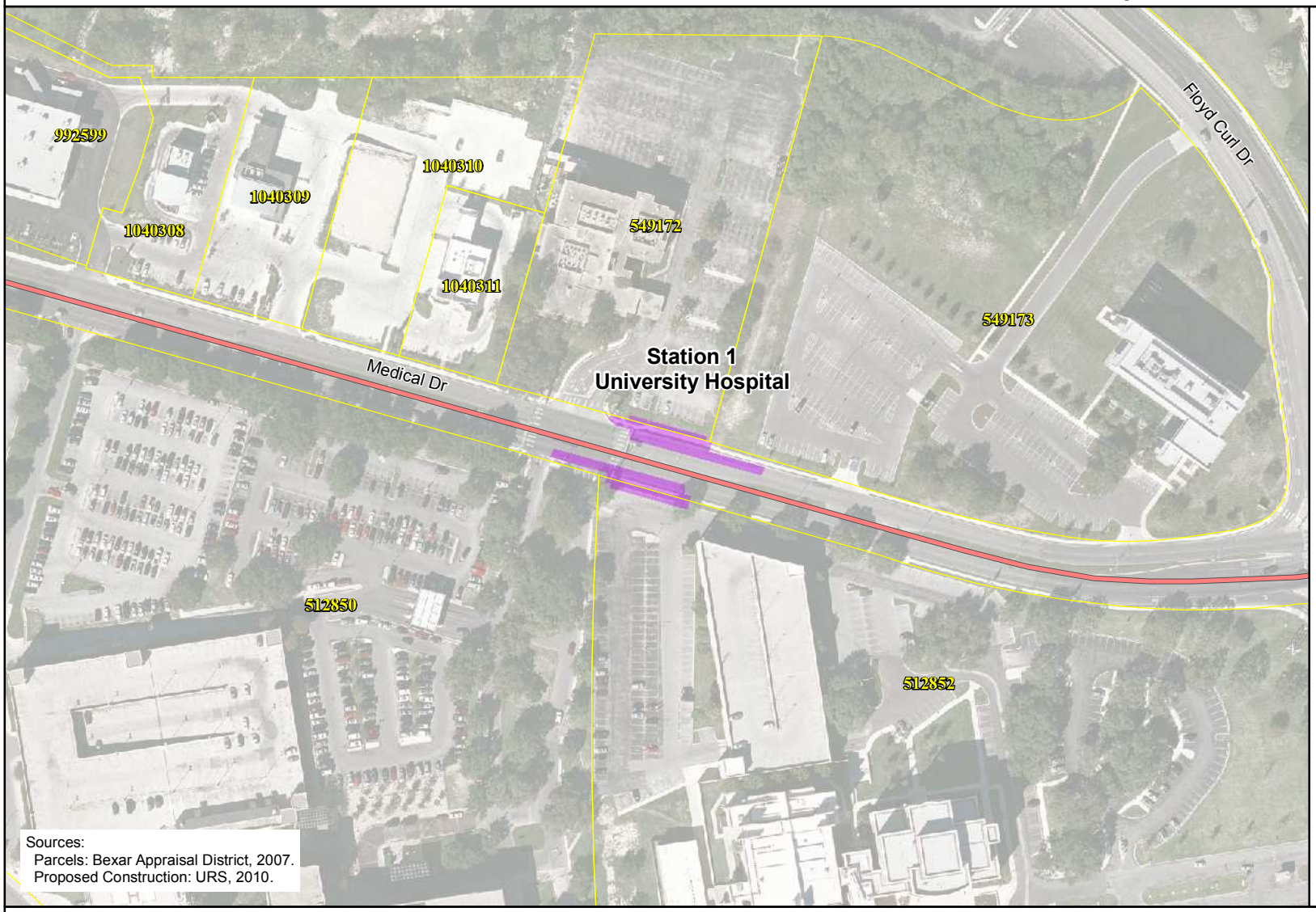
The proposed VIA Primo station on Fredericksburg Road at Callaghan Road would require additional ROW from three parcels totaling 631 sq.ft. The station would require approximately 313 sq.ft. from one parcel on the east side of Fredericksburg Road, as well as 59 sq.ft. and 259 sq.ft. from two parcels on the west side of Fredericksburg Road. The remaining disturbance area is existing roadway ROW. The additional ROW needs would not result in any relocations or displacements, but would impact landscaped vegetation, sidewalks, parking, and access points. See Figure 3.3-4, as well as the following photos of existing land use at the proposed station location below.

Location of Northbound Station **Location of Southbound Station**

Station 4 – Crossroads Boulevard:

The proposed VIA Primo station at Crossroads Boulevard on Fredericksburg Road would require additional ROW from two parcels – one on the east side and one on the west side – totaling 2,386 sq.ft. The remaining disturbance area is existing roadway ROW. The additional ROW needs would not result in any relocations or displacements, but would impact landscaped

Figure 3.3-2
Proposed Construction Impacts at Proposed Station 1 - University Hospital



Proposed Permanent Construction
Proposed VIA Primo Route
123456 Parcel Parcel Number

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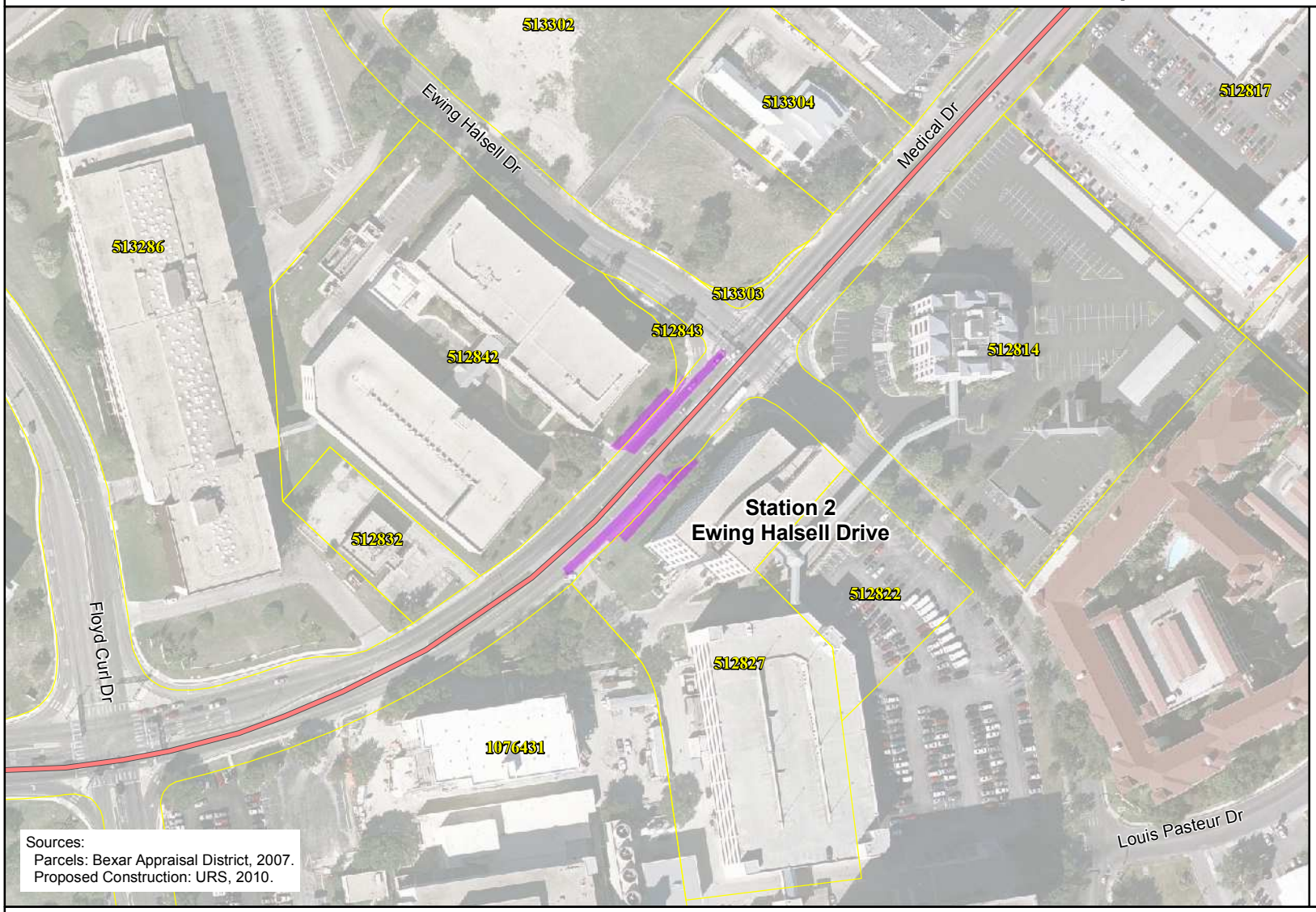
Figure 3.3-3
Proposed Construction Impacts at Proposed Station 2 - Ewing Halsell Drive



Proposed Permanent Construction
Proposed VIA Primo Route
123456 Parcel Parcel Number

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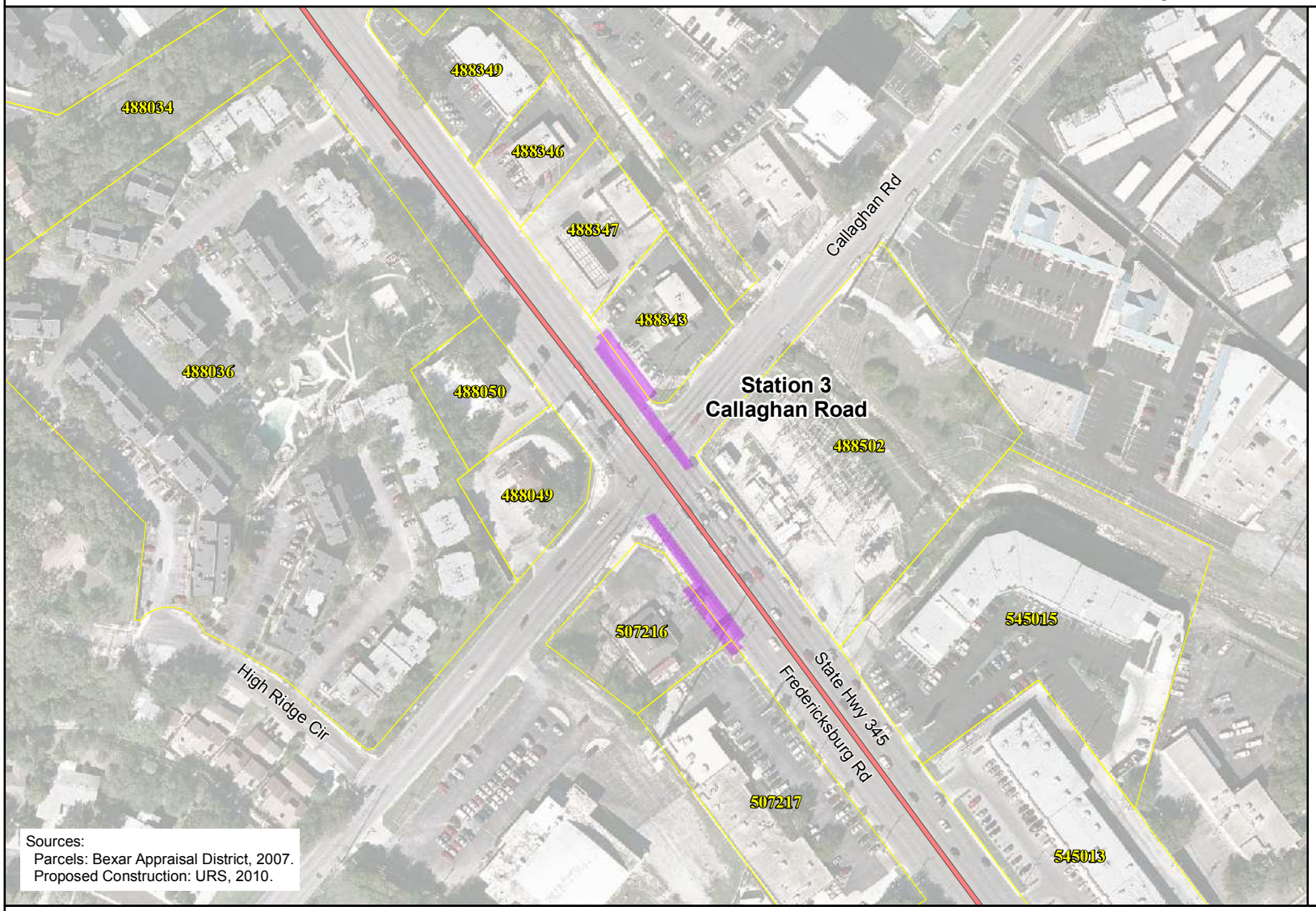
Figure 3.3-4
Proposed Construction Impacts at Proposed Station 3 - Callaghan Road



Proposed Permanent Construction
Proposed VIA Primo Route
123456 Parcel
Parcel Number

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vegetation, sidewalks, parking, and access points. See Figure 3.3-5, as well as the following photos of existing land use at the proposed station location below.

Location of Northbound Station **Location of Southbound Station**

Station 5 – De Chantle Road:

The proposed VIA Primo station on Fredericksburg Road at De Chantle Road would require additional ROW from two parcels – one on the east side and one on the west side of Fredericksburg Road – totaling 2,263 sq.ft. The proposed station would impact landscaped vegetation, sidewalks, parking, and access points. The remaining disturbance area is existing roadway ROW. The proposed northbound station would be constructed in front of the Pronto Insurance building, resulting in a substantial visual impact. See Figure 3.3-6, as well as the following photos of existing land use at the proposed station location below.

Location of Northbound Station **Location of Southbound Station**

Station 6 – Babcock Road:

The proposed VIA Primo station on Fredericksburg Road at Babcock Road would require additional ROW from four parcels – two on the east side and two on the west side of Fredericksburg Road – totaling 1,014 sq.ft. The remaining disturbance area is existing roadway ROW. See Figure 3.3-7, as well as the following photos of existing land use at the proposed station location below.

Location of Northbound Station **Location of Southbound Station**

Station 7 – Mary Louise Drive:

The proposed VIA Primo station on Fredericksburg Road at Mary Louise Drive would require additional ROW from two parcels totaling approximately 3,448 sq.ft. The station would require approximately 1,733 sq.ft. of additional ROW from the parcel on the east side and approximately 1,715 sq.ft. from the parcel on the west side of Fredericksburg Road. The remaining disturbance area is existing roadway ROW. See Figure 3.3-8, as well as the following photos of existing land use at the proposed station location below.

Location of Northbound Station **Location of Southbound Station**

Station 8 – Huisache Avenue:

The proposed VIA Primo station on Fredericksburg Road at Huisache Avenue would require additional ROW from two parcels totaling approximately 1,581 sq.ft. The station would require approximately 1,364 sq.ft. from the parcel on the west side and 217 sq.ft. from the parcel on the east side of Fredericksburg Road. The parcel on the west side is currently vacant land, while the parcel on the east side consists of a vacant building. The remaining disturbance area is existing roadway ROW. The additional ROW needs would impact landscaped vegetation, sidewalks, and vacant land. See Figure 3.3-9, as well as the following photos of existing land use at the proposed station location below.

Figure 3.3-5
Proposed Construction Impacts at Proposed Station 4 - Crossroads Boulevard

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Figure 3.3-6
Proposed Construction Impacts at Proposed Station 5 - De Chantle Road

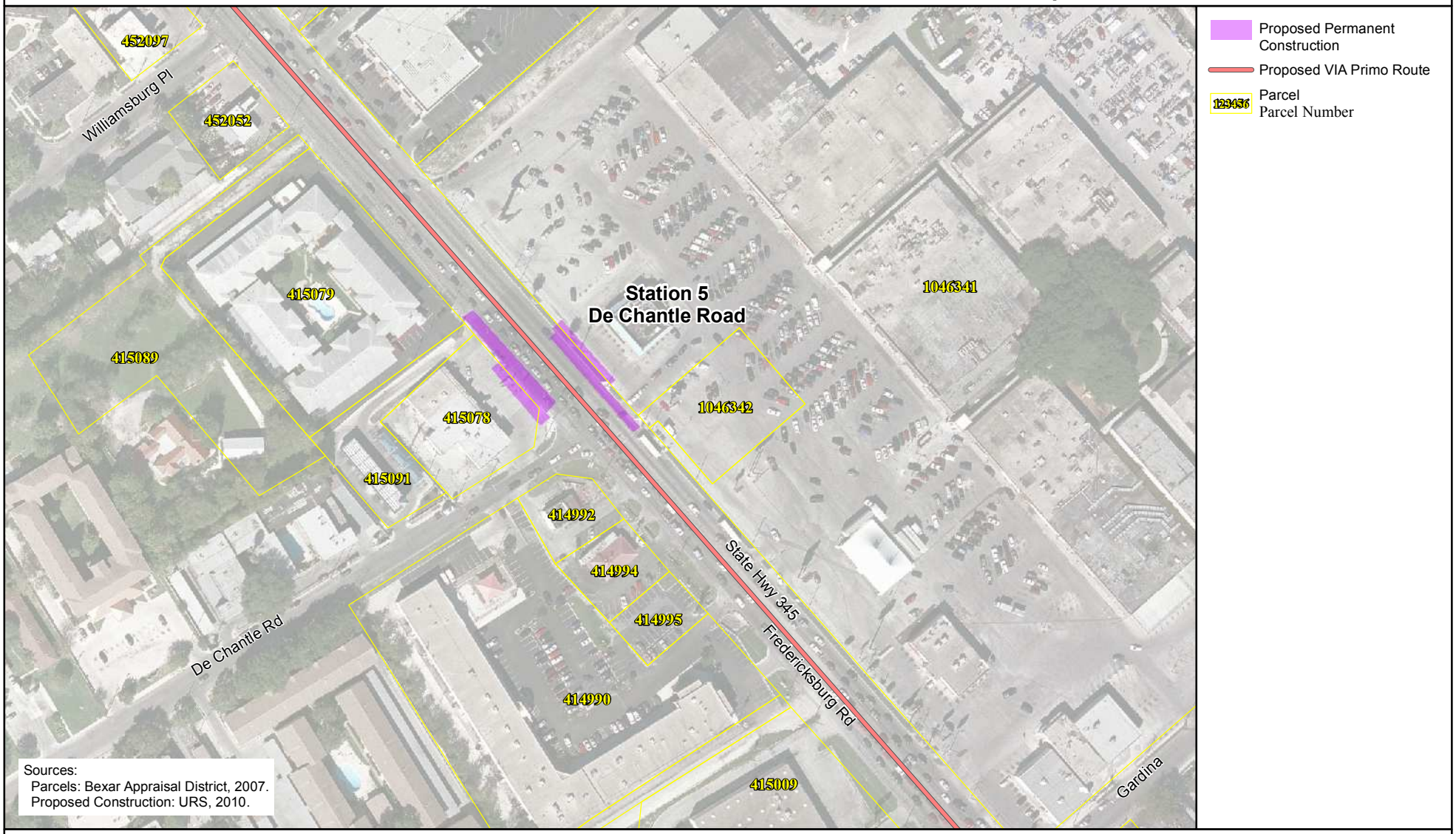

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Figure 3.3-7
Proposed Construction Impacts at Proposed Station 6 - Babcock Road

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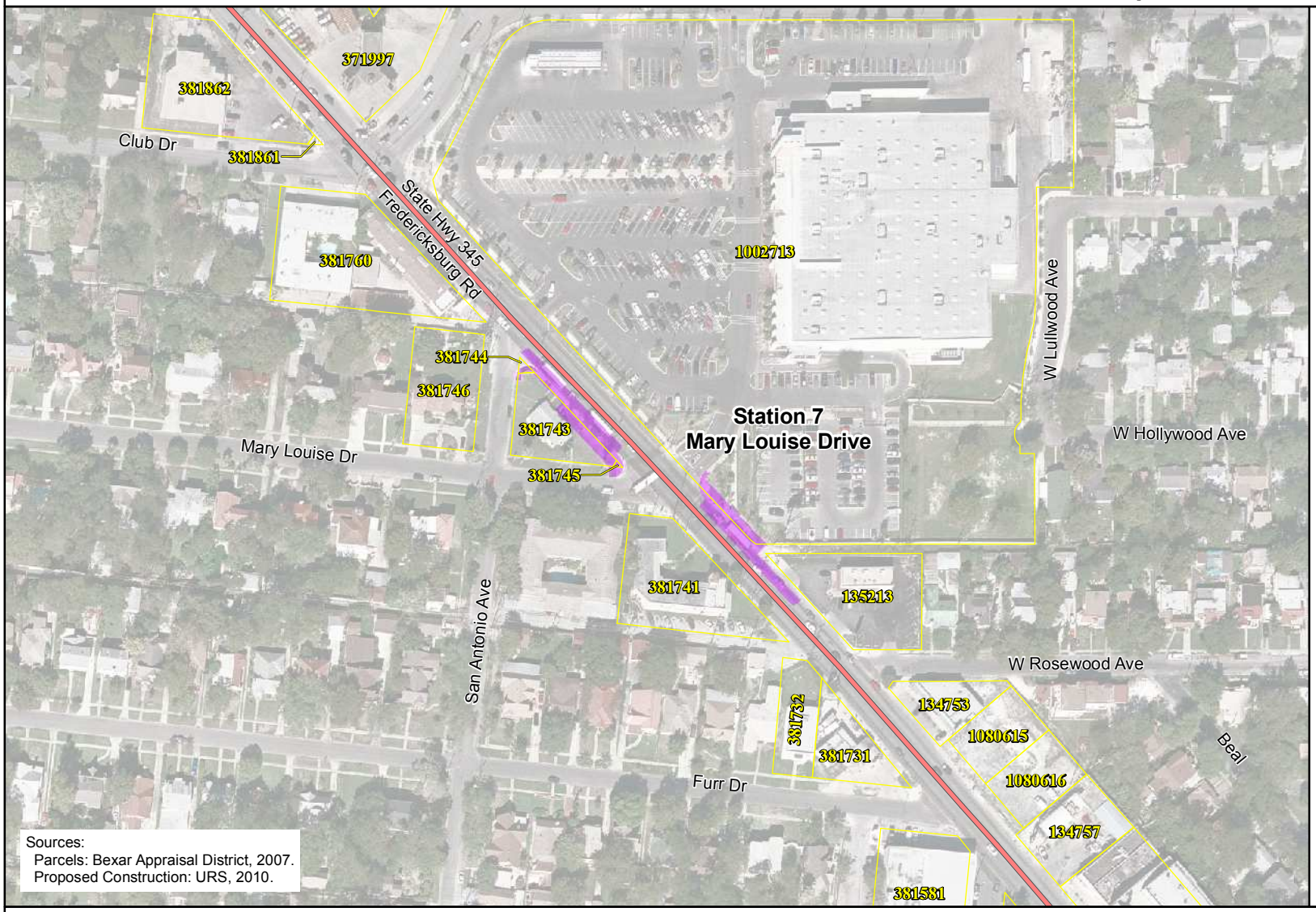
Figure 3.3-8
Proposed Construction Impacts at Proposed Station 7 - Mary Louise Drive



Proposed Permanent Construction
Proposed VIA Primo Route
Parcel
Parcel Number

Sources:
Parcels: Bexar Appraisal District, 2007.
Proposed Construction: URS, 2010.

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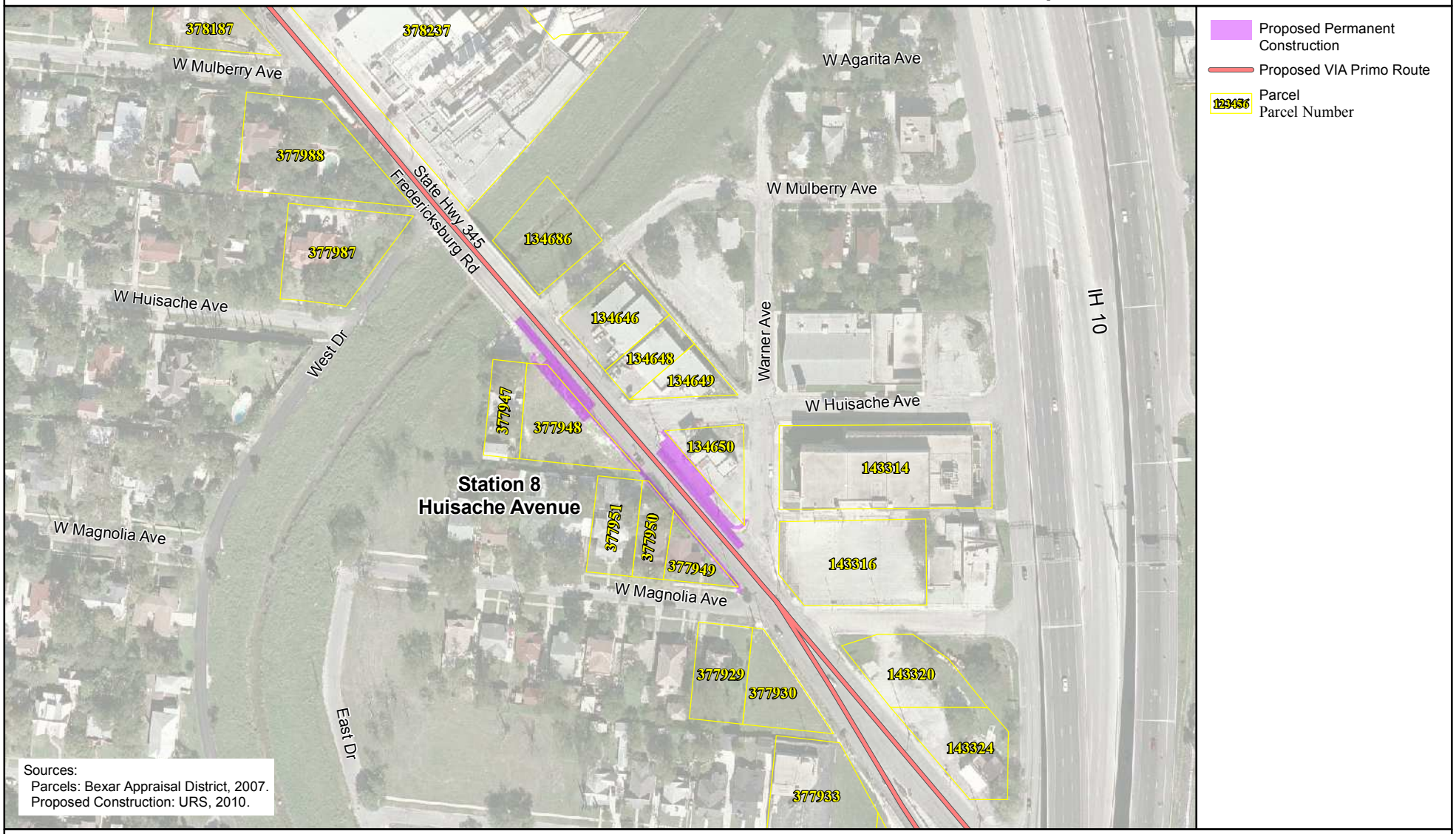
Figure 3.3-9
Proposed Construction Impacts at Proposed Station 8 - Huisache Avenue



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Location of Northbound Station **Location of Southbound Station**

WSMMTC

The WSMMTC has also been designed to minimize the temporary and permanent impact area. The total ROW needed for the WSMMTC would be 158,472 sq.ft. (approximately 3.6 acres) from two parcels, as well as the closure of approximately 23,000 sq.ft. (0.53 acre) of Commerce Street.

The WSMMTC site would require acquisition of property. Parcel 102531 is a vacant parcel and would not require any relocations or displacements. However, Parcel 102537 is currently occupied by the Generations FCU. Relocation of the existing credit union would be required (see Figure 3.3-10).

Additionally, the WSMMTC would require the closure and use of COSA ROW as the WSMMTC facility would cross underneath the Commerce Street bridge. The at-grade eastbound and westbound Commerce Street frontage lanes would be closed, impacting approximately 23,000 sq.ft. of public roadway ROW and resulting in the removal of 20 parking spaces. However, as the facility would cross underneath the Commerce Street bridge, the elevated Commerce Street roadway would not be affected.

Parking Impacts

The COSA and COBH have parking requirements for businesses and residences located within city limits. These requirements include a minimum number of parking spaces based on a ratio of parking spaces to building Gross Floor Area (GFA). The parking spaces to GFA ratio varies depending on land use. For instance, restaurants are required to have a minimum of one parking space for every 300 sq.ft. of GFA, while an automotive paint and body shop requires a minimum of one parking space for every 500 GFA within the COSA jurisdiction.

The proposed VIA Primo would impact parking spaces at parcels located throughout the VIA Primo Study Area with a variety of land uses. Some of the parking impacts would be to parking spaces within roadway ROW; however, some parking impacts would be to parking spaces within private property. According to the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970,

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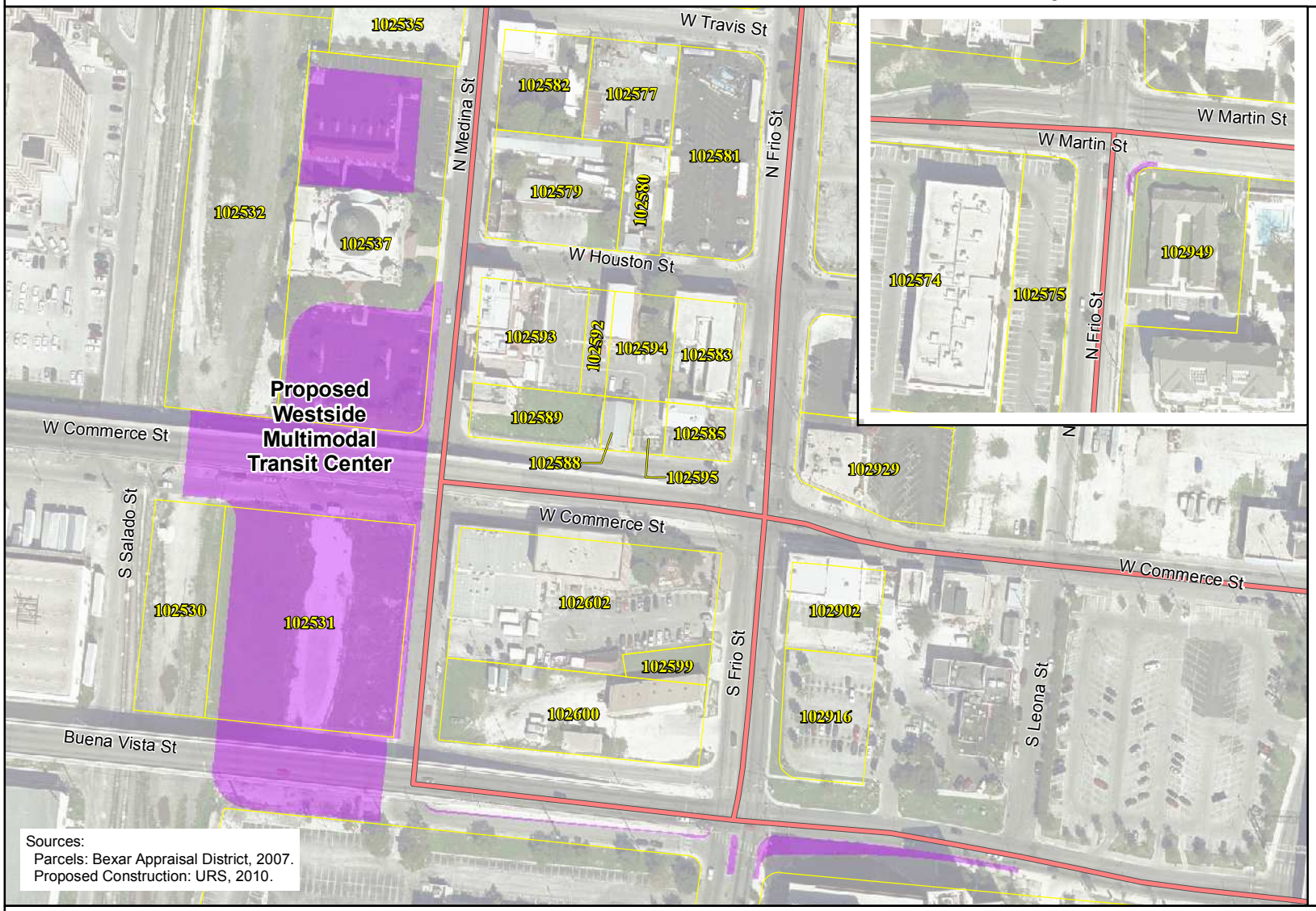
Figure 3.3-10
Proposed Construction Impacts at Proposed Westside Multimodal Transit Center



Sources:
Parcels: Bexar Appraisal District, 2007.
Proposed Construction: URS, 2010.

Proposed Permanent Construction
Proposed VIA Primo Route
123456 Parcel Parcel Number

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> "If the acquisition of only a portion of a property would leave the owner with an uneconomic remnant, the head of the Federal agency concerned shall offer to acquire that remnant. For the purposes of this chapter, an uneconomic remnant is a parcel of real property in which the owner is left with an interest after the partial acquisition of the owner's property and which the head of the Federal agency concerned has determined has little or no value or utility to the owner." Moreover, according to the Act, a substantial reduction of parking facilities in the "after" situation constitutes a situation where the business is left with an "uneconomic remnant".

Therefore, the parking impacts to parking spaces within private property throughout the VIA Primo Study Area would be closely monitored and coordinated during later stages of design. The cities provide alternative parking arrangements for the impacted parcels. One such opportunity is the designation of an Infill Development Zone (IDZ) within the COSA. If an IDZ is established, parking requirements are waived. In addition, the COSA has many options regarding methods to comply with parking requirements. VIA will continue to coordinate with COSA through final design.

In summary, there would be no residential displacements resulting from the proposed VIA Primo; however, there would be one direct business acquisition that would result in a relocation at the WSMMTC.

3.3.4 Short-Term Construction Effects

No-Build Alternative

The No-Build Alternative undertakes no major transit system investments in the VIA Primo Study Area, but rather maintains the existing transportation system. Therefore, no short-term impacts related to acquisitions or displacements/relocations under the No-Build Alternative are anticipated.

VIA Primo Alternative

Businesses and residences could be inconvenienced during the construction phase of the STMCTC. It is anticipated that construction of the STMCTC would take about six months to complete, but would have a limited impact on surrounding properties as construction activities are isolated to the site.

Construction of the eight proposed VIA Primo stations are anticipated to take approximately one to two months to complete, but would have a limited impact on surrounding properties as construction activities are isolated to these sites and would occur primarily within existing roadway ROW.

Businesses and residences could also be inconvenienced during the construction phase of the WSMMTC. It is anticipated that construction of the WSMMTC will take about six months to complete, but would have a limited impact on surrounding properties as construction activities are isolated to the site.

Reasonable accommodations such as phased construction, maintenance of access to adjacent property, and modification of construction personnel work schedules would be implemented to

minimize the inconvenience to persons using the roadway during the construction phase. Therefore, no substantial impacts are anticipated.

Construction of the VIA Primo Alternative would also require a temporary construction staging site of about one acre to marshal workers, equipment, and store materials. It is anticipated that one of the large parking lots in the Crossroads of San Antonio Mall area could serve as a suitable site. Negotiations for the construction staging site would not commence until final design is nearly complete and the project has been approved for construction. This site would be returned to pre-project conditions after the VIA Primo Alternative has been constructed. Therefore, no impacts are anticipated.

3.3.5 Mitigation

No-Build Alternative

No substantial adverse impacts related to acquisitions and displacements/relocations under the No-Build Alternative are anticipated; therefore, no mitigation is required.

VIA Primo Alternative

Property acquisition and relocation procedures would be guided by the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 (49 CFR Part 24), as amended. VIA would be responsible at the local level for administering the Act. Parking and access impacts would be studied further during final design and coordination with municipalities would continue to determine final impacts and required mitigation.

3.4 VISUAL AND AESTHETIC CONDITIONS

This section describes the existing visual and aesthetic resources along the proposed VIA Primo and identifies potential effects resulting from the No-Build and VIA Primo Alternatives.

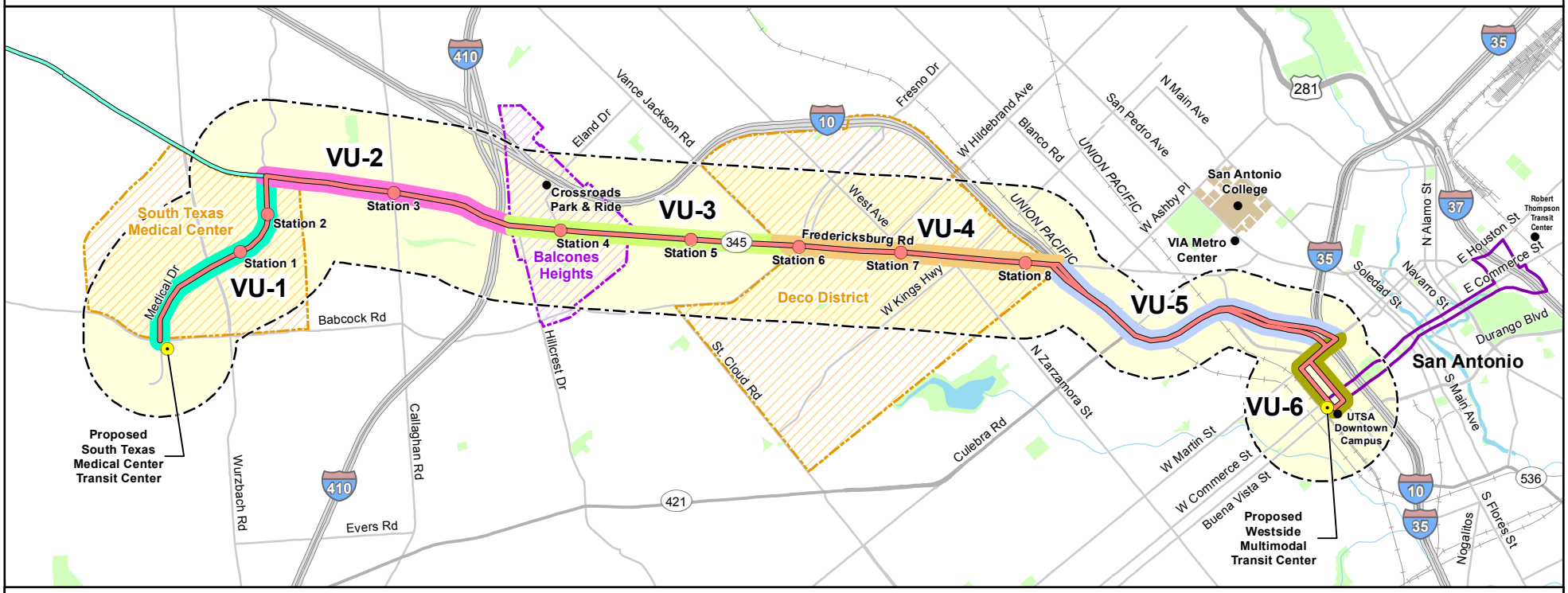
3.4.1 Methodology

A visual assessment has been prepared to provide an overview of the existing visual quality of the proposed VIA Primo. Federal Highway Administration's (FHWA's) Visual Impact Assessment for Highway Projects (March 1981) served as the basis for this analysis. The purpose of the assessment is to document the existing visual resources within the VIA Primo Study Area and assess the potential effects of the proposed action on the views, vistas, and visual character of existing developed and natural areas.

The proposed VIA Primo was divided into segments called Visual Assessment Units (VU) based on similarities of land use and/or visual characteristics, using the following criteria:

- What are the limits of the visual environment adjoining the project and the distance of existing views?
- What are the components that characterize the visual environment?
- What major viewer groups are likely to see the project and from where?
- The existing visual characteristics along the corridor are mapped and documented in Figure 3.4-1. This visual inventory, assessed through field observation and aerial photography, was used

Figure 3.4-1
Visual Assessment Units in the VIA Primo Study Area



Visual Assessment Units:
- VU-1
- VU-2
- VU-3
- VU-4
- VU-5
- VU-6

- Proposed VIA Primo Station
- Proposed Transit Center
- Proposed VIA Primo Route
- Proposed Downtown VIA Primo Circulator Route
- Proposed VIA Primo UTSA Extension
- Study Area
- Interstate
- US Route
- State Route
- Major Road
- Rail
- Water Body
- Park

Source: URS, 2009.

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to determine the visual and aesthetic impacts of the proposed VIA Primo. Important factors identified for each visual assessment unit are as follows:

- Major viewer groups represent the different groups of people most likely to be in the project viewshed. These groups were defined by the land uses, buildings, and infrastructure located within each visual assessment unit.
- Existing visual quality represents how memorable a visual impression of a landscape (vividness) is for the viewer; the integrity of visual order in the landscape (intactness); and the degree to which the visual resources of a landscape join together to form a coherent visual pattern (unity). Existing visual quality was determined through field observations and aerial mapping.
- Visual sensitivity (i.e., tolerance for visual change) represents an area's level of tolerance to change before its basic visual character is modified or is negatively affected. Visual sensitivity was determined by analyzing visual features such as residential areas, areas of scenic beauty, parks and recreational areas, historic and/or culturally significant features, entry to urban areas, water bodies, and public facilities.

Table 3.4-1 provides an explanation of the evaluation rating definitions used in the assessment.

Table 3.4-1 Evaluation Rating Definitions

Primary Viewers	Visual Quality	Visual Sensitivity
A = Motorists B = Single-Family Residents C = Multi-Family Residents D = Recreational Users E = Commercial/Office Tenants F = Industrial Tenants G = Pedestrians H = Others	High = Visual assessment unit or portions thereof is of substantial visual quality to the primary viewers Moderate = Visual assessment unit is of average visual quality to primary viewers Low = Visual assessment unit is of low visual quality to primary viewers	High = Introduction of new elements could significantly affect the aesthetic quality of the visual assessment unit as observed by the primary viewers Moderate = Introduction of new elements may affect the aesthetic quality of the visual assessment unit or a portion thereof as observed by the primary viewers Low = Introduction of new elements is not likely to have an effect on the aesthetic quality of the inventory unit as observed by the primary viewers

Source: URS, 2009.

Consideration of the existing visual resources along the proposed VIA Primo is given to determine impacts the proposed VIA Primo would have on these resources. To assess visual effects for the proposed VIA Primo, six assessment units were identified. In each unit, impacts to the primary viewers and visual quality and sensitivity were determined based on the introduction of the proposed VIA Primo alignment, transit centers, and station areas.

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An adverse impact on the visual character of the surroundings is likely to result if any of the following occur:

- Features that are important to existing views are lost
- Existing views that are valuable or desirable are blocked
- A change is introduced in line, form, color, texture, lightness, darkness, dominance, scale, diversity, and continuity by transit project components, and whether they complement or conflict with existing visual elements
- Undesirable views of existing urban features are opened or private spaces exposed, including both the views of transit patrons and the views from wayside land uses
- The project effects community activities for which the character of their setting or a particular view is important
- The transit project features do not meet municipal ordinances for lighting, screening, open storage, landscaping, neighborhood protection, and signs

The above conditions were assessed for each project element included in the VIA Primo Alternative. The severity of the adverse impact is determined in terms of distance from the viewers, number of viewers, duration of viewer exposure, and speed of the viewers.

3.4.2 Existing Conditions

The proposed VIA Primo would originate at the proposed STMCTC. The alignment would extend from the new STMCTC on Medical Drive to Fredericksburg Road. There would be two proposed VIA Primo stations along Medical Drive at University Hospital and Ewing Halsell Drive. The alignment would then proceed south on Fredericksburg Road, through the COBH and the Deco District, with six proposed VIA Primo Stations, to I-10. At the intersection of Fredericksburg Road and IH-10, the alignment would enter the main lanes of IH-10 to West Martin Street. The alignment would extend west to Medina Street and south to the proposed WSMMTC.

Table 3.4-2 provides a general rating of each of the six VUs in the proposed VIA Primo corridor. Figure 3.4-1 graphically represents the six units.

Table 3.4-2 Visual Assessment Units

Unit	Name	Primary Viewers	Visual Quality	Visual Sensitivity
VU-1	Medical Drive: West of Babcock to Fredericksburg Road	A,C,E,G,H	Moderate	Moderate
VU-2	Fredericksburg Road: Medical Drive to IH-410	A,C,E,G	Moderate	Low
VU-3	Fredericksburg Road: IH-410 to Vance Jackson Road	A,E,G	Low	Low
VU-4	Fredericksburg Road: Vance Jackson Road to IH-10	A,C,E,G	Moderate	Low
VU-5	IH-10: Fredericksburg to West Martin Street	A	Low	Low

Table 3.4-2 Visual Assessment Units (Continued)				
Unit	**Name**	**Primary Viewers**	**Visual Quality**	**Visual Sensitivity**
VU-6	West Martin Street, Medina, and Frio Street	A, E, G	Moderate	Low

Source: URS, 2009.
Note: VU=Visual Unit

VU-1 – Medical Drive: West of Babcock Road to Fredericksburg Road

VU-1 is characterized by the STMC area and the 1.4-mile part of Medical Drive from the STMCTC to Fredericksburg Road. The STMCTC would be constructed on the southwest corner parcel at Babcock Road and Medical Drive. This site is currently open space with multi-family residences located in close proximity to the site. Along Medical Drive, wide sidewalks and bridges associated with the hospitals exist. Primary viewers include motorists, multi-family residents, commercial office tenants at hospitals, medical school students, pedestrians, and patients utilizing the hospitals. This VU is characterized as having moderate visual quality due to existing landscaping and amenities associated with the hospitals, as well as vegetation and trees located on the STMCTC parcel. Additionally, this unit is considered to have moderate visual sensitivity due to the residential viewers with existing urban views.

VU-2 – Fredericksburg Road: Medical Drive to IH-410

VU-2 is characterized by commercial uses along this 1.7-mile section of Fredericksburg Road with a bridge over IH-410. The primary viewers include motorists, multi-family residents, commercial/office tenants, and pedestrians. This unit is characterized as having a moderate visual quality and low visual sensitivity due to the existing urban character of the area that is dominated by commercial strip development. The primary viewers are the motorists in their vehicles traveling on Fredericksburg Road, with a low number of multi-family units adjacent to the roadway.

VU-3 – Fredericksburg Road: IH-410 to Vance Jackson Road

VU-3 is a 1.8-mile section of Fredericksburg Road that is characterized by the Crossroads of San Antonio Mall within the COBH, as well as other commercial sites along Fredericksburg Road. The COBH plans to redevelop many of the parcels within its city limits as part of the city's master plan. Primary viewers include motorists, commercial/office tenants, and pedestrians. The existing visual quality and sensitivity are determined to be low due to existing urban uses such as strip commercial development with large parking lots and continuous driveways.

VU-4 – Fredericksburg Road: Vance Jackson Road to IH-10

VU-4 is a 1.8-mile section of Fredericksburg Road characterized by the Deco District. Primary viewers include motorists, multi-family residents, commercial/office tenants, and pedestrians. This area has a distinct character (i.e. Art Deco architecture) that results in a moderate rating for existing visual quality. The visual sensitivity is considered low due to existing urban uses such as strip parking in front of the businesses and continuous driveways.

VU-5 – IH-10: Fredericksburg Road to West Martin Street

VU-5 is a 2.0-mile section of IH-10 entirely on the main lanes of the freeway. Primary viewers include motorists. The visual quality and visual sensitivity on this unit are both low due to the current highway infrastructure.

VU-6 – West Martin Street, Medina Street, and Frio Street to Proposed WSMMTC

VU-6 is a 0.6-mile section of Martin and Medina Streets that are characterized by commercial/office uses on Martin Street and the Cattleman Square Historic District on Medina Street, as well as the historic train depot. Primary viewers include motorists, commercial/office tenants, and pedestrians. The visual quality is considered moderate due to existing historic structures within the unit. However, the visual sensitivity is considered low due to existing urban uses that are dominated by industrial businesses.

3.4.3 Long-Term Effects

A description of potential effects within each visual assessment unit, by project element, is found below. A detailed description of the No-Build and VIA Primo Alternatives, as well as options for the various stations, is located in Section 2.2.1.

No-Build Alternative

The No-Build Alternative undertakes no major transit system investments in the VIA Primo Study Area, but rather maintains the existing transportation system. Therefore, no long-term impacts related to visual and aesthetic resources under the No-Build Alternative are anticipated.

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VIA Primo Alternative

The VIA Primo Alternative would have an effect on the visual and aesthetic quality of the areas where the STMCTC would be constructed. New amenities would be constructed and would likely result in enhanced visual quality at the STMCTC location. The STMCTC construction would require the removal of existing open space, vegetation and mature trees adjacent to multi-family residences. Primary viewers include motorists, multi-family residents close to the STMCTC, commercial/office tenants, and pedestrians. VIA has been and would continue to coordinate with the STMC and surrounding community in order to design features to complement the existing visual character of the area. These impacts are discussed below within VU-1.

The VIA Primo Alternative would potentially affect the visual resources in the VIA Primo Study Area as a result of the addition of project elements consisting of the eight proposed VIA Primo stations and VIA Primo vehicles. Project elements for the VIA Primo Alternative would be designed to be compatible with the character of the surrounding area, while maintaining branding and consistency along the proposed corridor.

As with the STMCTC discussed above, the VIA Primo Alternative would have an effect on visual and aesthetic quality of the areas where the WSMMTC would be constructed. New amenities would be constructed and would likely result in enhanced visual quality at the WSMMTC location.

Table 3.4-3 provides impact ratings for each VU. The proposed corridor is an already-disturbed, urban setting that would most likely benefit aesthetically from the attractive, newly-constructed visual elements of the proposed VIA Primo stations. Design elements of the proposed stations would not only be state-of-the-art, but would be designed to fit into the local character of the Fredericksburg Road Corridor. The following sub-sections describe the potential effects of the VIA Primo Alternative within each visual assessment unit.

Table 3.4-3 Visual Resources Impact Assessment

Visual Assessment Unit	Visual Assessment Unit Description	Primary Viewers	Visual Sensitivity	Transit Center	VIA PRIMO Stations	Overall Impact
VU-1	Medical Drive: West of Babcock Road to Fredericksburg Road	A,C,E,G,H	Moderate	PS	PS	PS

Table 3.4-3 Visual Resources Impact Assessment (Continued)

Visual Assessment Unit	Visual Assessment Unit Description	Primary Viewers	Visual Sensitivity	Transit Center	VIA PRIMO Stations	Overall Impact
VU-2	Fredericksburg Road: Medical Drive to IH-410	A,C,E,G	Low	N/A	NS	NS
VU-3	Fredericksburg Road: IH-410 to Vance Jackson Road	A,E,G	Low	N/A	PS	PS
VU-4	Fredericksburg Road: Vance Jackson Road to IH-10	A,C,E,G	Low	N/A	S	PS
VU-5	IH-10: Fredericksburg Road to West Martin Street	A	Low	N/A	N/A	NS
U-6	West Martin Street, Medina Street, and Frio Street	A, E, G	Low	PS	N/A	PS

N/A = Not Applicable
NS = Not Substantial
PS = Potentially Substantial
S = Substantial

Primary Viewers
A = Motorists
B = Single-Family Residents
C = Multi-Family Residents
D = Recreational Users
E = Commercial/Office Tenants
F = Industrial Tenants
G = Pedestrians
H = Others

Source: URS, 2009.
Note: VU= Visual Unit

<u>VU-1 – Medical Drive: West of Babcock Road to Fredericksburg Road</u>

VU-1 was determined to be subject to an overall potentially substantial impact due to the construction of a new transit center and two VIA Primo stations within this unit. The STMCTC construction would require the removal of existing open space, vegetation and mature trees adjacent to existing multi-family residences, which introduces a change in the visual experience for those residents. VIA has been and would continue to coordinate with the STMC and surrounding community in order to design features to complement the existing visual character of the area. The primary visual impact of the two stations would be on pedestrians walking to or by the stations and from existing commercial offices.

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VU-2 – Fredericksburg Road: Medical Drive to IH-410

VU-2 was determined to be subject to an overall not substantial impact since only one VIA Primo station would be constructed within this unit (at Callaghan Road). The Callaghan Road station impact would be minimal. This station would include the addition of new canopies that would be additions to the existing views. However, these new features would be located on the existing sidewalk or adjacent property. Since only one station is planned in the 1.7 mile section, no substantial impacts are anticipated. The new station should complement this highly developed urban corridor. In addition, VIA has been and would continue to coordinate with the COSA and the surrounding community in order to design features that complement the existing visual character of the area.

VU-3 – Fredericksburg Road: IH-410 to Vance Jackson Road

VU-3 was determined to be subject to an overall potentially substantial visual impact due to the construction of two VIA Primo stations within this unit. One station would be at Crossroads Boulevard and the other would be at De Chantle Road. These stations would add new canopies to the existing views from adjacent businesses and would affect motorists' views of the businesses. These new features would be located on the existing sidewalk or adjacent property.

In particular, the northbound platform associated with the De Chantle Road Station would be constructed directly in front of Pronto Insurance and would affect motorists' views of the business, resulting in a potentially substantial visual impact. However, VIA has been and would continue to coordinate with the COBH and COSA, as well as the surrounding community, in order to design features to complement the existing visual character of the area.

VU-4 – Fredericksburg Road: Vance Jackson Road to IH-10

VU-4 was determined to be subject to an overall potentially substantial impact due to the construction of three proposed VIA Primo stations within this unit. The stations would be at Babcock Road, Mary Louise Drive, and Huisache Avenue. These stations would add new canopies to the existing views from adjacent businesses and would affect motorists' views of the businesses. These new features would be located on the existing sidewalk or adjacent property.

In particular, the southbound platform associated with the Mary Louise Drive Station would be constructed directly in front of Adobe Santos Insurance and would affect motorists' views of the business, resulting in a substantial visual impact. However, VIA has been and would continue to coordinate with the COSA and the surrounding community in order to design features to complement the existing visual character of the area.

VU-5 – IH-10: Fredericksburg Road to West Martin Street

VU-5 would not be visually impacted since no construction is anticipated within this unit and the VIA Primo vehicles would follow the main lanes of IH-10.

VU-6 – West Martin Street, Medina Street, and Frio Street to WSMMTC

VU-6 was determined to be subject to an overall potentially substantial impact due to the construction of the WSMMTC within this unit. Visual impacts in this unit are related to the

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construction of the bus bays adjacent to the existing credit union. VIA has been and would continue to coordinate with the COSA, Texas Historical Commission (THC) and the surrounding community in order to design features to complement the existing visual character of the area.

No substantial adverse impacts related to visual and aesthetic conditions under the VIA Primo Alternative are anticipated.

3.4.4 Visual Intrusion/Privacy Impact Assessment

Visual intrusion relates to the creation of direct views from VIA Primo vehicles into previously private spaces. Potential visual effects were assessed near the proposed project alignment and station areas.

No-Build Alternative

The No-Build Alternative undertakes no major transit system investments in the VIA Primo Study Area, but rather maintains the existing transportation system. Therefore, no long-term impacts related to visual intrusion under the No-Build Alternative are anticipated.

VIA Primo Alternative

The VIA Primo Alternative could result in adverse visual intrusion or privacy impacts at the proposed STMCTC. The proposed STMCTC would be constructed on what is currently an undeveloped parcel of land with multi-family residential units adjacent to the new transit center. Construction of the proposed STMCTC could be viewed as a substantial visual intrusion into the neighborhood. The adjacent multi-family swimming pool area would be considered a private space that would potentially be visible to VIA Primo patrons utilizing the STMCTC. Mitigation in the form of a noise barrier is proposed in Section 3.4.6, and would visually screen the proposed STMCTC from the closest apartment complex.

Because the VIA Primo Alternative alignment would be within an existing transportation corridor and would mostly utilize existing road ROW, there would be no additional visual intrusions into previously private spaces.

No substantial adverse impacts to visual intrusion or privacy under the VIA Primo Alternative are anticipated.

3.4.5 Short-Term Construction Effects

No-Build Alternative

The No-Build Alternative undertakes no major transit system investments in the VIA Primo Study Area, but rather maintains the existing transportation system. Therefore, no short-term impacts related to visual and aesthetic resources under the No-Build Alternative are anticipated.

VIA Primo Alternative

Temporary and short-term construction effects could occur around the proposed STMCTC and WSMMTC. These may include adverse impacts due to the use of construction equipment within the viewshed of adjacent multi-family residential units, office buildings, and commercial

buildings. Mitigation techniques, as described in Section 3.4.6, would be applied to ensure that adverse construction impacts remain confined to the short term.

Temporary and short-term construction effects could occur at the proposed VIA Primo stations as well. These may include adverse impacts due to the staging of construction equipment and materials within the viewshed of primary viewers along the corridor. In addition, adverse effects could result from the construction phase removal of existing vegetation that provides visual screening of the ROW for adjacent land uses. Mitigation techniques, as described in Section 3.4.6, would be applied to ensure that adverse construction impacts remain confined to the short term.

3.4.6 Mitigation

No-Build Alternative

No adverse impacts associated with visual and aesthetic resources under the No-Build Alternative are anticipated. Therefore, no mitigation is required.

VIA Primo Alternative

The proposed VIA Primo would introduce new visual elements throughout the proposed alignment. However, these new elements would be located in an urban landscape that is a heavily utilized transportation ROW. Additionally, VIA would work with the appropriate agencies to minimize impacts from the introduction of new transit center construction, canopies, and station platforms. In order to mitigate adverse impacts caused by construction and confine such impacts to the short term, VIA would require contractors to comply with Federal, state, and local regulations concerning the removal of vegetation and would assess the need for additional vegetation as warranted. VIA would reduce overall adverse visual effects of the proposed transit centers and VIA Primo station areas by designing them to be consistent with the overall setting. The COSA would regulate lighting, screening, open storage, landscaping, protection, and signs through their zoning ordinances or development codes. Any mitigation required by the COSA would be subject to and directed by such local regulations.

As stated above, a noise barrier is planned at the STMCTC to provide noise reduction at the apartment complex south of the proposed transit center. Since this noise barrier would break the line of sight between the apartments and the transit center, it would also serve as a visual barrier for the residents. Any additional mitigation required for the proposed VIA Primo would be planned in the final design of the project and in coordination with neighborhoods and local officials. In addition, VIA would work with local businesses and COSA to mitigate visual impacts related to individual properties as mitigation for the proposed VIA Primo station locations. Coordination with THC and FTA would also occur at the WSMMTC to mitigate visual impacts to the IGN Depot.

3.5 CULTURAL RESOURCES

This section presents information on historic and archeological resources along the proposed VIA Primo and identifies potential effects resulting from the No-Build and VIA Primo Alternatives.

3.5.1 Legal and Regulatory Context

Section 106 of the National Historic Preservation Act of 1966 (NHPA), as amended (16 USC 470), governs Federal actions that could affect historic properties. Section 106 requires Federal agencies to take into account the effects of their undertakings, including licensing and approvals, on historic properties and to afford the Advisory Council on Historic Preservation (ACHP) and other interested parties a reasonable opportunity to comment. As defined broadly by the regulations implementing Section 106 (36 CFR 800), "historic property" means "any prehistoric or historic site, district, site, building, structure, or object included in, or eligible for inclusion in, the National Register of Historic Places (NRHP) maintained by the Secretary of the Interior." "Historic property" includes artifacts, records, and remains that are related to and located within such properties. The term also includes properties of traditional religious and cultural importance to an Indian tribe or Native Hawaiian organization that meets National Register Criteria. Section 101(b)(4) of NEPA requires federal agencies to coordinate and plan their actions so as to preserve important historic, cultural, and natural aspects of the country's national heritage.

Properties that qualify for inclusion in the NRHP must meet at least one of the following four criteria:

- Criterion A: be associated with events that have made a significant contribution to the broad patterns of our history;
- Criterion B: be associated with the lives of persons of significance in our past;
- Criterion C: embody the distinctive characteristics of a type, period, or method of construction, or that represent the work of a master, or that possess high artistic values, or that represent a significant and distinguishable entity whose components could lack individual distinction; or
- Criterion D: have yielded, or could be likely to yield, information important in prehistory or history (36 CFR 60.4).

Properties that qualify for the NRHP also must possess integrity, defined by the following seven aspects: location, design, setting, materials, workmanship, feeling, and association. The term "eligible for inclusion in the NRHP" includes properties formally designated as eligible and all other properties determined to meet NRHP criteria. Normally, NRHP eligibility requires a property to be at least 50 years of age. Resources less than 50 years of age that are highly significant and meet the "special criteria considerations" as outlined in the regulations (36 CFR 60.4) also may be eligible for the NRHP.

This project also falls under the purview of the Antiquities Code of Texas because it may involve "lands owned or controlled by the State of Texas or any city county, or local municipality thereof". The Antiquities Code of Texas allows for all such properties to be considered as State Archeological Landmarks (SALs), and requires that each be examined in terms of possible "significance." Significance standards for the code are clearly outlined under Chapter 26 of the THC Rules of Practice under Procedure for the Antiquities Code and closely follow those of the Secretary of Interior's Standards and Guidelines.

The criteria for assessing effects are prescribed in 36 CFR 800.9, which states: "An adverse effect is found when an undertaking may alter, directly or indirectly, any of the characteristics of an historic property that qualify the property for inclusion in the NRHP in a manner that would

diminish the integrity of the property's location, design, setting, materials, workmanship, feeling, or association."

Examples of adverse effects on historic properties include, but are not limited to, the following:

- Physical destruction or damage to all or part of the property;
- Change of the character of the property's use or of physical features within the property's setting that contributes to its historic significance; or
- Introduction of visual, atmospheric, or audible elements that diminish the integrity of the property's significant historic features.

Compliance with Section 106 of the NHPA also requires that FTA consult with Federally-recognized Native American tribes regarding projects with the potential to effect archeological deposits. In addition, Programmatic Agreements among FTA and some Federally-recognized tribes specify that consultations need only occur under certain circumstances. Tribal coordination will be initiated for the project.

3.5.2 Methodology

Historic Structures

The Texas Historic Sites Atlas was reviewed to identify properties listed in the NRHP, SAL, or designated as Recorded Texas Historic Landmarks (RTHL). Entries in secondary sources were also reviewed to gain general knowledge of the area's historical background, including various histories of San Antonio and Bexar County.

An integral part of the Section 106 process is the determination of the study area within which historic and archeological resources would be affected or are likely to be affected. The Area of Potential Effects (APE) represents the "geographic area or areas within which an undertaking could directly or indirectly cause alterations in the character or use of historic properties, if any such properties exist." As shown on Figure 3.5-1, it has been determined through consultation with the THC that the APE for the proposed project extends 150 feet beyond the proposed VIA Primo stations. A field survey of the APE was performed to identify historic-age resources (those built in 1965 or earlier).

The field survey consisted of the following:

- Identifying and photographing all pre-1966 buildings, structures, and objects located within the project's APE;
- Examining associated groupings of buildings, structures, objects, and sites for potential historic districts or rural historic landscapes;
- Keying all identified resources to a survey field map; and
- Noting major relevant architectural or engineering features for each identified resource.

The results of the field survey were incorporated into a Historic Resources Survey Report (HRSR) by EComm in 2009. The HRSR evaluated the NRHP eligibility of 46 parcels containing historic-age resources. Of the identified properties, 13 are listed in the NRHP, previously determined eligible for NRHP listing, or determined eligible for NRHP listing by the HRSR.

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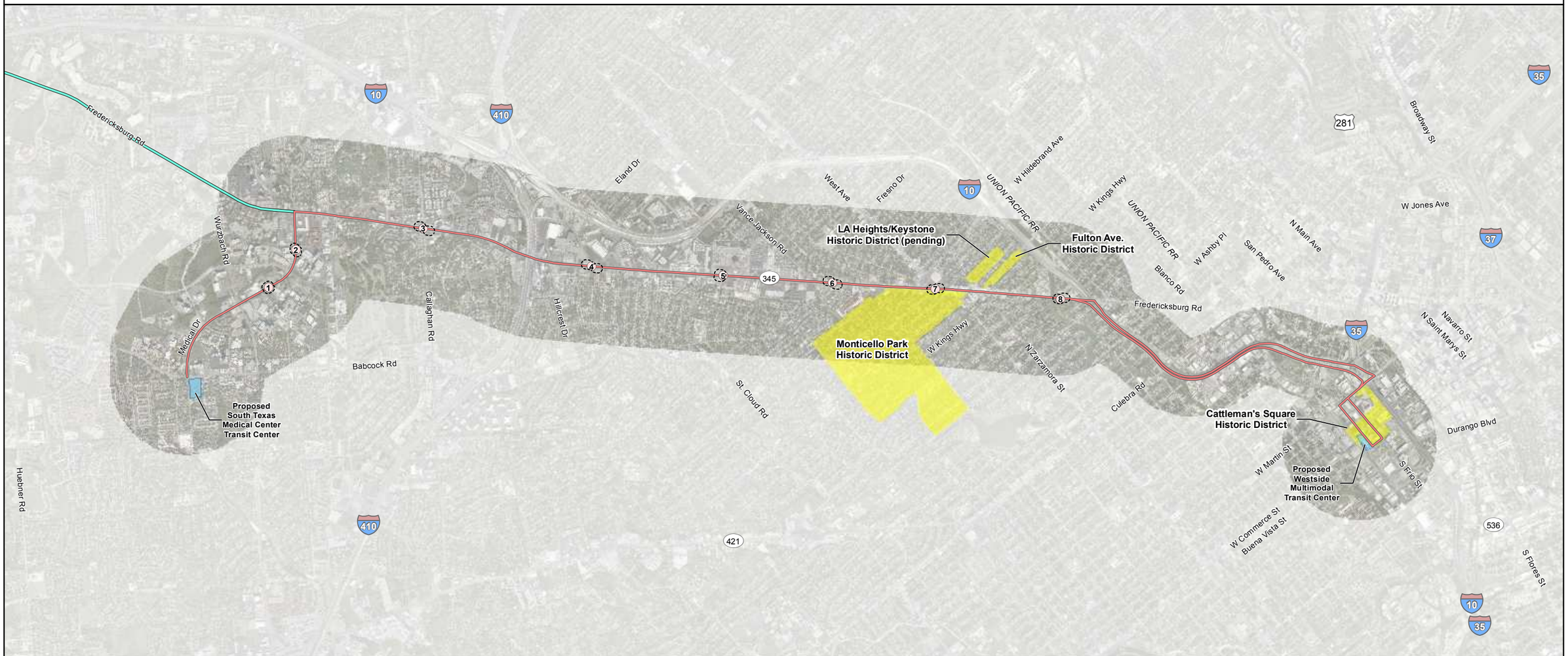
Figure 3.5-1
Area of Potential Effects (APE)



Area of Potential Effects (APE)

Local Historic District

Proposed Transit Center (Architechural History & Archeological APE)

Proposed VIA Primo Station

Proposed VIA Primo Route

Proposed VIA Primo UTSA Extension

Source: URS, 2009; Ecological Communication Corporation, 2010.

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In addition, one historic district is determined eligible and one potentially eligible historic district is identified. Section 106 coordination was initiated with the THC on January 22, 2010 and a response is pending. VIA will continue Section 106 effect coordination with the THC for all NRHP-eligible properties.

Archeology

The APE for archeological resources consists of the existing roadway ROW along Medical Drive and Fredericksburg Road, a 7.5-acre tract for the proposed STMCTC, a 1.5-acre tract for the proposed WSMMTC, and the eight proposed VIA Primo stations. Prior to initiating fieldwork, archival research was conducted at the THC's online Historic Sites Atlas, the National Park Service's online National Register Information System, the Texas Archeological Research Laboratory, and the Texas State Historical Association's *Handbook of Texas Online*. A formal archeological survey was completed by Raba-Kistner Consultants, Inc. in October 2008. A report of findings will be submitted to the THC for review in February 2010.

3.5.3 Existing Conditions

Historic Structures

STMCTC

There are no previously recorded historic structures within the STMMTC APE.

Proposed Eight VIA Primo Stations

There is one previously recorded historic property within the APE of the proposed Mary Louise Station: The Monticello Park District. The District, designated by the City of San Antonio as a local landmark, is bounded by Quentin Drive, Fredericksburg Road, Donaldson Avenue, Lake Boulevard, West Mulberry Avenue, and Wilson Boulevard.

WSMMTC

Within the WSMMTC APE, there are two properties listed in the NRHP, six COSA historic landmarks and one COSA historic district. Table 3.5-1 lists all previously designated historic properties in the WSMMTC APE.

Table 3.5-1 Previously-Designated Historic Properties Within the WSMMTC Area of Potential Effect

Location	Bexar Co Parcel ID	Name	Designation
110 N. Medina St.		West End Drug Store	COSA Landmark
230 N. Medina St.		Washington Hotel	COSA Landmark
301-411 N. Medina St.		Scobey Complex	COSA Landmark
925 W. Houston St.		El Fenix Grill	COSA Landmark
116-118 N. Medina St.	102593	Heimann Building	NRHP, COSA Landmark
123 N. Medina St.	102537	I&GN Depot	NRHP, COSA Landmark

Table 3.5-1 Previously-Designated Historic Properties Within the WSMMTC Area of Potential Effect (Continued)			
Location	**Bexar Co Parcel ID**	**Name**	**Designation**
Bounded Union Pacific Railroad tracks, and Martin, Pecos, and Buena Vista streets		Cattleman Square	COSA historic district

Source: Ecomm, 2009.

The 2009 Historic Resources Reconnaissance Survey identified 9 properties that are individually listed in the NRHP and/or eligible as contributing resources within potential National Register historic districts and two National Register districts. Table 3.5-2 lists all NRHP-eligible and listed properties.

Table 3.5-2 NRHP-Eligible and Listed Properties			
Location	**Bexar Co Parcel ID**	**Name**	**Designation**
2121 Fredericksburg Rd	898104	(Modern Apartments)	Eligible, contributing to Monticello Park historic district
202 Mary Louise Dr.		(Residence)	Eligible, contributing to Monticello Park historic district
2031 Fredericksburg Rd	381741	(Spanish Eclectic Apartments)	Eligible, contributing to Monticello Park historic district
127 Furr Dr.		(Residence)	Eligible, contributing to Monticello Park historic district
301-411 N. Medina		Scoby Complex	Eligible, contributing to potential Cattleman Square historic district
230 N. Medina		Washington Hotel	Eligible, contributing to potential Cattleman Square historic district
110 N. Medina		West End Drug Store	Eligible, contributing to potential Cattleman Square historic district
106 N. Medina		(Commercial building)	Eligible, contributing to potential Cattleman Square historic district
928 W. Commerce		(Commercial building)	Eligible, contributing to potential Cattleman Square historic district
116-118 N. Medina St.	102593	Heimann Building	Listed, contributing to potential Cattleman Square historic district

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Table 3.5-2 NRHP-Eligible and Listed Properties (Continued)			
Location	**Bexar Co Parcel ID**	**Name**	**Designation**
123 N. Medina St.	102537	I&GN Depot	Listed, contributing to potential Cattleman Square historic district
Bounded by Quentin, Fredericksburg Road, Donaldson, Lake, Mulberry, and Wilson		Monticello Park Historic District	Eligible
Bounded Union Pacific Railroad tracks, and Martin, Pecos, and Buena Vista streets		Cattleman Square Historic District	Potentially eligible

Source: Ecomm, 2009.

Archeology

According to the 2008 Raba-Kistner archeological survey report, at least two previous cultural resource surveys have been conducted within a one-mile radius of the VIA Primo alignment. The previous surveys documented 49 archeological sites within this one-mile radius. Of these 49 sites, one site (41BX620) is located within the APE for archeology and is potentially eligible for listing on the NRHP. No adverse impact to site 41BX620 is anticipated.

Portions of the archeological APE along Fredericksburg Road are part of the historic Old Spanish Trail, also known as the El Camino de los Tejas. The National Park Service recently designated the Old Spanish Trail as a National Historic Trail. A stone bench erected in 1932 by the Daughters of the Texas Republic at the corner of Fredericksburg Road and Vance Jackson Road commemorates the historical significance of this trail.

The archeology survey of the proposed VIA Primo resulted in the identification of one previously unidentified site, 41BX1791, within the APE. Site 41BX1791 was determined to be ineligible for listing in the NRHP or for designation as a SAL. No additional work was recommended at site 41BX1791.

3.5.4 Long-Term Effects

No-Build Alternative

Historic Structures

Section 106 of the National Historic Preservation Act of 1966 (regulations implemented in 36 CFR Part 800) requires Federal agencies take into account the effects of projects, programs, and activities on historic properties. A project, program, or activity that can cause changes in the character or use of historic properties is termed an “undertaking.” The No-Build Alternative does not meet the definition of an undertaking under 36 CFR Part 800, and thus, is not subject to the requirements of Section 106. The No-Build Alternative has no potential for long-term effects to historic structures.

Archeology

No long-term adverse impacts to archeology under the No-Build Alternative are anticipated.

VIA Primo Alternative

Historic Structures

As stated above, there are no historic structures within the APE of the STMCTC; therefore, the VIA Primo Alternative has no potential for long-term effects to historic structures at the STMCTC.

Table 3.5-3 lists long-term effects on NRHP historic structures and districts within the APE of eight proposed VIA Primo stations.

Table 3.5-3 Long-Term Effects To Historic Structures: VIA Primo Alternative

Location	Bexar Co Parcel ID	Name	Effects
2121 Fredericksburg Rd	898104	(Modern Apartments)	Potential visual effects from construction of Mary Louise station
202 Mary Louise Dr.		(Residence)	Potential visual effects from construction of Mary Louise station
2031 Fredericksburg Rd	381741	(Spanish Eclectic Apartments)	Potential visual effects from construction of Mary Louise station
127 Furr Dr.		(Residence)	Potential visual effects from construction of Mary Louise station
Bounded by Quentin, Fredericksburg Road, Donaldson, Lake, Mulberry, and Wilson		Monticello Park Historic District	Potential effects from construction of Mary Louise station

Source: Ecomm, 2009.

The VIA Primo Alternative has the potential to adversely effect the I&GN Passenger Depot as a result of modifications that would rehabilitate it for use as a transit center for the WSMMTC. However, if the rehabilitation is carried out in conformance with the Secretary of the Interior's Standards and Guidelines for Rehabilitating Historic Buildings, the effects will be not adverse. Long-term effects from the VIA Primo Alternative WSMMTC construction on historic structures are listed in Table 3.5-4.

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Table 3.5-4 Long-Term Effects To Historic Structures: VIA Primo Alternative			
Location	**Bexar Co Parcel ID**	**Name**	**Effects**
301-411 N. Medina		Scoby Complex	Potential visual effects from WSMMTC construction
230 N. Medina		Washington Hotel	Potential visual effects from WSMMTC construction
110 N. Medina		West End Drug Store	Potential visual effects from WSMMTC construction
106 N. Medina		(Commercial building)	Potential visual effects from WSMMTC construction
928 W. Commerce		(Commercial building)	Potential visual effects from WSMMTC construction
116-118 N. Medina St.		Heimann Building	Potential visual effects from WSMMTC construction
123 N. Medina St.		I&GN Passenger Depot	Potential adverse effects from acquisition, rehabilitation
Bounded Union Pacific Railroad tracks, and Martin, Pecos, and Buena Vista streets		Cattleman Square Historic District	Potential effects from WSMMTC construction

Source: Ecomm, 2009.

3.5.5 Short-Term Construction Effects

Construction effects on cultural resources result when there is direct physical impact. Construction effects could also occur from the operation of heavy equipment on or near a resource.

No-Build Alternative

The No-Build Alternative undertakes no major transit system investments in the VIA Primo Study Area, but rather maintains the existing transportation system. Therefore, no short-term impacts related to cultural resources under the No-Build Alternative are anticipated.

VIA Primo Alternative

Historic

No historic resources are located within the APE of the proposed STMCTC. There would be no short-term construction effects resulting from the construction of the VIA Primo Alternative related to NRHP listed or eligible properties. BMPs would be utilized in order to avoid damage to historic structures during construction activities. Construction activities will take place on the interior, exterior, and building site of the I&GN Passenger Depot for the WSMMTC. BMPs, as well as coordination with the COSA and the THC Division of Architecture would be utilized in order to avoid damage to historic structures during construction activities.

Archeology

Construction activities for the VIA Primo Alternative would not result in short-term construction effects. However, in the event that unanticipated archeological deposits are encountered during construction of the proposed STMCTC, WSMMTC, and eight proposed stations, work in the immediate area would cease and an archeologist at the THC would be contacted.

3.5.6 Mitigation

No-Build Alternative

No adverse impacts to cultural resources under the No-Build Alternative are anticipated. Therefore, no mitigation is required.

VIA Primo Alternative

Historic Structures

VIA would determine effects to historic properties in the APE for the VIA Primo Alternative in compliance with Section 106 of the NHPA. Under 36 CFR 800.9(b), an undertaking is considered to have an adverse effect when the effect on a historic property may diminish the integrity of the property's location, design, materials, workmanship, setting, feeling, or association. If VIA determines that the effects of the undertaking are adverse, VIA would consult with the THC, FTA, and consulting parties to seek ways to avoid or reduce the effects of the undertaking. In consultation with the THC and consulting parties, VIA shall propose measures to resolve adverse effects. The terms of the agreement shall be formalized in a Memorandum of Agreement.

Archeology

The results of the archeological field survey identified one archeological site (41BX1791) at the STMCTC. Site 41BX1791 is ineligible for listing on the NRHP or for designation as a SAL. No additional work was recommended at 41BX1791, and therefore, no mitigation is required. In the event that unanticipated archeological deposits are encountered during construction of the proposed STMCTC, WSMMTC, and the eight proposed stations, work in the immediate area would cease and an archeologist at the THC would be contacted. Mitigation measures, if any, would be determined on a case–by-case basis by THC archeological staff.

3.6 PARKLANDS

This section outlines the existing parklands within the VIA Primo Study Area and the anticipated effects to those properties.

3.6.1 Legal and Regulatory Context

As a Federally-funded project, the proposed VIA Primo must comply with Section 4(f) of the U.S. Department of Transportation Act of 1966, Section 6(f) of the Land and Water Conservation Fund (LWCF) Act, and Chapter 26 of

the Texas Parks and Wildlife Department (TPWD) Code.

- Section 4(f) of the U.S. Department of Transportation (DOT) Act of 1966 was amended and recoded in 1983 and set forth in Title 49 USC Section 303 (49 USC 303). Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) further revised this statute to simplify the 4(f) process for transportation use projects that result in *de minimis* impacts. This Federal law states that the use of land from a publicly owned park, recreation area, wildlife and waterfowl refuge or historic site of national, state, or local significance must be avoided unless these conditions occur:
  - There is no prudent and feasible alternative to using that land.
  - The program or project includes all possible planning to minimize harm to the park, recreation area, wildlife and waterfowl refuge, or historic site resulting from the use.
- Section 6(f) of the Land and Water Conservation Fund Act of 1965 is required for transportation improvements. Section 6(f) becomes effective when parkland is developed with funds from the Land and Water Conservation Fund Act of 1965. Special coordination and approval from the National Park Service (NPS) and the Department of the Interior (DOI) is necessary to satisfy Section 6(f) requirements.
- Chapter 26 of the Texas Parks and Wildlife Code – Protection of Public Parks and Recreational Lands –outlines the criteria for "use" or "taking" as related to impacts to parks and other recreational facilities.

3.6.2 Methodology

A field survey was conducted in March 2009 to inventory and verify the parks within the VIA Primo Study Area. Prior to the survey, COSA Information Systems and COSA Parks and Recreation Department data were collected and analyzed. Planning consultants confirmed and supplemented the COSA data with field observations.

3.6.3 Existing Conditions

Eight COSA and one COBH public parks were identified in the VIA Primo Study Area. Two of the nine parks are adjacent to the alignment. However, these parks are adjacent to a portion of the project alignment on Martin Street and the IH-10 Service Road where no construction would occur. Therefore, there would be no direct impacts to these parks. Figure 3.6-1 shows graphically the location of these parks and Table 3.6-1 details each of these parks.

Table 3.6-1 Parklands

MAP ID	Parkland Name	Address	Acres	Amenities	Distance from Alignment (miles)
P-1	Denman Park	7735 Mockingbird Lane	12.26	Under construction, will include: 0.5 mile walking trail, parking, fencing and lighting	0.23
P-2	Oak Hills Park	200 Edgevale	8.21	Open space and picnic tables	0.23

Table 3.6-1 Parklands (Continued)					
MAP ID	**Parkland Name**	**Address**	**Acres**	**Amenities**	**Distance from Alignment (miles)**
P-3	Rogiers Park	116 Pleasant Drive	0.81	Skate Park, gazebo, playground, basketball court	0.21
P-4	Monticello Park	400 Club Drive	0.98	Benches, trash receptacle, gazebo, walking trail	0.35
P-5	Willie Ojeda	1100 N. Trinity	0.67	Basketball court, playground, trash receptacles, picnic tables, walking path, grill	0.24
P-6	Eduardo Garcia	1200 N. Frio	6.10	Picnic tables, grill, open space	0.00
P-7	Columbus Park	500 Columbia	2.09	Benches, fountains, restrooms, open space	0.00
P-8	Milam Park	501 W. Commerce	3.26	Walking paths, gazebo, playground, benches	0.22
P-9	Smith Park	1301 Buena Vista	0.25	Picnic tables, grill, open space	0.43

Source: COSA, 2008; URS, 2009.

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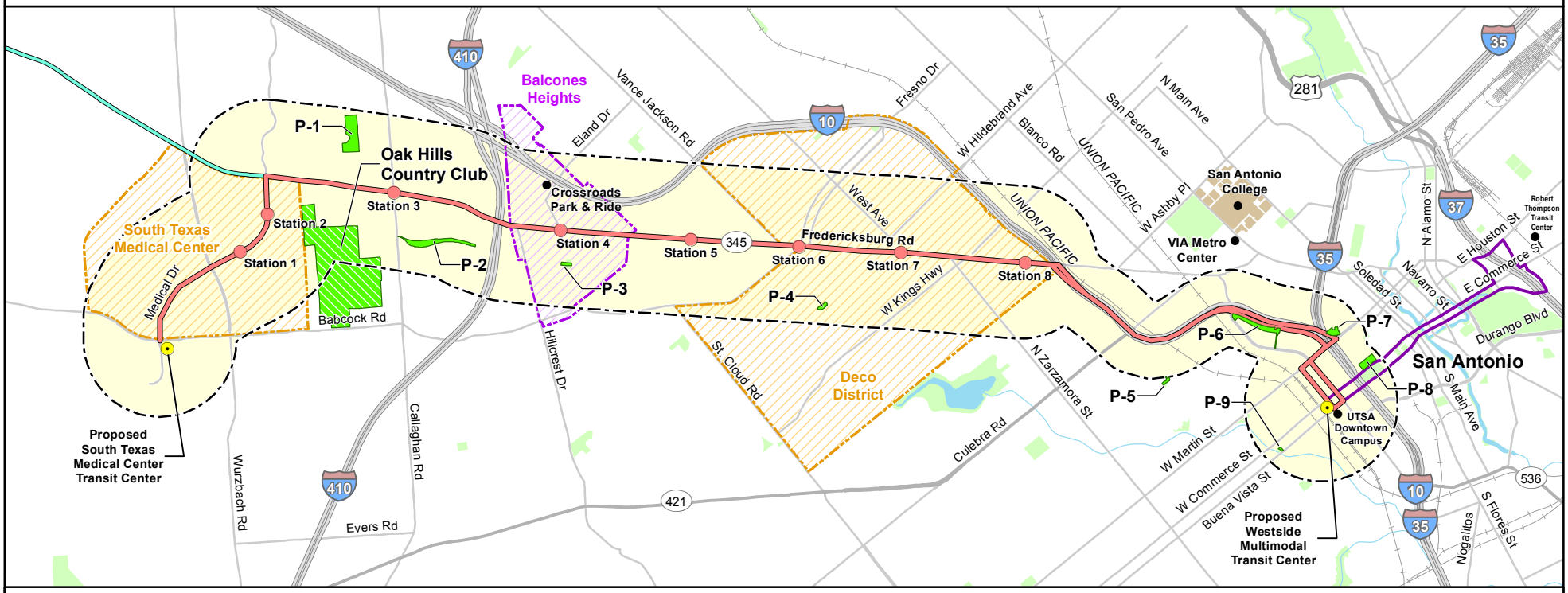
Figure 3.6-1
Parks and Recreation in the VIA Primo Study Area



Park
Recreational Area
Proposed VIA Primo Station
Proposed Transit Center
Proposed VIA Primo Route
Proposed Downtown VIA Primo Circulator Route
Proposed VIA Primo UTSA Extension
Study Area
Interstate
US Route
State Route
Major Road
Rail
Water Body
Park (other)

Source: City of Austin GIS, 2008; URS, 2008.

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3.6.4 Long-Term Effects

No-Build Alternative

The No-Build Alternative undertakes no major transit system investments in the VIA Primo Study Area, but rather maintains the existing transportation system. Therefore, no long-term impacts related to parklands under the No-Build Alternative are anticipated.

VIA Primo Alternative

No parkland would be acquired for the proposed VIA Primo and no parkland is adjacent to the alignment where disturbance or construction would occur.

Therefore, no substantial adverse impacts to parkland under the VIA Primo Alternative are anticipated. A 4(f) statement, 6(f) evaluation, or coordination with TPWD for compliance under Chapter 26 would not be required.

3.6.5 Short-Term Construction Effects

No-Build Alternative

The No-Build Alternative undertakes no major transit system investments in the VIA Primo Study Area, but rather maintains the existing transportation system. Therefore, no short-term impacts related to parklands under the No-Build Alternative are anticipated.

VIA Primo Alternative

Due to the fact that no parkland is located adjacent to where disturbance or construction would occur, there would be no temporary or short-term impacts to parkland within the VIA Primo Study Area.

3.6.6 Mitigation

No-Build Alternative

No impacts to parkland under the No-Build Alternative are anticipated. Therefore, no mitigation is required.

VIA Primo Alternative

No substantial adverse impacts to parkland under the VIA Primo Alternative are anticipated. Therefore, no mitigation is required.

3.7 SAFETY AND SECURITY

The purpose of this section is to characterize and determine any associated impacts to the existing safety and security conditions for passengers, pedestrians, motorists, and the surrounding community within the VIA Primo Study Area for the proposed VIA Primo. Safety issues include station accidents, boarding and disembarking accidents, ROW accidents, collisions, fires, major structural failures, or substantially limiting the delivery of community

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safety services, such as police, fire, or emergency services. Security impacts include the potential for substantial adverse security conditions, including incidents, offenses, and crimes.

3.7.1 Legal and Regulatory Context

VIA policies regarding safety and security are based upon criteria followed for transit industry-related projects. Other local, state and national codes and/or standards followed for VIA's policies include, but are not limited to the following:

- National Fire Protection Association (NFPA)
- NFPA 5000, Building Construction and Safety Code® , 2006 edition
- NFPA 1, Uniform Fire Code™, 2006 edition
- NFPA 10, Life Safety Code®, 2006 edition
- American National Standards Institute

Based on the above standards, the design of the proposed VIA Primo should, at a minimum, meet the following objectives:

- Use of safety design and/or alternative design concepts that identify and eliminate hazards where possible
- Use of fixed, automatic, or other protective safety devices to control hazards that cannot be eliminated
- Use of warning signals and devices if neither design nor safety devices can effectively eliminate or control an identified hazard
- Development of special procedures to control hazards which cannot be controlled by safety design and devices

3.7.2 Existing Conditions

Existing Police Services

The VIA Police Department was established in 2000 and began patrolling in 2002. The VIA Police Department is a fully-accredited law enforcement agency employing 18 sworn police officers. VIA Police patrol area streets and roadways, including VIA's facilities such as bus stops and shelters, park-and-ride lots, and transit centers. VIA also pays for independent 24-hour private security at all of the transit centers.

VIA works closely with state and local authorities, including the San Antonio Police Department. The San Antonio Police Department is a fully-accredited law enforcement agency employing 2,168 sworn commissioned peace officers – 2,033 officers, 50 cadets, and 85 probationary officers. San Antonio police patrol area streets and roadways, including VIA's facilities such as bus stops and shelters, park-and-ride lots, and transit centers.

The Frank D. Wing Municipal Court Building is located at 401 South Frio Street, west of downtown San Antonio, just south of the proposed WSMMTC. Additionally, a San Antonio Police substation is located on Fredericksburg Road in the Deco District.

In addition to the San Antonio Police Department, the Balcones Heights Police Department patrols within the VIA Primo Study Area. The Balcones Heights Police Department patrols area streets and roadways within the COBH. The police department is located across from the Crossroads of San Antonio Mall at 3300 Hillcrest Drive, eight miles northwest of downtown San Antonio.

Existing Fire and Emergency Services

The San Antonio Fire Department provides fire and emergency services for the majority of the VIA Primo Study Area, except within the COBH. The San Antonio Firefighting Division is comprised of 1,041 uniformed firefighters operating out of 49 fire stations. The division provides fire protection and medical first responder service to over 1.32 million citizens with a service coverage area of over 400 square miles.

The 49 fire stations are equipped with 49 pumper companies and 19 ladder companies. The division operates 18 first responder squads in fire stations designated as double companies (a pumper and a truck). These light-duty vehicles, manned with two firefighters as needed, respond to medical calls to provide initial patient care before Emergency Medical Services (EMS) units arrive. Additionally, the division operates three special operations units; a hazardous materials response team, a technical rescue team, and an airport crash rescue team, each with their own specialized response apparatus and equipment.

San Antonio Emergency Medical Services (SAEMS) is the emergency services branch of the San Antonio Fire Department. SAEMS provides advanced life support at the site of a medical emergency and transports patients to appropriate medical facilities. SAEMS provides pre-hospital emergency service to a population of 1.2 million people, within an area of 417 square miles. All SAEMS ambulances are strategically placed and housed in fire station locations throughout the COSA. In addition to the COSA, other municipalities or entities serviced by SAEMS include COBH, Castle Hills, Helotes, Windcrest, Kelly, and Brooks Air Force Base.

While the San Antonio Fire Department serves the majority of the VIA Primo Study Area, the Balcones Heights Fire Department serves residents within the COBH. The department utilizes two new pumpers and a 75-foot aerial device. The fire department serves approximately one square mile and has mutual agreements with several neighboring cities, including the COSA. The fire department provides first responder service, fire protection, fire prevention and rescue services.

Existing Transit Facilities

Existing VIA facilities were designed with Crime Prevention through Environmental Design (CPTED) principles. CPTED incorporates natural approaches to designing safer facilities by making stations open and activities easily observable. “Natural surveillance” is a CPTED design aspect that incorporates unobstructed sight lines, open space, and other facility layout features, which enhance the ability of police, security guards, the public, and transit patrons to observe public areas and create a deterrent to potential offenders. Existing facilities, such as the Kel-Lac Transit Center, are designed utilizing CPTED principles. Features at such facilities include 24-hour private security patrols, pay phones, translucent glass throughout the facility, unobstructed views in to and out of the transit center, and a large number of lights providing a well-lit environment both inside and outside of the transit center.

3.7.3 Long-Term Effects

No-Build Alternative

The No-Build Alternative undertakes no major transit system investments in the VIA Primo Study Area, but rather maintains the existing transportation system. Therefore, no long-term impacts related to safety and security under the No-Build Alternative are anticipated.

VIA Primo Alternative

Under the VIA Primo Alternative, VIA would continue to operate the existing bus routes in the VIA Primo Study Area in a safe and secure manner following VIA policies.

The CPTED principals would be incorporated into the planning and design of the STMCTC, the eight proposed stations, and the WSMMTC. The transit centers and stations would incorporate lighting and other natural surveillance design features to deter criminal activity. Additionally, VIA police would patrol the STMCTC, stations, and the WSMMTC and night-time security would also be present at the two transit stations.

Fire safety would be achieved through a composite of facility design, operating equipment, hardware, procedures, and software subsystems that are integrated to provide protection of life and property from the effects of fire.

To assure that implementation of the proposed VIA Primo would not create an inherently unsafe condition, VIA has conducted traffic and pedestrian analyses as part of the preliminary engineering process to determine what safety measures would be warranted. As a result, all key intersections would have signage and lighted pedestrian signals.

Safety outreach to schools in the VIA Primo Study Area would start in advance of any construction. Materials and presentations targeted at the students are a key element of the outreach effort. As part of community outreach, VIA provides a variety of educational programs to familiarize the community with the benefits and service of public transportation. One of the most requested programs is the “Classroom on Wheels”.

The Classroom on Wheels program provides safety tips and a hands-on educational presentation to local school children by bringing an actual VIA bus and a bus operator to the school. The program also teaches the environmental benefits of mass transportation, and the bus itself showcases the winning artwork of the students from VIA’s annual Youth Art Contest. The program is recommended for students from Pre-Kindergarten through 5th grade. The bus began visiting schools in 1996, and to date, over 340,000 children have boarded the Classroom on Wheels.

The Classroom on Wheels program would continue within the VIA Primo Study Area in order to educate school children in the area in advance of the implementation of the proposed VIA Primo.

The transit safety program would also include community-wide safety programs to distribute various printed materials. Community presentations targeted at key organizations would be conducted to educate and distribute safety information.

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Therefore, no substantial adverse impacts to safety and security under the VIA Primo Alternative are anticipated.

3.7.4 Short-Term Construction Effects

No-Build Alternative

The No-Build Alternative undertakes no major transit system investments in the VIA Primo Study Area, but rather maintains the existing transportation system. Therefore, no short-term impacts related to safety and security under the No-Build Alternative are anticipated.

VIA Primo Alternative

During the construction of any major transportation project, road and traffic disruption is expected. Construction of the VIA Primo Alternative would affect roadways. A traffic management plan and construction sequencing plan would be developed to schedule lane closures and use temporary traffic control. Temporary lanes, sidewalks, driveways, and bus stops could be used. Detours would be kept to a minimum and VIA would coordinate with emergency service providers to ensure access during construction.

VIA would require the contractor to comply with appropriate state and local requirements concerning the closing of roadways. The construction contractors would comply with appropriate regulations and incorporate mitigation measures during construction. Both the Standard Specifications for Public Works Construction and Texas Manual on Uniform Traffic Control Devices provide applicable local and state regulation guides for proposed construction. Local traffic engineering authorities would approve construction documents and mitigation measures prior to initiation of construction. Barricading and flagging personnel would be used when appropriate. Private business parking areas and driveways would not be used for equipment maneuvering or parking. Construction documents would include the following:

- Provisions for maximum number of lanes closed during peak traffic hours
- Off-peak scheduling of construction activities within the roadway
- Maintenance and removal of traffic control devices
- Efficient traffic rerouting procedures

The contractor would be required to be familiar with and comply with applicable Federal, state, and local laws, ordinances, and regulations regarding safety and security during construction. The project would not involve any unusual or particularly dangerous construction types, procedures, or locations that would pose any substantial safety or security risks. Standard construction safety practices established by government regulations and codes, as well as VIA and TxDOT specifications, would minimize the potential for accidents and other safety problems. Some construction would require temporary detours or reduced roadway capacity. Traffic safety and maintenance measures would be employed to minimize this risk.

3.7.5 Mitigation

No-Build Alternative

No substantial adverse impacts to safety and security under the No-Build Alternative are anticipated. Therefore, no mitigation is required other than measured discussed above.

VIA Primo Alternative

No substantial adverse impacts to safety and security under the VIA Primo Alternative are anticipated. Therefore, no mitigation is required other than measures discussed above.

3.8 ENVIRONMENTAL JUSTICE

This section contains a description of the methods used to identify minority and low-income populations and evaluate potential EJ issues within the VIA Primo Study Area. The methodology and analysis follow Federal Executive Orders (EOs), NEPA requirements, FTA guidance for meeting EJ, and Title VI provisions as described below.

3.8.1 Legal and Regulatory Context

EO 12898, entitled "Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations," requires Federal agencies to identify and address, as appropriate, adverse and disproportionate impacts of programs, policies, and activities on the health and environment of minority communities and low-income populations. This order provides, in part, the following:

- To the greatest extent practicable and permitted by law, each Federal agency shall make achieving EJ part of its mission by identifying and addressing, as appropriate, disproportionately high and adverse human health or environmental effects of its programs, policies and activities on minority populations and low-income populations [Subsection 1-101].
- Each Federal agency shall conduct its programs, policies, and activities that substantially affect human health or the environment in a manner that ensures that such programs, policies, and activities, do not have the effect of excluding persons (including populations) from participation in, denying persons (including populations) the benefits of, or subject persons (including populations) to discriminations under such programs, policies, and activities, because of their race, color, or national origin [Subsection 2-2].
- Each Federal agency shall work to ensure that public documents, notices, and hearings relating to human health or the environment are concise, understandable, and readily accessible to the public [Subsection 5-5 {c}].

A Presidential Memorandum that accompanied the EO emphasized that the order was "intended to promote nondiscrimination in Federal programs substantially affecting human health and the environment, and to provide minority communities and low-income communities access to public information on, and an opportunity for public participation in, matters relating to human health or the environment" (Weekly Compilation of Presidential Documents at 279, February 11, 1994). The EO also underscored the application of certain provisions of existing law, such as NEPA. Specifically, the memorandum notes that a NEPA analysis must include "effects on minority communities and low-income communities," and that mitigation measures "should address substantial and adverse environmental effects of proposed Federal actions on minority communities and low-income communities" [Subsection 5-5 {c}]. All actions that would be taken by FTA and VIA with respect to this project would comply with applicable statutory requirements, the spirit of this EO, and applicable administrative regulations, including joint FHWA/FTA regulations on statewide planning published October 28, 1993 [23 CFR 450 and 49 CFR 613] and DOT Proposed Order to Address Environmental Justice in Minority Populations

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and Low-Income Populations, published June 29, 1995, (Federal Register, Vol. 60, No. 125, Thursday, June 29, 1995).

In addition to considering minority and low-income populations, EO 13166 entitled "Improving Access to Services for Persons with Limited English Proficiency," issued on August 11, 2000, establishes the compliance standards for Federal agencies and recipients of Federal funding to provide services to those persons for whom English is not their primary language.

On May 13, 2007, the FTA issued an advisory circular entitled "Title VI and Title VI-Dependent Guidelines for Federal Transit Administration Recipients," reaffirming the requirements set forth in EOs 12898 and 13166. As described in the Title VI circular issued by the FTA, the finding of EJ impacts consist of the following steps:

1. A description of the low-income and minority population within the study area affected by the project, and a discussion of the method used to identify this population (e.g., analysis of Census data, minority business directories, direct observation, or a public involvement process).
2. A discussion of all adverse effects of the project both during and after construction that would affect the identified minority and low-income populations.
3. A discussion of all positive effects that would affect the identified minority and low-income population, such as an improvement in transit service, mobility, or accessibility.
4. A description of all mitigation and environmental enhancement actions incorporated into the project to address the adverse effects, including, but not limited to, any special features of the relocation program that go beyond the requirements of the Uniform Relocation Act and address adverse community effects such as separation or cohesion issues, and replacement of community resources destroyed by the project.
5. A discussion of the remaining effects, if any, and why further mitigation is not proposed.

The following discussion of EJ effects related to the implementation of the proposed VIA Primo is consistent with the procedures as discussed in the Title VI circular (FTA C 4702.1A, page IV-4) and as part of assessing the impacts to EJ populations consistent with EO 12898 and the United States Department of Transportation's (USDOT's) Final Order on Environmental Justice as issued April 15, 1997.

3.8.2 Methodology

Some aspects of EJ have been discussed in other sections of this document. However, additional examination is needed to determine specific potential impacts to the particularly sensitive populations such as low-income and minority communities. The land use and socioeconomic (Section 3.1), acquisition and displacements (Section 3.3), visual (Section 3.6), air quality (Section 4.6), noise (Section 4.7), and vibration (Section 4.8) analyses were reviewed to assist in assessing any disproportionate impacts to low-income and minority populations that may occur as a result of the alternatives considered.

Minority and Low-Income Populations

According to EO 12898, a minority is any individual who is a member of the following population groups: American Indian or Alaskan Native; Asian or Pacific Islander; Black, not of Hispanic origin; or Hispanic. These population categories were used to determine the minority

percentage for each census tract/block group within the VIA Primo Study Area. The U.S. Census considers Hispanic an ethnicity rather than a race. Therefore, people who identify their ethnicity of origin as Hispanic or Latino may be of any race, and the percent Hispanic or Latino must be calculated separate from the race designation in data derived from the Census.

For the purposes of this analysis, thresholds, instead of an absolute number, were used to determine the minority population EJ areas of concern. These thresholds are based on percentages of minority populations and reflect the composition of minorities more appropriately than would the use of absolute numbers. Minority population percentages for census block groups within the VIA Primo Study Area are outlined. A census block group with a minority population greater than 50 percent or more than two times the corresponding county minority population is considered to be a minority population EJ area of concern for the purpose of this analysis.

There are two options for defining low-income populations: (1) a percentage of persons below the respective state/county poverty level (based on U.S. Census data) or (2) poverty status (based on the U.S. Department of Health and Human Services Poverty Guidelines). The poverty status guidelines establish a national poverty number for the 48 contiguous states, with separate figures for Alaska and Hawaii, and vary depending on the size of the family unit. For example, the 2009 Health and Human Services (HHS) Poverty Guidelines range from $10,830 (for a one-person family unit) to $37,010 (for an eight-person family unit) (HHS, 2009). As required by EO 12898, and for the purposes of this analysis, low-income is defined based on the 2009 Health and Human Services Poverty Guidelines for a family of four within the 48 contiguous states at $22,050. Currently, the most recent low-income census data is from 1999. Therefore, the Consumer Price Index (CPI) inflation calculator was used to convert the 1999 low-income data to 2009 data in order to compare the low-income data with the 2009 HHS poverty threshold. That being said, a census block group with a 2009 median income value of less than $22,050 is considered to be a low-income population EJ area of concern for the purpose of this analysis.

Limited English Proficiency Populations

Public transportation serves as a vital means of mobility for many Limited English Proficiency (LEP) persons, particularly new immigrants to a community who may otherwise not have access to a private vehicle. Pursuant to the guidelines established by Title VI of the Civil Rights Act of 1964 and EO 13166 (as outlined above), an analysis of non-English speaking populations and households was conducted to identify concentrations of LEP populations living within the VIA Primo Study Area. This analysis was conducted in accordance with FTA analysis methods as outlined in “Implementing the Department of Transportation’s Policy Guidance Concerning Recipients’ Responsibilities to LEP Persons: A Handbook for Public Transportation Providers,” published on April 13, 2007.

Transit-Dependent Populations

No clear guidelines are currently available that adequately define how to calculate a single value to represent those who are transit-dependent. Groups often considered transit-dependent include the elderly, the young, low-income individuals, and households without available vehicles. The U.S. Census provides data on groups that may be considered transit-dependent, but often these groups overlap. While presenting this information independently is useful, it is advantageous to have a composite value that describes where transit-dependent populations

live. Rather than focus on why individuals are transit-dependent, a more useful method is to determine where there is a limitation on available vehicles.

The number of persons in households that are eligible to drive can be derived by subtracting the group quarters population from the total population age 16 and over. This assumes that most persons in group quarters are of driving age, although some exceptions may exist. Using this basic concept, the following formula can be applied to determine the transit-dependent population age 16 and over that lives in households.

- Household Drivers = Population Age 16 and Over – Persons in Group Quarters
- Transit-Dependent Population (16 and over within households) = Household Drivers - Autos Available

This methodology changes the focus from the reason why individuals may not drive (age, income, mobility) to identifying where there are limited vehicles available . Areas that have the largest disparity between auto drivers and autos available are more likely to be transit-dependent than areas that have nearly a one-to-one ratio between auto drivers and autos available. In areas that have a large disparity between drivers and autos available, there may be multiple reasons for this disparity. The disparity between drivers and autos could be due to age, income, mobility, or a combination of factors. The results, however, provide a more simplified method to determine where transit is most needed regardless of individual constraints.

3.8.3 Existing Conditions

Minority and Low-Income Populations

Minority Populations

According to the 2000 Census, the population within the VIA Primo Study Area is predominately White at nearly 70 percent, as shown in Table 3.8-1. Figure 3.8-1 graphically depicts the minority and Hispanic populations within the VIA Primo Study Area. It is assumed that the number of Hispanic is a mix of both White persons and people of Hispanic or Latino origin due to race and ethnicity reporting differences. Table 3.8-1 shows the Hispanic or Latino population at nearly 74 percent within the VIA Primo Study Area. The second highest minority concentration is persons reporting other races at about 22 percent. Other racial groups, including African Americans, American Indian and Alaska Natives, Asians, Native Hawaiians and other Pacific Islanders, and persons who are reported belonging to two or more races comprise only about nine percent of the total VIA Primo Study Area population. Census Block Group 110700.3 shows 100 percent of the population consisting of persons of other races and 100 percent of the population of Hispanic origin. Census Block Group 180701.2 showed zero percent minority population and only 26.3 percent Hispanic origin.

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Table 3.8-1 Year 2000 Racial/Ethnic and Income Statistics

County/State/ Census Tract/ Block Group	Race As A Percentage Of Total Population [a, b, c]							Persons of Hispanic or Latino Origin (percent) [a, c]	Median Household Income (dollars) [a, d,e]
	White	African American	American Indian and Alaska Native	Asian	Native Hawaiian and Other Pacific Islander	Persons Reporting Other Race(s)	Persons Reporting Two or More Races		
110100.5	75.5%	2.8%	0.0%	0.0%	0.0%	21.6%	0.0%	89.0%	$22,783
110100.6	69.2%	12.6%	1.3%	0.5%	0.0%	9.8%	6.6%	67.2%	$18,286
110100.7	83.5%	10.7%	3.7%	0.0%	0.0%	0.0%	2.1%	56.4%	$9,782
110400.4	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	77.5%	$116,065
110500.1	71.6%	0.0%	0.0%	0.0%	0.0%	28.4%	0.0%	100.0%	$23,340
110500.4	30.1%	0.0%	0.0%	0.0%	0.0%	69.9%	0.0%	96.8%	$9,883
110600.1	70.1%	0.0%	0.0%	0.0%	0.0%	29.9%	0.0%	100.0%	$14,085
110600.2	53.6%	0.8%	1.8%	0.4%	0.0%	39.1%	4.2%	96.3%	$15,604
110600.3	74.8%	16.4%	1.3%	0.3%	0.0%	6.5%	0.7%	69.9%	$14,755
110600.4	92.4%	3.9%	0.0%	0.0%	0.0%	3.7%	0.0%	61.3%	$32,461
110600.5	37.5%	0.0%	4.5%	0.0%	0.0%	53.3%	4.8%	97.9%	$31,228
110600.6	66.3%	11.6%	0.7%	0.0%	0.0%	20.5%	0.8%	77.2%	$33,708
110700.1	69.8%	1.3%	0.0%	0.4%	0.0%	27.4%	1.1%	95.6%	$28,258
110700.2	58.1%	10.0%	0.0%	0.0%	1.1%	28.6%	2.1%	79.3%	$14,724
110700.3	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	0.0%	100.0%	$8,048
170101.1	62.3%	12.1%	0.0%	0.0%	0.0%	23.9%	1.7%	87.9%	$27,276
170101.2	67.3%	0.4%	0.0%	0.0%	0.0%	30.0%	2.3%	94.8%	$25,433
170101.3	78.1%	0.0%	0.0%	0.0%	0.0%	21.9%	0.0%	100.0%	$26,459
170500.1	77.9%	1.5%	0.0%	0.0%	0.0%	18.2%	2.4%	95.4%	$33,499
170500.2	83.2%	5.9%	0.0%	0.8%	0.0%	9.7%	0.5%	87.6%	$28,920
180100.1	89.3%	0.0%	1.4%	0.0%	0.0%	5.8%	3.5%	76.2%	$60,766
180100.2	78.2%	0.0%	1.4%	0.0%	0.0%	20.4%	0.0%	71.5%	$61,705
180100.3	82.6%	0.0%	0.0%	1.8%	0.0%	15.6%	0.0%	84.8%	$53,835
180100.6	87.4%	0.0%	0.0%	0.0%	0.0%	8.7%	3.9%	71.0%	$52,551
180201.1	72.3%	0.0%	2.0%	0.0%	0.0%	23.2%	2.4%	65.2%	$42,209
180201.2	56.7%	5.8%	0.0%	0.0%	0.0%	36.5%	1.0%	83.8%	$49,498
180201.3	67.6%	5.1%	0.7%	0.0%	0.6%	18.6%	7.3%	81.4%	$21,816
180201.4	74.7%	0.0%	2.2%	0.0%	0.0%	20.6%	2.6%	83.3%	$41,745
180201.5	59.3%	0.0%	0.0%	0.0%	0.0%	38.1%	2.6%	90.2%	$41,745
180202.1	73.7%	1.3%	0.0%	0.0%	0.0%	13.8%	11.3%	70.8%	$34,589
180202.2	73.1%	5.7%	0.0%	5.7%	0.0%	9.5%	6.0%	65.6%	$26,697
180202.3	77.6%	2.4%	0.0%	0.7%	0.0%	18.0%	1.3%	85.4%	$30,469
180202.4	78.9%	4.7%	0.0%	0.0%	0.0%	10.2%	6.1%	78.4%	$62,258
180601.3	69.9%	0.0%	0.0%	2.0%	0.0%	19.8%	8.3%	74.6%	$42,640
180602.1	88.0%	3.1%	1.3%	0.0%	0.0%	4.9%	2.6%	77.5%	$61,838
180602.2	84.7%	3.2%	0.0%	0.0%	0.0%	9.0%	3.1%	48.9%	$34,286
180701.1	70.7%	4.4%	0.4%	7.4%	0.0%	11.4%	5.7%	42.9%	$40,928
180701.2	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	26.3%	$74,045

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Table 3.8-1 Year 2000 Racial/Ethnic and Income Statistics (Continued)

County/State/ Census Tract/ Block Group	Race As A Percentage Of Total Population [a, b, c]							Persons of Hispanic or Latino Origin (percent) [a, c]	Median Household Income (dollars) [a, d,e]
	White	African American	American Indian and Alaska Native	Asian	Native Hawaiian and Other Pacific Islander	Persons Reporting Other Race(s)	Persons Reporting Two or More Races		
180701.3	78.8%	0.0%	0.0%	12.5%	0.0%	4.7%	4.0%		
180701.4	63.6%	11.4%	0.0%	0.0%	0.0%	23.6%	1.4%	62.2%	$35,223
180800.1	72.7%	4.6%	1.3%	0.0%	0.0%	11.5%	9.8%	72.4%	$23,571
180800.2	73.7%	7.1%	3.1%	0.0%	0.0%	10.6%	5.5%	60.8%	$23,186
180800.3	71.6%	2.9%	0.0%	0.0%	0.0%	24.0%	1.5%	72.4%	$37,659
180901.5	80.5%	0.9%	0.0%	0.0%	0.0%	16.4%	2.2%	64.3%	$42,082
180902.6	62.3%	1.3%	0.0%	0.0%	0.0%	19.6%	16.7%	79.5%	$58,055
181003.1	57.3%	9.1%	0.0%	3.4%	0.0%	21.6%	8.5%	54.7%	$32,240
181003.2	68.8%	8.8%	0.4%	0.0%	0.0%	17.0%	5.0%	56.4%	$32,340
181004.1	62.9%	7.0%	1.0%	0.0%	0.0%	24.0%	5.1%	43.1%	$45,229
181004.2	64.2%	6.5%	0.7%	6.0%	0.0%	18.5%	4.2%	43.4%	$45,934
181005.1	69.9%	1.5%	0.0%	0.0%	0.0%	27.6%	1.0%	75.7%	$26,167
181005.2	51.9%	10.9%	0.0%	3.1%	0.0%	30.6%	3.5%	59.7%	$33,588
181005.3	68.5%	6.7%	3.3%	2.7%	0.0%	16.2%	2.4%	51.5%	$44,914
181402.1	90.7%	1.0%	0.0%	0.0%	0.0%	8.2%	0.0%	51.7%	$36,314
181402.2	70.1%	6.7%	1.2%	8.8%	1.8%	7.8%	3.6%	32.5%	$33,803
181504.1	66.2%	4.9%	0.0%	5.6%	0.0%	19.9%	3.4%	51.9%	$38,727
181504.2	63.1%	9.4%	0.6%	4.5%	0.0%	17.4%	5.0%	46.8%	$38,424
190100.3	63.7%	0.0%	1.1%	1.7%	0.0%	29.3%	4.3%	84.5%	$30,534
190100.4	69.6%	0.4%	1.8%	0.0%	0.0%	24.8%	3.3%	90.6%	$29,894
190501.1	59.5%	0.8%	0.0%	2.4%	0.0%	32.5%	4.8%	89.5%	$40,376
190501.2	63.5%	0.9%	0.0%	0.6%	0.0%	33.0%	2.0%	83.7%	$43,881
190501.3	77.4%	0.0%	0.0%	2.5%	0.0%	16.7%	3.4%	74.9%	$35,950
190502.1	58.8%	0.0%	1.1%	3.9%	0.0%	30.7%	5.6%	84.7%	$31,792
190502.5	69.2%	0.6%	0.0%	0.0%	0.0%	28.8%	1.5%	83.7%	$21,156
190601.2	70.3%	0.0%	0.4%	0.0%	0.0%	27.7%	1.6%	91.4%	$34,876
190601.3	62.4%	0.0%	0.0%	0.0%	0.0%	32.5%	5.1%	87.5%	$30,009
Study Area	69.8%	3.5%	0.6%	1.2%	0.1%	21.6%	3.3%	73.6%	$36,590
Bexar County	68.9%	7.2%	0.8%	1.6%	0.1%	17.8%	3.6%	54.3%	$49,356
State of Texas	71.0%	11.5%	0.6%	2.7%	0.1%	11.7%	2.5%	32.0%	$51,415

Source: U.S. Census Bureau, 2000.

Note: (1) This table is based on U.S. Census Bureau figures that, due to rounding, may total slightly more or less than 100 percent.

(2) People who identify their origin as Hispanic or Latino may be of any race. Thus, the percent Hispanic or Latino should not be added to the race as percentage of population categories.

(a) U.S. Department of Commerce, Bureau of the Census, Census 2000: American Factfinder.

(b) U.S. Department of Commerce, Bureau of the Census, Census 2000: Summary File 3 (SF3) - Sample Data, DP-1 Profile of General Demographic Characteristics.

(c) U.S. Department of Commerce, Bureau of the Census, Census 2000: Summary File 3 (SF3) - Sample Data, P7. Hispanic or Latino by Race.

(d) U.S. Department of Commerce, Bureau of the Census, Census 2000: Summary File 3 (SF3) - Sample Data, P53. Median Household Income in 1999 (Dollars).
(e) The CPI inflation calculator was used to convert 1999 dollars to 2009 dollars for comparison purposes with the 2009 HHS poverty guidelines.

The following are considered to be EJ areas of concern within the VIA Primo Study Area at the Census block group level since the respective minority population is over 50 percent or greater than two times the corresponding county minority population percent:

- African American – Census Block Group 110600.3
- American Indian and Alaska Native – Census Block Groups 110100.7, 110600.2, 110600.5, 180201.1, 180201.4, 180800.1, 181005.3, and 190100.4
- Asian – Census Block Groups 180202.2, 180701.1, 180701.3, 181003.1, 181004.2, 181402.2, 181504.1, 181504.2, and 190502.1
- Native Hawaiian or Other Pacific Islander – Census Block Groups 110700.2, 180201.3, and 181402.2
- Persons Reporting Other Races – Census Block Groups 110500.4, 110600.2, 110600.5, 110700.3, 180201.2, and 180201.5
- Persons Reporting Two or More Races – Census Block Groups 180201.3, 180202.1, 180601.3, 180800.1, 180902.6, and 181003.1

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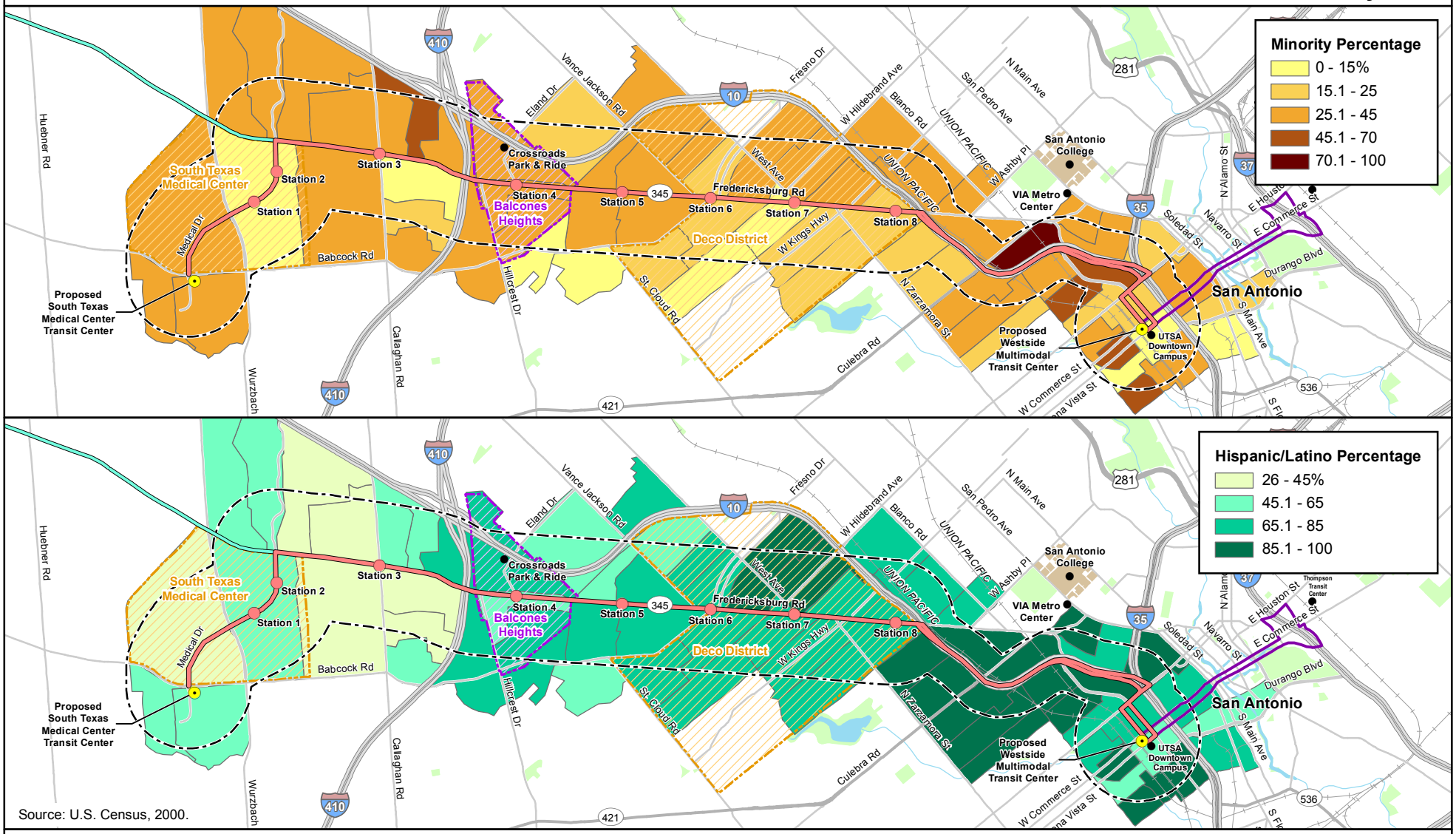
Figure 3.8-1
Environmental Justice Race/Ethnicity by Block Group in the VIA Primo Study Area



Source: U.S. Census, 2000.

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As seen in Table 3.8-1, 59 of the 65 Census block groups qualify as potential EJ areas of concern under different minority population groups in the VIA Primo Study Area, with 33 of these Census block groups classified as EJ areas of concern entirely because of large Hispanic or Latino populations. In particular, Census Block Groups 110100.6, 110100.7, 110600.3, 110600.5, 110700.2, 180201.3, 180800.1, 180800.2, 181005.2, 181005.3, 181402.2, and 181504.2 contain two minority population groups that qualify as EJ areas of concern, while Census Block Group 181003.1 contains three minority population groups that qualify as EJ areas of concern. Since minority populations are present in the Census block groups within the VIA Primo Study Area, EO 12898 directs FTA to determine whether the proposed VIA Primo could subject these populations to disproportionate adverse impacts.

Low-Income Populations

Table 3.8-1 also shows median household income statistics for the VIA Primo Study Area, with an average of $36,590. Figure 3.8-2 graphically depicts the low income populations within the VIA Primo Study Area. Census Block Group 1104.004 showed the highest median household income at $116,065; while Census Block Group 110100.7, Census Block Group 110500.4, and Census Block Group 110700.3 showed the lowest median household income at less than $10,000.

Based on the median household income data in Table 3.8-1, 10 of the 65 Census block groups qualify as potential EJ areas of concern under low-income status in the VIA Primo Study Area. When compared to the 2009 Health and Human Services Poverty Guidelines for a family of four within the 48 contiguous states, low-income populations have been identified in Census Block Groups 110100.6, 110100.7, 110500.4, 110600.1, 110600.2, 110600.3, 110700.2, 110700.3, 180201.3, and 190502.5. Since low-income populations are present in the Census block groups within the VIA Primo Study Area, EO 12898 directs FTA to determine whether the proposed VIA Primo could subject these populations to disproportionate adverse impacts.

Limited English Proficiency Populations

Table 3.8-2 includes information regarding LEP populations. Census block group data for "Ability to Speak English for the Population Five Years and Over" indicates an average of 8.3 percent of the residents in the Fredericksburg Road Corridor speaks English "Not Well" or "Not At All." Of those persons who did not speak English well, Spanish was the predominant language.

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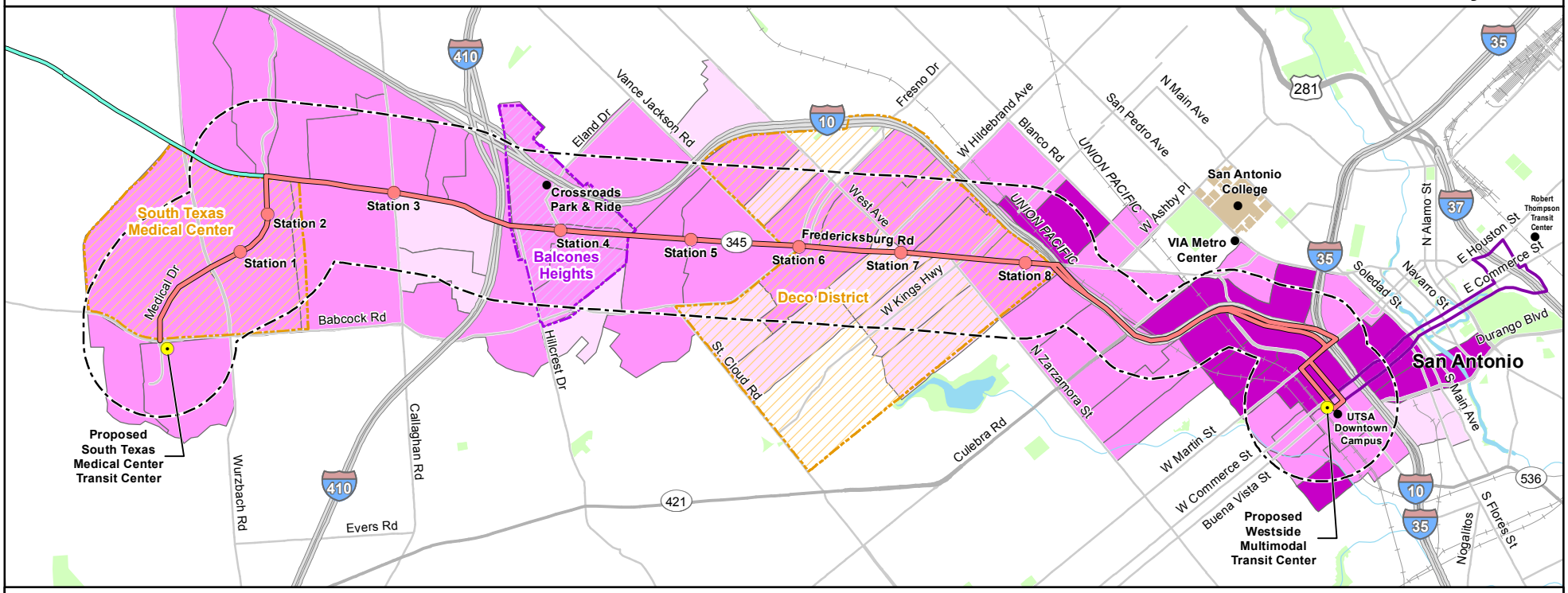
Figure 3.8-2
Environmental Justice Income by Block Group in the VIA Primo Study Area



Median Income by Block Group
- less than $16,700 (Low-Income)
- $16,701 - $37,000
- $37,001 - $90,131

- Proposed VIA Primo Station
- Proposed Transit Center
- Proposed VIA Primo Route
- Proposed Downtown VIA Primo Circulator Route
- Proposed VIA Primo UTSA Extension

- Study Area
- Interstate
- US Route
- State Route
- Major Road

- Rail
- Water Body
- Park

Source: U.S. Census, 2000.

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0 0.5 1 Miles

VIA primo

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Table 3.8-2 Year 2000 Limited English Proficiency			
County/State/ Census Tract/ Block Group	Total Population	Total Population 5+ years Speak English "Not Well" or "Not At All"	Percent
110100.5	282	44	15.6%
110100.6	1,158	192	16.6%
110100.7	243	6	2.5%
110400.4	71	0	0.0%
110500.1	208	0	0.0%
110500.4	1,420	158	11.1%
110600.1	365	23	6.3%
110600.2	1,152	296	25.7%
110600.3	3,403	219	6.4%
110600.4	538	5	0.9%
110600.5	291	19	6.5%
110600.6	1,339	199	14.9%
110700.1	526	114	21.7%
110700.2	1,345	210	15.6%
110700.3	15	0	0.0%
170101.1	1,428	66	3.5%
170101.2	1,549	46	1.6%
170101.3	1,376	5	2.1%
170500.1	1,187	6	2.0%
170500.2	1,107	100	10.4%
180100.1	1,009	314	22.0%
180100.2	1,464	301	19.4%
180100.3	1,426	225	16.4%
180100.6	1,131	242	20.4%
180201.1	943	103	9.3%
180201.2	904	71	7.0%
180201.3	1,744	66	4.5%
180201.4	860	56	3.9%
180201.5	685	12	1.1%
180202.1	1,469	71	7.5%
180202.2	1,273	79	8.7%
180202.3	1,599	252	14.4%
180202.4	911	88	10.2%
180601.3	1,857	103	15.0%
180602.1	609	82	5.6%
180602.2	1,887	146	11.5%
180701.1	2,868	131	8.2%
180701.2	236	27	3.0%
180701.3	297	56	3.0%
180701.4	962	5	0.8%
180800.1	997	125	12.5%
180800.2	1,247	45	3.6%

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Table 3.8-2 Year 2000 Limited English Proficiency (Continued)			
County/State/ Census Tract/ Block Group	**Total Population**	**Total Population 5+ years Speak English "Not Well" or "Not At All"**	**Percent**
180800.3	867	23	2.7%
180901.5	549	6	1.1%
180902.6	621	20	3.2%
181003.1	2,984	148	5.0%
181003.2	2,261	119	5.3%
181004.1	1,467	36	2.5%
181004.2	2,582	26	1.0%
181005.1	670	41	6.1%
181005.2	1,983	188	9.5%
181005.3	1,601	73	4.6%
181402.1	681	33	4.8%
181402.2	1,269	17	1.3%
181504.1	1,581	60	3.8%
181504.2	3,139	114	3.6%
190100.3	1,076	183	17.0%
190100.4	1,205	163	13.5%
190501.1	849	149	17.6%
190501.2	1,245	147	11.8%
190501.3	1,004	62	6.2%
190502.1	1,591	152	9.6%
190502.5	1,599	157	9.8%
190601.2	1,703	226	13.3%
190601.3	1,062	143	13.5%
VIA Primo Study Area	78,970	6,594	8.3%

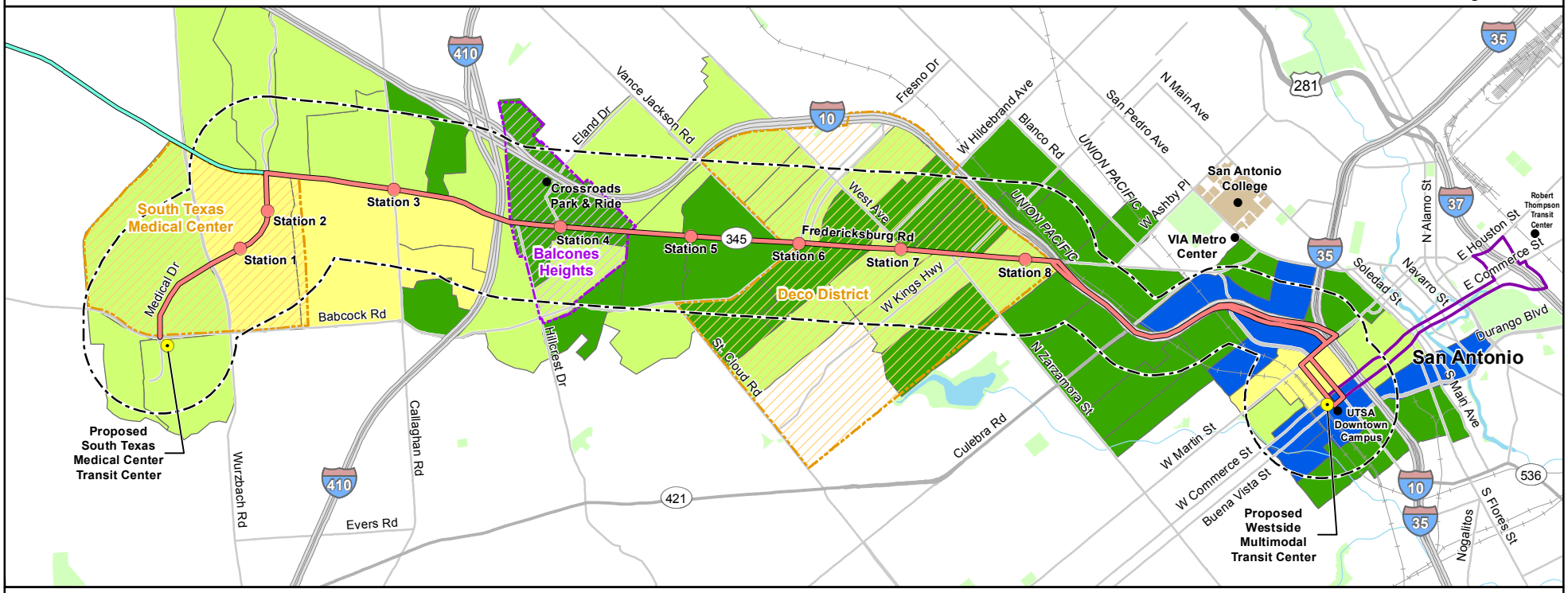
Source: U.S. Census Bureau, 2000.

In terms of the percentage of the population that speaks English "Not Well" or "Not At All", Census Block Groups 110600.2, 110700.1, 170101.1, and 170500.1 contain greater that 20 percent LEP populations in the VIA Primo Study Area, while Census Block Groups 110100.5, 110100.6, 110700.2, 170101.2, 170101.3, 190100.3, and 190501.1 contain greater than 15 percent LEP populations. In contrast, Census Block Groups 110400.4, 110500.1, and 110700.3 contain zero percent LEP populations in the VIA Primo Study Area.

Transit-Dependent Populations

Table 3.8-3 indicates that transit-dependence as a proportion of total population is higher within the VIA Primo Study Area than for all of Bexar County and for the State of Texas, with more than one out of four residents being transit-dependent within the VIA Primo Study Area. Additionally, transit-dependence is most pronounced south of IH-410, and markedly so on the segment along IH-10. In contrast, the STMC area has a low concentration of transit-dependent population largely due to the limited number of residents in this area. Also, VIA's summer 2004 Satisfaction Survey indicated that 56 percent of transit riders are in households without an

Figure 3.8-3
Year 2000 Transit-Dependent Population by Block Group in the VIA Primo Study Area



Year 2000 Transit-Dependent Population
- 4 - 10%
- 11 - 25
- 26 - 50
- 51 - 100

- Proposed VIA Primo Station
- Proposed Transit Center
- Proposed VIA Primo Route
- Proposed Downtown VIA Primo Circulator Route
- Proposed VIA Primo UTSA Extension
- Study Area
- Interstate
- US Route
- State Route
- Major Road
- Rail
- Water Body
- Park

Source: U.S. Census, 2000.

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automobile, up from 50 percent in 2001. Figure 3.8-3 presents transit-dependent population by block group in the VIA Primo Study Area.

Table 3.8-3 Year 2000 Transit-Dependent Population by Block Group

Place	Transit-Dependent Population	Total Population	Percent Transit-Dependent
VIA Primo Study Area	21,665	78,970	27 %
Bexar County	317,618	1,390,000	23 %
Texas	3,950,000	20,850,000	19 %

Source: U.S. Census, 2000.

3.8.4 Long-Term Effects

No-Build Alternative

The No-Build Alternative undertakes no major transit system investments in the VIA Primo Study Area, but rather maintains the existing transportation system. Therefore, no long-term impacts related to EJ populations under the No-Build Alternative are anticipated.

VIA Primo Alternative

Minority and Low-Income Populations

In other sections of this document, environmental impact analyses have been conducted for other resource topics such as land use, acquisition and displacements, visual, air quality, noise, etc. In each case, no substantial impacts were found to occur with implementation of the VIA Primo Alternative. As indicated in Section 3.3, property acquisition would be required along all segments of the VIA Primo Alternative route and is not solely in areas of low-income and minority populations.

The VIA Primo Alternative would change the STMCTC, the eight proposed VIA Primo stations, and the WSMMTC to active transit facilities, but would not require residential displacements. Additionally, the VIA Primo Alternative would not degrade the visual quality of the Fredericksburg Road Corridor, nor would it decrease local air quality. In fact, the proposed stations could improve air quality as it provides commuters between activity centers at the STMC and downtown San Antonio with a more efficient transit option, thus potentially removing passenger vehicles from the Fredericksburg Road Corridor. The VIA Primo Alternative would also replace one existing fixed diesel-powered route with a more efficient diesel/electric hybrid that produces less carbon-producing emissions, thereby improving air quality.

On the other hand, as traffic congestion increases in the corridor, existing bus speeds could decrease resulting in a negative impact on transit ridership. Again, this is not considered to be a substantial impact of the VIA Primo Alternative because this impact could result even without implementation of the proposed VIA Primo.

Implementation of the VIA Primo Alternative would result in a substantial capital and economic investment in the Fredericksburg Road Corridor, with major transportation access and mobility improvements for area residents that would lead to higher levels of transit service and accessibility to VIA Primo Study Area activity centers at the STMC and downtown San Antonio. Increased transit access to these activity centers would benefit all VIA Primo Study Area populations, regardless of socioeconomic status.

The net effect of the VIA Primo Alternative would be to maintain the status quo with the existing level of access to employment opportunities and local destinations for residents of the Fredericksburg Road Corridor. The transit investment in the Fredericksburg Road Corridor would not disproportionately impact minority and low-income populations in the VIA Primo Study Area. On the contrary, the VIA Primo Alternative would provide additional transfer opportunities for passengers transferring between fixed routes at the STMC and downtown San Antonio.

With respect to noise impacts, the VIA Primo Alternative would result in an increase in noise at the STMCTC, the eight proposed stations, and the WSMMTC. The noise increase is due to a concentration of bus activities at the proposed STMCTC and at centralized locations within the Fredericksburg Road Corridor, but is not considered to be a substantial impact as no noise sensitive receptors would experience any substantial adverse impacts. There are a total of 22 residential units (noise-sensitive area [NSA]-1 and NSA-2) moderately impacted in the vicinity of the proposed STMCTC, all within block group 181504.2, a block group determined to be an EJ block group. However, project noise contribution levels at each NSA are less than the existing ambient noise level. Also, the noise level increase at each NSA is three dBA or less, which is at or less than the threshold at which humans can distinguish changes in sound levels.

Additionally, the VIA Primo Alternative includes a proposed noise barrier at the eastern property boundary of the STMCTC. The noise barrier would be high and long enough to completely block the line-of-sight between the STMCTC and the multi-family residences (NSA-2) east and adjacent to the STMCTC, would be free of any gaps or openings, and would be constructed out of an outdoor weather-resistant material such as concrete. In addition, the barrier would be constructed near the STMCTC at a base elevation and of sufficient height that would allow for sound level reductions to both floors of the adjacent multi-family residential buildings (NSA-2), which have a base elevation approximately 10 feet lower than the STMCTC. The FTA noise prediction method for general assessment assigns a five dBA sound level reduction for noise barriers; however, properly designed and constructed, the barrier could potentially provide greater noise reduction at NSA-2, possibly preventing even moderate impacts at this location.

Finally, the passengers of the proposed VIA Primo would be required to pay the same fare as the existing local bus service in this corridor.

Therefore, the VIA Primo Alternative would not create a disproportionately high and adverse human health and environmental effect on minority and low-income populations.

<u>Limited English Proficiency Populations</u>

Long-term effects of the VIA Primo Alternative would not affect LEP populations in the VIA Primo Study Area. VIA uses many formats to help inform the community and public of its changes in transit service. These include public meetings with Spanish translation, newspaper advertisements (in English and Spanish), newsletters (in English and Spanish), and a website. Community outreach included stakeholder meetings, small group meetings, and one-on-one meetings.

Therefore, the VIA Primo Alternative would not create a disproportionately high and adverse human health and environmental effect on LEP populations.

Transit-Dependent Populations

The transit investment in the proposed VIA Primo would not disproportionately impact transit-dependent populations in the VIA Primo Study Area. The VIA Primo Alternative would result in major transportation access and mobility improvements for area residents that would lead to higher levels of transit service and accessibility to VIA Primo Study Area activity centers (STMC and downtown San Antonio). Increased transit access to these activity centers would benefit all VIA Primo Study Area populations, regardless of socioeconomic status. The passengers of the proposed VIA Primo would be required to pay the same fare as the existing local bus service in this corridor.Therefore, the VIA Primo Alternative would not create a disproportionately high and adverse human health and environmental effect on transit-dependent populations.

Public Outreach

As described in Chapter 8, Public Coordination and Comments, extensive public information and outreach activities were conducted as part of the project development process for the proposed VIA Primo. These activities were used to inform area residents and businesses about the project and provide an opportunity for public comment. These informational and outreach activities have allowed the public to provide input on the proposed route and alternatives, station locations, environmental issues, future development implications, and the project planning process. Public presentations have been given to community groups, civic organizations, municipal officials, and regional, state, and Federal agencies. VIA used many formats to help inform the community and public of the proposed VIA Primo. These included public meetings with Spanish translation, newspaper advertisements (English and Spanish), newsletters (English and Spanish), flyers distributed on bus routes (English and Spanish), and a project website. Community outreach included stakeholder meetings, meetings with neighborhood associations and civic groups, and small group and one-on-one meetings. More details regarding these public outreach activities are found in Chapter 8.

3.8.5 Short-Term Construction Effects

No-Build Alternative

The No-Build Alternative undertakes no major transit system investments in the VIA Primo Study Area, but rather maintains the existing transportation system. Therefore, no short-term impacts related to EJ populations under the No-Build Alternative are anticipated.

VIA Primo Alternative

Minority and Low Income Populations

Construction of the VIA Primo Alternative could affect EJ areas of concern in the VIA Primo Study Area, especially near the WSMMTC. However, due to the limited impact area and short construction duration, substantial and/or adverse impacts are not anticipated.

Therefore, the VIA Primo Alternative would not create a disproportionately high and adverse human health and environmental effect on EJ areas of concern.

Limited English Proficiency Populations

Construction of the VIA Primo Alternative could affect LEP populations in the VIA Primo Study Area, especially near the WSMMTC. However, due to the limited impact area and short construction duration, substantial and/or adverse impacts are not anticipated. Construction of the VIA Primo Alternative would not disproportionately affect LEP populations as the impacts are not directed at any one particular group or geographic area, and are dispersed over the entire length of the VIA Primo Alternative route. Therefore, no impacts are anticipated.

Transit-Dependent Populations

Construction of the STMCTC would not affect transit-dependent populations in the VIA Primo Study Area, as construction activities would be isolated to this specific transit center which is not currently served by VIA.

Construction of the eight proposed VIA Primo stations has the potential to affect transit-dependent populations, particularly along Fredericksburg Road. Construction of the proposed stations could disrupt either the passenger boarding and unboarding process or overall travel time between the major activity centers. However, construction activities would be staged to minimize the disruption as much as possible and to avoid peak transit hours. Additionally, temporary transit stops would be constructed to avoid conflicts in construction zones. Therefore, no substantial impacts are anticipated.

Construction of the WSMMTC would also not affect transit-dependent populations in the VIA Primo Study Area, as construction activities would be isolated to this specific transit center which is not currently served by VIA.

3.8.6 Mitigation

No-Build Alternative

No substantial adverse impacts to EJ populations under the No-Build Alternative are anticipated. Therefore, no mitigation is required beyond what is listed above.

VIA Primo Alternative

No substantial adverse impacts to EJ populations under the VIA Primo Alternative are anticipated. Therefore, no mitigation is required.

3.9 UTILITIES AND DISTRIBUTION SYSTEMS

Utilities and distribution systems within the VIA Primo Study Area include underground water, sanitary sewer, storm sewer, underground electrical distribution, underground communications, overhead electric distribution, overhead communications, and overhead electric transmission. This section describes the range of utility conflicts and potential impacts to the surrounding environment.

3.9.1 Legal and Regulatory Context

Laws related to utility relocation and accommodation are contained in the USC, Title 23, Sections 123 and 109(l)(1), respectively. Regulations related to utility relocation and

accommodation matters are based upon laws contained in 23 U.S.G. and are found in 23 CFR 645, Chapter I, Subchapter G, Part 645, Subparts A and B (Program Guide, Utility Relocation and Accommodation on Federal-Aid Highway Projects, Sixth Edition, January 2003, FHWA). In addition, Federal transit projects are subject to the FTA Project and Construction Management Guidelines (2003), Appendix C – Utility Agreements.

All utilities, both public and private, must conform to the Public Utility Regulatory Act, Title II, Texas Utility Code enacted in the Texas 79th Legislature, 2nd Special Session. The Public Utility Regulatory Act is administered by the Public Utility Commission of Texas.

The Gas Services Division of the Texas Railroad Commission regulates gas distribution and transmission facilities. Legal authority for the Railroad Commission is the Texas Constitution, Article X, Section 2 and Article XVI, Section 30 and the Natural Resources Code, Chapter 81. Utilities within ROW owned by TxDOT are regulated in accordance with the TxDOT Utility Manual, July 2005 as authorized under Texas Transportation Code Section 203.092. The requirements defining the responsibilities of VIA related to utility relocations are defined in the Texas Transportation Code Section 451.058(d).

Utilities that lie within ROW owned by the COSA, COBH or the TxDOT are subject to individual franchise agreements issued by these entities. Franchise agreements may not limit or interfere with a power conferred on the Public Utility Commission of Texas by the Public Utility Regulatory Act (V.A.C.S Art. 1446c-0, Sec. 1.103). Various state and city regulations mandate the placement, maintenance, and relocation of utilities within public ROW.

3.9.2 Methodology

Existing utilities within the VIA Primo Study Area were identified using a combination of existing information and field investigations. These utilities include water, wastewater, stormwater, gas, electric, and communications. VIA identified utility owners with facilities within the project area or that may be affected by the proposed VIA Primo at the proposed station locations. Coordination with utility companies would continue during final design to identify utilities that are in direct conflict with proposed VIA Primo construction. Final impacts and utility relocation plans would be developed at that time.

3.9.3 Existing Conditions

Utilities include facilities belonging to government agencies, public utility corporations, and privately owned companies for the provision of water, wastewater, storm sewer, gas, electric, and communications. Based on field observation, electrical distribution lines owned by City Public Service (CPS) Energy exist throughout the VIA Primo Study Area. The majority of the electrical distribution is located overhead, at the outer edge of the existing roadway ROW in the VIA Primo Study Area, with a minor amount placed below ground. Table 3.9-1 identifies the existing utilities within the VIA Primo Study Area by station location. Figures 3.9-1 to 3.9-10 identify the existing utility data within the VIA Primo Study Area available to VIA at the time of this EA.

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Table 3.9-1 Existing Utilities within the VIA Primo Study Area by Station					
	Platform Direction/ Roadway	Utility Owner	Utility Type	Location	Distance of Impact (Linear Feet)*
STMCTC					
	Medical	CITY WATER	WATER	UNDER	645
	Medical	AT&T	TELEPHONE	UNDER	645
	Medical	CITY WATER	FIRE HYDRANT	AT GRADE	STRUCTURE
	Medical	CPS ENERGY	ELECTRIC	OVERHEAD	645
	Medical	CPS ENERGY	UTILITY POLE 1 or 5	OVERHEAD	STRUCTURE
	Medical	CPS ENERGY	UTILITY POLE 2 of 5	OVERHEAD	STRUCTURE
	Medical	CPS ENERGY	UTILITY POLE 3 of 5	OVERHEAD	STRUCTURE
	Medical	CPS ENERGY	UTILITY POLE 4 of 5	OVERHEAD	STRUCTURE
	Medical	CPS ENERGY	UTILITY POLE 5 of 5	OVERHEAD	STRUCTURE
	Babcock	AT&T	TELEPHONE	UNDER	55
	Babcock	CITY WATER	WATER	UNDER	415
	Babcock	AT&T	TELEPHONE	UNDER	415
	Babcock	CITY WASTE WATER	WASTE WATER	UNDER	415
	Babcock	CPS ENERGY	ELECTRIC	OVERHEAD	415
	Babcock	CITY WATER	FIRE HYDRANT	AT GRADE	STRUCTURE
	Babcock	CPS ENERGY	UTILITY POLE 1 of 4	AT GRADE	STRUCTURE
	Babcock	CPS ENERGY	UTILITY POLE 2 OF 4	AT GRADE	STRUCTURE
	Babcock	CPS ENERGY	UTILITY POLE 3 OF 4	AT GRADE	STRUCTURE
	Babcock	CPS ENERGY	UTILITY POLE 4 OF 4	AT GRADE	STRUCTURE
Station 1 – University Hospital					
	SB	CPS ENERGY	GAS	UNDER	115
	SB	CITY WATER	WATER	UNDER	115
	NB	UNKNOWN	MANHOLE	AT GRADE	STRUCTURE
	NB	CITY WASTE WATER	WASTE WATER	UNDER	175
	NB	AT&T	TELEPHONE	UNDER	135
	NB	CPS ENERGY	GAS	UNDER	135
Station 2 – Ewing Halsell Drive					
	SB	CPS ENERGY	GAS	UNDER	135
	SB	AT&T	TELEPHONE	UNDER	130
	NB	CPS ENERGY	ELECTRIC	UNDER	150
	NB	CITY WATER	WATER	UNDER	139
	NB	CITY WATER	WATER VALVE	AT GRADE	STRUCTURE
	NB	CITY WATER	WATER VALVE	AT GRADE	STRUCTURE
	NB	CITY WATER	WATER VALVE	AT GRADE	STRUCTURE
	NB	CITY WATER	WATER VALVE	AT GRADE	STRUCTURE
	NB	CITY WATER	WATER METER	AT GRADE	STRUCTURE
	NB	CITY WATER	FIRE HYDRANT	AT GRADE	STRUCTURE
	NB	AT&T	TELEPHONE	UNDER	143
Station 3 – Callaghan Road					
	SB	CPS ENERGY	ELECTRIC	OVERHEAD	106
	SB	CPS ENERGY	ELECTRIC	UNDER	10
	SB	AT&T	TELEPHONE	OVERHEAD	STRUCTURE
	SB	CITY STORM SYSTEM	DRAINAGE	AT GRADE	STRUCTURE

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Table 3.9-1 Existing Utilities within the VIA Primo Study Area by Station (Continued)					
	Platform Direction/ Roadway	**Utility Owner**	**Utility Type**	**Location**	**Distance of Impact (Linear Feet)***
	SB	CITY STORM SYSTEM	DRAINAGE	AT GRADE	STRUCTURE
	SB	CPS ENERGY	GAS	UNDER	106
	SB	CITY WASTE WATER	WASTE WATER	UNDER	150
	SB	CPS ENERGY	ELECTRIC	UNDER	150
	NB	CITY WATER	WATER	UNDER	150
	NB	CPS ENERGY	ELECTRIC	UNDER	150
	NB	AT&T	TELEPHONE	UNDER	105
	NB	AT&T	TELEPHONE	UNDER	106
	NB	CPS ENERGY	ELECTRIC	OVERHEAD	106
	NB	CITY STORM SYSTEM	DRAINAGE	AT GRADE	STRUCTURE
	NB	CITY STORM SYSTEM	DRAINAGE	AT GRADE	STRUCTURE
	NB	CITY STORM SYSTEM	DRAINAGE	AT GRADE	STRUCTURE
	NB	CITY STORM SYSTEM	DRAINAGE	AT GRADE	STRUCTURE
	NB	CPS ENERGY	ELECTRIC	OVERHEAD	STRUCTURE
	NB	TRAFFIC	TRAFFIC PEDESTAL	AT GRADE	STRUCTURE
	NB	TRAFFIC	TRAFFIC SIGNAL LIGHT POLE	OVERHEAD	STRUCTURE
Station 4 – Crossroads Boulevard					
	SB	CITY WATER	WATER	UNDER	120
	SB	CPS ENERGY	GAS	UNDER	150
	SB	CPS ENERGY	GAS	UNDER	20
	SB	CPS ENERGY	ELECTRIC	OVERHEAD	120
	SB	CPS ENERGY	ELECTRIC	OVERHEAD	26
	SB	CPS ENERGY	ELECTRIC	OVERHEAD	STRUCTURE
	SB	CPS ENERGY	ELECTRIC	OVERHEAD	STRUCTURE
	SB	CITY WATER	WATER	AT GRADE	STRUCTURE
	SB	CITY WATER	WATER	AT GRADE	STRUCTURE
	NB	CITY WASTE WATER	WASTE WATER	UNDER	150
	NB	CPS ENERGY	ELECTRIC	UNDER	118
	NB	CPS ENERGY	ELECTRIC	OVERHEAD	120
	NB	CPS ENERGY	ELECTRIC	OVERHEAD	25
	NB	CPS ENERGY	ELECTRIC	OVERHEAD	STRUCTURE
	NB	CPS ENERGY	ELECTRIC	OVERHEAD	STRUCTURE
Station 5 – De Chantle Road					
	SB	CPS ENERGY	ELECTRIC	OVERHEAD	150
	SB	CPS ENERGY	ELECTRIC	OVERHEAD	STRUCTURE
	SB	AT&T	TELEPHONE	AT GRADE	STRUCTURE
	SB	AT&T	TELEPHONE	AT GRADE	STRUCTURE
	SB	CITY WATER	WATER	AT GRADE	STRUCTURE
	SB	CITY WATER	WATER	UNDER	150
	NB	CPS ENERGY	ELECTRIC	OVERHEAD	STRUCTURE
	NB	CPS ENERGY	GAS	UNDER	STRUCTURE
	NB	CPS ENERGY	GAS	UNDER	150
	NB	CITY WASTE WATER	WASTE WATER	UNDER	115
	NB	CITY WATER	WATER	UNDER	STRUCTURE
	NB	CITY WATER	WATER	UNDER	STRUCTURE
	NB	CITY WATER	WATER	UNDER	STRUCTURE
Station 6 – Babcock Road					

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Table 3.9-1 Existing Utilities within the VIA Primo Study Area by Station (Continued)					
	Platform Direction/ Roadway	Utility Owner	Utility Type	Location	Distance of Impact (Linear Feet)*
	SB	CPS ENERGY	ELECTRIC	UNDER	106
	SB	CPS ENERGY	ELECTRIC	UNDER	106
	SB	CITY WASTE WATER	WASTE WATER	UNDER	STRUCTURE
	SB	AT&T	TELEPHONE	UNDER	106
	SB	CPS ENERGY	GAS	UNDER	106
	SB	CPS ENERGY	ELECTRIC	OVERHEAD	106
	SB	CITY WATER	WATER	UNDER	106
	SB	CPS ENERGY	ELECTRIC	OVERHEAD	STRUCTURE
	NB	AT&T	TELEPHONE	UNDER	150
	NB	CITY WASTE WATER	WASTE WATER	UNDER	150
	NB	AT&T	TELEPHONE	UNDER	150
	NB	AT&T	TELEPHONE	UNDER	8
	NB	CPS ENERGY	ELECTRIC	UNDER	106
	NB	CPS ENERGY	ELECTRIC	OVERHEAD	115
	NB	CPS ENERGY	ELECTRIC	OVERHEAD	STRUCTURE
	NB	CPS ENERGY	ELECTRIC	OVERHEAD	STRUCTURE
	NB	CPS ENERGY	ELECTRIC	OVERHEAD	STRUCTURE
Station 7 – Mary Louise Drive					
	SB	CITY WATER	WATER	UNDER	10
	SB	CITY WATER	WATER	UNDER	115
	SB	CPS ENERGY	ELECTRIC	UNDER	178
	SB	CPS ENERGY	ELECTRIC	UNDER	25
	SB	CPS ENERGY	ELECTRIC	OVERHEAD	180
	SB	CPS ENERGY	ELECTRIC	OVERHEAD	23
	SB	CPS ENERGY	ELECTRIC	OVERHEAD	STRUCTURE
	SB	CPS ENERGY	ELECTRIC	OVERHEAD	STRUCTURE
	SB	CPS ENERGY	ELECTRIC	UNDER	STRUCTURE
	SB	CPS ENERGY	ELECTRIC	UNDER	STRUCTURE
	SB	CPS ENERGY	ELECTRIC	UNDER	STRUCTURE
	SB	CITY STORM SYSTEM	DRAINAGE	AT GRADE	STRUCTURE
	SB	CITY WASTE WATER	WASTE WATER	AT GRADE	STRUCTURE
	SB	AT&T	TELEPHONE	AT GRADE	STRUCTURE
	SB	TRAFFIC	TRAFFIC	AT GRADE	STRUCTURE
	SB	CITY WASTE WATER	WASTE WATER	UNDER	66
	NB	CPS ENERGY	GAS	UNDER	150
	NB	AT&T	TELEPHONE	UNDER	150
	NB	CPS ENERGY	ELECTRIC	UNDER	110
	NB	CPS ENERGY	ELECTRIC	OVERHEAD	45
	NB	CPS ENERGY	ELECTRIC	UNDER	STRUCTURE
	NB	CITY WASTE WATER	WASTE WATER	UNDER	30
	NB	AT&T	TELEPHONE	AT GRADE	STRUCTURE
	NB	AT&T	TELEPHONE	AT GRADE	STRUCTURE
	NB	AT&T	TELEPHONE	AT GRADE	STRUCTURE
	NB	AT&T	TELEPHONE	AT GRADE	STRUCTURE
	NB	CPS ENERGY	ELECTRIC	AT GRADE	STRUCTURE
	NB	CPS ENERGY	ELECTRIC	AT GRADE	STRUCTURE
	NB	TRAFFIC	TRAFFIC POLE	OVERHEAD	STRUCTURE
	NB	TRAFFIC	TRAFFIC SIGNAL CONTROL BOX	AT GRADE	STRUCTURE
Station 8 – Huisache Avenue					
	SB	CPS ENERGY	ELECTRIC	UNDER	437

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Table 3.9-1 Existing Utilities within the VIA Primo Study Area by Station (Continued)					
	Platform Direction/ Roadway	Utility Owner	Utility Type	Location	Distance of Impact (Linear Feet)*
	SB	CITY WATER	WATER	UNDER	149
	SB	CITY WATER	WATER	AT GRAD	STRUCTURE
	SB	CPS ENERGY	ELECTRIC	OVERHEAD	STRUCTURE
	SB	CPS ENERGY	ELECTRIC	OVERHEAD	STRUCTURE
	NB	AT&T	TELEPHONE	UNDER	148
	NB	CPS ENERGY	ELECTRIC	UNDER	163
	NB	CITY WATER	WATER	AT GRAD	STRUCTURE
	NB	CPS ENERGY	ELECTRIC	OVERHEAD	STRUCTURE
	NB	AT&T	TELEPHONE	UNDER	STRUCTURE
WSMMTC					
	Crossing site	CPS ENERGY	ELECTRIC	UNDER	280
	Crossing site	CITY WATER	WATER	UNDER	280
	Crossing site	CITY WASTE WATER	WASTE WATER	UNDER	280
	Crossing site	AT&T	TELEPHONE	UNDER	280
	Crossing site	AT&T	TELEPHONE	UNDER	280
	Crossing site	CPS ENERGY	GAS	UNDER	280
	Buena Vista	CPS ENERGY	GAS	UNDER	280
	Medina	CPS ENERGY	ELECTRIC	UNDER	454
	Medina	CITY WATER	WATER	UNDER	454
	Medina	CPS ENERGY	ELECTRIC	OVERHEAD	625
	Medina	CPS ENERGY	UTILITY POLE 1 or 5	AT GRADE	STRUCTURE
	Medina	CPS ENERGY	UTILITY POLE 2 of 5	AT GRADE	STRUCTURE
	Medina	CPS ENERGY	UTILITY POLE 3 of 5	AT GRADE	STRUCTURE
	Medina	CPS ENERGY	UTILITY POLE 4 of 5	AT GRADE	STRUCTURE
	Medina	CPS ENERGY	UTILITY POLE 5 of 5	AT GRADE	STRUCTURE
	Parking Lot	FACILITY	PARKING LOT LIGHTING	AT GRADE	STRUCTURES

Source: URS, 2009.
* The term "Structure" means that the utility is located within the footprint of the proposed station.

3.9.4 Long-Term Effects

No-Build Alternative

The No-Build Alternative undertakes no major transit system investments in the VIA Primo Study Area, but rather maintains the existing transportation system. Therefore, no long-term impacts related to utilities under the No-Build Alternative are anticipated.

VIA Primo Alternative

Manholes, inlets, and utility lines running parallel to and within the STMCTC site would be relocated. Overhead electric and communications lines would be adjusted as necessary to provide adequate vertical clearance for the proposed STMCTC. Underground utilities that cross the proposed site would be evaluated on a case-by-case basis to determine (1) the condition of the existing facility, (2) proximity to the proposed STMCTC, and (3) vertical clearances that meet requirements set forth by VIA and the utility providers. Underground utilities may be encased for additional protection, deepened to provide greater vertical clearance, or relocated

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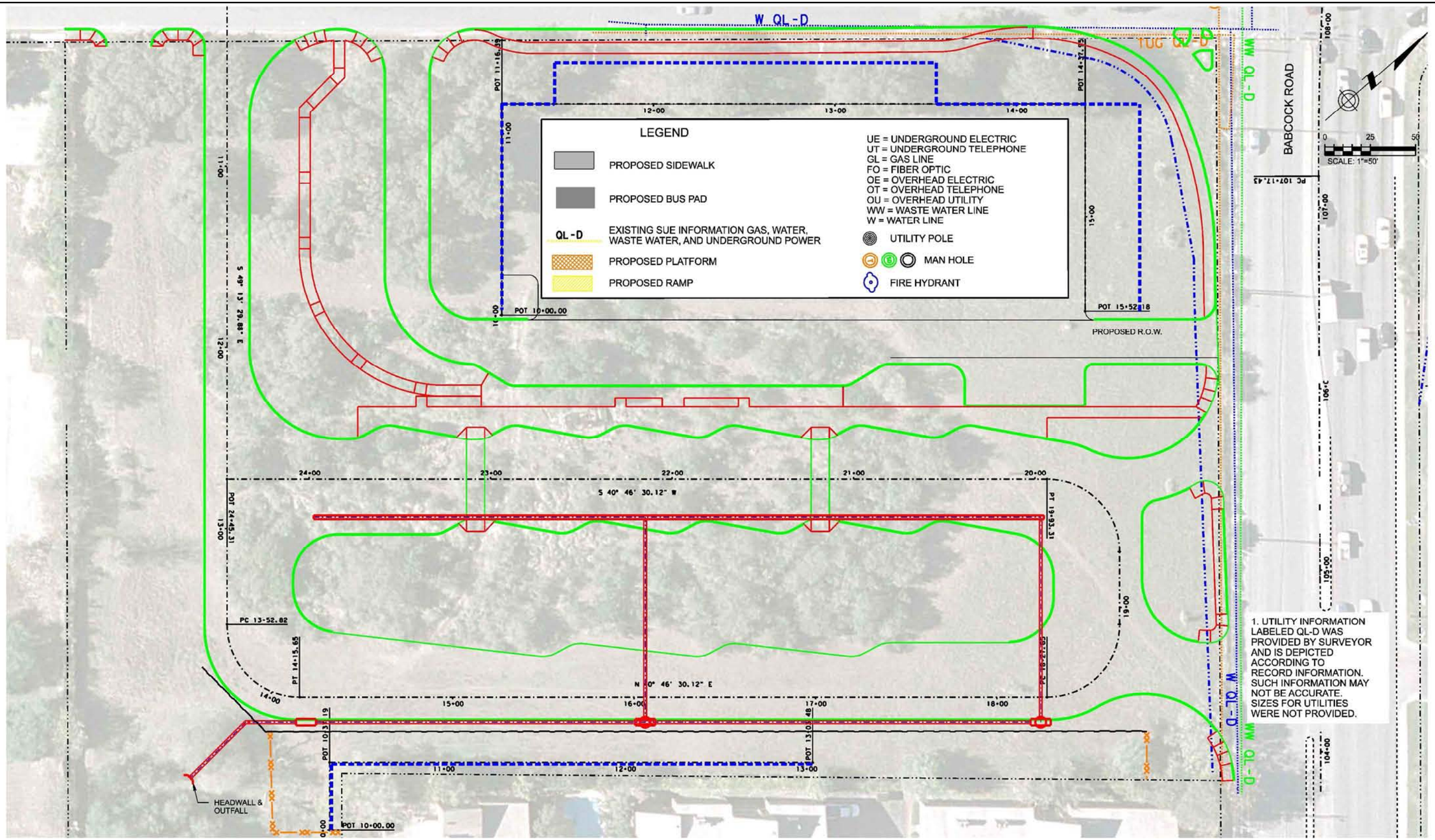
Figure 3.9-1
Existing Utilities Surrounding
Proposed South Texas Medical Center Transit Center



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Sources: SAM, 04/04/2009; Parsons, 01/26/2010; Unitech, 10/10/2009

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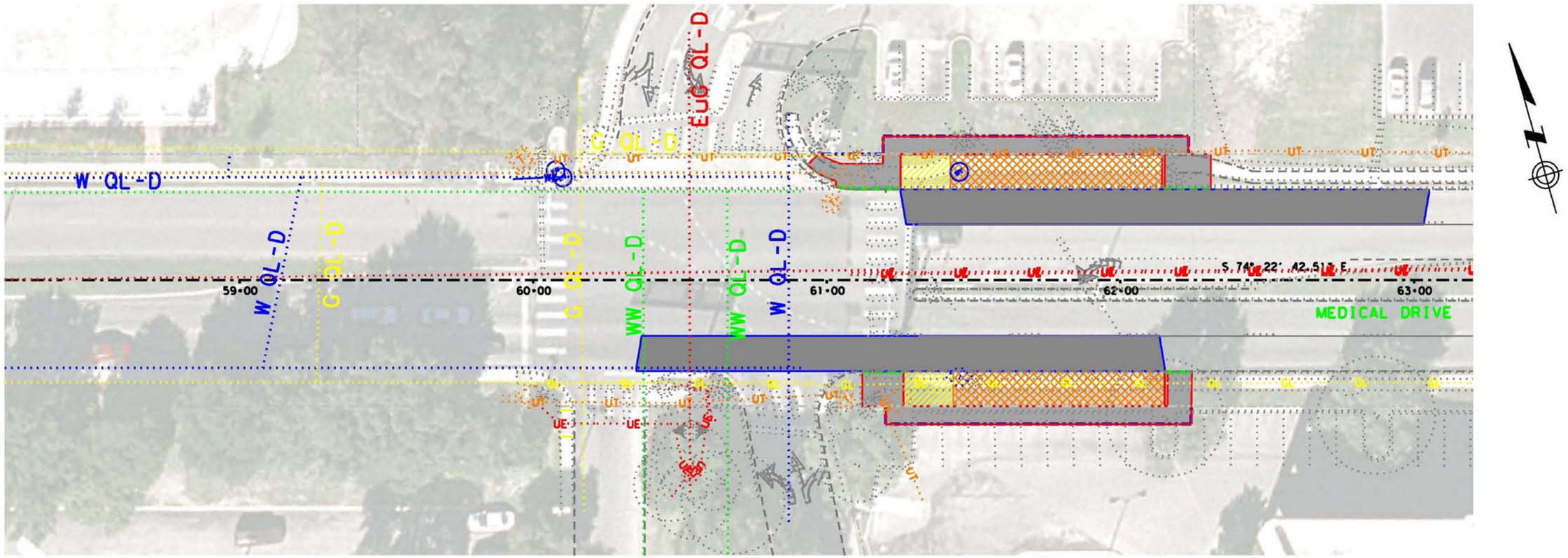
Figure 3.9-2
Existing Utilities Surrounding
Proposed Station 1 - University Hospital



LEGEND

- PROPOSED SIDEWALK
- PROPOSED BUS PAD
- QL-D — EXISTING SUE INFORMATION GAS, WATER, WASTE WATER, AND UNDERGROUND POWER
- PROPOSED PLATFORM
- PROPOSED RAMP

UE = UNDERGROUND ELECTRIC
UT = UNDERGROUND TELEPHONE
GL = GAS LINE
FO = FIBER OPTIC
OE = OVERHEAD ELECTRIC
OT = OVERHEAD TELEPHONE
OU = OVERHEAD UTILITY
WW = WASTE WATER LINE
W = WATER LINE

- UTILITY POLE
- MAN HOLE
- FIRE HYDRANT

1. UTILITY INFORMATION LABELED QL-D WAS PROVIDED BY SURVEYOR AND IS DEPICTED ACCORDING TO RECORD INFORMATION. SUCH INFORMATION MAY NOT BE ACCURATE. SIZES FOR UTILITIES WERE NOT PROVIDED.

0 20 40
SCALE: 1"=40' H
1"=10' V

URS

Sources: SAM, 04/04/2009; Parsons, 01/26/2010; Unitech, 10/10/2009

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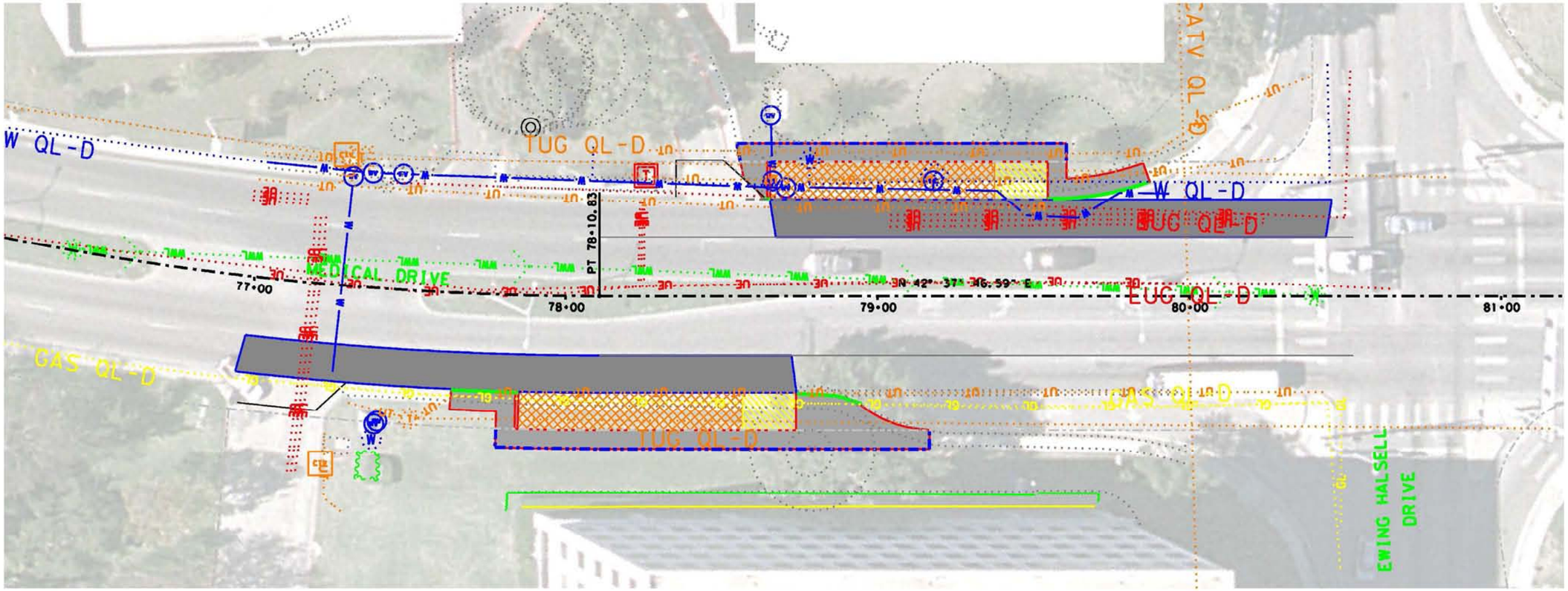
Figure 3.9-3
Existing Utilities Surrounding
Proposed Station 2 - Ewing Halsell Drive



LEGEND

- PROPOSED SIDEWALK
- PROPOSED BUS PAD
- QL-D EXISTING SUE INFORMATION GAS, WATER, WASTE WATER, AND UNDERGROUND POWER
- PROPOSED PLATFORM
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0 20 40
SCALE: 1"=40' H
1"=10' V

URS

Sources: SAM, 04/04/2009; Parsons, 01/26/2010; Unitech, 10/10/2009

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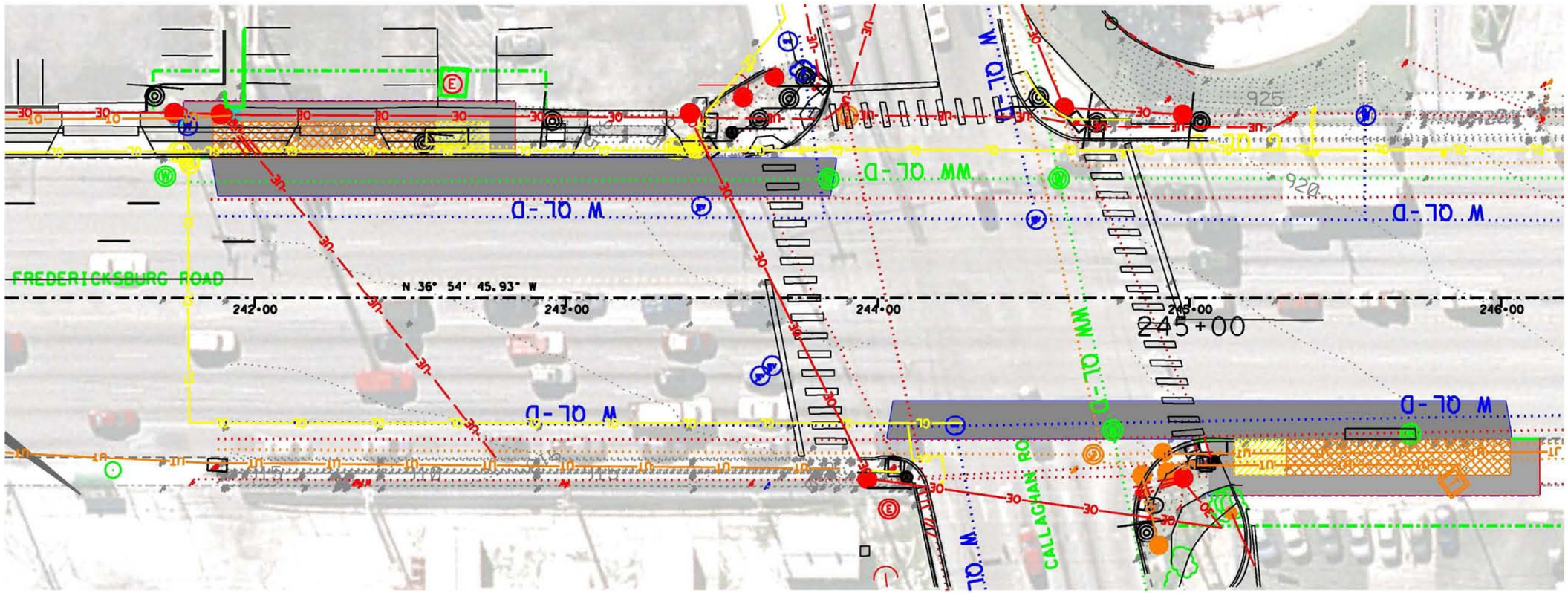
Figure 3.9-4
Existing Utilities Surrounding
Proposed Station 3 - Callaghan Road



LEGEND

- PROPOSED SIDEWALK
- PROPOSED BUS PAD
- QL-D — EXISTING SUE INFORMATION GAS, WATER, WASTE WATER, AND UNDERGROUND POWER
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- PROPOSED RAMP

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- MAN HOLE
- FIRE HYDRANT

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0 20 40
SCALE: 1"=40' H
1"=10' V

URS

Sources: SAM, 04/04/2009; Parsons, 01/26/2010; Unitech, 10/10/2009

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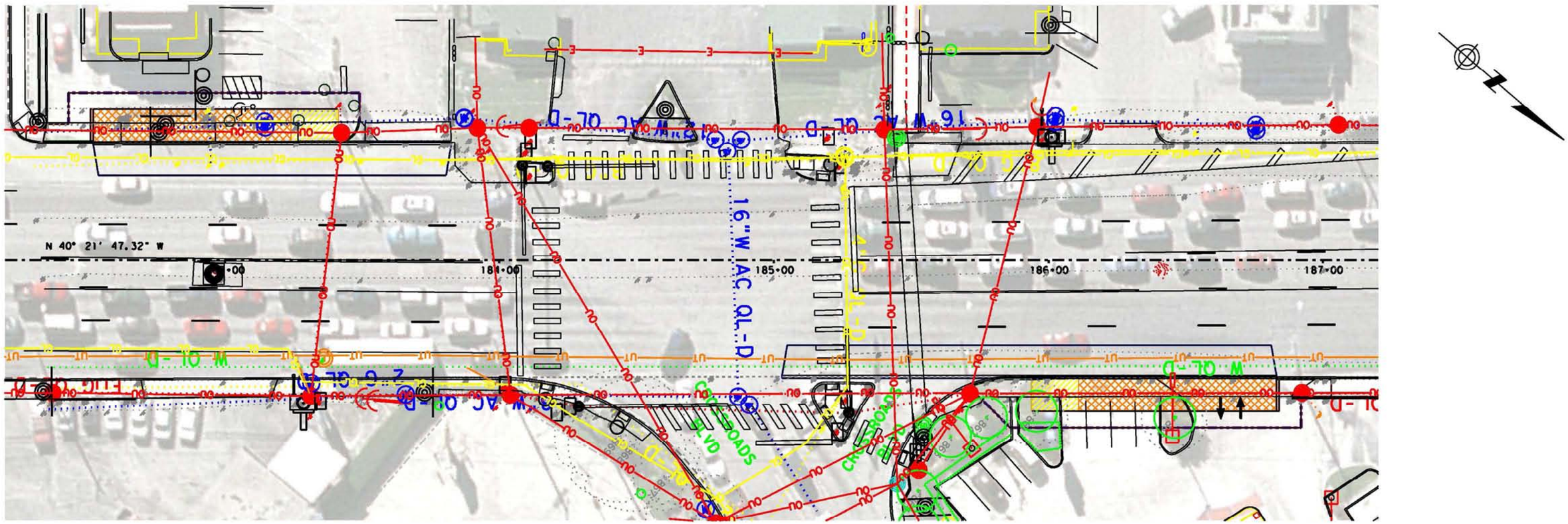
Figure 3.9-5
Existing Utilities Surrounding
Proposed Station 4 - Crossroads Boulevard



LEGEND

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- PROPOSED BUS PAD
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- FIRE HYDRANT

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0 20 40
SCALE: 1"=40' H
1"=10' V

URS

Sources: SAM, 04/04/2009; Parsons, 01/26/2010; Unitech, 10/10/2009

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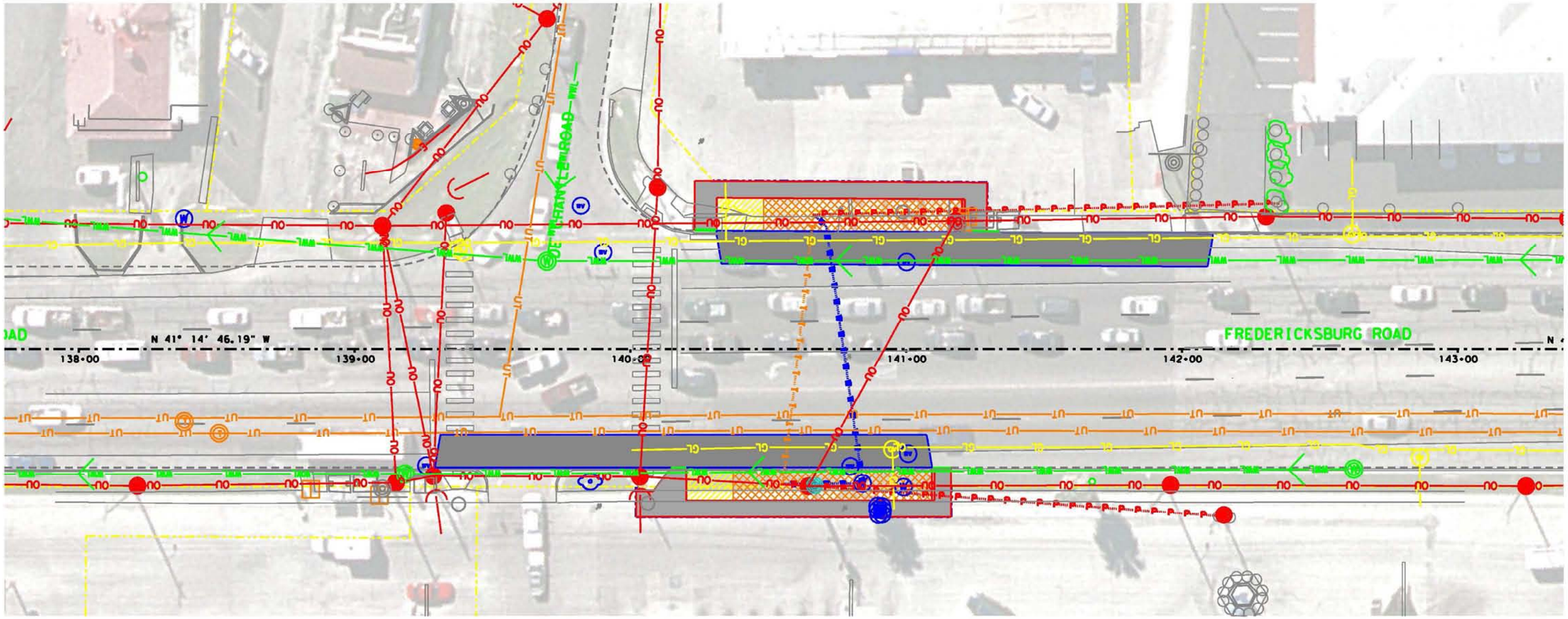
Figure 3.9-6
Existing Utilities Surrounding
Proposed Station 5 - De Chantle Road



LEGEND

PROPOSED SIDEWALK

PROPOSED BUS PAD

QL-D EXISTING SUE INFORMATION GAS, WATER, WASTE WATER, AND UNDERGROUND POWER

PROPOSED PLATFORM

PROPOSED RAMP

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UTILITY POLE

MAN HOLE

FIRE HYDRANT

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0 20 40
SCALE: 1"=40' H
1"=10' V

URS

Sources: SAM, 04/04/2009; Parsons, 01/26/2010; Unitech, 10/10/2009

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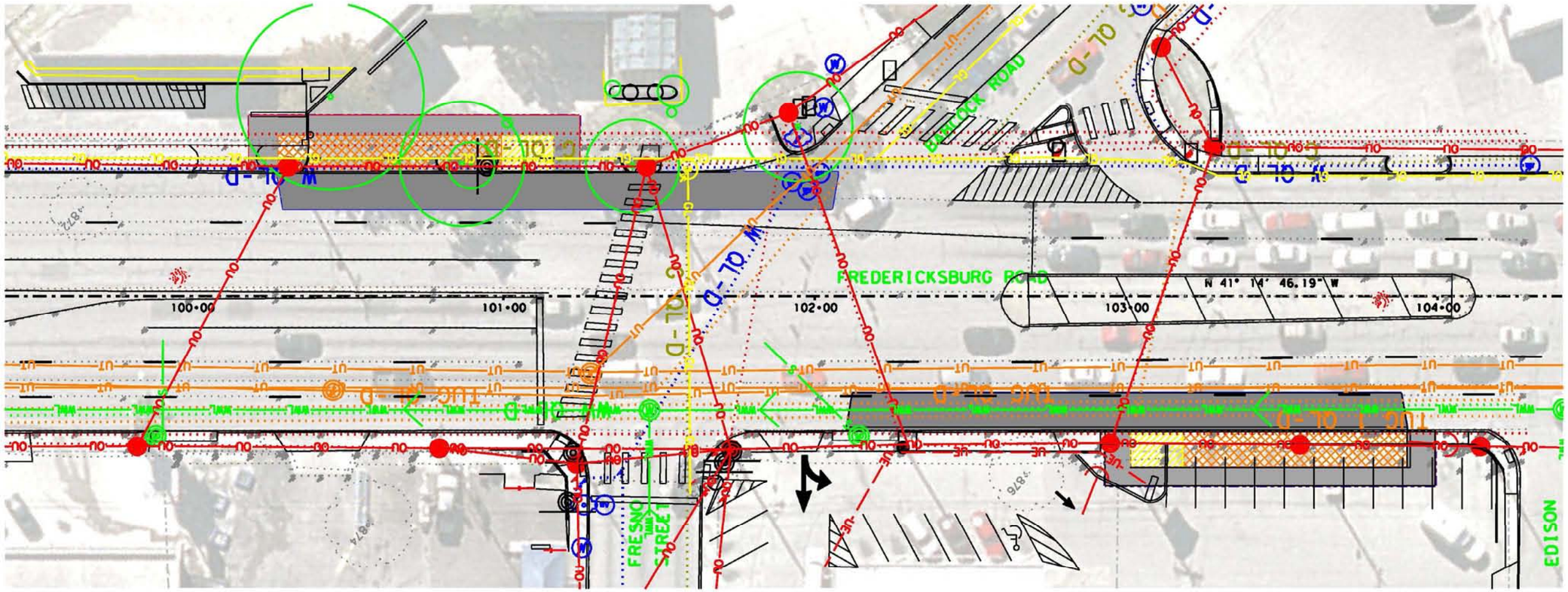
Figure 3.9-7
Existing Utilities Surrounding Proposed Station 6 - Babcock Road



LEGEND

PROPOSED SIDEWALK

PROPOSED BUS PAD

QL-D EXISTING SUE INFORMATION GAS, WATER, WASTE WATER, AND UNDERGROUND POWER

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UTILITY POLE

MAN HOLE

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SCALE: 1"=40' H
1"=10' V

URS

Sources: SAM, 04/04/2009; Parsons, 01/26/2010; Unitech, 10/10/2009

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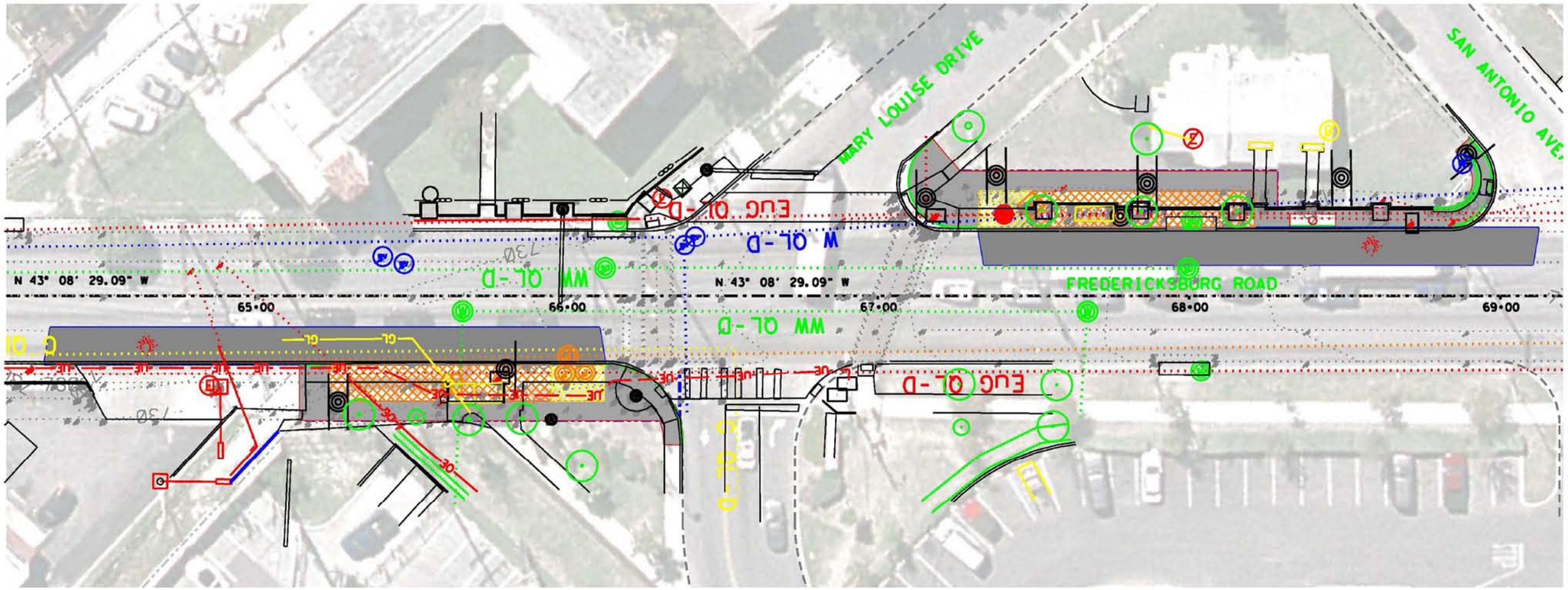
Figure 3.9-8
Existing Utilities Surrounding
Proposed Station 7 - Mary Louise Drive



LEGEND

- PROPOSED SIDEWALK
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1"=10' V

URS

Sources: SAM, 04/04/2009; Parsons, 01/26/2010; Unitech, 10/10/2009

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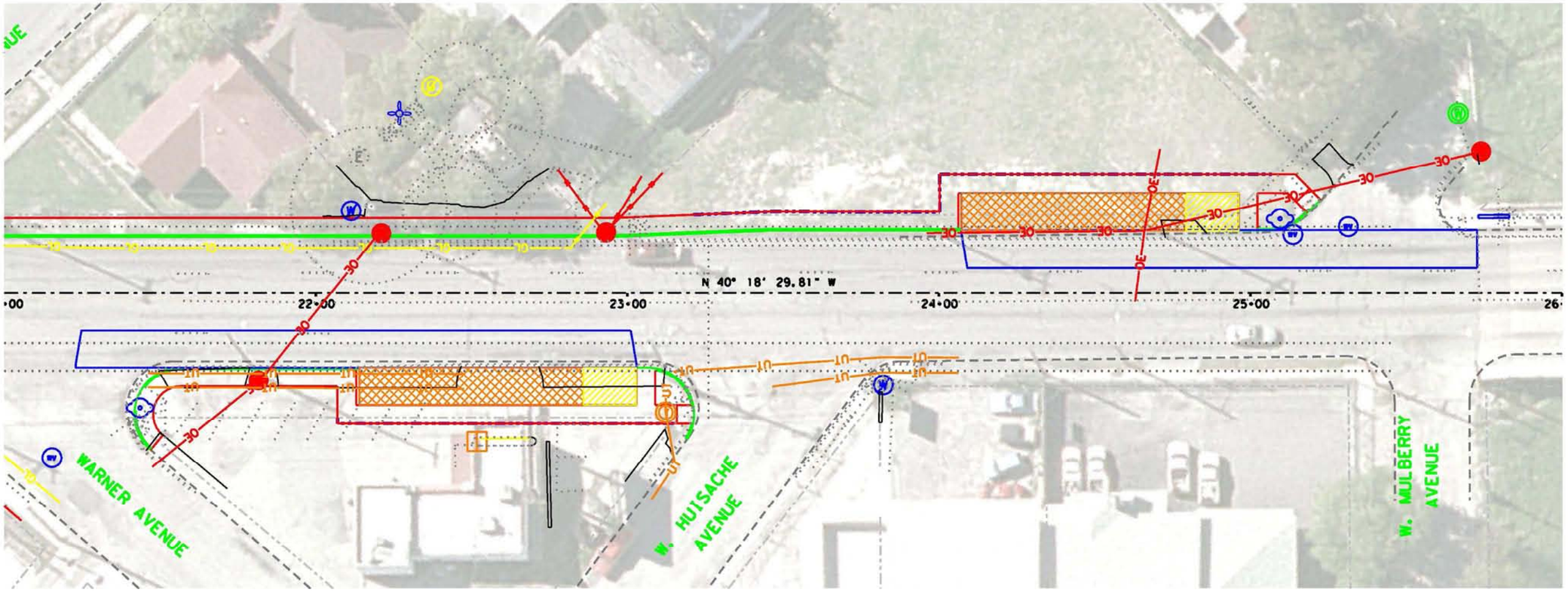
Figure 3.9-9
Existing Utilities Surrounding
Proposed Station 8 - Huisache Avenue



LEGEND

- PROPOSED SIDEWALK
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0 20 40
SCALE: 1"=40' H
1"=10' V

URS

Sources: SAM, 04/04/2009; Parsons, 01/26/2010; Unitech, 10/10/2009

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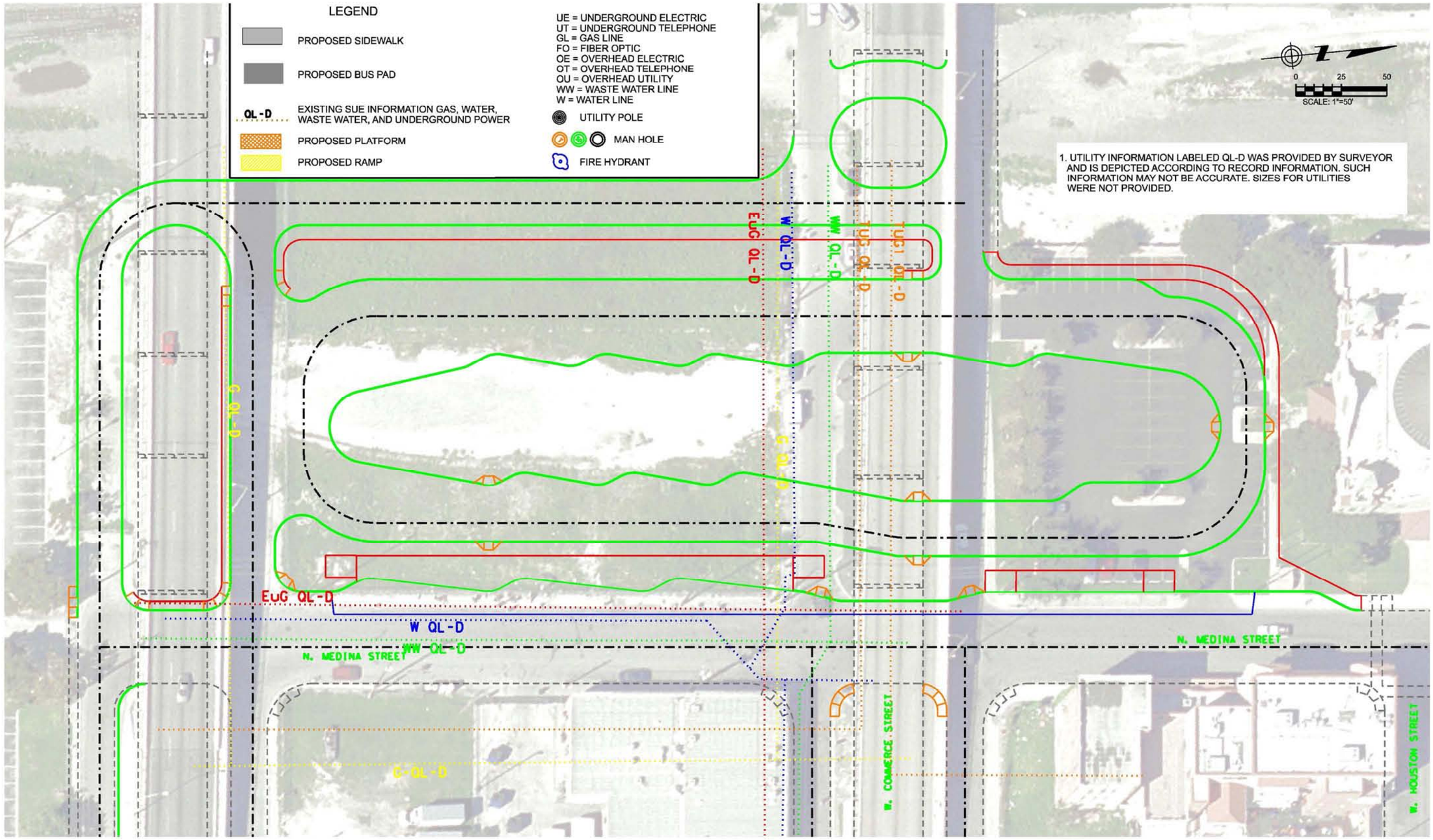
Figure 3.9-10
Existing Utilities Surrounding
Proposed Westside Multimodal Transit Center



URS

Sources: SAM, 04/04/2009; Parsons, 01/26/2010; Unitech, 10/10/2009

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outright. No substantial impacts are anticipated. Coordination with utility companies would continue during final design, and final impacts and mitigation would be determined at that time.

Manholes, inlets, and utility lines running parallel to and in direct conflict with the eight proposed VIA Primo stations would be relocated as well. Overhead electric and communications lines would be adjusted as necessary to provide adequate horizontal and vertical clearance for the VIA Primo vehicles and VIA Primo stations. Underground utilities that cross the proposed route would be evaluated on a case-by-case basis to determine (1) the condition of the existing facility, (2) proximity to the capital improvements within the VIA Primo Alternative, and (3) vertical clearances that meet requirements set forth by VIA and the utility providers. Underground utilities may need to be encased for additional protection, deepened to provide greater vertical clearance, or relocated. No substantial impacts are anticipated. Coordination with utility companies would continue during final design, and final impacts and mitigation would be determined at that time.

Manholes, inlets, and utility lines running parallel to and within the WSMMTC site would be relocated. Overhead electric and communications lines would be adjusted as necessary to provide adequate vertical clearance for the proposed WSMMTC. Underground utilities that cross the proposed site would be evaluated on a case-by-case basis to determine (1) the condition of the existing facility, (2) proximity to the proposed WSMMTC, and (3) vertical clearances that meet requirements set forth by VIA and the utility providers. Underground utilities may need to be encased for additional protection, deepened to provide greater vertical clearance, or relocated. No substantial impacts are anticipated. Coordination with utility companies would continue during final design, and final impacts and mitigation would be determined at that time.

No substantial adverse impacts to utilities under the VIA Primo Alternative are anticipated.

3.9.5 Short-Term Construction Effects

No-Build Alternative

The No-Build Alternative undertakes no major transit system investments in the VIA Primo Study Area, but rather maintains the existing transportation system. Therefore, no short-term impacts related to utilities under the No-Build Alternative are anticipated.

VIA Primo Alternative

Impacts to utilities are most likely to occur during excavation and grading activities and during placement of structural foundations. The adjustment of any utilities would be handled so that no substantial disruption of service would take place while adjustments are made. Any necessary utility adjustments would be the responsibility of the utility providers. Impacts caused by temporary utility service interruptions during construction would be minimized by carefully scheduling the occasional interruptions and notifying affected properties prior to service interruptions. Utility owners would ultimately decide when and if disruptions to service would be allowed. While no substantial impacts are anticipated, implementation of the mitigation measures discussed in Section 3.9.6 would further reduce the possibility of any impact. Coordination with utility companies would continue during final design, and final impacts and mitigation would be determined at that time.

3.9.6 Mitigation

No-Build Alternative

No substantial adverse impacts to utilities under the No-Build Alternative are anticipated. Therefore, no mitigation is required.

VIA Primo Alternative

Potential mitigation measures for utilities would include, but are not limited to the following:

- Prior to construction, all area utility companies and utility agencies would be contacted through one-call and requested to provide line location measures;
- Businesses and residences affected by utility disruptions would be notified of the disruption at least two weeks in advance;
- Disruptions in service to businesses would be scheduled during off-business hours and never exceed a 24-hour period;
- Businesses such as restaurants, grocery stores or food preparation/manufacturing facilities would be accommodated in order to protect food preparation and storage mechanisms; and
- Should utilities be identified during construction which were not identified prior to construction, work will cease in that area and the Subsurface Utility Engineering (SUE) provider and appropriate utility companies and agencies contacted to identify the line(s). The newly identified line(s) would not be disrupted until businesses and residences are notified and the utility owner/operator has approved the adjustment.

In addition, an allowance would be included within the project cost at the preliminary engineering phase to cover adjustment, protection and/or consolidation of all utilities along the alignment. By utilizing a SUE provider, utility conflicts can be identified early in the design phase allowing designers to adjust the design or provide sufficient time for the utility to adjust their facilities prior to, or have them protected during, construction. Utility adjustment and protection would be closely coordinated with impacted companies and designed to avoid any disruption in service.

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4.0 ENVIRONMENTAL EFFECTS

This chapter focuses on the environmental conditions of the proposed VIA Primo Alternative on Fredericksburg Road Corridor (hereafter referred to as the proposed VIA Primo) that would potentially be affected by the No-Build and VIA Primo Alternatives in the VIA Primo Study Area. As previously stated in Section 1.1, the VIA Primo Study Area is approximately one-half mile around the proposed VIA Primo alignment between the STMCTC and IH-10, one-quarter mile around the IH-10 portion and one-half mile around proposed WSMMTC. Some resource areas in this chapter only detail effects of the proposed construction limits as is standard methodology for analysis.

The information in this chapter provides legal and regulatory context, methodology, existing conditions, long-term effects, short-term construction effects, and proposed mitigation measures for environmental factors. The resource topics evaluated in this chapter include geological resources, water resources, biota and habitat, threatened and endangered species, farmlands, air quality, noise, vibration, hazardous materials, and energy.

4.1 GEOLOGICAL RESOURCES

4.1.1 Legal and Regulatory Context

The NEPA (42 USC 4321) and other related regulations require that all actions sponsored, funded, permitted, or approved by Federal agencies undergo planning studies in order to ensure that environmental considerations, such as impacts to the earth, are given due weight in project decision-making. Karst features and associated habitat for karst invertebrate species are evaluated in Section 4.4, Threatened and Endangered Species.

4.1.2 Methodology

The geologic assessment for the proposed VIA Primo is based on a review of existing geologic features found within the VIA Primo Study Area. Useful sources of information for geologic features include the U.S. Department of Agriculture (i.e., Forest Service and Natural Resources Conservation Service), U.S. Department of the Interior (i.e., Geological Survey and Bureau of Land Management) staff and maps, and college and university resources and staff.

The geological formations that exist within the VIA Primo Study Area were researched using the Geologic Atlas of Texas published by The University of Texas at Austin Bureau of Economic Geology (BEG). Soil survey maps published by the Natural Resources Conservation Service's (NRCS) Soil Survey of Bexar County, Texas, 1966 were also consulted.

4.1.3 Existing Conditions

The VIA Primo Study Area is located within the Pecan Gap Chalk Formation and marls of the Taylor Group of upper Cretaceous Age, with respect to surface geology only. Deposits of this formation are composed of much greater clay content than the underlying limestone of the Austin Group. The surface geology of the Pecan Gap Chalk and Taylor Marl are consistent with the maps produced by BEG (BEG; The University of Texas at Austin; Geologic Atlas of Texas, San Antonio Sheet; 1:250,000 scale; 1983).

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Groundwater Supplies and Production

With respect to the occurrence of groundwater, more specifically drinking water, the VIA Primo Study Area occurs over the Edwards Aquifer (which is comprised within the Edwards Group of formations). There is no other source of public supply groundwater within the VIA Primo Study Area other than the Edwards Aquifer. There is likely an occurrence of shallower, non-potable quality groundwater within units of the Edwards Aquifer upper confining unit (Buda Limestone and Austin Group). However, these sources are not currently used. The Edwards Aquifer does not outcrop within the VIA Primo Study Area, and the VIA Primo Study Area does not occur within the Recharge Zone, Contributing Zone, or Transition Zone of the Edwards Aquifer, as defined in Title 30 Texas Administrative Code Chapter 213 (30 TAC §213).

In general, the Edwards Aquifer is composed of limestone units of the Edwards Group comprising a hydro geologic unit approximately 450 feet thick. Water movement through the aquifer follows irregular paths as it flows through secondary porosity developed by karst processes in the surface and subsurface. Localized pumping generally influences the flow of groundwater in the aquifer, which is substantial in the San Antonio area as the aquifer serves as the primary public water supply for Bexar County and the COSA. The Edwards Aquifer occurs in both confined and unconfined conditions in Bexar County. In the VIA Primo Study Area, the Edwards Aquifer occurs only in confined conditions. Depth of the Edwards Aquifer in the VIA Primo Study Area is greater than 300 feet. Within the surface geological formations overlying the Edwards Aquifer that occur in the VIA Primo Study Area, there are no major or minor aquifers (Stein, 1996). The Edwards Aquifer is further evaluated in Section 4.2, Water Resources.

Geologic Structure and Soils

Geological structure and faulting in the VIA Primo Study Area are relicts of regional uplift in the central Texas region that occurred during Miocene times (40 million years ago) and resulted in tensional forces that produce a high density of normal, en-echelon faults that dip downward towards the Gulf of Mexico. There is no current tectonic activity in the region.

According to the NRCS, the northern portion of the VIA Primo Study Area is located on the Austin-Tarrant Association and the southern portion of the proposed route is located on the Lewisville-Houston Association.

4.1.4 Long-Term Effects

No-Build Alternative

The No-Build Alternative undertakes no major transit system investments in the VIA Primo Study Area, but rather maintains the existing transportation system. Therefore, no long-term impacts related to geological resources under the No-Build Alternative are anticipated.

VIA Primo Alternative

The majority of soils in the VIA Primo Study Area have a high to moderate potential for urban development. Impacts for the VIA Primo Alternative would be primarily limited to minor amounts of fill associated with construction of the proposed STMCTC, proposed WSMMTC, and the eight proposed stations. Direct impacts to soils would include the removal of vegetation, exposure of the soil, mixing of soil horizons, and loss of topsoil productivity in areas that are not currently

paved. Due to the existing urban conditions, these impacts would be minimal and not considered a substantial impact.

4.1.5 Short-Term Construction Effects

No-Build Alternative

The No-Build Alternative undertakes no major transit system investments in the VIA Primo Study Area, but rather maintains the existing transportation system. Therefore, no short-term impacts related to geological resources under the No-Build Alternative are anticipated.

VIA Primo Alternative

Construction of the proposed STMCTC, proposed WSMMTC, and the eight proposed stations would include short-term, increased susceptibility to wind and water erosion where vegetation and topsoil are removed. These construction activities could lead to an increased potential for erosion and sedimentation during the construction process. However, due to expected mitigation related to storm water Best Management Practices (BMPs), these would not be considered a substantial impact.

4.1.6 Mitigation

No-Build Alternative

No adverse impacts to geological resources under the No-Build Alternative are anticipated. Therefore, no mitigation is required.

VIA Primo Alternative

Potential short-term construction effects associated with erosion and sedimentation during the construction process are addressed in Section 4.2.6, Water Resources Mitigation.

No substantial adverse impacts to geological resources under the VIA Primo Alternative are anticipated. Therefore, no additional mitigation requirements are expected.

4.2 WATER RESOURCES

4.2.1 Legal and Regulatory Context

Floodplains

An Interlocal Agreement between Bexar County, COSA, and the San Antonio River Authority was completed to improve flood control and water quality within Bexar County, Texas. The COSA maintains statutory authority to regulate storm water drainage systems within the municipality. Also in its role as the local floodplain administrator, the COSA regulates development activities within and adjacent to flood-prone areas. The COSA coordinates with the Federal Emergency Management Agency (FEMA) to receive funding assistance and oversight for floodplain mapping. This coordination is issued under the National Flood Insurance Program, which in addition to floodplain mapping, also provides floodplain management and allows communities to obtain Federally backed flood insurance.

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The COSA Unified Development Code (UDC) requires adequate measures for the retention, detention, and distribution of storm water in a manner that minimizes the possibility of adverse impacts on both water quantity and water quality during development within the City (§35-504).

Navigable Waterways

Section 10 of the Rivers and Harbors Act regulates development within or across navigable waters. The U.S. Army Corps of Engineers (USACE) was delegated responsibility to prevent interference to navigability of the nation's waterways.

Waters of the U.S.

The USACE is responsible for regulating the nation's waterways through Section 404 of the Clean Water Act (CWA), which regulates the discharge of dredged and fill material into waters of the U.S., including wetlands and other special aquatic sites. Regulated activities are controlled by a permit review process administered by the USACE. Linear transportation projects disturbing less than one-half acre of waters of the U.S. may be authorized under Nationwide Permit (NWP) 14. Commercial and institutional development projects disturbing less than one-half acre of waters of the U.S. may be authorized under NWP 39. Activities with disturbance above these thresholds would require authorization through an Individual Permit. Section 401(b)(1) of the CWA presents the guidelines and environmental criteria used in evaluating alternatives regulated under Section 404 of the CWA. If activities are authorized under the NWP program, General Condition 9 requires applicants to comply with Section 401 of the CWA. Section 401 of the CWA requires the use of BMPs to manage water quality on construction sites. The Texas Commission on Environmental Quality (TCEQ) administers the Section 401 water quality certification program.

Water Quality

TCEQ regulates storm water discharges from construction activities through the issuance of Texas Pollutant Discharge Elimination System (TPDES) General Permit No. TXR150000, delegated to the State under the authority of Section 402 of the CWA and Chapter 26 of the Texas Water Code (TWC). This permit includes requirements for both small and large construction sites. Operators of construction sites that disturb five or more acres must submit a Notice of Intent (NOI) form to the TCEQ and post a Construction Site Notice (CSN). Operators of construction sites that disturb more than one acre, but less than five acres, must post a CSN. Copies of NOIs and CSNs must also be submitted to the operator of the Municipal Separate Storm Sewer System (MS4) receiving the storm water discharges. The COSA administers the MS4 associated with storm water discharges in the VIA Primo Study Area.

The COSA UDC requires adequate measures for the retention, detention, and distribution of storm water in a manner that minimizes the possibility of adverse impacts on both water quantity and water quality during development within the City (§35-504).

Edwards Aquifer

TCEQ has established rules to address activities that could pose a threat to water quality in the Edwards Aquifer and the surface streams that feed it. These rules are outlined in 30 Texas Administrative Code §213 and require a land owner to obtain approval from the TCEQ prior to any construction activities when proposed projects are located in certain zones. The Edwards Aquifer rules identify three geologic zones in which construction and other human activities

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could contribute pollutants to the waters of the aquifer: the Contributing Zone, the Recharge Zone, and the Transition Zone.

4.2.2 Methodology

Floodplains

The floodplain assessment was based on a review of mapped floodplains found within the VIA Primo Study Area. The floodplain and floodway boundaries were obtained from FEMA Flood Insurance Rate Maps (FIRMs), panel numbers 4029C0246E, 4029C0268F, 4029C0431E, 4029C0432E, 4029C0433E, 4029C0434E, 4029C0442E, 4029C0453E, and 4029C0461E. These boundaries were used to determine the extent of the proposed VIA Primo floodplain encroachment where the determination of floodplain encroachment was based on mapped floodplains within the construction limits of the VIA Primo Alternative. Additionally, FEMA and the local floodplain administrator were requested to provide applicable resource information (Appendix A.1.3). A preliminary drainage report was completed for the proposed project. The report developed preliminary storm drainage concepts for street reconstruction and evaluated storm water detention options at the two proposed transit centers.

Navigable Waterways

The navigable waterways assessment was based on a review of navigable waterways that are located within the VIA Primo Study Area. Navigable waterways were determined using traditional navigable waterway information from the USACE.

Waters of the U.S.

An inventory of existing drainage systems was prepared using a combination of information from the 100-year Floodplain (Q3 Flood Data), the National Hydrography Dataset (NHD), NRCS Hydric Soils List, field investigations, and publicly-available topographic surveys. A survey for waters of the U.S. along the proposed VIA Primo, including wetland delineations, was conducted on April 2, 2009. The determination of impacts to waters of the U.S. was based on water features that occur within the construction limits of the VIA Primo Alternative.

Wetland determinations were performed using methodology described by the 1987 *USACE Wetlands Delineation Manual* and the *Interim Regional Supplement to the Corps of Engineers Wetlands Delineation Manual: Great Plains Region* (USACE, 2008) and subsequent guidance on the clarification, interpretation, and implementation of wetlands regulations.

Water Quality

Water quality data for existing waterways was obtained from the 2008 TCEQ Section 303(d) list of impaired waters and was used to assess impacts to designated streams five miles downstream from the proposed project.

Edwards Aquifer

Edwards Aquifer zones were provided by the TCEQ referencing data derived in September 2005. The determination of impacts to Edwards Aquifer was based on the presence or absence of Edwards Aquifer zones within the construction limits of the VIA Primo Alternative.

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4.2.3 Existing Conditions

According to the BEG's 1996 Physiographic Map of Texas, the proposed VIA Primo is located within the Blackland Prairies/Balcones Escarpment natural physiographic region. The majority of the terrain within the VIA Primo Study Area is generally flat, with some areas of low rolling hills. The elevation of land within the VIA Primo Study Area ranges from 650 feet in downtown San Antonio to approximately 1,000 feet along Medical Drive at the northern end of the VIA Primo Study Area. The VIA Primo Study Area is located within the basin of the San Antonio River, which flows southeast 180 miles into the Guadalupe River and then into San Antonio Bay and the Gulf of Mexico.

Floodplains

Based on the analysis of FEMA's FIRMs, the proposed VIA Primo buses would use existing roads that cross floodplains associated with Zarzamora, Martinez, and San Pedro Creeks. Additionally, the 100-year floodplain of Zarzamora Creek extends onto 0.23 acre of the proposed STMCTC property.

Navigable Waterways

There are no navigable waterways under Section 10 of the Rivers and Harbors Act located in the VIA Primo Study Area. The closest navigable waterway is the Colorado River below the Longhorn Dam in Austin, Texas, which is approximately 82 miles northeast of the proposed VIA Primo.

Waters of the U.S.

The proposed VIA Primo buses would use existing roads that cross waters that exhibit ordinary high water marks (OHWMs) and, as such, are subject to regulation by the USACE. Table 4.2-1 describes the waters of the U.S. that occur along the proposed VIA Primo. No potential USACE jurisdictional wetlands were identified at these crossings. No wetlands were identified within the project limits.

Table 4.2-1 Waters of the U.S. along the Proposed VIA Primo

Stream Name	Location	OHWM (feet)	Wetlands Present
Zarzamora Creek	Southeast property boundary of STMCTC	11	No
Zarzamora Creek	Medical Drive Crossing	30	No
Martinez Creek	Fredericksburg Road Crossing	17	No
San Pedro Creek	IH-10 Crossing	10	No

Source: URS, 2009.

Water Quality

The proposed VIA Primo lies entirely within the San Antonio River Basin, and all surface water from the project area drains to the Upper San Antonio River. Rainfall in the VIA Primo Study Area is mostly captured by storm water inlets along various streets, including North Medina Street, West Martin Street, IH-10, Fredericksburg Road, Medical Drive, and other intersecting streets, where it is drained through subsurface storm water drainage systems into tributaries of the Upper San Antonio River.

The Upper San Antonio River (TCEQ Segment 1911) is listed on the 2008 Texas 303(d) list of impaired waters and occurs 3.8 miles downstream from the proposed VIA Primo. The parameters of concern are bacteria and impaired fish community. No other impaired waters occur within five miles downstream of the proposed VIA Primo. The Upper San Antonio River was first identified as impaired due to bacteria in the 2000 Texas Water Quality Inventory and 303(d) List. The EPA approved a Total Maximum Daily Load (TMDL) for bacteria for the Upper San Antonio River in 2007. The goal of this TMDL project was to determine the maximum bacteria loading the stream can receive and still allow support of contact recreation.

Edwards Aquifer

The proposed VIA Primo is not located within the Contributing, Recharge, or Transition zones of the Edwards Aquifer. The closest zone is the Transition Zone, which is located 1.2 miles northwest of the proposed STMCTC.

4.2.4 Long-Term Effects

No-Build Alternative

The No-Build Alternative undertakes no major transit system investments in the VIA Primo Study Area, but rather maintains the existing transportation system. Therefore, no long-term impacts related to water resources under the No-Build Alternative are anticipated.

VIA Primo Alternative

Floodplains

Under the VIA Primo Alternative, no construction would occur within the floodplain located at the southeast part of the proposed STMCTC, and all floodplains along the proposed VIA Primo route would be spanned by VIA Primo buses using existing roadways and bridges; therefore, no impacts to flood storage would occur. No construction activities would occur within a 100-year floodplain. However, long-term effects to floodplains include effects due to increased impervious cover. The VIA Primo Alternative would add 6.21 acres of impervious surface. These impervious surfaces would increase the quantity of storm water runoff and could increase downstream flooding impacts. These effects will be mitigated through participation in the Regional Storm Water Management Program (RSWMP).

At the STMCTC, the site layout and preliminary storage requirements generated with hydraflow hydragraph software indicated that the only location for an above-ground detention basin would be in a floodplain, which is not allowed per COSA regulations. The cost of underground detention is prohibitive; therefore, a fee will be paid in lieu of detention for the STMCTC as part of the RSWMP.

Since the small amount of impervious surface resulting from station development will be spread along the entire project, onsite detention for the proposed stations would not be effective.

The site layout and preliminary storage requirements generated with hydraflow hydragraph software indicated onsite detention at the WSMMTC would require 0.4 acres of land located within downtown San Antonio. There is a high demand for land in this area; therefore a fee will be paid in lieu of detention for the WSMMTC as part of the RSWMP.

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Navigable Waterways

As there are no navigable waterways in the VIA Primo Study Area, the VIA Primo Alternative would have no effect on navigable waterways.

Waters of the U.S.

The VIA Primo Alternative would have no effect on waters of the U.S. A Section 404 permit would not be required to construct the two proposed transit centers or eight proposed stations. All waters of the U.S. along the route would be spanned using existing bridges and culvert crossings, and no modifications to the roadways at those crossings would be conducted as part of the VIA Primo Alternative.

Water Quality

The Upper San Antonio River (TCEQ Segment 1911) is listed on the 2008 Texas 303(d) list of impaired waters due to bacteria and impaired fish community. The VIA Primo Alternative would add 6.21 acres of impervious surface. Storm water runoff from impervious surfaces associated with the VIA Primo Alternative is not expected to affect downstream bacteria levels, which are usually affected by fecal matter from domesticated animals or domestic septic systems. However, operation of the proposed transit centers could affect downstream water quality and fish communities through storm water runoff from parking and road surfaces due to leakage of small amounts of oils or grease from vehicle engines. These effects will be mitigated through participation in the RSWMP.

Operation of the buses along the proposed VIA Primo route and construction and operation of the proposed eight VIA Primo stations are not expected to affect fish communities or bacteria levels in the Upper San Antonio River.

Edwards Aquifer

Since the VIA Primo Alternative is not located within any of the Edwards Aquifer Zones, there would be no effects to the Edwards Aquifer.

4.2.5 Short-Term Construction Effects

No-Build Alternative

The No-Build Alternative undertakes no major transit system investments in the VIA Primo Study Area, but rather maintains the existing transportation system. Therefore, no short-term impacts related to water resources under the No-Build Alternative are anticipated.

VIA Primo Alternative

Floodplains

Due to the lack of construction within the floodplain, the VIA Primo Alternative would have no short-term construction effects to floodplains.

Navigable Waterways

Due to the lack of navigable waterways in the VIA Primo Study Area, the VIA Primo Alternative would have no short-term effect on navigable waterways.

Waters of the U.S.

Due to the lack of waters of the U.S. in the footprint of proposed construction activities, the VIA Primo Alternative would have no short-term effect on waters of the U.S.

Water Quality

Ground-disturbing activities during construction of the VIA Primo Alternative may increase sedimentation in downstream waters as a result of erosion during rain events, but this would be eliminated or minimized with BMPs in place. Measures taken to avoid the discharge of pollutants include utilizing erosion control, sediment control, and total suspended solids controls prior to, during, and after construction. The short-term effects to surface water quality from the VIA Primo Alternative would be minimal.

Edwards Aquifer

Since the VIA Primo Alternative is not located within any of the Edwards Aquifer Zones, the VIA Primo Alternative would have no short-term effect to the Edwards Aquifer.

4.2.6 Mitigation

No-Build Alternative

No substantial adverse impacts to water resources, including floodplains, navigable waterways, waters of the U.S., water quality, and the Edwards Aquifer, under the No-Build Alternative are anticipated. Therefore, no mitigation is required.

VIA Primo Alternative

Floodplains

The increased impervious surfaces created by the VIA Primo Alternative may affect floodplains by increasing the quantity of storm water runoff during rain events. The STMCTC and WSMMTC would be permitted through the COSA's Planning and Development Service Department. Since the proposed WSMMTC and STMCTC are not designed with storm water detention basins, storm water issues are expected to be mitigated through participation in the RSWMP. The RSWMP is part of a partnership among Bexar County, the COSA, and San Antonio River Authority that uses a holistic, regional approach to managing flood control, storm water, and water quality. An in-lieu fee would be paid to the RSWMP, which would enable the RSWMP to fund and complete water management projects on a regional scale. This RSWMP is defined in the 2006 COSA Unified Development Code. This definition is included below.

> "The city of San Antonio has determined that regional stormwater management is preferable to site specific stormwater mitigation. The regional stormwater management program provides for the administration,

> planning, design, construction, and operational management of regional stormwater facilities (RSWF). Regional stormwater management uses a watershed-wide approach to analyze potential flooding problems, identify appropriate mitigation measures and select site locations and design criteria for RSWF. These RSWF include, but are not limited to, regional detention and retention ponds, watershed protection, land purchase, waterway enlargement, channelization, and improved conveyance structures. The regional stormwater management program allows developers to participate in the program rather than constructing the on-site detention controls required by this Section, where the resulting use of a RSWF will not produce a significant adverse impact to other properties due to the increased runoff from the proposed development."

Navigable Waterways

No adverse impacts to navigable waterways under the VIA Primo Alternative are anticipated. Therefore, no mitigation is required.

Waters of the U.S.

No adverse impacts to waters of the U.S. under the VIA Primo Alternative are anticipated. Therefore, no mitigation is required.

Water Quality

Storm water runoff from parking and driveway surfaces at the transit centers may contain small amounts of oils or grease from vehicle engines, which may affect downstream fish communities. Since the proposed WSMMTC and STMCTC would not have storm water detention basins, long-term storm water issues are expected to be mitigated through participation in the RSWMP.

Construction activities would require a TPDES general permit for storm water discharges from construction activities (General Permit No. TXR150000). Because construction would disturb more than five acres, a NOI form must be submitted to the TCEQ and a CSN must be posted at the construction site. Copies of the NOI would be submitted to the COSA since they are managing the MS4. BMPs would be implemented during construction to minimize adverse effects to storm water runoff and satisfy storm water permit requirements. The BMPs proposed include the following:

- Limiting the area of exposed soil and the duration of exposure
- Mechanically prohibiting or minimizing runoff erosion and sediment carried by runoff
- Providing effective accommodations for any increased runoff caused by changed soil and surface conditions during construction

The removal of structures and debris would be in accordance with local and state regulatory agencies permitting this project. Contractors would be required to store fuel and other petroleum products in leak proof containers at secure sites. Contractors would have equipment

available to initiate collection and containment of spills. Any spill of 25 gallons or greater of petroleum products would be reported to the TCEQ in accordance with established procedures. Offsite spoil sites for disposal of excavated materials would not be located in or adjacent to floodplains or streams. Spoil sites would be self-contained upland sites with erosion and runoff controls. Stockpiling would be temporary and should pose no appreciable long-term adverse effects.

No substantial adverse impacts related to water quality under the VIA Primo Alternative are anticipated.

Edwards Aquifer

No substantial adverse impacts related to the Edwards Aquifer under the VIA Primo Alternative are anticipated. Therefore, no mitigation is required.

4.3. BIOTA AND HABITAT

4.3.1 Legal and Regulatory Context

Vegetation

Trees within the COSA are protected under the COSA's Tree Preservation Ordinance (Chapter 35, Articles IV of the Code of Ordinances). This ordinance provides the regulatory framework by which trees are protected and by which effects on trees are mitigated. Trees within the COBH would need to be permitted by the Code of Ordinances, Title IX: General Regulations, Chapter 91.

The Executive Memorandum on Beneficial Landscaping Practices was published in the August 10, 1995 Federal Register. This memorandum directs agencies, where cost-effective and to the extent practicable, to conduct the following:

- Use regionally native plants for landscaping
- Design, use, or promote construction practices that minimize adverse effects on natural habitats
- Seek to prevent pollution by, among other things, reducing fertilizer and pesticide use
- Implement water-effective and runoff reduction practices

EO 13112 on invasive species requires that Federal agencies identify actions that can affect the deposition or introduction of invasive species, use relevant programs to prevent the introduction of such species, control invasive species, monitor known populations of invasive species, and restore areas that have been affected by such species.

Wildlife

Several laws and regulations govern effects to wildlife resources including the Migratory Bird Treaty Act (MBTA) of 1918. The MBTA implemented a treaty signed by the U.S., Japan, Canada, Mexico, and Russia. The law affords protection to over 800 species of migratory birds, including their nests and eggs.

4.3.2 Methodology

Regional vegetation and potential wildlife found in the VIA Primo Study Area were assessed using available sources from the TPWD and the Western Ecology Division of the EPA. Differences between regional descriptions and localized conditions were noted and described. Aerial photography was used as well as a field survey conducted on April 2, 2009 to supplement data found within existing databases. Additionally the TPWD and United States Fish and Wildlife Service (USFWS) were requested to provide applicable resource information (Appendix A.1.3). Appropriate information from this consultation is presented throughout this section. Threatened and endangered species are discussed in Section 4.4. Trees and vegetative communities were mapped during a field survey. The determination of impacts to these resources were based on their occurrence within the construction limits of the VIA Primo Alternative.

4.3.3 Existing Conditions

Vegetation

According to information from the Western Ecology Division of the EPA, the VIA Primo Study Area is located within the Northern Blackland Prairie Ecoregion. Historically, this ecoregion was dominated by grassland prairies containing little bluestem (*Schizachyrium scoparium*), big bluestem (*Andropogon gerardii*), yellow Indiangrass (*Sorghastrum nutans*), and tall dropseed (*Sporobolus asper*). Stream bottoms were often wooded with bur oak (*Quercus macrocarpa*), Shumard oak (*Quercus shumardii*), sugar hackberry (*Celtis occidentalis*), elm (*Ulmus* spp.), ash (*Fraxinus spp*.), eastern cottonwood (*Populus deltoides*), and pecan (*Carya illinoinensis*). Most of the prairie has since been converted to cropland, non-native pasture, and expanding urban uses around Dallas, Waco, Austin, and San Antonio.

According to TPWD's *Vegetation Types of Texas,* the majority of the VIA Primo Study Area is located in the "Urban" vegetation type with the northern three miles of the corridor occurring within the "Live Oak-Ashe Juniper Parks" vegetation type. Species typically found within the Urban vegetation type are highly disturbed or modified from their native environment and include non-native, ornamental, or landscaped trees, shrubs, vines, and grasses. The Live Oak-Ashe Juniper Parks vegetation type typically occurs on level to gently rolling uplands and ridge tops of the Edwards Plateau, and typically includes such species as Texas oak (*Quercus texana*), shin oak (*Quercus sinuate*), cedar elm (*Ulmus crassifolia*), netleaf hackberry (*Celtis reticulata*), flameleaf sumac (*Rhus lanceolata*), agarito (*Berberis trifoliolata*), Mexian persimmon (*Diospyros texana*), kidneywood (*Eysenhardtia texana*), saw greenbriar (*Smilax* sp.), Texas wintergrass (*Stipa leucotricha*), little bluestem, curly mesquite (*Hilaria belangeri*), Texas grama (*Bouteloua eriopoda*), Halls panicum (*Panicum hallii*), purple three-awn (*Aristida sp.*), cedar sedge (*Carex planostachys*), two-leafed senna (*Cassia roemeriana*), mat euphorbia (*Euphorbia serpens*), and rabbit tobacco (*Evax prolifera*).

The existing property within the proposed site for the STMCTC contains five vegetation communities, described in Table 4.3-1 and shown on Figure 4.3-1. The main portion of the property is composed of a live oak parks vegetation community along Medical Drive, mixed brush vegetation community forming a patch in the property center, and maintained grass surrounding the mixed brush. The southeastern extension of the property begins with a mesquite/sugarberry forest vegetation community and decreases in elevation to huisache/sugarberry parks vegetation community and then to maintained grass adjacent to Zarzamora Creek.

Table 4.3-1 Vegetation Communities within South Texas Medical Center Transit Center Property

Vegetation Community	Area (Acres)	Description
Live Oak Parks	1.2	Dominated by live oaks (*Quercus virginiana*) with diameter at breast height (dbh) ranging from 9 to 29 inches, heights of approximately 35 feet, and canopy cover near 65%.
Mixed Brush	1.7	Composed of live oak, mesquite (*Prosopis glandulosa*), sugarberry (*Celtis laevigata*), ashe juniper (*Juniperus ashei*), Texas persimmon (*Diospyros texana*), bluewood condalia (*Condalia hookeri*), and cedar elm. Tree dbh range from 2 to 20 inches, canopy cover is about 85%, and height is approximately 9 feet.
Mesquite/Sugarberry Forest	1.1	Composed primarily of mesquite and sugarberry with few Arizona ash (*Fraxinus velutina*), Texas mountain laurel (*Sophora secundiflora*), and Texas persimmon. Canopy cover is about 90%, height about 40 feet, and average dbh is approximately 15 inches.
Huisache/Sugarberry Parks	0.4	Composed of huisache (*Acacia farnesiana*) and sugarberry with a canopy cover of 40% and height of approximately 15 feet.
Maintained grass	3.1	Composed of a mix of herbaceous species including Bermuda grass (*Cynodon dactylon*), King Ranch bluestem (*Bothriochloa ischaemum*), Johnson grass (*Sorghum halepense*), white tridens (*Tridens albescens*), and straggler daisy (*Calyptocarpus vialis*). Frequently maintained through mowing.

Source: URS, 2009.

The COSA considers trees of an unusually large size to be heritage trees. Fifteen heritage trees were identified on the proposed STMCTC property. The heritage trees include: four live oaks within the live oak parks vegetation community, two mesquite within the maintained grass vegetation community, eight trees (Arizona ash, mesquite, and hackberry) within the mesquite/sugarberry parks vegetation community, and one huisache within the huisache/sugarberry parks vegetation community. These heritage trees are identified on Figure 4.3-1.

The eight proposed stations are all located within previously developed areas. Vegetation in these areas is considered landscaped, although several notable trees do occur at six of the proposed station sites. Live oak, cedar elm, sugar hackberry, Texas mountain laurel,

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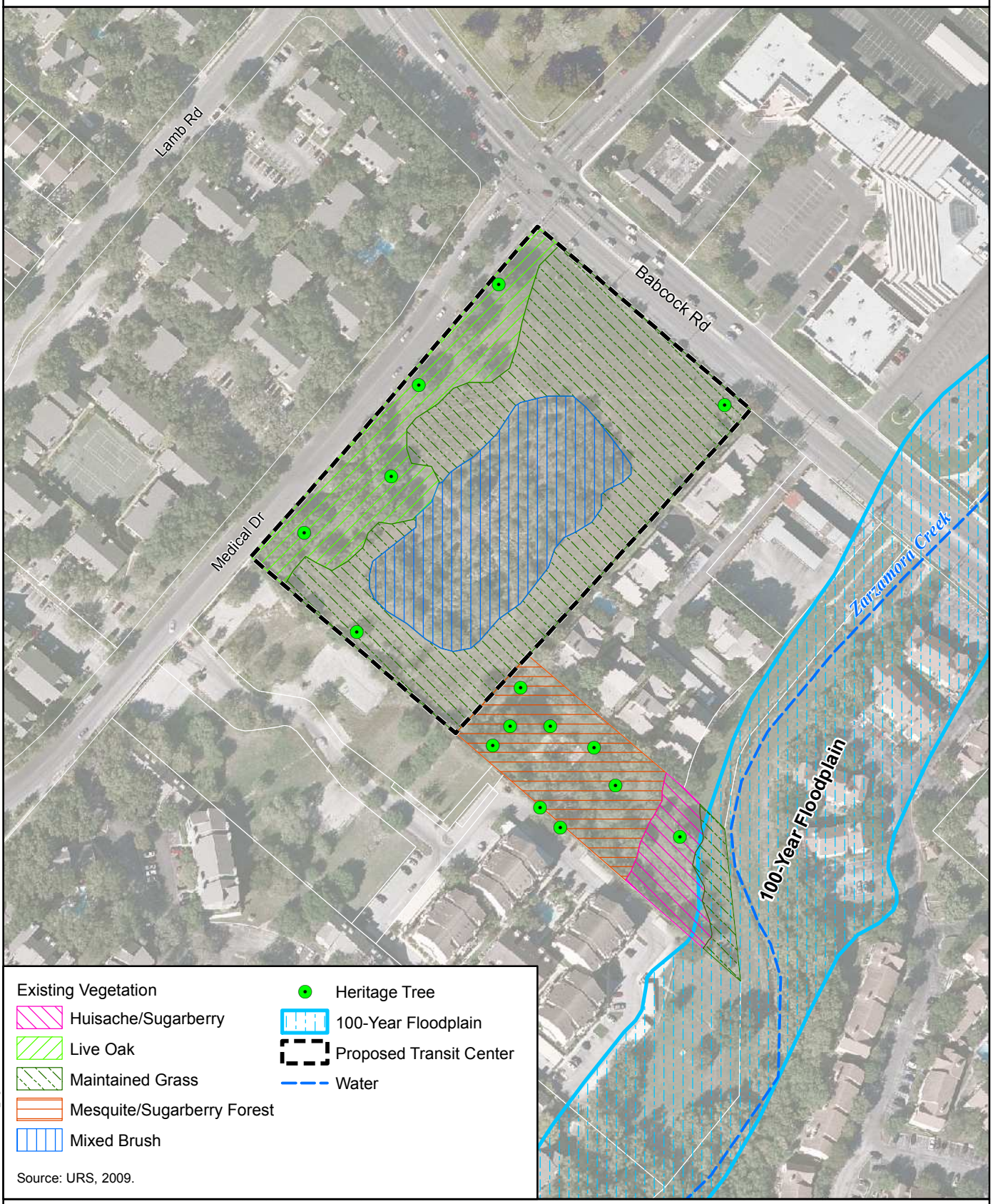
Figure 4.3-1

South Texas Medical Center Transit Center - Existing Vegetation



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Arizona ash, desert fan palm (*Washingtonia filifera*), Callery pear (*Pyrus calleryana*), and crape myrtle (*Lagerstroemia* sp.) all occur in the vicinity of proposed stations. Two heritage trees exist in the vicinity of Station 2 and Station 8. Station 2 has a live oak with a 38 inch dbh in its vicinity. Station 8 has a hackberry tree with a 24 inch dbh in its vicinity. These trees are identified in Table 4.3-2.

The proposed WSMMTC is composed of two existing parking lots and a vacant lot. The existing parking lots contain landscaped islands with several trees with dbh ranging from three to 18 inches, including crape myrtles (*Lagerstroemia* sp.), cedar elms, Texas red oak (*Quercus buckleyi*), red bud (*Cersis canadensis*), and live oak. There are two hedge rows of planted privet (*Ligustrum* sp.) along the frontages of West Commerce Street and South Medina Street. The vacant lot contains 1.61 acres of maintained grass.

Wildlife

According to *The Biotic Provinces of Texas* by Frank Blair (1950), the proposed VIA Primo is situated within the Tamaulipan Biotic Province and adjacent to the boundary of the Balconian Province, which is divided by the Balcones Fault line. The vertebrate community of the Tamaulipan province consists of 61 species of mammals, 19 species of lizards, 36 species of snakes, three species of salamanders, two species of land turtles, and 19 species of frogs and toads. Most of the fauna found within the boundaries of the Tamaulipan Province are considered neotropical species.

Wildlife typical of the VIA Primo Study Area consists of species adapted to urbanized areas and common to the Tamaulipan Province. Typical mammals may include Virginia opossum (*Didelphis virginiana*), northern raccoon (*Procyon lotor*), striped skunk (*Mephitis mephitis*), eastern gray squirrel (*Sciurus carolinesis*), eastern red squirrel (*Sciurus niger*), hispid cotton rat (*Sigmodon hispidus*), and eastern cottontail (*Sylvilagus floridanus*). Avian species observed during field reconnaissance at the proposed STMCTC site include mourning dove *(Zenaida macroura)*, blue jay (*Cyanocitta cristata*), mockingbird (*Mimus polyglottos*), and brown thrasher (*Toxostoma rufum*). The vegetation at the STMCTC, particularly the mixed brush, is likely used as nesting habitat for a range of bird species.

4.3.4 Long-Term Effects

No-Build Alternative

The No-Build Alternative undertakes no major transit system investments in the VIA Primo Study Area, but rather maintains the existing transportation system. Therefore, no long-term impacts related to vegetation or wildlife resources under the No-Build Alternative are anticipated.

VIA Primo Alternative

<u>Vegetation</u>

Table 4.3-2 describes potential vegetation impacts anticipated from the construction of the VIA Primo Alternative. Two live oak heritage trees with 24 and 27 inch dbhs and a mesquite heritage tree with 24 inch dbh found on the northern part of the STMCTC property will be removed. However, the other 12 heritage trees at the STMCTC property will be preserved. No

impacts would occur to the mesquite/sugarberry forest or the huisache/sugarberry parks vegetation communities.

Construction of the eight proposed VIA Primo stations would result in loss of landscaped vegetation, including maintained grass and several trees. The two heritage trees located in the vicinity of Station 2 and Station 8 are not expected to be removed by the VIA Primo Alternative.

Development of the proposed WSMMTC would result in the loss of all landscape trees in the south parking lot area and maintained grass in the vacant lot. Landscaped trees in the north parking lot area will not be impacted. No riparian vegetation would be impacted by the VIA Primo Alternative.

Table 4.3-2 Vegetation Expected to be Removed from VIA Primo Alternative

Location	Total Acreage of Vegetation to be Removed and Not Replaced	Description of Vegetation
STMCTC	4.15	0.70 acres of live oak parks, 1.70 acres of mixed brush, and 1.75 acres of maintained grass
Station 1-University Hospital	0.04	Maintained grass
Station 2-Ewing Halsell Drive	0.05	Landscaping and maintained grass
Station 3- Callaghan Road	0.24	Maintained grass
Station 4-Crossroads Boulevard	0.01	3 crape myrtles and maintained grass
Station 5- De Chantle Road	0.01	Maintained grass
Station 6-Babcock Road	0.01	2 Chinese tallow trees, 1 chinaberry tree, and maintained grass
Station 7-Mary Louise Drive	0.05	3 pear trees with 5 to 7 inch dbh, 6 palm trees ranging from 8 to 15 inches in dbh, and one chinkapin oak (*Quercus muehlenbergii*) with 3 inch dbh. Landscaped crape myrtles and other ornamental shrubs and maintained grass
Station 8- Huisache Avenue	0.01	3 hackberry trees with 10 to 18 inch dbh and maintained grass
WSMMTC	1.75	13 cedar elms, 1 Texas red oak, and 1 live oak. urban landscaped crape myrtles. 1.61 acres of maintained grass in vacant lot. 0.10 acres of landscaped shrubs and trees.

Source: URS, 2010.

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Wildlife

Effects to wildlife from the VIA Primo Alternative, including development of the two proposed transit centers and eight stations, would include the loss of potential avian breeding habitat from removal of vegetation. However, no new barriers to wildlife movement would be introduced. Wildlife in the proposed VIA Primo Study Area would continue to be dominated by species that are able to adapt to a disturbed physical environment. No substantial adverse impacts related to wildlife are anticipated under the VIA Primo Alternative.

4.3.5 Short-Term Construction Effects

No-Build Alternative

The No-Build Alternative undertakes no major transit system investments in the VIA Primo Study Area, but rather maintains the existing transportation system. Therefore, no short-term impacts related to vegetation or wildlife resources under the No-Build Alternative are anticipated.

VIA Primo Alternative

Vegetation

Vegetation would be cleared only as needed within the proposed STMCTC, proposed WSMMTC, and eight proposed stations. Clearing would be phased to maintain soil integrity and to minimize exposure of erosive surfaces. Short-term vegetation effects are temporary, as landscaping would be utilized after all construction is completed. Pruning for overhead clearance and cutting of roots during excavation could have negative effects on trees and other vegetation.

Wildlife

Effects to wildlife from the VIA Primo Alternative, including development of the two transit centers and eight stations, would include the loss of potential avian breeding habitat from removal of vegetation. There would be temporary wildlife displacement if vegetation is removed, but wildlife species found within the VIA Primo Study Area are adapted to urban disturbances. No new barriers to wildlife movement would be introduced. Wildlife in the proposed VIA Primo Study Area would continue to be dominated by species that are able to adapt to a disturbed physical environment. No substantial adverse impacts related to wildlife are anticipated under the VIA Primo Alternative.

4.3.6 Mitigation

No-Build Alternative

No substantial adverse impacts to wildlife or vegetation under the No-Build Alternative are anticipated. Therefore, no mitigation is required.

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VIA Primo Alternative

Vegetation

Mitigation measures for the loss of trees would be incorporated into a Tree Preservation Plan and the landscape design for the VIA Primo Alternative improvements. This plan, required by the COSA Tree Preservation Ordinance, includes a detailed tree survey and is included as Appendix D of this document. Mitigation would include a commitment for further assessment and planning for tree preservation and replacement where damage is unavoidable. Where the project requires the removal of a heritage tree, the tree would either be transplanted out of the construction zone, replaced by planting new trees, or a payment would be made to the Tree Mitigation Fund, as required by the COSA Tree Preservation Ordinance. Any oak trees within the COBH would be cut or trimmed after obtaining a permit. All wounds to oak trees would be painted within one hour of cutting to prevent contact with contaminated nitidulid beetles so that the potential for oak wilt disease is reduced.

Landscaping included with this project would comply with the Executive Memorandum on beneficial landscaping practices and the guidelines for environmentally and economically beneficial landscape practices. Revegetation would comply with EO 13112 to the greatest extent practicable. In accordance with EO 13112, native plant species would be used in the landscaping and in seed mixes where practicable. Soil disturbance would be minimized to the extent possible to ensure that invasive species would not establish in the proposed VIA Primo area.

Wildlife

Measures would be taken to avoid causing adverse effects to migratory birds, their occupied nests, their young, and their eggs during construction. To avoid effects to migratory birds, brush and tree clearing would be performed outside the nesting season, generally from March to October, where possible.

4.4 THREATENED AND ENDANGERED SPECIES

4.4.1 Legal and Regulatory Context

The Endangered Species Act of 1973 prohibits the taking of species or habitats critical to the survival of the species. The designation of “endangered” indicates that the entire species could be in danger of extinction. A designation of “threatened” indicates a species for which protective measures appear to be required to prevent a species from becoming endangered. The USFWS has legislative authority to list and monitor the status of species whose populations are considered to be imperiled. Endangered species legislation passed in Texas established a state regulatory vehicle for listing and management of threatened and endangered species.

4.4.2 Methodology

Lists of sensitive species maintained by the USFWS and TPWD were reviewed to determine state or Federally listed species and non-listed, rare species that occur or have historically occurred in Bexar County. Information from the Texas Natural Diversity Database (NDD), which is maintained by TPWD, was used to supplement field assessments. Designated critical habitat and zones related to karst invertebrate species were reviewed from the USFWS. An initial karst feature survey was conducted by a qualified karst geologist within the construction limits of the

proposed project to determine the potential for occurrence of karst invertebrate habitat. As part of that survey, appropriate due-diligence measures were taken to determine if known karst features occurred within the limits of the proposed project. Habitat within and adjacent to the construction limits of the VIA Primo Alternative was assessed during a site reconnaissance. Potential presence of species, effects to Federally listed species, and impacts to state listed species were based on existing habitat within the construction limits of the VIA Primo Alternative. Additionally the TPWD and USFWS were requested to provide applicable resource information (Appendix A.1.3). Appropriate information from this coordination is presented within this section.

4.4.3 Existing Conditions

Thirty-eight state or Federally listed species have potential to occur or have historically occurred in Bexar County. No habitat for listed species occurs within the limits of proposed construction for the two transit centers and the eight stations. The status of those species is provided in Table 4.4-1.

Table 4.4-1 Federal and State Listed Species in Bexar County

Common Name	Scientific Name	State Status	Federal Status	Habitat Description	Present within Construction Limits
AMPHIBIANS					
Cascade Caverns salamander	*Eurycea latitans complex*	T	-	Endemic; subaquatic; springs and caves in Medina River, Guadalupe River, and Cibolo Creek watersheds within Edwards Aquifer area	No
Comal Blind salamander	*Eurycea tridentifera*	T	-	Endemic; semi-troglobitic; found in springs and waters of caves	No
San Marcos salamander	*Eurycea nana*	-	T	Limited to the San Marcos River	No
Texas blind salamander	*Typhlomolge rathbuni*	-	E	Endemic; troglobitic; found in subterranean waters of the Edwards Aquifer in Hays County	No
ARACHNIDS					
Braken Bat Cave Meshweaver	*Cicurina venii*	-	E	Found in karst features in north and northwest Bexar County	No
Cokendolpher Cave Harvestman	*Texella cokendolpheri*	-	E	Found in karst features in north and northwest Bexar County	No

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Table 4.4-1 Federal and State Listed Species in Bexar County (Continued)					
Common Name	**Scientific Name**	**State Status**	**Federal Status**	**Habitat Description**	**Present within Construction Limits**
Government Canyon Bat Cave Meshweaver	*Cicurina vespera*	-	E	Found in karst features in north and northwest Bexar County	No
Government Canyon Bat Cave Spider	*Neoleptoneta microps*	-	E	Found in karst features in north and northwest Bexar County	No
Madla's Cave Meshweaver	*Cicurina madla*	-	E	Found in karst features in north and northwest Bexar County	No
Robber Baron Cave Meshweaver	*Cicurina baronia*	-	E	Found in karst features in north and northwest Bexar County	No
BIRDS					
American Peregrine Falcon	*Falco peregrinus anatum*	E	DL	Potential migrant, nest in west Texas	No
Arctic Peregrine Falcon	*Falco peregrinus tundrius*	T	DL	Potential migrant	No
Black-capped Vireo	*Vireo atricapilla*	E	E	Oak-juniper woodlands with distinctive patchy, two-layered aspect; shrub and tree layer with open grassy spaces; requires foliage reaching ground level for nesting cover	No
Golden-cheeked warbler	*Dendroica chrysoparia*	E	E	Juniper-oak woodlands; dependent on mature Ashe juniper bark for nesting materials	No
Interior Least Tern	*Sterna antillarum athalassos*	E	E	Nests along sand and gravel bars within braided streams, rivers	No
Peregrine Falcon	*Falco peregrinus*	E T	DL	Migrate across the state from more northern breeding areas in US and Canada to winter	No

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Table 4.4-1 Federal and State Listed Species in Bexar County (Continued)					
Common Name	**Scientific Name**	**State Status**	**Federal Status**	**Habitat Description**	**Present within Construction Limits**
				along coast and farther south	
White faced Ibis	*Plegadis chihi*	T	-	Found in freshwater marshes, sloughs, and irrigated rice fields	No
Whooping Crane	*Grus americana*	-	E	Migrate across the state; Winters in Aransas National Wildlife Refuge	No
Wood Stork	*Mycteria americana*	T	-	Prairie ponds and flooded pastures	No
Zoned tailed Hawk	*Buteo albonotatus*	T	-	Arid open country, pine-oak woodland, mesa or mountain	No
CRUSTACEANS					
Peck's cave amphipod	*Stygobromus (=Stygonectes) pecki*	-	E	Only located to Comal Springs and Hueco Springs (Waco Springs) in Comal County	No
FISHES					
Fountain darter	*Etheostoma fonticola*	-	E	Limited to the San Marcos River	No
San Marcos gambusia	*Gambusia georgei*	-	E	Limited to the San Marcos River	No
Toothless blindcat	*Trogloglanis pattersoni*	T	-	Troglobitic, blind catfish endemic to the San Antonio Pool of the Edward's Aquifer	No
Widemouth blindcat	*Satan eurystomus*	T	-	Troglobitic, blind catfish endemic to the San Antonio Pool of the Edward's Aquifer	No
INSECTS					
Ground beetle (unnamed)	*Rhadine exilis*	-	E	Found in karst features in north and northwest Bexar County	No

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Table 4.4-1 Federal and State Listed Species in Bexar County (Continued)					
Common Name	**Scientific Name**	**State Status**	**Federal Status**	**Habitat Description**	**Present within Construction Limits**
Ground beetle (unnamed)	*Rhadine infernalis*	-	E	Found in karst features in north and northwest Bexar County	No
Comal Springs dryopid beetle	*Stygoparnus comalensis*	-	E	Only found in Comal Springs and Fern Bank Springs in Comal and Hays Counties	No
Comal Springs riffle beetle	*Heterelmis comalensis*	-	E	Only located surface water associated with Comal Springs and San Marcos Springs in Comal and Hays Counties	No
Helotes mold beetle	*Batrisodes venyivi*	-	E	Found in karst features in northwest Bexar County and northeastern Medina County	No
MAMMALS					
Black Bear	*Ursus americanus*	T	NL	Bottomland hardwoods; large, undisturbed forested areas	No
Gray Wolf	*Canis lupus*	E	E	Extirpated; formerly known throughout the western two-thirds of the state in forests, brush lands, or grasslands	No
Red Wolf	*Canis rufus*	E	E	Extirpated, brushy, forested areas, coastal prairies	No
REPTILES					
Indigo Snake	*Drymarchon corais*	T	-	Found in Texas south of the Guadalupe River and Balcones Escarpment; thornbush-chaparral woodlands of south Texas, in dense riparian corridors	No

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Table 4.4-1 Federal and State Listed Species in Bexar County (Continued)					
Common Name	**Scientific Name**	**State Status**	**Federal Status**	**Habitat Description**	**Present within Construction Limits**
Texas Horned Lizard	*Phrynosoma cornutum*	T	-	Open, semi-arid regions, with bunch grass	No
Texas tortoise	*Gopherus berlandieri*	T	-	Open brush with grass understory; active March-November; breeds April-November	No
Timber/Canebrake rattlesnake	*Crotalus horridus*	-	T	Found in swamps, floodplains, upland pine and deciduous woodlands, riparian zones, and abandoned farmland; prefers grapevines or palmetto	No
FLOWERING PLANTS					
Texas wild-rice	*Zizania texana*	-	E	Limited to the San Marcos River	No

Source: USFWS and TPWD, 2009.
Note: Codes: E = endangered; T = threatened; DL = delisted, undergoing monitoring; NL = not federally listed

No designated USFWS critical habitat was identified within the VIA Primo Study Area and, according to the NDD, no documented occurrences of listed species were reported within four miles of the proposed VIA Primo. TPWD searched twice within the NDD for occurrences near the proposed project. A search completed on May 29, 2008, indicated two occurrences of the state-listed Comal blind salamander (EOID 5488 and 8233) about five miles north of the proposed project. An occurrence of the state-listed toothless blindcat (EOID 3844) and the state-listed widemouth blindcat (EOID 3161) were both reported four miles east of the proposed project. A rookery occurrence (EOID 6904) was reported about 2.6 miles northeast of the proposed project. No additional occurrences were reported in the NDD from the search conducted March 26, 2009.

Nine of the Federally protected species have adapted to karst (cave) environments, including all six arachnid species and three of the five insect species. The proposed VIA Primo occurs within Karst Zones 3 and 5. Karst Zone 3 includes areas that are unlikely to contain endangered karst invertebrate species, and Karst Zone 5 includes areas, both cavernous and non-cavernous, that do not contain endangered karst invertebrate species. Inquiries to the Edwards Aquifer Authority and USGS determined that there are no known karst features within the limits of proposed construction. In addition, map and field reconnaissance determined that the geological substrate within the limits of proposed construction could not support the formation of karst features and

thus no potential habitat for endangered karst invertebrate species could be identified. The other two listed insect species and the only listed crustacean species are only found in specific springs in Comal and Hays Counties. Therefore, no impacts to listed arachnid, crustacean, or insect species are anticipated.

Three of the four listed amphibian species are found in caves and other subterranean waters, which are not found in the VIA Primo Study Area. The other amphibian species is limited to the San Marcos River. Therefore, no impacts to listed amphibian species are anticipated.

There are ten bird species on the Federal or state threatened and endangered species lists in Bexar County. Four of these species (interior least tern, white faced ibis, whooping crane, and wood stork) utilize stream, marsh, and pond habitat, which would not be impacted by the proposed VIA Primo. Two species (black-capped vireo and golden-cheeked warbler) require oak-juniper woodlands with specific structure, which are not found within the VIA Primo Study Area. The zoned tailed hawk is found in arid open country, and pine-oak woodland with mesas or mountains, which are not found within the VIA Primo Study Area. The peregrine falcon (including the two subspecies that are also listed in Texas – American peregrine falcon and Arctic peregrine falcon) is a potential migrant in Texas. Peregrine falcons nest on cliffs, and also on tall buildings, which would not be impacted by the proposed VIA Primo. Peregrine falcons could be found in the VIA Primo Study Area, but activities associated with the proposed VIA Primo would not be expected to impact the birds. Therefore, no impacts to the listed bird species are anticipated.

Two of the four listed fish species are limited to the San Marcos River. The other two listed fish species are only found in the San Antonio Pool of the Edward's Aquifer. Neither of these waters is within the VIA Primo Study Area; therefore, no impacts to listed fish species are anticipated.

Two of the three listed mammal species (red wolf and gray wolf) are considered extirpated. The two wolf species' former habitat was brushy forested areas and grasslands. In addition to no longer being found in the region, the listed wolf species' habitat would not include the urban areas of the VIA Primo Study Area. The other listed mammal species (black bear) is found in large undisturbed bottomland hardwood forests, which do not occur in the VIA Primo Study Area. Therefore, no impacts to listed mammal species are anticipated.

The habitat types required by the four listed reptile species are not found within the VIA Primo Study Area. The indigo snake is found in thornbush-chaparral woodlands in dense riparian corridors. The Texas horned lizard is found in open semi-arid regions with bunch grass. The Texas tortoise is found in open brush with grass understory. The timber/canebrake rattlesnake is found in swamps, floodplains, and pine and deciduous woodlands, and prefers grapevines or palmetto. The majority of the VIA Primo Study Area is an urban, developed area, which would not support the listed reptile species. The proposed STMCTC and WSMMTC sites were assessed, and no listed species or habitat suitable for these species was found. Therefore, no impacts to listed reptile species are anticipated.

One flowering plant species is listed in Bexar County. Texas wild-rice would not be found in the VIA Primo Study Area because it is limited to the San Marcos River. Therefore, no impacts to the listed flowering plant species are anticipated.

As described above, no impacts to any of the species on the Federal or state threatened and endangered species lists for Bexar County are anticipated as a result of the proposed VIA Primo.

Twenty-eight species considered rare by TPWD and with no regulatory listing status have potential to occur or have historically occurred in Bexar County. A description of those species and their potential to be impacted by the proposed VIA Primo is provided in Table 4.4-2.

Table 4.4-2 Non-Listed, Rare Species in Bexar County

Name	Description	Pertinent Project Information
AMPHIBIANS		
Texas salamander *Eurycea neotenes*	Endemic; troglobitic; springs, seeps, cave streams, and creek headwaters; often hides under rocks and leaves in water; restricted to Helotes and Leon Creek drainages	The streams in the project area are not part of the Helotes or Leon Creek drainages. No habitat is present. No impacts are anticipated.
BIRDS		
Arctic Peregrine Falcon *Falco peregrinus tundrius*	Migrant throughout state from subspecies' far northern breeding range, winters along coast and farther south; occupies wide range of habitats during migration, including urban, concentrations along coast and barrier islands; low-altitude migrant, stopovers at leading landscape edges such as lake shores, coastlines, and barrier islands.	Species does not breed in project area. May occur over project limits as a migrant; however, species, if present, is highly mobile and would avoid construction activities. No impacts are anticipated.
Mountain Plover *Charadrius montanus*	Breeding: nests on high plains or shortgrass prairie, on ground in shallow depression; nonbreeding: shortgrass plains and bare, dirt (plowed) fields; primarily insectivorous	Species does not breed, but may winter, in project area. May use grass fields in project limits; however, species, if present, is highly mobile and would avoid construction activities. No impacts are anticipated.
Western Burrowing Owl *Athene cunicularia hypugaea*	Open grasslands, especially prairie, plains, and savanna, sometimes in open areas such as vacant lots near human habitation or airports; nests and roosts in abandoned burrows	Burrows used by burrowing owls were not observed within the proposed project limits. No habitat is present. No impacts are anticipated.
CRUSTACEANS		
A cave obligate crustacean *Monodella texana*	Subaquatic, subterranean obligate; underground freshwater aquifers	Karst features do not occur within the project limits and underground aquifers are not expected to be affected. No habitat is present. No impacts are anticipated.
FISHES		
Guadalupe bass *Micropterus treculii*	Endemic to perennial streams of the Edward's Plateau region; introduced in Nueces River system	Activities associated with the project are not expected to affect perennial streams. No habitat is present. No impacts are anticipated.

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Table 4.4-2 Non-Listed, Rare Species in Bexar County (Continued)		
Name	**Description**	**Pertinent Project Information**
INSECTS		
Manfreda giant-skipper *Stallingsia maculosus*	Most skippers are small and stout-bodied; name derives from fast, erratic flight; at rest most skippers hold front and hind wings at different angles; skipper larvae are smooth, with the head and neck constricted; skipper larvae usually feed inside a leaf shelter and pupate in a cocoon made of leaves fastened together with silk; larval host is Texas tuberose (*Manfreda maculosa*).	The Texas tuberose was not observed in the project area. No habitat is present. No impacts are anticipated.
Rawson's metalmark *Calephelis rawsoni*	Moist areas in shaded limestone outcrops in central Texas, desert scrub or oak woodland in foothills, or along rivers elsewhere; larval hosts are *Eupatorium havanense*, E. *greggi*.	*Eupatorium* spp. was not observed in the project area. No habitat is present. No impacts are anticipated.
MAMMALS		
Cave myotis bat *Myotis velifer*	Colonial and cave-dwelling; also roosts in rock crevices, old buildings, carports, under bridges, and even in abandoned Cliff Swallow (Hirundo pyrrhonota) nests; roosts in clusters of up to thousands of individuals; hibernates in limestone caves of Edwards Plateau and gypsum cave of Panhandle during winter; opportunistic insectivore	Potential roosts (caves, crevices, buildings, bridges, etc.) do not occur in project limits. May forage through project limits; however, species, if present, is highly mobile and would avoid construction activities. No impacts are anticipated.
Ghost-faced bat *Mormoops megalophylla*	Colonially roosts in caves, crevices, abandoned mines, and buildings; insectivorous; breeds late winter-early spring; single offspring born per year	Potential roosts (caves, crevices, buildings, bridges, etc.) do not occur in project limits. May forage through project limits; however, species, if present, is highly mobile and would avoid construction activities. No impacts are anticipated.
Plains spotted skunk *Spilogale putorius interrupta*	Generalist; open fields, prairies, croplands, fence rows, farmyards, forest edges, and woodlands; prefers wooded, brushy areas and tallgrass prairie	Some suitable habitat present, including a burrow and heavily vegetated areas of the STMCTC property. However, no sign of skunks were observed in the project limits. Species, if present, is highly mobile and is expected to avoid construction activities. No impacts are anticipated.

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Table 4.4-2 Non-Listed, Rare Species in Bexar County (Continued)		
Name	**Description**	**Pertinent Project Information**
MOLLUSKS		
Creeper (squawfoot) *Strophitus undulatus*	Small to large streams, prefers gravel or gravel and mud in flowing water; Colorado, Guadalupe, San Antonio, Neches (historic), and Trinity (historic) River basins	No streams or rivers would be affected by the project. No habitat is present. No impacts are anticipated.
False spike mussel *Quincuncina mitchelli*	Substrates of cobble and mud, with water lilies present; Rio Grande, Brazos, Colorado, and Guadalupe (historic) river basins	No streams or rivers would be affected by the project. No habitat is present. No impacts are anticipated.
Golden orb *Quadrula aurea*	Sand and gravel in some locations and mud at others; intolerant of impoundment in most instances; Guadalupe, San Antonio, and Nueces River basins	No streams or rivers would be affected by the project. No habitat is present. No impacts are anticipated.
Mimic cavesnail *Phreatodrobia imitata*	Subaquatic; only known from two wells penetrating the Edwards Aquifer	No streams or rivers would be affected by the project. No habitat is present. No impacts are anticipated.
Pistolgrip *Tritogonia verrucosa*	Stable substrate, rock, hard mud, silt, and soft bottoms, often buried deeply; east and central Texas, Red through San Antonio River basins	No streams or rivers would be affected by the project. No habitat is present. No impacts are anticipated.
Rock pocketbook *Arcidens confragosus*	Mud, sand, and gravel substrates of medium to large rivers in standing or slow flowing water, may tolerate moderate currents and some reservoirs, east Texas, Red through Guadalupe River basins	No streams or rivers would be affected by the project. No habitat is present. No impacts are anticipated.
Texas fatmucket *Lampsilis bracteata*	Streams and rivers on sand, mud, and gravel substrates; intolerant of impoundment; broken bedrock and course gravel or sand in moderately flowing water; Colorado and Guadalupe River basins	No streams or rivers would be affected by the project. No habitat is present. No impacts are anticipated.
Texas pimpleback *Quadrula petrina*	Mud, gravel and sand substrates, generally in areas with slow flow rates; Colorado and Guadalupe river basins	No streams or rivers would be affected by the project. No habitat is present. No impacts are anticipated.
REPTILES		
Spot-tailed earless lizard *Holbrookia lacerata*	Central and southern Texas and adjacent Mexico; moderately open prairie-brushland; fairly flat areas free of vegetation or other obstructions, including disturbed areas; eats small invertebrates; eggs laid underground	Some suitable habitat present, including sparsely vegetated areas of the STMCTC property. Species, if present, is highly mobile and is expected to avoid construction activities. No impacts are anticipated.

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Table 4.4-2 Non-Listed, Rare Species in Bexar County (Continued)		
Name	**Description**	**Pertinent Project Information**
Texas garter snake *Thamnophis sirtalis annectens*	Wet or moist microhabitats are conducive to the species occurrence, but is not necessarily restricted to them; hibernates underground or in or under surface cover; breeds March-August	Some suitable habitat present, including parts of the STMCTC property with vegetated areas located near Zarzamora Creek. However, no streams or riparian areas will be affected by the project. No impacts are anticipated.
PLANTS		
Big red sage *Salvia pentstemonoides*	Texas endemic; moist to seasonally wet, steep limestone outcrops on seeps within canyons or along creek banks; occasionally on clayey to silty soils of creek banks and terraces, in partial shade to full sun; basal leaves conspicuous for much of the year; flowering June-October	No habitat is present. No impacts are anticipated.
Bracted twistflower *Streptanthus bracteatus*	Texas endemic; shallow, well-drained gravelly clays and clay loams over limestone in oak juniper woodlands and associated openings, on steep to moderate slopes and in canyon bottoms; several known soils include Tarrant, Brackett, or Speck over Edwards, Glen Rose, and Walnut geologic formations; populations fluctuate widely from year to year, depending on winter rainfall; flowering mid April-late May, fruit matures and foliage withers by early summer	Expected range of species does not occur within VIA Primo Study Area. No habitat is present. No impacts are anticipated.
Correll's false dragon-head *Physostegia correllii*	Wet, silty clay loams on streamsides, in creek beds, irrigation channels and roadside drainage ditches; or seepy, mucky, sometimes gravelly soils along riverbanks or small islands in the Rio Grande; or underlain by Austin Chalk limestone along gently flowing spring-fed creek in central Texas; flowering May-September	No habitat is present. No impacts are anticipated.

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Table 4.4-2 Non-Listed, Rare Species in Bexar County (Continued)		
Name	**Description**	**Pertinent Project Information**
Elmendorf's onion *Allium elmendorfii*	Texas endemic; grassland openings in oak woodlands on deep, loose, well-drained sands; in Coastal Bend, on Pleistocene barrier island ridges and Holocene Sand Sheet that support live oak woodlands; to the north it occurs in post oak-black hickory-live oak woodlands over Queen City and similar Eocene formations; one anomalous specimen found on Llano Uplift in wet pockets of granitic loam; flowering March-April, May	No habitat is present. No impacts are anticipated.
Hill Country wild-mercury *Argythamnia aphoroides*	Texas endemic; mostly in bluestem-grama grasslands associated with plateau live oak woodlands on shallow to moderately deep clays and clay loams over limestone on rolling uplands, also in partial shade of oak-juniper woodlands in gravelly soils on rocky limestone slopes; flowering April-May with fruit persisting until midsummer	No habitat is present. No impacts are anticipated.
Parks' jointweed *Polygonella parksii*	Texas endemic; mostly found on deep, loose, whitish sand blowouts (unstable, deep, xeric, sandhill barrens) in Post Oak Savanna landscapes over the Carrizo and Sparta formations; also occurs in early successional grasslands, along right-of-ways, and on mechanically disturbed areas; flowering June-late October or September-November	No habitat is present. No impacts are anticipated.
Sandhill woollywhite *Hymenopappus carrizoanus*	Texas endemic; disturbed or open areas in grasslands and post oak woodlands on deep sands derived from the Carrizo Sand and similar Eocene formations; flowering April-June	No habitat is present. No impacts are anticipated.

Source: TPWD, 2009; URS, 2009.

4.4.4 Long-Term Effects

No-Build Alternative

The No-Build Alternative undertakes no major transit system investments in the VIA Primo Study Area, but rather maintains the existing transportation system. Therefore, no long-term impacts related to state or federally listed species or non-listed, rare species under the No-Build Alternative are anticipated.

VIA Primo Alternative

No state or Federally listed species are anticipated to occur within the construction limits of the VIA Primo Alternative. Therefore, the VIA Primo Alternative would have no effect on Federally listed species and would have no impact on state-listed species.

Although not observed within the project area, potential exists for the Arctic peregrine falcon, mountain plover, cave myotis bat, ghost-faced bat, plains spotted skunk, and spot-tailed earless lizard to use habitat within the limits of proposed construction at the proposed STMCTC. The potential habitat for these non-listed, rare species will be replaced with project components of the STMCTC. However, these species are not threatened or endangered, and less than five acres of habitat would be lost at the STMCTC. No new barriers to these species would be introduced, and the project area would continue to be dominated by species that are able to adapt to a disturbed physical environment. Based on this, the VIA Primo Alternative would have no substantial impact to non-listed, rare species.

4.4.5 Short-Term Construction Effects

No-Build Alternative

The No-Build Alternative undertakes no major transit system investments in the VIA Primo Study Area, but rather maintains the existing transportation system. Therefore, no short-term impacts related to state or federally listed species or non-listed, rare species under the No-Build Alternative are anticipated.

VIA Primo Alternative

No state or Federally listed species are anticipated to occur within the limits of the VIA Primo Alternative. Therefore, the VIA Primo Alternative would have no effect on Federally listed species and would have no impact on state-listed species.

Although not observed within the project area, potential exists for the Arctic peregrine falcon, mountain plover, cave myotis bat, ghost-faced bat, plains spotted skunk, and spot-tailed earless lizard to occur within the limits of proposed construction. However, if present, these non-listed, rare species are not expected to be impacted by the VIA Primo Alternative since they are mobile and are expected to avoid construction activities.

4.4.6 Mitigation

No-Build Alternative

No adverse impacts related to state or Federally listed species or non-listed, rare species under the No-Build Alternative are anticipated. Therefore, no mitigation is required.

VIA Primo Alternative

No adverse impacts related to state or Federally listed species under the VIA Primo Alternative are anticipated, and no substantial adverse impacts related to non-listed, rare species under the VIA Primo Alternative are anticipated. Therefore, no mitigation is required.

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4.5 FARMLANDS

4.5.1 Legal and Regulatory Context

The Agriculture and Food Act of 1981 contains the Farmland Protection Policy Act (FPPA) – Subtitle I of Title XV, Section 1539-1549. The FPPA's goal is to minimize unnecessary and irreversible conversion of farmland to nonagricultural uses. For the purposes of FPPA, farmland includes prime farmland, unique farmland, and land of statewide or local importance. The NRCS is tasked with compiling a farmland inventory.

4.5.2 Methodology

In accordance with the FPPA, the NRCS Soil Survey of Bexar County was reviewed for the VIA Primo Study Area to identify the existence of prime farmland, defined as land in use as cropland or pasture land. Additionally the NRCS was requested to provide applicable resource information (Appendix A.1.3.). Appropriate information from this consultation is presented within this section. The determination of impacts to this resource was based on the occurrence of this resource within the construction limits of the VIA Primo Alternative.

4.5.3 Existing Conditions

The land within the project area is considered urban. Urban or built-up land is any contiguous unit of land, 10 acres or more in size, that is used for such purposes as housing, industrial and commercial sites, sites for institutions or public buildings, small parks, golf courses, cemeteries, railroad yards, airports, sanitary landfills, sewage treatment plants, and water control structures. According to the NRCS, land considered urban, public land, and water areas cannot be considered prime farmland. Therefore, there are no prime farmlands within the project area.

4.5.4 Long-Term Effects

No-Build Alternative

The No-Build Alternative undertakes no major transit system investments in the VIA Primo Study Area, but rather maintains the existing transportation system. Therefore, no long-term impacts related to prime farmland under the No-Build Alternative are anticipated.

VIA Primo Alternative

The NRCS completed a Farmland Conversion Impact Rating for Corridor Projects (form NRCS-CPA-106) for the VIA Primo Alternative. According to that effort, the VIA Primo Alternative is exempt from FPPA requirements since no prime farmlands occur within the limits of the VIA Primo Alternative.

The VIA Primo Alternative would have no long-term effect on prime farmland as no prime farmland exists within the limits of the VIA Primo Alternative.

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4.5.5 Short-Term Construction Effects

No-Build Alternative

The No-Build Alternative undertakes no major transit system investments in the VIA Primo Study Area, but rather maintains the existing transportation system. Therefore, no short-term impacts related to prime farmland under the No-Build Alternative are anticipated.

VIA Primo Alternative

The VIA Primo Alternative would have no short-term effect on prime farmland as no prime farmland exists within the limits of the VIA Primo Alternative.

4.5.6 Mitigation

No-Build Alternative

No adverse impacts related to farmlands under the No-Build Alternative are anticipated. Therefore, no mitigation is required.

VIA Primo Alternative

No adverse impacts related to farmlands under the VIA Primo Alternative are anticipated. Therefore, no mitigation is required.

4.6 AIR QUALITY

4.6.1 Legal and Regulatory Context

Mass transit projects proposed for Federal funding must meet the requirements of the Clean Air Act of 1970 (CAA) in addition to NEPA. The CAA contains detailed transportation “conformity” requirements, the purpose of which is to ensure that Federally funded highway and transit projects conform to the applicable State Implementation Plan (SIP). The SIP documents the measures that will be taken in a specific nonattainment area in order to attain the national air quality standards. The conformity requirements apply only in nonattainment and maintenance areas.

Air quality is regulated by the EPA. The EPA delegates this authority to the states, and in Texas, the TCEQ is responsible for monitoring and enforcing air quality regulations. The SA-BC MPO has five continuous air monitoring sites (CAMS) which are maintained by the TCEQ and CPS Energy. In addition, the Alamo Area Council of Governments (AACOG) operates six ozone monitoring sites across the region during the ozone season.

In compliance with the requirements of the CAA and the Clean Air Act Amendments (CAAA) of 1977 and 1990, the EPA promulgated and adopted the National Ambient Air Quality Standards (NAAQS) to protect public health, safety, and welfare from known or anticipated effects of the six criteria pollutants. These six criteria pollutants are ozone (O_3), carbon monoxide (CO), sulfur dioxide (SO_2), nitrogen dioxide (NO_2), particulate matter (PM), and lead (Pb). Table 4.6-1 lists the NAAQS for these six pollutants.

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Table 4.6-1 Air Pollution Concentrations Required to Exceed the National Ambient Air Quality Standards

Pollutant	Averaging Period	Standard	Primary NAAQS[1]	Secondary NAAQS[2]
Ozone (O_3)	8-hr	The 3-year average of the fourth-highest daily maximum 8-hour average over each year must not exceed this level.	75 parts per billion (ppb)	75 ppb
Carbon Monoxide (CO)	1-hr	Not to be exceeded more than once per calendar year.	35 parts per million (ppm)	–
	8-hr	Not to be exceeded more than once per calendar year.	9 ppm	–
Sulfur Dioxide (SO_2)	3-hr	Not to be exceeded more than once per calendar year.	–	500 ppb
	24-hr	Not to be exceeded more than once per calendar year.	140 ppb	–
	Annual	Not to exceed this level.	30 ppb	–
Nitrogen Dioxide (NO_2)	Annual	Not to exceed this level.	53 ppb	53 ppb
Respirable Particulate Matter (10 microns or less) (PM-10)	24-hr	Not to be exceeded more than once per year on average over three years.	150 micrograms per cubic meter ($\mu g/m^3$)	150 $\mu g/m^3$
Respirable Particulate Matter (2.5 microns or less) (PM2.5)	24-hr	The three-year average of the 24-hour 98th percentile for each population-oriented monitor within an area must not exceed this level.	35 $\mu g/m^3$	35 $\mu g/m^3$
	Annual	The three-year average of annual arithmetic mean concentrations from single or multiple community-oriented monitors must not exceed this level.	15.0 $\mu g/m^3$	15.0 $\mu g/m^3$
Lead (Pb)	Rolling 3-Month Avg	Not to exceed this level.	0.15 $\mu g/m^3$	0.15 $\mu g/m^3$
	Quarter	Not to exceed this level.	1.5 $\mu g/m^3$	1.5 $\mu g/m^3$

Source: TCEQ and EPA, March 2009.
Note: 1) Primary NAAQS: the levels of air quality that the EPA judges necessary, with an adequate margin of safety, to protect the public health.
2) Secondary NAAQS: the levels of air quality that the EPA judges necessary to protect the public welfare from any known or anticipated adverse effects.
ppm = parts per million
ppb = parts per billion
$\mu g/m^3$ = microgram per cubic meter

The CAAA requires all states to submit a list identifying those air quality regions, or portions thereof, which meet or exceed the NAAQS or cannot be classified because of insufficient data. Portions of air quality control regions that are shown by monitored data or air quality modeling to exceed the NAAQS for any criteria pollutant are designated “nonattainment” areas for that pollutant. The CAAA also establishes time schedules for the states to attain the NAAQS.

Particulate Matter

EPA has also determined the health effects of fine PM and has set the PM standard at 2.5 microns or less (PM2.5) to ensure that the public health is protected. The PM2.5 standard was finalized on October 17, 2006 and the final rule for state plans for PM2.5 nonattainment areas was issued March 29, 2007. The SA-BC MPO region was designated as in attainment for PM2.5 by the EPA on December 17, 2004.

Conformity

On April 2, 2008, the EPA issued final action to designate 13 EAC areas (including San Antonio) as in attainment for the eight-hour ozone standard. The effective date of this final action was April 15, 2008. Additionally, the EPA revoked the one-hour ozone standard for each of the EAC areas one year after the effective date of their attainment designation. Currently, Bexar and surrounding counties are in attainment for all NAAQS; therefore, the transportation air quality conformity rule does not apply, and the region is not subject to a regional air quality analysis.

However, on March 27, 2008, the EPA published their revision (final rule) to the eight-hour average ozone NAAQS in the Federal Register. This final rule became effective on May 27, 2008. The eight-hour average ozone NAAQS was revised from 84 parts per billion to 75 parts per billion. On March 10, 2009, Governor Rick Perry submitted to the EPA a recommendation for designation of areas in Texas, including Bexar County. The basis for this recommendation was the revised EPA ground-level ozone pollution standard and monitoring data that was collected in Bexar County during the 2005-2008 monitoring period. Based on the monitoring results, a recommendation was made to redesignate Bexar County as nonattainment for the eight-hour ozone standard. EPA is currently reviewing monitoring data for Bexar County and any formal redesignation of the attainment status for Bexar County is not expected until 2010. If this recommendation is accepted by EPA, then the TCEQ will be required to develop a SIP for Bexar County by 2013. If the recommendation is not accepted by EPA due to recent ambient air data indicating significant improvement or other reasoning outlined by EPA, then SIP development and conformity determination would not be required.

4.6.2 Methodology

The assessment of potential air quality impacts for transit projects generally involves four key steps: (1) describe existing air quality within the project study area, (2) identify sensitive receptors/land uses adjacent to the project, (3) determine short-term construction impacts and long-term air quality effects from proposed transit operations, and (4) provide mitigation of any identified impacts. Existing air quality within the proposed VIA Primo Study Area has been determined based on the area's air quality attainment status and air quality monitoring data as measured at TCEQ monitors located near the VIA Primo Study Area. Since the San Antonio metropolitan area has experienced elevated levels of ozone, monitoring data for this pollutant have been reviewed. Sensitive air receptors were identified based on land use classifications that were previously determined based on preliminary alignment drawings and GIS mapping. Short-term construction impacts and long-term project-related emissions have been qualitatively assessed based on typical construction source emissions and future operational vehicle emissions classifications. Finally, potential mitigation measures to reduce construction and operational air quality impacts are provided.

The proposed VIA Primo has been determined to be consistent with the financially constrained SA-BC MPO's 2030 MTP and the 2008-2011 TIP. Maximum projected traffic data for the design

year 2030 is well below 140,000 vehicles per day. A prior TxDOT modeling study demonstrated that it is unlikely that a carbon monoxide standard would ever be exceeded as a result of any project with an average annual daily traffic (AADT) below 140,000 vehicles per day. The AADT projections for the project do not exceed 140,000 vehicles per day; therefore, a traffic air quality analysis was not required.

Also, the San Antonio metropolitan region is in attainment for PM; therefore, a PM hot-spot analysis is not required for this project.

Although air quality modeling is not required for the proposed VIA Primo, project-related operational air quality emissions can be qualitatively assessed. Increased localized air emissions would occur at new facilities including at the two proposed transit centers and eight proposed VIA Primo stations. Air emissions would also occur along the proposed VIA Primo as VIA Primo vehicles travel along the route.

4.6.3 Existing Conditions

The proposed VIA Primo is located in Bexar County, which is an area currently in attainment of all NAAQS; therefore, the transportation conformity rules do not apply. However, due to elevated monitored ozone levels in the San Antonio area, Bexar, Comal, Guadalupe, and Wilson Counties voluntarily entered into an EAC with TCEQ and EPA. This compact resulted in the development and implementation of an emission reduction plan to assure attainment of the eight-hour ozone standard by 2007, and attainment was demonstrated in April 2008.

Within the San Antonio metropolitan airshed, which includes Bexar County and surrounding counties, the formation of ozone is directly related to emissions from area motor vehicles and point sources. The primary pollutants from motor vehicles are volatile organic compounds (VOCs), CO, and nitrogen oxides (NO_X). VOCs and NO_x can combine under the right conditions in a series of photochemical reactions to form ozone. A review of the TCEQ monitoring data shows elevated levels of ozone at several area monitors. Table 4.6-4 lists the four highest daily maximum eight-hour ozone concentrations recorded annually from 2000 to 2008 at the Camp Bullis (CAMS 58), San Antonio Northwest (CAMS 23), and the CPS Pecan Valley (CAMS 678) monitoring stations, which are the closest active ozone monitoring stations to the proposed VIA Primo.

Table 4.6-2 Four Highest Eight-Hour Ozone Concentrations

Year	Highest		Second Highest		Third Highest		Fourth Highest	
	Date	Level*	Date	Level*	Date	Level*	Date	Level*
CAMS 58 Camp Bullis								
2000	09/18/00	93	09/02/00	83	09/06/00	80	08/13/00	80
2001	06/18/01	90	09/27/01	81	08/04/01	81	05/23/01	81
2002	06/24/02	100	09/13/02	97	06/23/02	96	06/18/02	95
2003	06/07/03	89	05/23/03	88	09/07/03	87	05/24/03	85
2004	09/10/04	95	09/29/04	91	08/05/04	89	07/20/04	89
2005	10/17/05	91	05/27/05	91	06/22/05	88	06/21/05	86
2006	06/13/06	93	06/29/06	91	06/14/06	90	06/28/06	87
2007	09/21/07	85	09/22/07	79	08/14/07	76	05/13/07	74
2008	10/02/08	78	10/01/08	78	05/08/08	77	06/23/08	74
CAMS 23 San Antonio Northwest								
2000	06/07/00	82	08/13/00	78	06/06/00	78	09/06/00	77

Table 4.6-2 Four Highest Eight-Hour Ozone Concentrations (Continued)								
Year	Highest		Second Highest		Third Highest		Fourth Highest	
	Date	Level*	Date	Level*	Date	Level*	Date	Level*
2001	09/27/01	81	09/28/01	79	08/05/01	79	10/02/01	78
2002	09/12/02	111	06/24/02	110	06/17/02	107	06/18/02	104
2003	09/06/03	91	06/20/03	87	05/29/03	87	06/07/03	86
2004	07/19/04	87	08/09/04	86	09/29/04	85	08/05/04	85
2005	10/17/05	89	06/21/05	86	05/27/05	85	09/27/05	84
2006	06/13/06	92	06/14/06	89	06/29/06	83	06/28/06	81
2007	09/21/07	82	09/22/07	79	08/14/07	77	10/04/07	71
2008	09/27/08	82	10/01/08	81	09/26/08	81	09/28/08	78
CAMS 678 CPS Pecan Valley								
2000	08/13/00	75	06/06/00	73	04/22/00	71	09/06/00	70
2001	09/24/01	79	08/05/01	78	05/23/01	74	10/02/01	72
2002	09/13/02	84	09/12/02	83	06/24/02	81	06/23/02	80
2003	05/29/03	95	05/28/03	87	06/07/03	85	05/30/03	76
2004	09/29/04	84	07/19/04	81	08/11/04	80	08/09/04	80
2005	06/21/05	78	09/27/05	75	05/21/05	74	05/27/05	73
2006	06/28/06	83	06/27/06	82	06/29/06	81	06/14/06	80
2007	05/13/07	75	09/21/07	69	05/19/07	65	05/12/07	65
2008	09/30/08	79	09/28/08	79	09/29/08	76	09/27/08	75

Source: TCEQ, 2009 * All ozone measurements are in parts per billion

The locations of the three ozone monitoring sites are shown in Figure 4.6-2. The closest ozone monitoring station, CAMS 23 San Antonio Northwest, is approximately 1.9 miles west of the proposed STMCTC. CAMS 678 CPS Pecan Valley is located approximately 4.7 miles east of the proposed WSMMTC, while the CAMS 58 Camp Bullis site is located approximately 7.7 miles north of the proposed STMCTC. Preliminary data collected at these and other area air quality monitors show elevated levels of ozone over the previous three years. EPA is currently reviewing this data and will make a decision to potentially revise the area's attainment status in 2010.

In an effort to reduce local air emissions and to maintain the area's attainment status, several efforts have been initiated at the local level to improve regional air quality (AACOG, 2009). Several recently implemented local air quality emissions reduction and educational programs are listed below.

- Adopt a School Bus - A cooperative partnership established to aid non-attainment and near non-attainment area school districts to replace their aging diesel school buses with new "clean fuel" buses.
- AIR Public Education Committee - This committee disseminates information about local air quality problems and ozone challenges through the news media and public events.
- Air Quality Health Alerts - Ozone Action Days are declared on hot, sunny, still days when conditions are most favorable for the accumulation of unhealthy levels of ground-level ozone. Forecasters at the TCEQ make their forecasts a day in advance. Ozone Action Days are forecasted for many of Texas' larger urban areas including San Antonio where it's called an "Air Quality Health Alert". If unhealthy ozone levels

are predicted, the Air Quality Health Alert is announced to the media and public so that people can take steps to protect their health and help to reduce pollution emissions that eventually become ozone.

- Alternative Fuel Vehicle Use - Various public and private fleets in the San Antonio region have converted gasoline-powered vehicles or purchased vehicles which use alternative fuels. Vehicles that run on alternative fuel emit less ozone precursor emissions.
- Commute Solutions - Commute Solutions is a voluntary trip-reduction program that strives to reduce vehicle trips and/or VMT throughout the San Antonio area.
- Delay in School Start Dates - This measure helps to prevent heavy traffic associated with school travel during the peak of the local ozone season, which runs from the middle of August through September.
- Lower Reid Vapor Pressure Gasoline - The use of fuel that is refined to have a lower evaporation rate and lower volatility then conventional gasoline. Evaporative emissions of VOCs, which are generated during vehicle refueling and are ozone-forming compounds, are thus reduced.
- River Cities Ride Share - The River Cities Rideshare program is designed to help commuters reduce automobile dependency by providing carpool and vanpool matches, biking and pedestrian information and public transportation options.
- Texas Low-Emission Diesel (TX-LED) Fuel - Low-emission diesel is currently being used voluntarily by local fleets on an accelerated timeline. Use of this fuel in existing diesel engines cuts NO_x emissions by five to seven percent. Use in new cleaner diesel engines or engines retrofitted with clean technology gives greater emission reductions.

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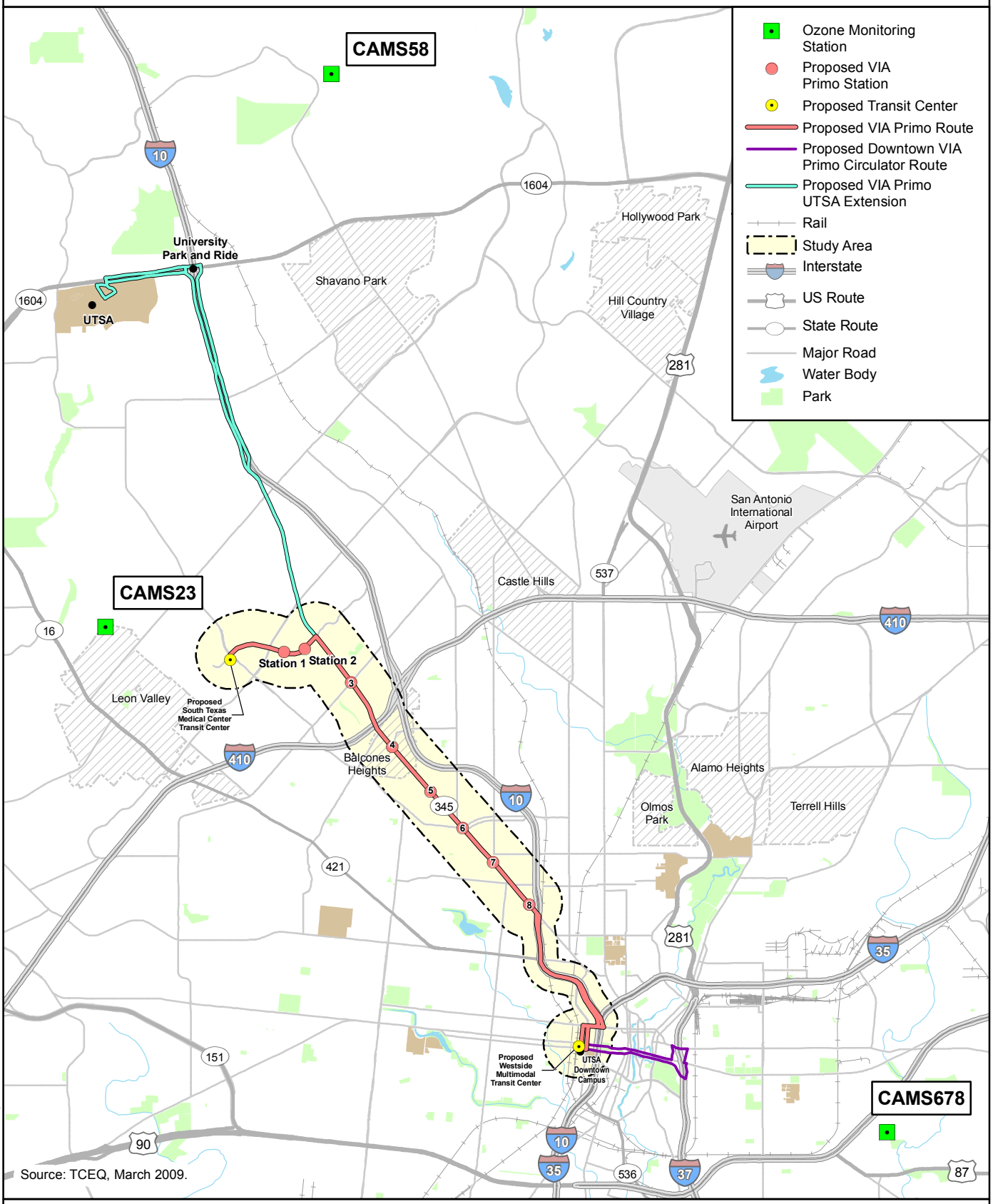
Figure 4.6-1
Air Quality Monitoring Sites



Source: TCEQ, March 2009.

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- Transportation Demand Management (TDM) - Several local San Antonio businesses participate in TDM by promoting single occupant vehicle alternatives for their daily commute to work. TDM reduces traffic congestion and improves air quality by maximizing the use of the existing transportation infrastructure. Some measures include carpooling, vanpooling, taking the bus, walking, bicycling, telecommuting, and compressed work weeks.

4.6.4 Sensitive Receptors

This section identifies sensitive receptors/land use in the vicinity of the proposed VIA Primo. A discussion of potential air quality impacts affecting these receptors is discussed in Section 4.6.5 (Long-Term Effects) and Section 4.6.6 (Short-Term Construction Effects).

Some land uses are considered more sensitive to changes in air quality than others, depending on the population groups and the activities involved. These population groups include the following: children under 14, elderly over 65, as well as people with cardiovascular and chronic respiratory diseases or other pre-existing serious health problems affected by air quality. Locations that may contain a high concentration of these sensitive population groups are called sensitive receptors and include residential areas, hospitals, elder care facilities, rehabilitation centers, schools, parks and playgrounds, and daycare centers. Figure 3.1-1 shows land use classifications within the VIA Primo Study Area. Several types of sensitive land uses are located throughout the VIA Primo Study Area including residential areas (single-family and multi-family residences), recreational parks, and schools. Residential areas are located throughout the VIA Primo Study Area including the Deco District along South Fredericksburg Road, the Oak Hills Subdivision along Fredericksburg Road west of IH-410, and multi-family complexes near the proposed STMCTC. Neighborhood parks within the VIA Primo Study Area include parks near San Pedro Creek just northwest of the downtown area and several parks within the Oak Hills area. Section 3.2 shows the location of several schools within the VIA Primo Study Area associated with North Side ISD and San Antonio ISD. These sensitive land use areas, as well as various medical and daycare facilities, are scattered throughout the VIA Primo Study Area. Some of the receptors are located adjacent to the proposed STMCTC and travel routes along Fredericksburg Road, Medical Drive, and several downtown routes.

4.6.5 Long-Term Effects

No-Build Alternative

The No-Build Alternative undertakes no major transit system investments in the VIA Primo Study Area, but rather maintains the existing system. It assumes that all other transportation improvements as listed in the 2030 MTP would be constructed. The No-Build Alternative also includes projects underway or planned by the Cities of San Antonio and Balcones Heights, South Texas Medical Center, and UTSA.

Long-term air quality effects within the San Antonio metropolitan area are determined by the TCEQ and EPA on a regional basis. Pollutants from vehicles utilizing the roadway network both within and outside the VIA Primo Study Area are emitted into the regional airshed and monitored at several TCEQ sites as discussed in Section 4.6.3 Existing Conditions. Topography and meteorology of the area would not seriously restrict the dispersion of criteria air pollutants. Conversely, predominately southerly winds combined with generally high mixing heights lead to the efficient dispersal of air pollutants within the San Antonio airshed.

As more vehicles use the local roadway network in future years, additional congestion with associated increased localized mobile source air toxics emissions can be expected. Depending on distance from area roadways, some of the sensitive receptors could potentially be affected by increased localized vehicular air toxics emissions. However, the amount of emission changes near specific roadside locations cannot be quantified due to existing deficiencies in EPA emissions models that do not allow the models to capture emission effects at smaller scales. Any future localized increase in vehicle emissions would be offset by future emission reductions as a result of EPA's national control programs that are projected to reduce MSATs and other vehicle emissions by up to 87 percent by 2020.

In sum, it is expected that there would be higher vehicle emissions in the VIA Primo Study Area under to the No-Build Alternative due to localized, increased vehicular traffic. However, on a regional basis, EPA's vehicle and fuel regulations coupled with future vehicle and fleet turnover would cause region-wide emissions to be substantially lower than today in almost all cases. Therefore, none of the receptors would be expected to have long-term air quality impacts from increased air emissions under the No-Build Alternative.

VIA Primo Alternative

Long-term effects of the VIA Primo Alternative include locally increased air emissions near the proposed STMCTC and the proposed WSMMTC, and along the proposed VIA Primo corridor, including at the eight proposed VIA Primo stations. In addition, the VIA Primo vehicles would be sources of air pollution as the vehicles would emit CO, NO_X, VOCs, and PM. There would also be locally increased single occupancy vehicle (SOV) emissions near intersections within the project area as motor vehicles wait at the intersections for transit vehicles to pass by.

Specifically, increased air emissions can be expected at the two proposed transit centers as VIA Primo and other transit vehicles would enter and exit each facility. Vehicle emissions would also occur at the VIA Primo and local bus bays, within the commuter parking lot, and along local access roads. Within the VIA Primo Study Area, VIA Primo vehicle emissions would occur near the eight proposed VIA Primo stations as the vehicles idle during passenger loading operations and then accelerate from each bus stop. However, the proposed diesel/electric hybrid VIA Primo vehicles would minimize this impact.

Although the proposed VIA Primo would locally increase air emissions as detailed above, air emissions at other locations within the VIA Primo Study Area would be expected to decrease, thus improving air quality. The proposed VIA Primo would help to improve regional air quality by incorporating efficient hybrid VIA Primo vehicles within the regional transportation network while at the same time removing an existing diesel only bus service. The proposed VIA Primo would also reduce the number of SOV and VMT within the VIA Primo Study Area as more commuters choose the mass transit option. The same dispersal characteristics would apply to any localized increased air emissions as previously discussed for the No-Build Alternative. Therefore, none of the sensitive receptors would be expected to have long-term air quality impacts from air emissions under the VIA Primo Alternative.

4.6.6 Short-Term Construction Effects

No-Build Alternative

The No-Build Alternative undertakes no major transit system investments in the VIA Primo Study Area, but rather maintains the existing transportation system. Therefore, no short-term impacts related to air quality under the No-Build Alternative are anticipated.

VIA Primo Alternative

Construction emissions for the VIA Primo Alternative are addressed qualitatively, as there is not adequate information to perform emissions calculations. For example, a quantification of construction emissions depends on many variables such as type of construction equipment, equipment activity levels including load factors and engine performance demands, and hours of operation for a piece of equipment over a given time, as well as the total number of days each piece of equipment is required to be on site. Instead, typical sources of construction emissions for the VIA Primo Alternative construction activities are identified and potential mitigation measures to reduce construction emissions are provided.

Construction of the two proposed transit centers under the VIA Primo Alternative represents temporary sources of emissions, the types and amounts of which would vary in time and by location depending on the nature of the operation, the level of activity, and local weather conditions. These emissions are primarily associated with exhaust products from construction equipment, the disturbance and movement of earthen materials, and running and evaporative emissions from vehicle and asphalt paving operations. The construction requirements would involve a variety of air emission sources including on-road and off-road construction vehicles, machinery including scrapers, loaders, and dozers, and smaller construction equipment.

Temporary air pollutants typically emitted during construction-related activities include equipment exhaust (CO, VOCs, NO_X, PM10, and PM2.5), fugitive dust from earth-moving activities (PM10 and PM2.5), employee vehicle emissions (CO, NO_X, PM10, PM2.5, and VOCs), construction truck emissions (CO, NO_X, PM10, PM2.5, and VOCs), and paving emissions (VOCs). Equipment exhaust emissions are generated from the combustion of fuels used for the operation of construction equipment. Fugitive dust emissions are generated by the suspension of particulates during earth-disturbance activities including natural wind-blown events. Employee vehicle emissions and construction truck emissions are generated from the combustion of fuels and from the entrainment of road dust during travel along roadways on-site and off-site of the construction area. Asphalt-paving emissions are generated from the evaporation of regulated volatiles, or diluents, used to liquefy asphalt cement.

Most construction-related air pollutants would consist of wind-blown dust generated during excavation, grading, hauling, and various other activities. The impacts from the above activities would vary from day to day as construction of the project progresses. Dust events are also dependent on seasonal factors. For example, higher amounts of dust would be generated during the summer months and during other dry periods throughout the year.

Potential short-term air quality impacts would be most pronounced within the vicinity of the two proposed transit center construction areas, and near the eight proposed VIA Primo stations within the VIA Primo Study Area. Provisions would be included in the proposed project construction plans and specifications for the contractor to make reasonable efforts to limit

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excavation, grading, filling, and other operations to reduce dust emissions and to use properly maintained construction equipment.

No substantial adverse impacts to air quality under the VIA Primo Alternative are anticipated.

4.6.7 Mitigation

No-Build Alternative

The No-Build Alternative undertakes no major transit system investments in the VIA Primo Study Area, but rather maintains the existing transportation system. The No-Build Alternative does not include development of the proposed STMCTC, proposed WSMMTC, or the eight proposed curbside stations but would include all other transportation improvements as listed in the 2030 MTP. Any required mitigation of air quality impacts for transportation projects under the No-Build Alternative would be incorporated into the existing TCEQ and EPA review process.

VIA Primo Alternative

Mitigation measures for the VIA Primo Alternative are associated with construction and operation of the proposed STMCTC, proposed WSMMTC, and eight proposed VIA Primo stations.

The control of potential air quality impacts associated with construction activity typically includes the use of appropriate BMPs throughout the construction phase of a project. The BMPs typically utilized during temporary heavy construction activities include equipment maintenance and exhaust controls, construction work hour limitations, site activity controls, including dust suppression techniques, and the incorporation of construction sequencing or phasing activities. The following list includes specific air quality BMPs proposed for incorporation into the VIA Primo Alternative:

Construction Equipment

- Limit unnecessary idling of construction equipment
- Use of properly maintained engines and approved mufflers
- Speed reduction limitations within work zones
- Minimize tracking of sediment on area roadways
- The use of approved low-sulfur diesel fuel

Construction Operations

- Incorporation of dust suppression with water or another approved dust control agent on exposed surfaces
- Construction phasing minimizing earth disturbance areas
- Re-vegetation of completed work areas as soon as practical
- Use of tarpaulins on loaded trucks to minimize wind-blown dust
- Limitation of work activities during adverse weather conditions including high wind events

- Limitation of work activities during night-time hours when natural air dispersion conditions are reduced

The use of the above air quality BMPs, as well as other approved BMPs, would reduce temporary air pollutant emissions during construction of facilities applicable to the proposed VIA Primo. The construction contractor would be required to comply with appropriate Federal, state and local regulations concerning the generation of dust from construction activities. Provisions would be included in the construction plans and specifications for the contractor to make reasonable efforts to limit excavation, grading, filling, and other operations to reduce unnecessary soil disturbance, dust generation, and groundcover removal activities, which cause the soil to be susceptible to wind and water erosion. Also, emissions of CO from motor vehicles increase as vehicle speed decreases. Disruption of traffic during construction (such as the temporary reduction of roadway capacity and the increased queue lengths) could result in short-term elevated concentrations of CO. To minimize the amount of emissions generated, reasonable efforts would be made during the construction phase to limit disruption to traffic, especially during peak travel periods. The control of exhaust emanating from various types of construction equipment would be in accordance with EPA guidelines.

The control of potential air quality impacts associated with operation of the proposed VIA Primo includes the use of efficient VIA Primo vehicles and operational controls that would limit the time that VIA Primo vehicles would idle. Locally increased emissions at the proposed transit centers and stations would be mitigated by the use of the proposed diesel/electric hybrid VIA Primo vehicles. In addition, the use of an enhanced fare collection system would allow for faster boarding times, thus limiting the time that VIA Primo vehicles would be idling at the transit centers and stations. Finally, the use of a TSP system would reduce the amount of time that the VIA Primo vehicles would slow or stop at roadway intersections and would limit the amount of time that other vehicles would wait for VIA Primo vehicles to pass by.

Based on the use of the above construction BMPs, construction sequencing activities, and operational fleet mix and controls; it is not expected that either construction activities or operations associated with the VIA Primo Alternative would violate any Federal, state or local laws concerning air quality.

4.7 NOISE

4.7.1 Legal and Regulatory Context

The noise assessment of the proposed VIA Primo is based on the procedures established in the FTA guidance manual *Transit Noise and Vibration Impact Assessment (Report FTA-VA-90-1003-06), General Noise Assessment*. FTA procedures include characterization of the existing noise environment along the proposed VIA Primo, assessment of long-term and short-term impacts, and a discussion of mitigation measures.

4.7.2 Human Perception Levels

Noise is typically defined as unwanted or undesirable sound, where sound is characterized by small air pressure fluctuations above and below the atmospheric pressure. The basic dimensions of environmental noise are intensity or level, frequency content, and variation with time.

- **Sound Level.** The first dimension is related to sound level and is determined by how greatly the sound pressure fluctuates above and below atmospheric pressure. Sound level is expressed on a compressed scale in units of decibels. By using this scale, the range of normally encountered sound can be expressed by values between zero and 120 decibels. On a relative basis, a three-decibel change in average sound level generally represents a noticeable change, whereas a 10-decibel increase (or decrease) would typically be perceived as a doubling (or halving) in the loudness of a sound.
- **Frequency.** The frequency content of noise is related to the tone or pitch of the sound, and is based on the rate of the air pressure fluctuation in terms of cycles per second (called hertz and abbreviated as Hz). The human ear can detect a wide range of frequencies from about 20 Hz to 17,000 Hz, but does not respond equally to all frequencies. Low frequencies, below 250 Hz, and high frequencies, above 10,000 Hz, are less audible than the frequencies between. Because the sensitivity of human hearing varies with frequency, a single number descriptor of sound level has been developed that weights the frequencies according to the way people perceive noise levels. Sound levels measured using this weighting system are called "A-weighted" sound levels, and are expressed in decibel notation as “A-weighted decibels” (dBA). The A-weighted sound level is widely accepted as the unit for describing environmental noise as perceived by humans.
- **Time Variation.** Because environmental noise levels fluctuate from moment to moment, it is common practice to condense sound variations over time into a single number, called the “equivalent” sound level (Leq). Leq can be thought of as the steady sound level that represents the same sound energy as the varying sound levels over a specified time period (typically one hour or 24 hours). Leq during certain hours is the descriptor used for assessment of noise impact on institutional land use according to FTA criteria.

The Leq values over a 24-hour period are used to calculate cumulative noise exposure in terms of the Day-Night Sound Level (Ldn) which is the metric used in assessment of impact for residential land use according to FTA criteria. Ldn is the A-weighted Leq for a 24-hour period with a 10-decibel penalty imposed on noise that occurs during the nighttime hours (between 10 PM and 7 AM). Many surveys have shown that Ldn is well correlated with human annoyance to noise, and therefore this descriptor is widely used for environmental noise impact assessment.

Figure 4.7-1 provides examples of typical noise environments and criteria in terms of Ldn. While the extremes of Ldn are shown to range from 35 dBA in a wilderness environment to 85 dBA in noisy urban environments, Ldn is generally found to range between 55 dBA and 75 dBA in most communities. As shown in Figure 4.7-1 these Ldn values span the range between an “ideal” residential environment and the threshold for an unacceptable residential environment according to representative U.S. Federal agency criteria.

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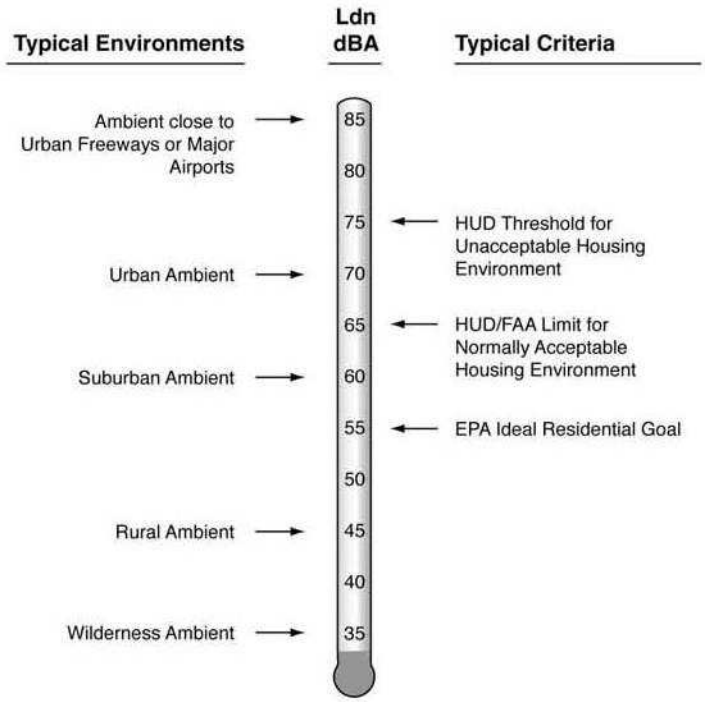
Figure 4.7-1 Examples of Typical Outdoor Noise Exposure



Source: FTA, 2006.

As discussed above, the basic noise unit for transit noise is the A-weighted sound level which describes the noise at any moment in time. As a transit vehicle approaches, passes by, and then recedes into the distances, the A-weighted sound level rises, reaches a maximum and then fades into the background ambient noise caused by other sound sources. The highest sound level reached only for a very short time during this pass-by is called the “maximum sound level” (Lmax) associated with that event. People tend to rate the “noisiness” of a bus pass-by not only by how loud it is, but also by how long the noise lasts. Consequently, acousticians have developed a special descriptor that includes both the level and the duration of an event, called Sound Exposure Level (SEL). The value of SEL tends to be higher than the value of Lmax because it represents the cumulative sound energy from the entire event as the transit vehicle is approaching, passing in front, and receding into the distance. SEL is the basic unit used in the FTA noise prediction models. Although neither the Lmax nor the SEL are used in assessment of noise impact according to FTA criteria, these descriptors are used as input parameters in the FTA prediction models.

4.7.3 Evaluation Criteria

The noise impact analysis is based on the criteria defined in the FTA guidance manual *Transit Noise and Vibration Impact Assessment (Report FTA-VA-90-1003-06)*. The FTA noise impact criteria are founded on well-documented research and community reaction to noise, and are based on change in noise exposure using a sliding scale. Although higher transit noise levels are allowed in the FTA noise impact criteria for neighborhoods with high levels of existing noise,

smaller increases in total noise exposure are allowed with increasing levels of existing noise. The FTA Noise Impact Criteria group noise sensitive land uses into the following three categories.

- Category 1: Buildings or parks where quiet is an essential element of their purpose.
- Category 2: Residences and buildings where people normally sleep. This includes residences, hospitals, and hotels where nighttime sensitivity is assumed to be of utmost importance.
- Category 3: Institutional land uses with primarily daytime and evening use. This category includes schools, libraries, places of worship, and active parks.

Ldn is used to characterize noise exposure for residential areas (Category 2). For other noise sensitive land uses, such as outdoor amphitheaters and school buildings (Categories 1 and 3), the maximum one-hour Leq during the facility's typical daily operating period is used as detailed in Table 4.7-1.

Table 4.7-1 Land Use Categories and Metrics for Transit Noise Impact Criteria

Land Use Category	Noise Metric (dBA)	Description of Land Use Category
1	Outdoor Leq(h)*	Tracts of land where quiet is an essential element in their intended purpose. This category includes lands set aside for serenity and quiet, and such land uses as outdoor amphitheaters and concert pavilions, as well as National Historic Landmarks with substantial outdoor use. Also included are recording studios and concert halls.
2	Outdoor Ldn	Residences and buildings where people normally sleep. This category includes homes, hospitals and hotels where a nighttime sensitivity to noise is assumed to be of utmost importance.
3	Outdoor Leq(h)*	Institutional land uses with primarily daytime and evening use. This category includes schools, libraries, theaters, and churches where it is important to avoid interference with such activities as speech, meditation and concentration on reading material. Places for meditation or study associated with cemeteries, monuments, museums, campgrounds and recreational facilities can also be considered to be in this category. Certain historical sites and parks are also included.

Source: FTA, May 2006
* Leq for the noisiest hour of transit-related activity during hours of noise sensitivity

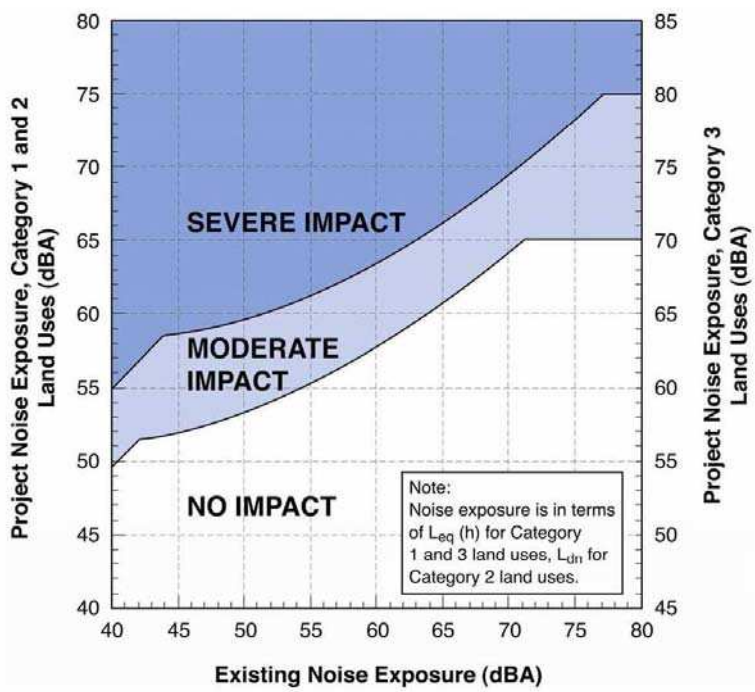
There are two levels of impact included in the FTA criteria. The interpretation of these two levels of impact is described below.

- **Severe.** A substantial percentage of people are highly annoyed by noise in this range. Noise mitigation would normally be specified for severe impact areas unless there is no practical method of mitigating the noise.
- **Moderate.** In this range of noise impact, referred to as moderate impact, noise mitigation would be considered and adopted when it is considered reasonable. While impacts in this range are not of the same magnitude as severe impacts, there are

other project-specific factors to be considered to determine a reasonable application of mitigation. These other factors can include the predicted increase over existing noise levels, the types and number of noise-sensitive land uses affected, effectiveness of mitigation, community views, cost, and other special protections provided by law [e.g., Section 4(f) of the DOT Act and Section 106 of the National Historic Preservation Act]. The decision to include noise mitigation in a project is made by FTA after public review of the Draft EA.

The noise impact criteria are shown in Figure 4.7-2 as a graphic where project noise is plotted against existing ambient noise exposure. The basis of this graphic and noise impact level tables are included in the FTA guidance manual.

Figure 4.7-2 Federal Transit Administration Noise Impact Criteria



Source: FTA, May 2006

4.7.4 Methodology

FTA's noise impact assessment procedures involve four key steps: (1) identify noise-sensitive land use, (2) characterize existing noise environment, (3) predict future noise from proposed transit operations, and (4) assess impact according to criteria. Noise-sensitive land use along the proposed VIA Primo was initially identified based on preliminary alignment drawings and GIS mapping. Confirmation of noise-sensitive land use occurred during visual surveys conducted during the noise measurement program. Existing ambient noise levels were characterized through direct measurements at selected representative sites along the proposed VIA Primo alignment during March and April of 2009. The measurement sites were located in

noise-sensitive areas and were selected to represent a range of existing noise conditions along the proposed VIA Primo alignment. Transit operations, busway alignments, and location of sensitive land use were included in the projections of noise at individual or clusters of noise-sensitive land uses, known as a NSA. A NSA is a group of land uses with similar noise sensitivity and similar noise exposure characteristics. The use of NSAs instead of each individual receiver expedites the assessment process as approved by FTA. The projections determined the Leq and Ldn values at each NSA and assess noise impact according to the FTA criteria.

4.7.5 Existing Conditions

The initial site visit was conducted to identify all noise-sensitive land uses near the proposed VIA Primo and categorize the type of land use according to FTA land use classifications. FTA noise impact criteria are based on existing conditions. Consequently, the existing noise exposure at all sensitive land use along the proposed VIA Primo alignment is an important characterization. Existing noise conditions are determined by conducting long-term (24-hour) and short-term (20-minute) noise measurements at representative noise-sensitive locations. The existing noise exposures at other noise-sensitive land uses are estimated from these representative measurements. Adjustments may be required to account for environmental variables, such as distances to dominant noise sources (i.e., roads or existing train lines) and intervening barriers such as structure rows. Table 4.7-2 describes the areas that were identified as NSAs near the proposed VIA Primo and identifies the associated representative noise measurement site for that NSA. No FTA Category 1 land uses were identified within the screening distances from the proposed VIA Primo. All NSAs were identified as either Category 2 (residential) or Category 3 (institutional). Figure 4.7-3 shows the general location of the long-term and short-term monitoring sites along the proposed VIA Primo alignment.

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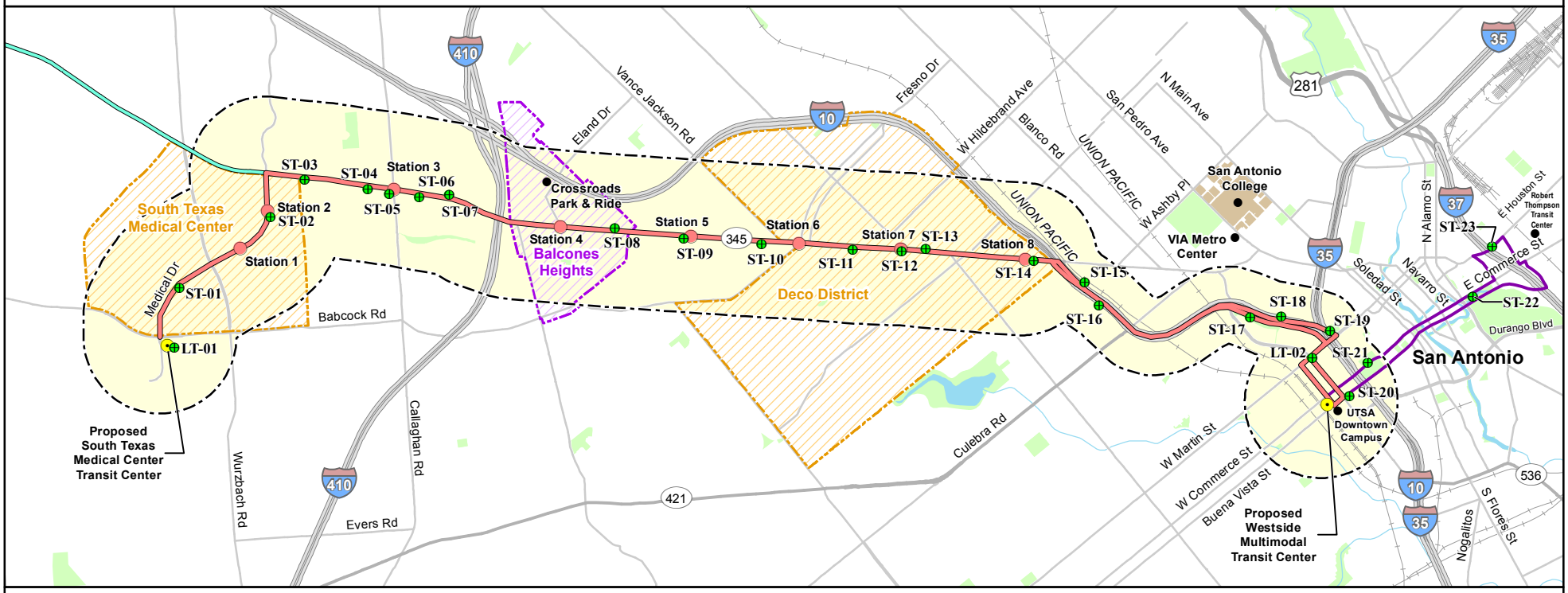
Figure 4.7-3
Noise Measurement Sites



Noise Monitoring Site
Proposed VIA Primo Station
Proposed Transit Center
Proposed VIA Primo Route
Proposed Downtown VIA Primo Circulator Route
Proposed VIA Primo UTSA Extension
Study Area
Interstate
US Route
State Route
Major Road
Rail
Water Body
Park

Source: URS, 2009.

URS

0 0.5 1 Miles

VIA primo

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Table 4.7-2 Identified Noise-Sensitive Areas

Location	NSA #	Identified Land Uses	Land Use Category	Representative Noise Measurement
Segment I – Medical Drive from STMCTC to Fredericksburg Road	1	Multi-family residences (northwest of STMCTC and north of Medical Drive)	2	LT-01
	2	Multi-family residences (east and adjacent to STMCTC)	2	LT-01
	3	Multi-family residences (southeast and adjacent to STMCTC)	2	LT-01
	4	Westgate Medical Center (south of Medical Drive near Babcock Road)	2	ST-01
	5	Multi-family residences (two complexes south of Medical Drive near Von Scheele Drive)	2	ST-01
	6	Methodist Center of Medical Drive (north of Medical Drive at Ewing Halsell Drive)	2	ST-02
	7	Texas Neurosciences Institute (south of Medical Drive at Ewing Halsell Drive)	2	ST-02
Segment II – Fredericksburg Road from Medical Drive to Callaghan Road	8	Motel (north of Fredericksburg Road near Donore Place)	2	ST-03
	9	Motels (two south of Fredericksburg Road near Louis Pasteur Court)	2	ST-03
	10	Multi-family residences (north of Fredericksburg Road near Chambers Road)	2	ST-03
	11	Home Health Care and Hospice (north of Fredericksburg Road near Mockingbird Lane)	2	ST-04
	12	Multi-family residences (two complexes south of Fredericksburg Road between Callaghan Road and Oak Hill Place)	2	ST-04
	13	Child Care Facility: PCI Fredericksburg II (south of Fredericksburg Road near Callaghan Road)	3	ST-05

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Table 4.7-2 Identified Noise-Sensitive Areas (Continued)

Location	NSA #	Identified Land Uses	Land Use Category	Representative Noise Measurement
Segment III – Fredericksburg Road from Callaghan Road to Santa Monica Street	14	Motel (north of Fredericksburg Road near Magic Drive)	2	ST-06
	15	Multi-family residences (north of Fredericksburg Road near Oaklawn Drive)	2	ST-07
	16	Single-family residences (10 houses south of Fredericksburg Road from Lakeridge Drive to Winnetka Road)	2	ST-06
	17	Motels (four motels adjacent to Fredericksburg Road between Vance Jackson Road and Hillcrest Drive)	2	ST-08 and ST-10
	18	Multi-family residences (two complexes north of Fredericksburg Road near Balcones Road)	2	ST-08
	19	Multi-family residences (one complex south of Fredericksburg Road near Williamsburg Road)	2	ST-09
	20	Multi-family residences (three complexes south to Fredericksburg Road between Sacramento and Gardina Street)	2	ST-10
Segment IV: – Fredericksburg Road from Santa Monica Street to IH-10	21	Multi-family residences (south of Fredericksburg Road near Santa Monica)	2	ST-11
	22	Redeemer Lutheran Church and School (south Fredericksburg Road near Quentin Drive)	3	ST-11
	23	Single-family residences (four houses north of Fredericksburg Road from San Francisco to Santa Barbara)	2	ST-11
	24	Multi-family residences (three complexes south of Fredericksburg Road from West Rosewood Avenue to Club Drive)	2	ST-12
	25	Single-family residences (eight houses south of Fredericksburg Road from North Drive to Furr Drive)	2	ST-12
	26	Single-family residences (six houses north of Fredericksburg Road from Key to West Rosewood Avenue)	2	ST-12
	27	Woodlawn Theatre (north of Fredericksburg Road near Lynwood Avenue)	3	ST-13
	28	Academy of Nurse's Assistants (north of Fredericksburg Road near Lynwood Avenue)	3	ST-13
	29	Single-family residences (26 houses	2	ST-14

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Table 4.7-2 Identified Noise-Sensitive Areas (Continued)

Location	NSA #	Identified Land Uses	Land Use Category	Representative Noise Measurement
		south of Fredericksburg Road from Mistletoe to Zarzamora)		
Segment V – IH-10 from Fredericksburg Road to West Martin Street	30	Beacon Hill Elementary School (east of IH-10 near French Place)	3	ST-15
	31	Single-family residences (35 houses west of IH-10 from Culebra Road to Fredericksburg Road)	2	ST-16
	32	Single-family residences (three houses east of IH-10 from Yale Avenue to Cincinnati Avenue)	2	ST-15
	33	Eduardo Garcia Park (west of IH-10 near Salado Street)	3	ST-17
	34	Single-Family Neighborhood (15 houses east of IH-10 from West Elma Street to Croft Trace Lane)	2	ST-18
Segment VI – North Medina Street, North Frio Street, and West Martin Street from IH-10 to WSMMTC	35	Columbus Park (east of IH-10 and north of Martin Street)	3	ST-19
	36	University Health Center – Downtown (north of Martin Street and near Leona Street)	2	LT-02
	37	Multi-family residences for seniors (east of Frio Street and south of Martin Street)	2	LT-02
	38	Motel (east of S Frio Street and north of Houston Street)	2	LT-02
Segment VII – Downtown VIA Primo Circular Route: From WSMMTC along West Commerce Street, Buena Vista Street, and Dolorosa Street	39	University of Texas at San Antonio (south of Buena Vista Street and east of South Frio Street)	3	ST-20
	40	Milam Park (north of Commerce Street and west of Santa Rosa Street)	3	ST-21
	41	Plaza de las Islas (park, north of West Market Street and west of Soledad Street)	3	ST-21
	42	Motels (10 motels from Dwyer Avenue to IH-37)	2	ST-21
	43	San Antonio Riverwalk (from Soledad Street to Bowie Street)	3	ST-22
	44	St. Joseph Church (north of Commerce Street and south of Blum)	3	ST-22
	45	Motels (three motels east of IH-37)	2	ST-23
	46	Multi-family residences (east of IH-37 and north of Center Street)	2	ST-23

Source: URS, 2009.
Note: ST = short-term measurement site; LT = long-term measurement site.

At each noise measurement site, the measurement microphone was positioned to capture the dominant noise source(s) in the area. For example, microphones were located at the

approximate setback lines of the receptors from adjacent roads, and were positioned to avoid acoustic shielding by landscaping, fences, or other obstructions. The results of the existing ambient noise measurements and descriptions of the measurement sites are summarized in Table 4.7-3.

Table 4.7-3 Summary of Ambient Noise Measurements

Site No.	Measurement Location Description	Start of Measurement		Meas. Time	Noise Exposure (dBA)	
		Date	Time		Ldn	Leq
Segment I - Medical Drive from STMCTC to Fredericksburg Road						
LT-01	Proposed STMCTC Site, Deer Oaks Townhomes: The noise monitor was placed in a common area near the property line between multifamily land use and proposed transit center and adjacent to the swimming pool area. This location is representative of noise-sensitive land uses near the proposed STMCTC.	3/31/09	11:30	24 hr	61	71[1]
ST-01	Medical Center Apartments, 5055 Von Scheele: The noise monitor was placed in a common area near the property line between Medical Center Apartments and ROW for Von Scheele Road. Traffic noise from Medical Drive is the dominant noise source.	3/31/09	11:50	20 min	62[2]	64
ST-02	SW Texas Methodist Hospital, John E. Hornbeak Building, 7700 Floyd Curl: The noise monitor was placed in a common area between the John E. Hornbeak Building and the Texas Neurosciences Institute Building. Traffic noise from Medical Drive is the dominant noise source.	3/31/09	15:05	20 min	63[2]	65
Segment II – Fredericksburg Road from Medical Drive to Callaghan Road						
ST-03	Studio 6 #6047, 7719 Pasteur Court: The noise monitor was placed in a common area at the eastern corner of motel building. Traffic noise from Fredericksburg Road is the dominant noise source.	3/31/09	15:50	20 min	63[2]	65
ST-04	Exeter House Condominiums, 5359 Fredericksburg Road: The noise monitor was placed at the northeast side of a multi-family residence. Traffic noise from Fredericksburg Road is the dominant noise source.	3/31/09	16:25	20 min	67[2]	69
ST-05	Parent-Child Daycare, 5205 Fredericksburg Road: The noise monitor was placed adjacent to an outdoor play area for children. Traffic noise from Fredericksburg Road is the dominant noise source.	3/31/09	16:55	20 min	62[2]	64

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Table 4.7-3 Summary of Ambient Noise Measurements (Continued)						
Site No.	Measurement Location Description	Start of Measurement		Meas. Time	Noise Exposure (dBA)	
		Date	Time		Ldn	Leq
Segment III – Fredericksburg Road from Callaghan Road to Santa Monica Street						
ST-06	Single-Family Residence, 118 Winnetka: The noise monitor was placed on in front of the house. Traffic noise from Fredericksburg Road is the dominant noise source.	3/31/09	17:30	20 min	63[2]	65
ST-07	Oaklawn Apartments, 7135 Oaklawn Street: Noise monitor was placed in a common area south of multifamily residential building. Traffic noise from Fredericksburg Road is the dominant noise source.	3/31/09	23:05	20 min	64[2]	56
ST-08	Santa Fe Place Apartments, 4210 Fredericksburg Road: Noise monitor was placed in a common area west of multifamily residential building. Traffic noise from Fredericksburg Road is the dominant noise source.	4/01/09	08:45	20 min	65[2]	67
ST-09	Chateau Orleans Apartments, 3737 Fredericksburg Road: Noise monitor was placed in a common area east of multifamily residential building. Traffic noise from Fredericksburg Road is the dominant noise source.	3/31/09	23:40	20 min	71[2]	63
ST-10	Fredericksburg Place Apartments, 3435 Fredericksburg Road: Noise monitor was placed in a common area north of multifamily residential building. Traffic noise from Fredericksburg Road is the dominant noise source.	4/01/09	09:25	20 min	65[2]	67
Segment IV – Fredericksburg Road from Santa Monica Street to IH-10						
ST-11	Redeemer Lutheran Church and School, 2507 Fredericksburg Road: Noise monitor was placed north of school building. Traffic noise from Fredericksburg Road is the dominant noise source.	4/01/09	10:10	20 min	64[2]	66
ST-12	Robbins Apartments, 112 Mary Louise Drive: Noise monitor was placed in a common area north of multifamily residential buildings at corners of Robbins Apartments and Mary Louise Apartments. Traffic noise from Fredericksburg Road is the dominant noise source.	4/01/09	00:15	20 min	65[2]	57

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Table 4.7-3 Summary of Ambient Noise Measurements (Continued)						
Site No.	Measurement Location Description	Start of Measurement		Meas. Time	Noise Exposure (dBA)	
		Date	Time		Ldn	Leq
Segment III – Fredericksburg Road from Callaghan Road to Santa Monica Street						
ST-13	Woodlawn Theatre, 1924 Fredericksburg Road: Noise monitor was placed at front entrance of theatre and southwest of building. Traffic noise from Fredericksburg Road is the dominant noise source.	4/02/09	07:45	20 min	71[2]	73
ST-14	Single-family residence, 1409 West Magnolia Avenue: Noise monitor was placed southeast of residence. Traffic noise from Fredericksburg Road is the dominant noise source.	4/01/99	00:55	20 min	68[2]	60
Segment V – IH-10 from Fredericksburg Road to West Martin Street						
ST-15	Beacon Hill Elementary School, 1411 West Ashby Place: Noise monitor was placed west of school building. Traffic noise from IH-10 is the dominant noise source.	4/02/09	11:00	20 min	72[2]	74
ST-16	Single-family residence, 419 University Street: Noise monitor was south of residence. Traffic noise from IH-10 is the dominant noise source.	4/02/09	08:15	20 min	73[2]	75
ST-17	Eduardo Garcia Park: Noise monitor was placed at picnic area of park. Traffic noise from IH-10 is the dominant noise source.	4/02/09	08:50	20 min	71[2]	73
ST-18	Single-family residence, 222 Cadwallader: Noise monitor was placed north of residence. Traffic noise from IH-10 is the dominant noise source.	4/02/09	10:10	20 min	75[2]	77
Segment VI – North Medina Street, North Frio Street, and West Martin Street from IH-10 to WSMMTC						
ST-19	Columbus Park: Noise monitor was placed at picnic area of park. Traffic noise from IH-10 is the dominant noise source.	4/02/09	09:30	20 min	71[2]	73
LT-02	Palacio Del Sol Apartments, 400 North Frio Street: Noise monitor was placed in a common area northwest of multifamily residential building at corner of North Frio Street and West Martin Street. Traffic noise from North Frio Street and West Martin Street is the dominant noise source.	4/01/09	13:00	24 hr	73	78[1]
Segment VII – Downtown VIA Primo Circular Route: From WSMMTC along West Commerce Street, Buena Vista Street, and Dolorosa Street						
ST-20	University of Texas at San Antonio, 501 West Durango Blvd: Noise monitor was placed in a common area northwest of university building. Traffic noise from Buena Vista Street is the dominant noise source.	4/01/09	16:40	20 min	66[2]	68

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Table 4.7-3 Summary of Ambient Noise Measurements (Continued)						
Site No.	Measurement Location Description	Start of Measurement		Meas. Time	Noise Exposure (dBA)	
		Date	Time		Ldn	Leq
Segment III – Fredericksburg Road from Callaghan Road to Santa Monica Street						
ST-21	Milam Park: Noise monitor was placed at bench area in south side of park. Traffic noise from West Commerce Street is the dominant noise source.	4/01/09	16:05	20 min	67[2]	69
ST-22	The San Antonio River Walk: Noise monitor was placed at bench area, 15 feet lower than East Commerce Street.	4/01/09	15:15	20 min	63[2]	65
ST-23	Red Roof Inn, 1011 East Houston Street: Noise monitor was placed south of motel building. Traffic noise from IH-37 is the dominant noise source.	4/01/09	14:45	20 min	71[2]	73

Source: URS, 2009.
Note: ST = short-term measurement site; LT = long-term measurement site.
1) The Leq for these long-term (24-hour) measurement sites was the highest hourly-level measured during peak hour periods.
2) The Ldn for these sites was estimated using methods contained in Appendix D of the FTA Guidance Manual.

4.7.6 Long-Term Effects

The introduction of the proposed VIA Primo with proposed transit centers would add new noise sources to the environment. Assessing the long-term effects of the change in the environment involves predicting the future noise levels, comparing them to existing ambient noise levels, and applying the FTA criteria to determine whether there may be a noise impact.

Future noise levels from operations of proposed VIA Primo technologies and proposed transit centers were determined through the use of the calculation procedures in the FTA guidance manual. FTA prediction models use generic transit noise levels. Transit operation plans provided speeds and headways. Project mapping provided route alignments, street crossings, and locations of NSAs. The calculations determine the Leq and Ldn values at NSAs and assess noise impact according to the FTA criteria.

No-Build Alternative

The No-Build Alternative undertakes no major transit system investments in the VIA Primo Study Area, but rather maintains the existing transportation system. Therefore, no long-term noise impacts under the No-Build Alternative are anticipated.

VIA Primo Alternative

Project noise levels for the VIA Primo Alternative were calculated using methods established in the FTA guidance manual. Projections are based on the following operational parameters.

- The proposed STMCTC would serve 10 bus routes (520, 522, 534, 602, 603, 604, 606, 607, 1001, and VIA Primo). The proposed STMCTC is expected to serve 26 buses per hour during daytime operations and 14 buses per hour during nighttime operations. The proposed STMCTC is also planned to provide parking for no more

than 208 cars. A noise barrier would be constructed at the eastern boundary of the STMCTC property.

- The proposed WSMMTC would serve 11 bus routes (20, 46, 62, 66, 68, 70, 75, 76, 79, 89, and VIA Primo). The proposed WSMMTC is expected to serve 36 buses per hour during daytime operations and 20 buses per hour during nighttime operations. No parking is planned at the WSMMTC.
- Operating times for proposed VIA Primo vehicles are expected to start at 5:30 AM and continue until 11:30 PM, with six buses per hour operating in one direction during daytime and four buses per hour operating during nighttime.
- The posted speed limit on Medical Drive is 35 mph. The posted speed limit on Fredericksburg Road is 30 mph in the four-lane section, 40 mph in the five-lane section, and 45 mph in the seven-lane section. The posted speed limit on IH-10 is 60 mph. The posted speed limits along the downtown sections of the proposed VIA Primo route (North Medina Street, North Frio Street, West Martin Street, West Commerce Street, Buena Vista Street, and Dolorosa Street) are 30 mph.
- No horns or crossing bells are required near intersections for proposed VIA Primo operations.
- Bus storage and maintenance functions are planned to occur at existing facilities not part of the VIA Primo Alternative.

Detailed comparisons of the existing and future noise levels are presented in Table 4.7-4 for the proposed VIA Primo. This table includes results for the Category 2 and Category 3 receptors along the alignment with both daytime and nighttime sensitivity to noise (i.e., residences, hotels, hospitals, theatres, and schools).

In addition to the location, distance to the nearest proposed bus travel lane or center of proposed transit center operations and vehicle speed is provided. The table also includes the existing noise level, the projected noise level from proposed VIA Primo and transit center operations and the impact criteria for each receptor or receptor group. Based on a comparison of the predicted project noise level with the impact criteria, the impact category is listed, along with the predicted total noise level and projected noise increase. The table also includes an inventory of the number of moderate and severe impacts at each NSA location.

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Table 4.7-4 Noise Impacts from VIA Primo Alternative

Location	Land Use	Side of Roadway or Transit Center	Distance to Nearest Lane or Center of Transit Center (ft)	Vehicle Speed (mph)	Existing Noise Level (dBA)[1]	Impact Criteria		Project Noise Level (dBA)[1,2]	Total Noise Level (dBA)[1,2]	Noise Level Increase[1,2]	Number of Impacts	
						Moderate[3]	Severe[4]				Moderate[3]	Severe[4]
Segment I – Medical Drive from STMCTC to Fredericksburg Road												
NSA-1: Multi-family residences (northwest of STMCTC and north of Medical Drive)	2	N	80	35	61	58	64	62.0[5]	65	4	12	0
NSA-2: Multi-family residences (east and adjacent to STMCTC)	2	E	80	35	61	58	64	60.7[6]	64	3	10	0
NSA-3: Multi-family residences (southeast and adjacent to STMCTC)	2	S	460	35	61	58	64	46.7	61	0	0	0
NSA-4: Westgate Medical Center (south of Medical Drive near Babcock Road)	2	S	50	35	62	59	64	58.6	64	2	0	0
NSA-5: Multi-family residences (two complexes south of Medical Drive near Von Scheele Drive)	2	S	55	35	62	59	64	58.0	63	1	0	0
NSA-6: Methodist Center of Medical Drive (north of Medical Drive at Ewing Halsell Drive)	2	N	85	35	63	60	65	55.5	64	1	0	0
NSA-7: Texas Neurosciences Institute (south of Medical Drive at Ewing Halsell Drive)	2	S	35	35	63	60	65	60.3	65	2	1	0
Segment II – Fredericksburg Road from Medical Drive to Callaghan Road												
NSA-8: Motel (north of Fredericksburg Road near Donore Place)	2	N	160	45	63	60	65	53.8	63	0	0	0
NSA-9: Motels (two south of Fredericksburg Road near Louis Pasteur Court)	2	S	90	45	63	60	65	57.1	64	1	0	0
NSA-10: Multi-family residences (north of Fredericksburg Road near Chambers Road)	2	N	50	45	63	60	65	60.5	65	2	6	0
NSA-11: Home Health Care and Hospice (north of Fredericksburg Road near Mockingbird Lane)	2	N	90	45	67	62	67	57.1	67	0	0	0

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Table 4.7-4 Noise Impacts from VIA Primo Alternative (Continued)

Location	Land Use	Side of Roadway or Transit Center	Distance to Nearest Lane or Center of Transit Center (ft)	Vehicle Speed (mph)	Existing Noise Level (dBA)[1]	Impact Criteria		Project Noise Level (dBA)[1,2]	Total Noise Level (dBA)[1,2]	Noise Level Increase[1,2]	Number of Impacts	
						Moderate[3]	Severe[4]				Moderate[3]	Severe[4]
NSA-12: Multi-family residences (two complexes south of Fredericksburg Rd between Callaghan Rd and Oak Hill Pl)	2	S	90	45	67	62	67	57.3	67	0	0	0
NSA-13: Child Care Facility Outdoor play area: PCI Fredericksburg II (south of Fredericksburg Road near Callaghan Road)	3	S	135	45	64	65	71	49.8	64	0	0	0
Segment III – Fredericksburg Road from Callaghan Road to Santa Monica Street												
NSA-14: Motel (north of Fredericksburg Road near Magic Drive)	2	N	85	40	63	60	65	56.5	64	1	0	0
NSA-15: Multi-family residences (north of Fredericksburg Road near Oaklawn Drive)	2	N	80	40	64	60	66	56.7	65	1	0	0
NSA-16: Single-family residences (10 houses south of Fredericksburg Road from Lakeridge Drive to Winnetka Road)	2	S	50	40	63	60	65	59.4	65	2	0	0
NSA-17: Motels (four motels adjacent to Fredericksburg Road between Vance Jackson Road and Hillcrest Drive)	2	N/ S	55	40	65	61	66	59.0	66	1	0	0
NSA-18: Multi-family residences (two complexes north of Fredericksburg Road near Balcones Road)	2	N	45	40	65	61	66	60.1	66	1	0	0
NSA-19: Multi-family residences (one complex south of Fredericksburg Road near Williamsburg Road)	2	S	55	40	71	65	70	59.0	71	0	0	0
NSA-20: Multi-family residences (three complexes south of	2	S	85	40	65	61	66	56.5	66	1	0	0

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Table 4.7-4 Noise Impacts from VIA Primo Alternative (Continued)

Location	Land Use	Side of Roadway or Transit Center	Distance to Nearest Lane or Center of Transit Center (ft)	Vehicle Speed (mph)	Existing Noise Level (dBA)[1]	Impact Criteria		Project Noise Level (dBA)[1,2]	Total Noise Level (dBA)[1,2]	Noise Level Increase[1,2]	Number of Impacts	
						Moderate[3]	Severe[4]				Moderate[3]	Severe[4]
Fredericksburg Road between Sacramento and Gardina Street)												
Segment IV – Fredericksburg Road from Santa Monica Street to IH-10												
NSA-21: Multi-family residences (south of Fredericksburg Road near Santa Monica)	2	S	160	35	64	60	66	51.6	64	0	0	0
NSA-22: Redeemer Lutheran Church and School (south Fredericksburg Road near Quentin Drive)	3	S	55	35	66	66	72	53.4	66	0	0	0
NSA-23: Single-family residences (four houses north of Fredericksburg Road from San Francisco to Santa Barbara)	2	N	120	35	64	60	66	53.5	64	0	0	0
NSA-24: Multi-family residences (three complexes south of Fredericksburg Road from West Rosewood Avenue to Club Drive)	2	S	40	35	65	61	66	60.0	66	1	0	0
NSA-25: Single-family residences (eight houses south of Fredericksburg Road from North Drive to Furr Drive)	2	S	115	35	65	61	66	53.9	65	0	0	0
NSA-26: Single-family residences (six houses north of Fredericksburg Road from Key to West Rosewood Avenue)	2	N	110	35	65	61	66	54.0	65	0	0	0
NSA-27: Woodlawn Theatre (north of Fredericksburg Road near Lynwood Avenue)	3	N	30	35	73	70	77	56.6	73	0	0	0
NSA-28: Academy of Nurse's Assistants (north of Fredericksburg Road near Lynwood Avenue)	3	N	30	35	73	70	77	56.6	73	0	0	0
NSA-29: Single-family	2	S	25	35	68	63	68	62.7	69	1	0	0

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Table 4.7-4 Noise Impacts from VIA Primo Alternative (Continued)

Location	Land Use	Side of Roadway or Transit Center	Distance to Nearest Lane or Center of Transit Center (ft)	Vehicle Speed (mph)	Existing Noise Level (dBA)[1]	Impact Criteria		Project Noise Level (dBA)[1,2]	Total Noise Level (dBA)[1,2]	Noise Level Increase[1,2]	Number of Impacts	
						Moderate[3]	Severe[4]				Moderate[3]	Severe[4]
residences (26 houses south of Fredericksburg Road from Mistletoe to Zarzamora)												
Segment V – IH-10 from Fredericksburg Road to West Martin Street												
NSA-30: Beacon Hill Elementary School (east of IH-10 near French Place)	3	E	150	60	74	70	77	51.3	74	0	0	0
NSA-31: Single-family residences (35 houses west of IH-10 from Culebra Road to Fredericksburg Road)	2	W	50	60	73	65	72	62.6	73	0	0	0
NSA-32: Single-family residences (three houses east of IH-10 from Yale Avenue to Cincinnati Avenue)	2	E	150	60	72	65	71	56.2	72	0	0	0
NSA-33: Eduardo Garcia Park (west of IH-10 near Salado Street)	3	W	125	60	73	70	77	52.0	73	0	0	0
NSA-34: Single-Family Neighborhood (15 houses east of IH-10 from West Elma Street to Croft Trace Lane)	2	E	90	60	75	65	73	59.0	75	0	0	0
Segment VI – North Medina Street, North Frio Street, and West Martin Street from IH-10 to WSMMTC												
NSA-35: Columbus Park (east of IH-10 and north of Martin Street)	3	E	45	30	73	70	77	57.7	73	0	0	0
NSA-36: University Health Center - Downtown (north of Martin Street and near Leona Street)	2	N	50	30	73	65	72	56.7	73	0	0	0
NSA-37: Multi-family residences for seniors (east of Frio Street and south of Martin Street)	2	SE	50	30	73	65	72	56.9	73	0	0	0
NSA-38: Motel (east of Frio Street and north of Houston Street)	2	E	175	30	73	65	72	48.2	73	0	0	0

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Table 4.7-4 Noise Impacts from VIA Primo Alternative (Continued)

Location	Land Use	Side of Roadway or Transit Center	Distance to Nearest Lane or Center of Transit Center (ft)	Vehicle Speed (mph)	Existing Noise Level (dBA)[1]	Impact Criteria		Project Noise Level (dBA)[1,2]	Total Noise Level (dBA)[1,2]	Noise Level Increase[1,2]	Number of Impacts	
						Moderate[3]	Severe[4]				Moderate[3]	Severe[4]
Segment VII – Downtown VIA Primo Circular Route: From WSMMTC along West Commerce Street, Buena Vista Street, and Dolorosa Street												
NSA-39: University of Texas at San Antonio (south of Buena Vista Street and east of Frio Street)	3	S	105	30	68	68	73	46.8	68	0	0	0
NSA-40: Milam Park (north of Commerce Street and west of Santa Rosa Street)	3	N	25	30	69	69	74	55.1	69	0	0	0
NSA-41: Plaza de las Islas (park, north of Market Street and west of Soledad Street)	3	N/S	30	30	69	69	74	56.0	69	0	0	0
NSA-42: Motels (10 motels from Dwyer Avenue to IH-37)	2	N/S	30	30	67	62	67	61.0	68	1	0	0
NSA-43: San Antonio Riverwalk (from Soledad Street to Bowie Street)	3	N/S	70	30	65	66	71	49.3	65	0	0	0
NSA-44: St. Joseph Church (north of Commerce Street and south of Blum)	3	N	30	30	65	66	71	54.0	65	0	0	0
NSA-45: Motels (three motels east of IH-37)	2	E	25	30	71	65	70	60.0	71	0	0	0
NSA-46: Multi-family residences (east of IH-37 and north of Center Street)	2	E	100	30	71	65	70	51.0	71	0	0	0
TOTAL											**29**	**0**

Source: URS, 2009.

1) Noise levels are measured in dBA and are based on Ldn for Category 2 land uses and Leq for Category 3 land uses. Noise levels are rounded to the nearest decibel except for the project noise level, which is given to the nearest one-tenth decibel to provide a better resolution for assessing noise impact.

2) The reported noise levels represent the highest noise levels for each location.

3) Moderate (compare to project only noise level): In this range of noise impact, referred to as moderate impact, other project-specific factors must be considered to determine the magnitude of the impact and the need for mitigation. These other factors can include the predicted increase over existing noise levels, the types and number of noise-sensitive land uses affected, existing outdoor-indoor sound insulation, and the cost effectiveness of mitigating noise to more acceptable levels.

4) Severe (compare to project only noise level): Noise mitigation would normally be specified for severe impact areas unless there is no practical method of mitigating the noise.

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5) The project noise level conservatively assumes that all buses would enter and exit the STMCTC using Medical Drive instead of Babcock Road. Depending on transit center design and bus route preferences, the volume of buses using the section of Medical Drive north of the STMCTC would likely be lower than the volumes used in this project noise level projection, resulting in lower than predicted noise levels.
6) The project noise level includes noise reduction resulting from a noise barrier.

The following are brief discussions of noise impacts resulting from the VIA Primo Alternative in each of the seven segments.

Segment I: Medical Drive from proposed STMCTC to Fredericksburg Road. The VIA Primo Alternative would result in a total of 22 residential units (NSA-1 and NSA-2) moderately impacted in the vicinity of the proposed STMCTC. Additionally, a potential moderate impact, slightly above the no impact threshold, would occur at outdoor use areas associated with the Texas Neurosciences Institute (NSA-7) due to its close proximity (35 feet) to Medical Drive. The outdoor use area is a common area expected to be used by hospital staff and patients for outdoor breaks.

Segment II: Fredericksburg Road from Medical Drive to Callaghan Road. As a result of the VIA Primo Alternative, potential moderate impacts, slightly above the no impact threshold, would occur at six residential units (NSA-10) due to their close proximity (50 feet) to Fredericksburg Road.

Segment III: Fredericksburg Road from Callaghan Road to Santa Monica Street. There are no noise impacts in this segment due to substantial distances between receivers and project noise sources and generally high existing ambient noise levels.

Segment IV: Fredericksburg Road from Santa Monica Street to IH-10. There are no noise impacts in this segment due to substantial distances between receivers and project noise sources, generally high existing ambient noise levels, and low speed limits.

Segment V: IH-10 from Fredericksburg Road to West Martin Street. There are no noise impacts in this segment due to the high existing ambient noise caused by the proximity to IH-10, a major freeway.

Segment VI: North Medina Street, North Frio Street, and West Martin Street from IH-10 to proposed WSMMTC. There are no noise impacts in this segment due to the high existing ambient noise caused by the proximity to major freeways in the area, including IH-10 and IH-35.

Segment VII: Downtown VIA Primo Circular Route, from WSMMTC along West Commerce Street, Buena Vista Street, and Dolorosa Street. There are no noise impacts in this segment due to substantial distances between receivers and project noise sources, generally high existing ambient noise levels, and low speed limits.

The VIA Primo Alternative has a total of 28 residential units (NSA-1, NSA-2 and NSA-10) moderately impacted in the vicinity of the proposed STMCTC and along Fredericksburg Road. One additional moderate impact occurs at an outdoor use area associated with the Texas Neurosciences Institute (NSA-7). However, project noise contribution levels at each location except NSA-1 are less than the existing ambient noise level. The project contribution level at NSA-1 is one dBA greater than the existing noise level.

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4.7.7 Short-Term Construction Effects

No-Build Alternative

The No-Build Alternative undertakes no major transit system investments in the VIA Primo Study Area, but rather maintains the existing transportation system. Therefore, no short-term noise impacts under the No-Build Alternative are anticipated.

VIA Primo Alternative

Construction noise for the VIA Primo Alternative would vary depending on the construction process, type and condition of equipment used, and layout of the construction site. Many of these factors are traditionally left to the contractor's discretion, which makes it difficult to accurately estimate levels of construction noise. Overall, construction noise levels are governed primarily by the noisiest pieces of equipment. For most construction equipment, the engine, which is usually diesel, is the dominant noise source. This is particularly true of engines without sufficient muffling. For special activities such as impact pile driving, if used, and pavement breaking, noise generated by the actual process dominates.

Temporary noise during construction of the proposed STMCTC, proposed WSMMTC, and eight proposed VIA Primo stations has the potential of being intrusive to residents near the construction sites. Most of the construction would occur during daytime hours when construction noise is more tolerated. Construction activities implemented within the VIA Primo Alternative would be subject to the same noise restrictions as any other construction project in this area. The noise ordinances of the COSA would apply. Generally, local noise ordinances restrict construction activities during night and weekend hours.

In addition to the restrictions in the city noise ordinance, it is recommended that consideration be given to: (1) including specific residential property line noise limits in the construction specifications and (2) performing noise monitoring during construction to verify compliance with applicable limits. This approach allows the contractor flexibility to meet the noise limits in the most efficient and cost effective manner. Experience suggests that community annoyance with construction noise would be minimal if: the contractor is committed to minimizing excessive noise; noise monitoring is performed to verify compliance with the noise limits; and a complaint resolution procedure is in place to rapidly address any problems that may develop.

4.7.8 Mitigation

No-Build Alternative

No noise impacts under the No-Build Alternative are anticipated. Therefore, no mitigation is required.

VIA Primo Alternative

FTA considers noise projections resulting in “Severe Impact” to be the most compelling need for mitigation. No severe noise impacts would result from the VIA Primo Alternative.

The VIA Primo Alternative includes a proposed noise barrier at the eastern property boundary of the STMCTC. The noise barrier would be high and long enough to completely block the line-of-sight between the STMCTC and the multi-family residences (NSA-2) east and adjacent to the

STMCTC, would be free of any gaps or openings, and would be constructed out of an outdoor weather-resistant material such as concrete. In addition, the barrier would be constructed near the STMCTC at a base elevation and of sufficient height that would allow for sound level reductions to both floors of the adjacent multi-family residential buildings (NSA-2), which have a base elevation approximately 10 feet lower than the proposed STMCTC. The FTA noise prediction method for general assessment assigns a five dBA sound level reduction for noise barriers; however, properly designed and constructed, the barrier could potentially provide greater noise reduction at NSA-2 due to the lower elevation of NSA-2, possibly preventing even moderate impacts at this location.

The noise impacts in the moderate range resulting from the VIA Primo Alternative at NSA-1 are within just a few decibels of the threshold level. At this location, a noise barrier would not be feasible due to access restrictions (the barrier would have to cross driveways to be acoustically effective). Therefore, no additional mitigation measures to noise under the VIA Primo Alternative are anticipated.

At NSA-7 and NSA-10, a noise barrier would not be feasible due to access restrictions (the barrier would have to cross driveways to be acoustically effective). Also, many of the projected noise levels from the VIA Primo Alternative are at or below the existing level. Consequently, no further noise mitigation is considered necessary.

4.8 VIBRATION

4.8.1 Legal and Regulatory Context

The vibration assessment of the proposed VIA Primo is based on the procedures established in the FTA guidance manual *Transit Noise and Vibration Impact Assessment (Report FTA-VA-90-1003-06), General Vibration Assessment*. FTA procedures include an assessment of the type of mass transit project (i.e., rubber-tire vehicles or steel-wheeled/steel-rail vehicles). For mass transit projects involving only rubber-tired vehicles, a vibration screening procedure is provided to identify projects that have little possibility of creating an adverse impact. The vibration assessment procedures also allow for a description of the existing environment, assessment of long-term and short-term impacts, and a discussion of mitigation measures.

4.8.2 Human Perception of Vibration

Ground-borne vibration is the shaking motion of the ground due to a source such as a train, bus, or truck passing by. Vibration waves are generated at the source, pass through the ground and into nearby buildings. Vibration is an oscillatory motion which can be described in terms of the displacement, velocity, or acceleration. Because the motion is oscillatory, there is no net movement of the vibration element and the average of any of the motion descriptors is zero. Displacement is the easiest descriptor to understand. For a vibrating floor, the displacement is simply the distance that a point on the floor moves away from its static position. The velocity represents the instantaneous speed of the floor movement and acceleration is the rate of change of the speed. Although displacement is easier to understand than velocity or acceleration, it is rarely used for describing ground-borne vibration. Most transducers used for measuring ground-borne vibration use either velocity or acceleration, and furthermore, the response of humans, buildings, and equipment to vibration is more accurately described using velocity or acceleration.

Human sensitivity to vibration typically corresponds to the amplitude of vibration velocity within the low-frequency range of approximately four to 200 hertz (Hz). A common metric used to quantify vibration amplitude is the peak particle velocity (PPV), defined as the maximum instantaneous positive or negative peak of the vibratory motion. PPV is often used in monitoring of blasting vibration since it is related to the stresses that are experienced by buildings. PPV is usually expressed in inches per second in the United States.

Although PPV is appropriate for evaluating the potential of some building damage, it is not suitable for evaluating human response. It takes some time for the human body to respond to vibration signals. In a sense, the human body responds to the average vibrational amplitude. Ground-borne vibration is usually characterized in terms of the vibration velocity because, over the frequency range relevant to ground-borne vibration (about one to 200 Hz), both human and building response tends to be more proportional to velocity than either displacement or acceleration. Vibration velocity is usually given in terms of either inches per second or decibels. The following equation defines the relationship between vibration velocity in inches per second and decibels:

$$Lv = 20 \times \log (V/Vref)$$

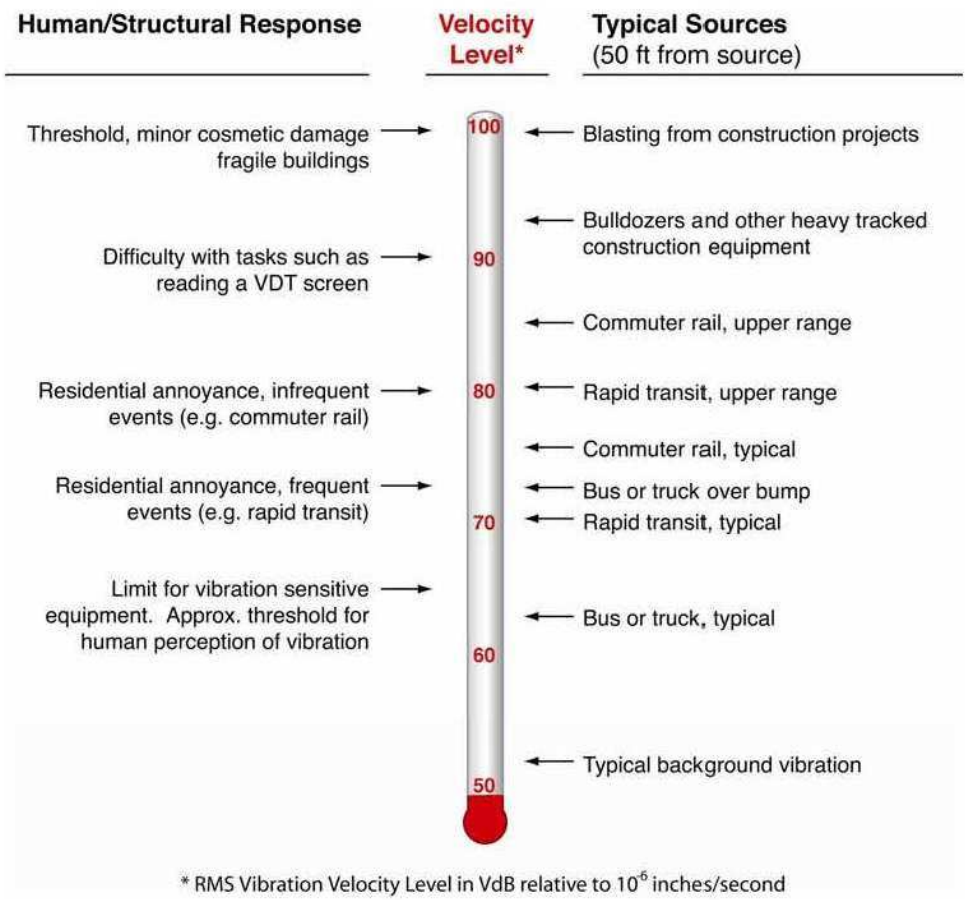
Lv is the velocity level in decibels, V is the velocity amplitude in inches/second, Vref is the reference velocity amplitude or 1×10^{-6} inches per second. The abbreviation VdB is often used to describe the velocity level in decibels and to minimize confusion with sound decibels.

Ground-borne vibration from trains and other sources is virtually always characterized in terms of the root-mean-square (RMS) amplitude. RMS is a widely used but sometimes confusing method of characterizing vibration and other oscillating phenomena. It represents the average energy over a short time interval; a one-second interval is typically used to evaluate human response to vibration. RMS vibration velocity is considered the best available measure of potential human annoyance from ground-borne vibration.

In contrast to airborne noise, ground-borne vibration is not a phenomenon that most people experience every day. The background vibration velocity level in residential areas is usually 50 VdB or lower, well below the threshold of perception for humans, which is around 65 VdB. Most perceptible indoor vibration is caused by sources within buildings, such as operation of mechanical equipment, movement of people, or slamming of doors. Typical outdoor sources of perceptible ground-borne vibration are construction equipment, steel-wheeled trains, and traffic on rough roads. Pile driving activities are one of the greatest common sources of outdoor vibration. Figure 4.8-1 illustrates typical ground-borne vibration levels for common sources as well as criteria for human and structural response to ground-borne vibration. As shown, the range of interest is from approximately 50 to 100 VdB, from imperceptible background vibration to the threshold of damage.

Background vibration is usually well below the threshold of human perception and is of concern only when the vibration affects very sensitive manufacturing or research equipment. Electron microscopes and high-resolution lithography equipment are typical of equipment that is highly sensitive to vibration and may be disturbed by vibration levels greater than approximately 65 VdB. Although the approximate perceptibility threshold is about 65 VdB, human response to vibration is not usually substantial unless the vibration exceeds 70 VdB. This is a typical level 50 feet from a rapid transit or light rail system. However, heavy diesel locomotives can produce vibration levels as much as five to 10 decibels higher than rail transit vehicles.

Figure 4.8-1 Typical Ground-Borne Vibration Levels and Criteria



Source: FTA, 2006.

It is unusual for vibration from sources such as buses, trucks, and other vehicles to be perceptible, even in locations close to major roads. The most common sources of ground-borne vibration are trains, vehicles on rough roads, and construction activities such as blasting, pile driving, and operating heavy earth-moving equipment. The most common sources of airborne vibration include high performance jet aircraft.

The effects of ground-borne vibration may include perceptible movement of building floors, rattling of windows, shaking of items on shelves or hanging on walls, and low rumbling sounds. In extreme cases, the vibration can cause damage to buildings such as cracking of mortar joints. Building damage is not a factor for normal transportation projects, with the occasional exception of blasting, pile driving, and demolition of nearby structures that may occur during construction-related activities.

The potential annoyance of ground-borne noise is most closely correlated with the A-weighted sound level. However, there are potential problems in using the A-weighted sound level to characterize low-frequency ground-borne noise. Human hearing is not equally sensitive to all frequencies. If a sound has low-frequency content, it seems louder than broadband sounds that have the same A-weighted level. This is accounted for by setting impact criteria limits lower for ground-borne noise than would be the case for broadband noise.

4.8.3 Evaluation Criteria

The FTA criteria for vibration impacts are based on land use and vehicle frequency, as shown in Table 4.8-1. FTA vibration criteria are not dependent on existing vibration levels in the community. There are some buildings, such as concert halls, recording studios and theaters, which can be very sensitive to vibration, but do not fit into any of the three categories listed in Table 4.8-1. Due to the sensitivity of these buildings, they usually warrant special attention during the environmental assessment of a transit project. Table 4.8-2 gives criteria for acceptable levels of ground-borne vibration for various types of special buildings.

Table 4.8-1 Ground-Borne Vibration and Noise Impact Criteria

Land Use Category	GBV Impact Levels (VdB re 1 micro-inch /sec)			GBN Impact Levels (dB re 20 micro Pascals)		
	Frequent Events[1]	Occasional Events[2]	Infrequent Events[3]	Frequent Events[1]	Occasional Events[2]	Infrequent Events[3]
Category 1: Buildings where vibrations would interfere with interior operations	65 VdB[4]	65 VdB[4]	65 VdB[4]	NA[4]	NA[4]	NA[4]
Category 2: Residences and buildings where people normally sleep	72 VdB	75 VdB	80 VdB	35 dBA	38 dBA	43 dBA
Category 3: Institutional land uses with primarily daytime use	75 VdB	78 VdB	83 VdB	40 dBA	43 dBA	48 dBA

Source: FTA, May 2006.
1) "Frequent Events" is defined as more than 70 vibration events of the same source per day. Most rapid transit projects fall into this category.
2) “Occasional Events” is defined as between 30 and 70 vibration events of the same source per day. Most commuter truck lines have this many operations.
3) "Infrequent Events" is defined as fewer than 30 vibration events of the same kind per day. This category includes most commuter rail branch lines.
4) This criterion limit is based on levels that are acceptable for most moderately sensitive equipment such as optical microscopes. Vibration-sensitive manufacturing or research would require detailed evaluation to define the acceptable vibration levels. Ensuring lower vibration levels in a building often requires special design of the HVAC systems and stiffened floors. Vibration-sensitive equipment is generally not sensitive to ground-borne noise.

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Table 4.8-2 Ground-Borne Vibration and Noise Impact Criteria for Special Buildings

Type of Building or Room	Ground-Borne Vibration Impact Levels (VdB re 1 micro-inch/sec)		Ground-Borne Noise Impact Levels (dB re 20 micro-Pascals)	
	Frequent Events[1]	Occasional or Infrequent Events[2]	Frequent Events[1]	Occasional or Infrequent Events[2]
Concert halls	65 VdB	65 VdB	25 dBA	25 dBA
TV studios	65 VdB	65 VdB	25 dBA	25 dBA
Recording studios	65 VdB	65 VdB	25 dBA	25 dBA
Auditoriums	72 VdB	80 VdB	30 dBA	38 dBA
Theaters	72 VdB	80 VdB	35 dBA	43 dBA

Source: FTA, May 2006.
1) "Frequent Events" is defined as more than 70 vibration events per day. Most rapid transit projects fall into this category.
2) "Occasional or Infrequent Events" is defined as fewer than 70 vibration events per day. This category includes most commuter rail systems.

It should be noted that Tables 4.8-1 and 4.8-2 include separate FTA criteria for ground-borne noise, the "rumble" that can be radiated from the motion of room surfaces in buildings due to ground-borne vibration. Although expressed in dBA, which emphasizes the more audible middle and high frequencies, the criteria are set substantially lower than for airborne noise to account for the annoying low-frequency character of ground-borne noise. Because airborne noise often masks ground-borne noise for above ground (i.e., at-grade or elevated) transit systems, ground-borne noise criteria are primarily applied to subway operations where airborne noise is not a factor. For above-grade transit systems, ground-borne noise criteria are applied only to buildings that have sensitive interior spaces that are well insulated from exterior noise.

4.8.4 Methodology

FTA vibration screening procedures were used to determine potential vibration impacts within the proposed VIA Primo. The vibration screening procedures allow for the identification of projects that have little possibility of creating adverse vibration impacts.

The first step in the screening process is to identify the type of transit vehicle that would be used in the proposed VIA Primo, including whether the vehicle would have rubber tires or steel wheels, such as vehicles used in rail transit operations. Rubber tired vehicles, such as the proposed VIA Primo vehicles, do not normally cause substantial vibration impacts at any adjacent sensitive receptor location. The next step in the screening process is to identify any unusual situations within the proposed VIA Primo that could contribute to elevated vibration levels along traveled roadways. FTA defines unusual situations as the existence of expansion joints or speed bumps near vibration sensitive structures, the operation of heavy vehicles near highly sensitive research buildings, or the operation of vehicles inside or directly underneath buildings that are vibration-sensitive. Finally, based on project information, as determined during the screening process, a qualitative analysis of the vibration sources is provided for sources that do not contribute to substantial vibration impacts. For sources that have the potential to cause adverse vibration impacts, a more detailed quantitative vibration analysis may be necessary.

4.8.5 Existing Conditions

An initial site visit was conducted to identify all vibration-sensitive land uses near the proposed VIA Primo and categorize the type of land use according to FTA land use classifications. The sensitive land use areas as listed in Table 4.7-2 in Section 4.7.5 also can be considered vibration sensitive areas. The sensitive receptors include residences, schools, churches, hospitals, and child care facilities located along the proposed VIA Primo alignment. No receptors within 100 feet of a roadway were identified as containing very sensitive manufacturing or research equipment. However, some of the other receptor types are located within 50 feet of the existing roadway. None of the receptors are located within 50 to 100 feet of a substantial vibration source such as a blasting/pile driving activities. As such, vibratory impacts at all of the identified receptors are within the range of normal background levels and occur well below the threshold of human perception.

4.8.6 Long-Term Effects

The introduction of the proposed VIA Primo would add new vibratory sources to the environment. The new vibration sources include the VIA Primo vehicles along the proposed VIA Primo alignment and operations at the proposed STMCTC and proposed WSMMTC.

No-Build Alternative

The No-Build Alternative undertakes no major transit system investments in the VIA Primo Study Area, but rather maintains the existing transportation system. Therefore, no long-term vibration impacts under the No-Build Alternative are anticipated.

VIA Primo Alternative

For projects that involve rubber-tire vehicles such as all vehicles operating at the proposed STMCTC and proposed WSMMTC and along traveled roadways, vibration impacts would be unlikely except in unusual situations. These unusual situations include the following:

- The existence of expansion joints, speed bumps, or other design features that result in unevenness in the road surface near vibration-sensitive buildings. None of these design features are expected to occur at the two proposed transit centers or within the traveled right-of-way on major area roadways.
- The operation of buses, trucks or other heavy vehicles in close proximity to a sensitive building. Research using electron microscopes and manufacturing of computer chips are examples of vibration-sensitive activities. No heavy vehicles are expected to operate near any sensitive building.
- The operation of vehicles inside or directly underneath buildings which are vibration-sensitive. Special considerations are often required for shared-use facilities such as a bus station located inside an office building complex. No vehicles would operate inside or underneath vibration-sensitive buildings.

Since no unusual situations as defined above are expected to occur at facilities constructed as part of the VIA Primo Alternative, vibration impacts are unlikely to exist and no further detailed vibration assessments are necessary or required. No substantial adverse impacts to vibration under the VIA Primo Alternative are anticipated.

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4.8.7 Short-Term Construction Effects

No-Build Alternative

The No-Build Alternative undertakes no major transit system investments in the VIA Primo Study Area, but rather maintains the existing transportation system. Therefore, no short-term vibration impacts under the No-Build Alternative are anticipated.

VIA Primo Alternative

Construction-related vibration impacts are normally temporary in duration. However, without special mitigation measures, construction has the potential to cause substantial short-term vibration impacts when it takes place close to residences and other sensitive land use areas. The most likely impacts would result from short-term activities such as demolition, pile driving (if used), and vibratory compaction. While vibration from such activities may be perceptible at times, it would normally not be sufficient to cause even minor cosmetic building damage.

The construction activities most likely to cause potential vibration impacts at facilities constructed as part of the VIA Primo Alternative include the following:

- Heavy construction equipment. Although all heavy, mobile construction equipment has the potential of causing at least some perceptible vibration when operating close to buildings, the vibration is usually short-term and is not of sufficient magnitude to cause building damage. It is not expected that heavy equipment such as bulldozers, front end loaders or cranes would operate close enough to any residences to cause vibration impacts.
- Jackhammers and vibratory compaction equipment. This type of equipment would be used for relatively short periods of time during a demolition event, preparation of the subgrade, or during final site restoration. No substantial demolition activities are expected to occur during construction of the VIA Primo Alternative. However, if residents complain about intrusive vibration, the contractor would be required to modify the procedure or arrange to complete the task in a manner that would cause the minimum amount of hardship for the affected residents including time or use restrictions.
- Trucks. Trucks hauling excavated material from construction sites can be sources of vibration intrusion if the haul routes pass through residential neighborhoods on streets with bumps or potholes. Fixing the bumps and potholes can almost always eliminate the problem.

It is expected that ground-borne vibration from construction activities, including any construction-related pile-driving activities, would cause only intermittent, localized intrusion near the construction site. These effects would be most pronounced near the proposed STMCTC due to the close proximity of several multi-family residential structures. Figure 4.8-2 shows the proposed STMCTC area. Several multi-family residences are located within 50 feet of the southeast facility property line. However, construction activity at the proposed transit center involving substantial foundation excavation or pile-driving work would primarily occur closer to the center of the proposed STMCTC and along access routes near Medical Drive and Babcock Road. Construction activity would therefore occur further away from the adjacent residential area. Construction activities that would occur closer to the southeast property line include curb installation, surface paving operations, and the construction of a retaining/screening wall

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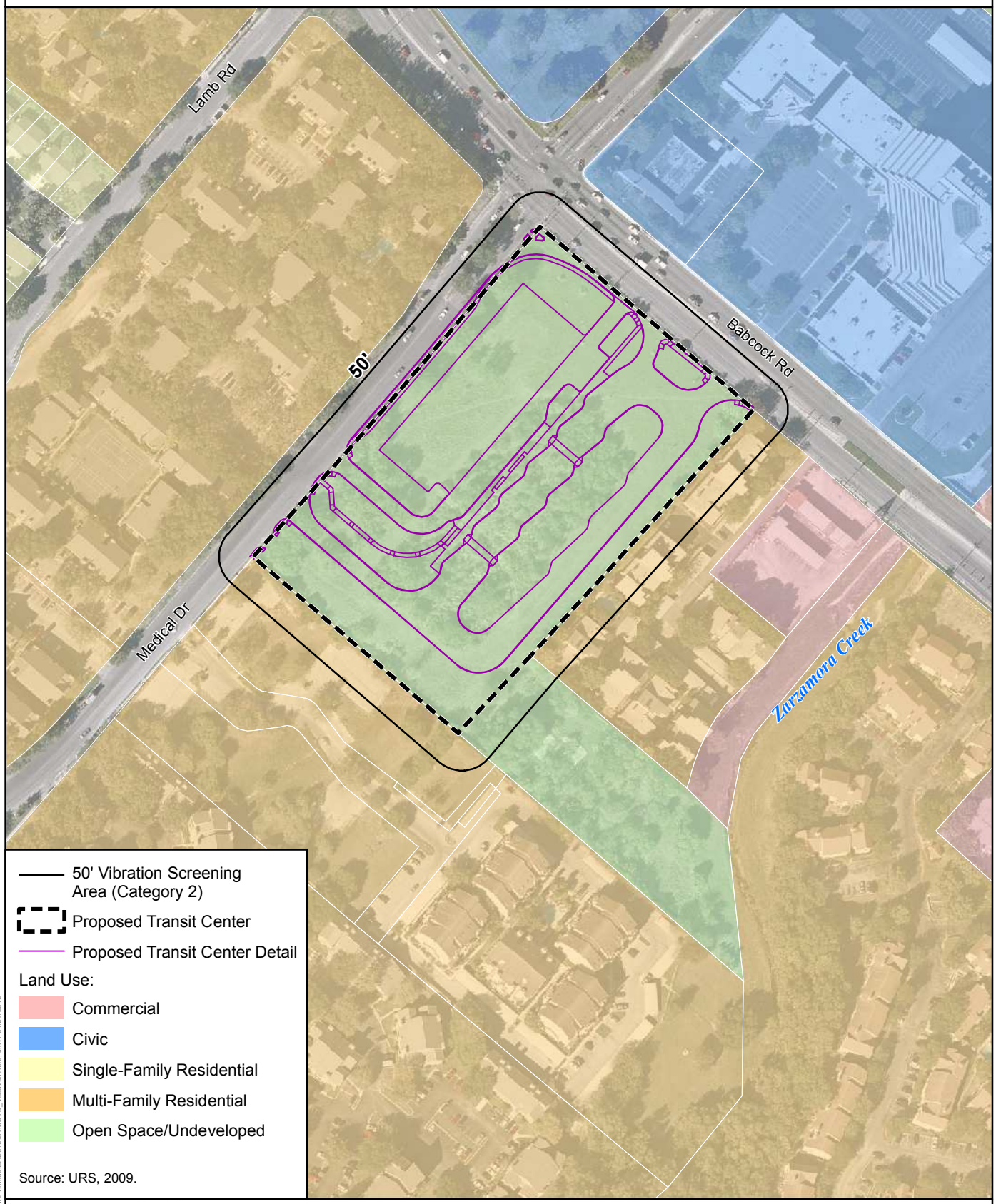
Figure 4.8-2
South Texas Medical Center Transit Center - Vibration



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between the transit center and adjacent residences. However, none of these activities would be expected to include substantial pile-driving operations or cause vibration impacts at nearby residences. Based on increased distance and the short-term nature of any substantial construction effects, no vibration impacts are expected to occur during construction activities at the proposed STMCTC or any other location as part of the VIA Primo Alternative.

No adverse construction vibration impacts are expected at the eight proposed curbside stations, as these planned passenger stations are not expected to involve substantial amounts of excavation or underground construction activities. Provisions would be included in the proposed VIA Primo construction plans and specifications for the contractor to make reasonable efforts to limit vibration activities during construction.

4.8.8 Mitigation

No-Build Alternative

No substantial adverse impacts from vibration under the No-Build Alternative are anticipated. Therefore, no mitigation is required.

VIA Primo Alternative

No substantial adverse impacts from vibration under the VIA Primo Alternative are anticipated. Therefore, no mitigation is required.

4.9 HAZARDOUS MATERIALS

4.9.1 Legal and Regulatory Context

The uncontrolled disposal of industrial waste can create adverse impacts on public health and the environment. Materials that may constitute a hazardous waste include petroleum products, pesticides, organic compounds, heavy metals, or other compounds injurious to human health and the environment. Pollutants can also seep into the ground, flow into rivers and lakes, and contaminate soil and groundwater.

Contaminated sites may be encountered during transit projects that involve construction, such as the development of facilities associated with the proposed VIA Primo. Several Federal laws have been established to ensure remediation of contaminated sites. These laws include the Comprehensive Environmental Response, Compensation and Liability Act (CERCLA or "Superfund"), the Resource Conservation and Recovery Act (RCRA), the Oil Pollution Act (OPA), the Underground Storage Tank (UST) program, and the EPA Brownfields Program.

The hazardous materials assessment for the proposed VIA Primo is based on established Federal, state and local hazardous materials regulatory procedures. These procedures include those established in the FTA Office of Planning and Environment's Hazardous Materials and Brownfields Program. Initial site assessment procedures were also conducted in general accordance with 40 CFR Part 312, *Standards and Practices for All Appropriate Inquiry*, and TxDOT's *Hazardous Materials in Project Development*.

4.9.2 Methodology

Potential contamination from regulated and hazardous materials near the proposed VIA Primo has been identified. Sites and/or facilities considered to have a high probability for the presence of contamination were determined using a commercial search of regulatory agency databases, GIS databases, site reconnaissance, and review of historical topographic maps, aerial photographs, and Sanborn Maps. A search of Federal and state regulatory agency databases was performed to identify potential regulated/hazardous materials sites and facilities located near the proposed VIA Primo. The search radii extended beyond the project corridor following American Society of Testing and Materials (ASTM) search distances. The use of and reliance on this information is a generally accepted practice in the conduct of environmental due diligence. A site reconnaissance of the proposed VIA Primo was conducted to verify obtained information and identify any additional sites of potential concern not identified in the commercial databases.

Sites occurring in certain databases, such as the Petroleum Storage Tanks (PST) database with no reported leaks, are considered of lower risk than sites on other databases, such as on the National Priority List (NPL) database where contamination is known to have existed. Additionally, sites listed for minor violations, such as record keeping, or one-time incidents of temporary/minimal environmental significance, such as minor spills, were considered to pose a lower risk than sites with repeated violations and ongoing assessments. Sites proximate to the project were considered to have a higher risk than sites distant. VIA also considered whether the site was upgradient or downgradient from the project based on topographic maps from the U.S. Geological Survey (USGS). Sites are categorized as low-risk if available information indicates that some potential for contamination exists, but the site is not likely to pose a contamination problem for ROW acquisition or construction of the project.

4.9.3 Existing Conditions

The proposed VIA Primo Study Area is largely urbanized with a mixture of dense residential, heavy, and light industrial facilities; commercial businesses; and vacant land use. Sites identified in the regulatory database are described in detail in Appendix B and summarized in Table 4.9.1. Some of these sites were listed in more than one database; as such, these sites are represented as one location on Figures 4.9.1 to 4.9-3. The database search, historical resources review (topographic maps, aerial photographs, and Sanborn Maps) and field survey identified 341 potentially regulated hazardous waste sites near the proposed VIA Primo.

Table 4.9-1 Regulatory Database Search

Database	Search Distance Radius (miles)	Number of Sites
Department of Defense (DOD)	1	0
Formerly Used Defense Sites (FUDS)	1	1
National Priority List (NPL)	1	0
Proposed National Priority List (PNPL)	1	0
Delisted National Priority List (DNPL)	1	0
Records of Decision (RODS)	1	0
Resource Conservation and Recovery Act – Corrective Action (RCRAC)	1	0

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Table 4.9-1 Regulatory Database Search (Continued)		
Database	**Search Distance Radius (miles)**	**Number of Sites**
Comprehensive Environmental Response, Compensation & Liability Information System (CERCLIS)	0.50	3
No Further Remedial Action Planned (NFRAP)	0.50	3
Leaking Underground Storage Tanks on Tribal Lands (LUSTR06)	0.50	0
Integrated Compliance Information System [Formerly Dockets] (ICIS)	TP	1
Open Dump Inventory (ODI)	0.50	0
Resource Conservation and Recovery Act – Treatment, Storage & Disposal (RCRAT)	0.50	0
Toxics Release Inventory (TRI)	TP	0
No Longer Regulated RCRA Generator Facilities (NLRRCRAG)	TP	1
Hazardous Materials Incident Reporting System (HMIRS)	TP	0
Underground Storage Tanks on Tribal Lands (USTR06)	0.25	0
National Pollutant Discharge Elimination System (NPDES)	TP	0
Resource Conservation and Recovery Act – Generator (RCRAG)	TP	15
Aerometric Information Retrieval System/Air Facility Subsystem (AIRSAFS)	TP	1
Biennial Report System (BRS)	TP	2
Clandestine Drug Laboratory Locations (CDL)	TP	1
EPA Docket Data (DOCKETS)	TP	1
Emergency Response Notification System (ERNS)	TP	5
Federal Engineering Institutional Controls (EC)	TP	0
Facility Registry System (FRS)	TP	53
Municipal Settings Designation Report (MSD)	TP	0
State Superfund (SF)	1	1
TCEQ Liens (LIENS)	TP	0
Brownfield Site Assessment (BSA)	0.50	1
Closed & Abandoned Landfill Inventory (CALF)	0.50	6
Innocent Owner/Operator Program (IOP)	0.50	0
Leaking Petroleum Storage Tank (LPST)	0.50	123
Petroleum Storage Tanks (PST)	0.25	120
Municipal Solid Waste Landfill Sites (MSWLF)	0.50	3
Radioactive Waste Sites (RWS)	0.50	0
Railroad Commission VCP and Brownfield Sites (RRCVCP)	0.50	0
Voluntary Cleanup Program (VCP)	0.50	7
Dry Cleaner Registration (DCR)	0.25	6
Industrial and Hazardous Waste (IHW)	0.25	78
Permitted Industrial Hazardous Waste Sites (PIHW)	0.25	0
Edwards Aquifer Permits (EAP)	TP	0
Spills Listing (SPILLS)	TP	15

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Table 4.9-1 Regulatory Database Search (Continued)		
Database	**Search Distance Radius (miles)**	**Number of Sites**
State Institutional/Engineering Controls (SIEC01)	TP	0
Groundwater Contamination Cases (GWCC)	TP	0
Historic Groundwater Contamination Cases (HISTGWCC)	TP	0
Notice of Violations (NOV)	TP	4
Affected Property Assessment Report (APAR)	0.50	10
Tier II Chemical Reporting Program (TIERII)	0.50	31

Source: Geosearch, January 2010.
TP = Target Property

4.9.4 Long-Term Effects

No-Build Alternative

The No-Build Alternative undertakes no major transit system investments in the VIA Primo Study Area, but rather maintains the existing transportation system. Therefore, no long-term impacts related to hazardous materials under the No-Build Alternative are anticipated.

VIA Primo Alternative

The results of the database searches, Sanborn Map review, and field survey indicate that of the 341 sites, 20 have the potential to be of high risk for environmental effects to the VIA Primo Alternative. However, no long-term effects are anticipated due to the nature of both the contamination and construction. Contaminated media would be managed according to regulations during construction and no continuing long-term management of contaminants would be necessary. Table 4.9-2 shows information on high-risk sites near improvement limits of the VIA Primo Alternative.

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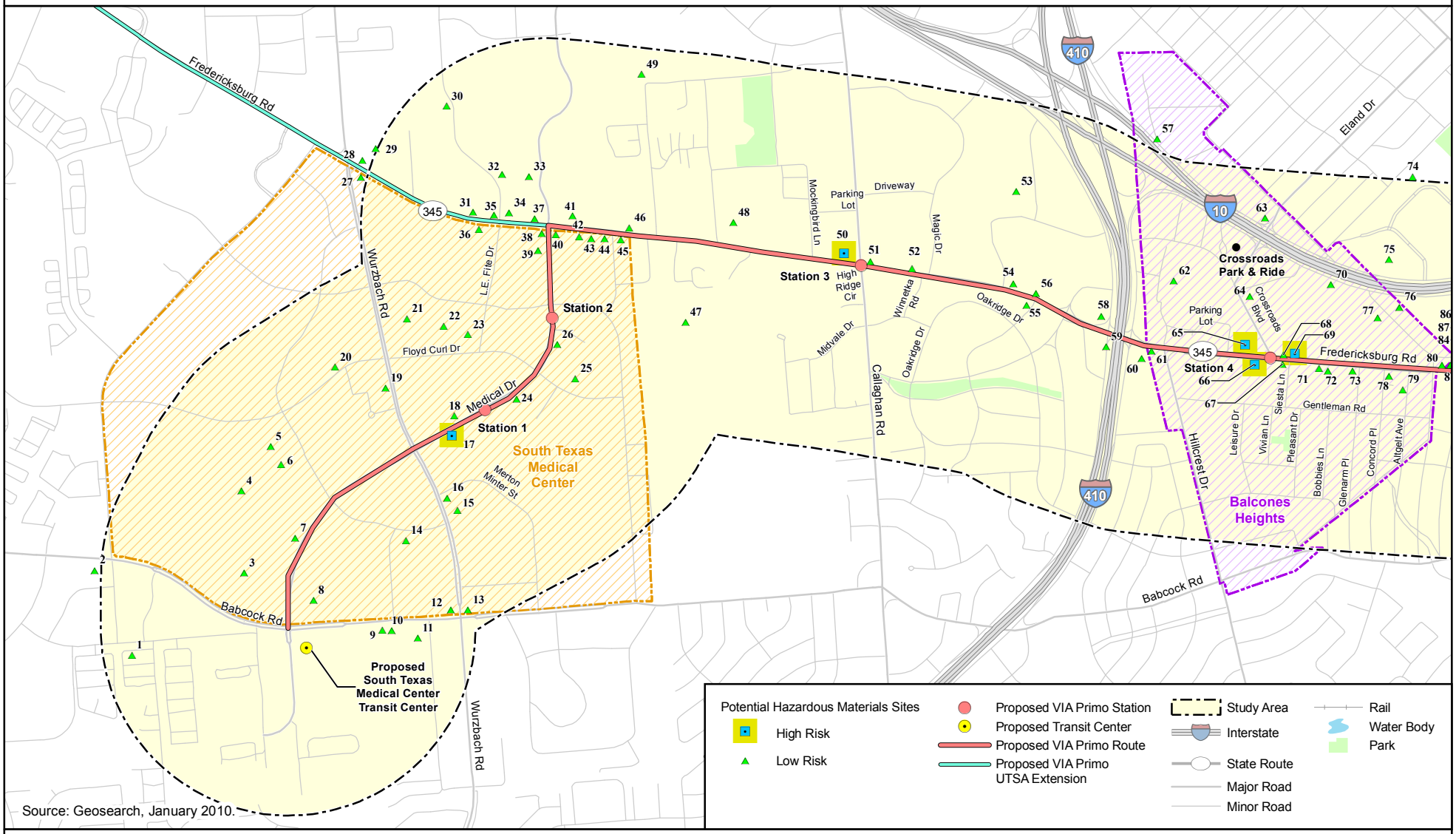
Figure 4.9-1
Potential Hazardous Materials Sites



Source: Geosearch, January 2010.

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Figure 4.9-2
Potential Hazardous Materials Sites

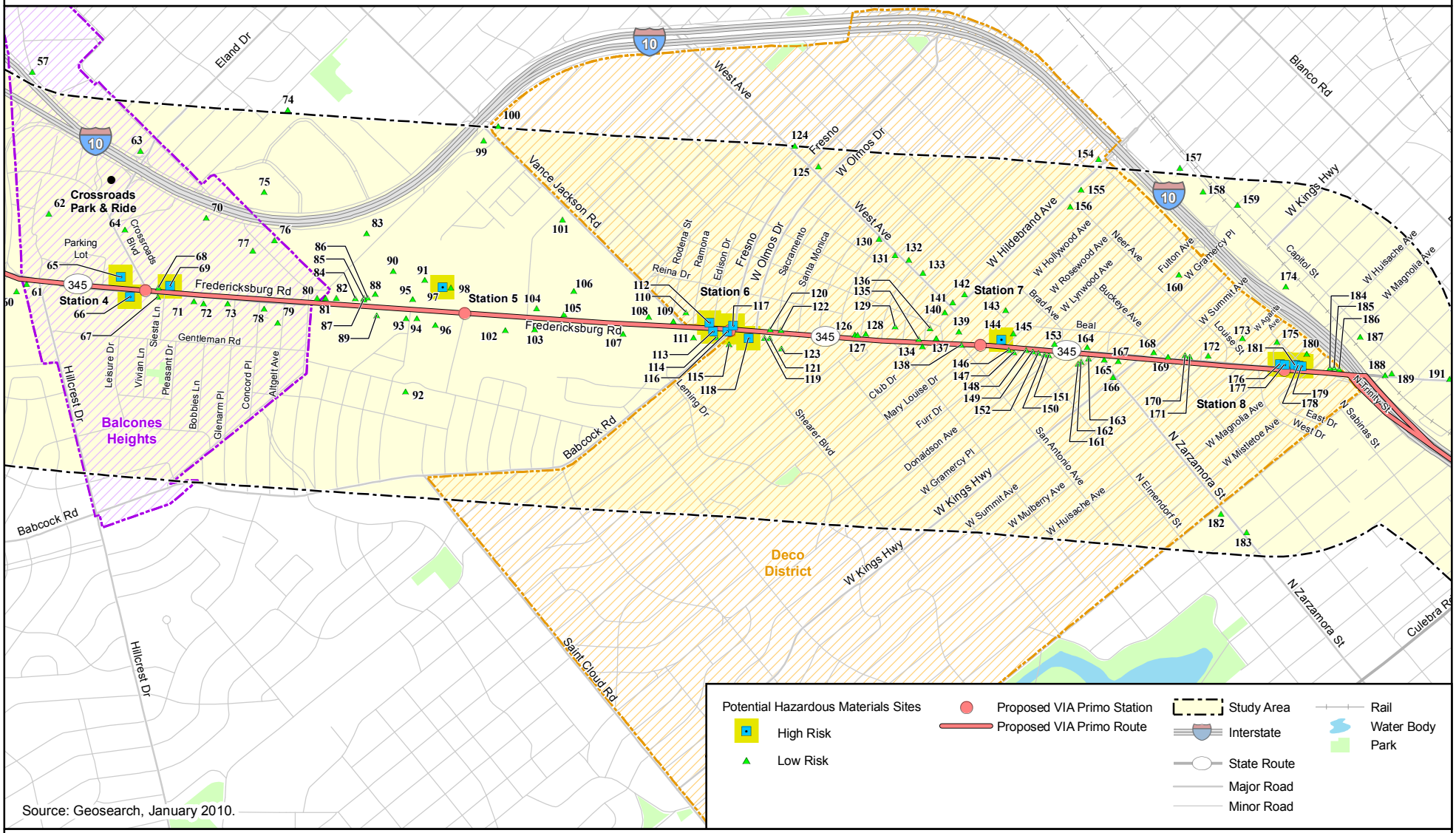

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Figure 4.9-3
Potential Hazardous Materials Sites

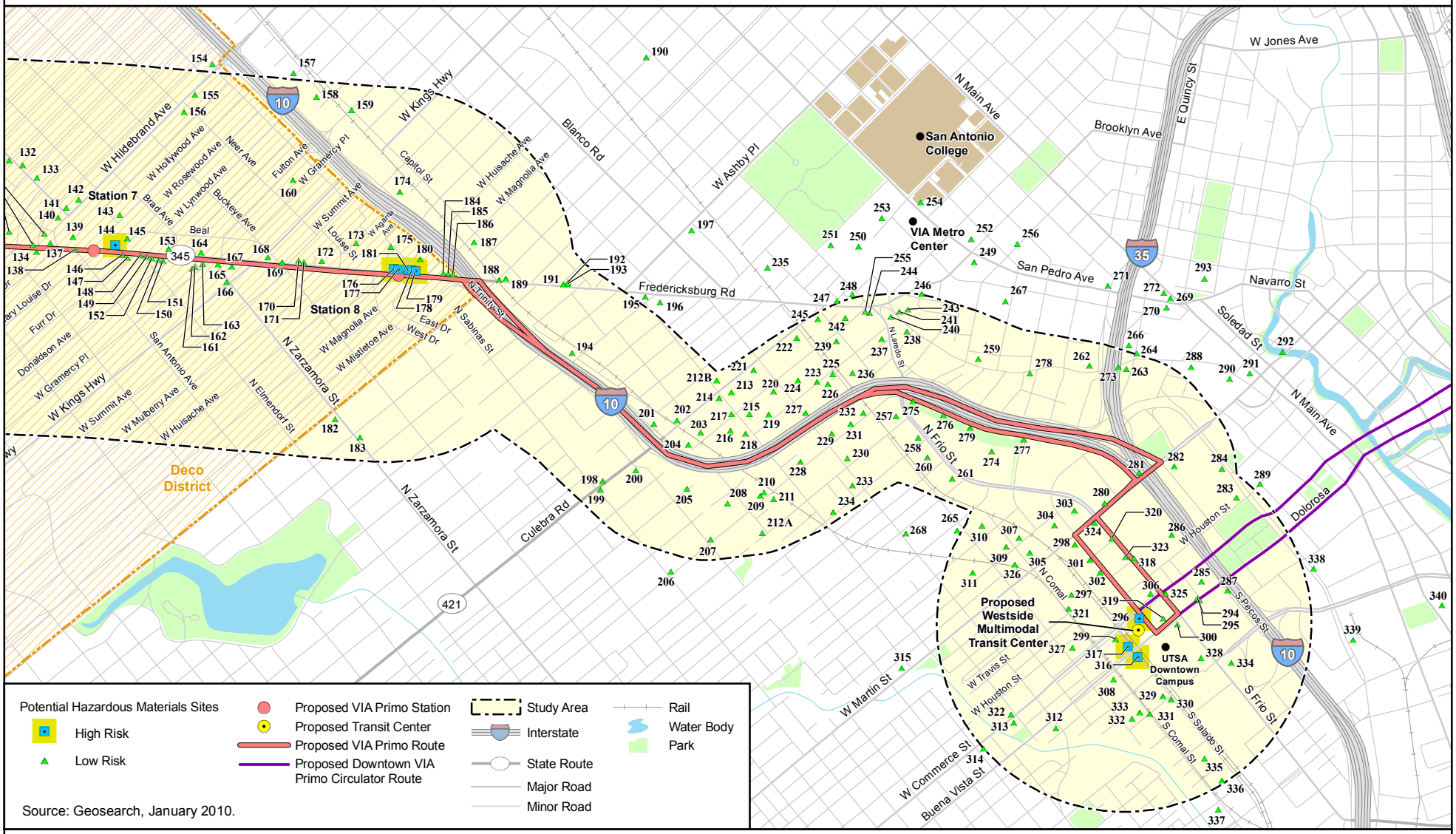

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Table 4.9-2 Description of Sites of High Risk Near Improvement Limits		
Map ID	**Location**	**Comments**
17	University Hospital 4502 Medical Drive. 150 feet west and down-gradient from Station 1.	PST: Three tanks were reported for the site. Two 4,000 -3,000-gallon USTs were removed from the ground in 1998. One 10000-gallon PST is reported as still in use. PST: One tank was reported for the site. One 12000-gallon PST is reported as still in use at the site. SPILLS: The spill was reported to consist of unknown pounds of ethylene oxide. The soil and/or groundwater impacts were not reported. The release occurred on 9/16/96. SPILLS: The spill was reported to consist of 85 gallons of ethylene Glycol. The soil and/or groundwater impacts were reported to the Storm Sewer System. The release occurred on 9/1/02. SPILLS: The spill was reported to consist of 85 gallons of ethylene Glycol. The soil and / or groundwater impacts were reported to the Storm Sewer System to Zarzamora Creek. The release occurred on 9/1/02. San Antonio Fire Department Hazmat Unit conducted initial response. SPILLS: The spill was reported to consist of 20 gallons of xylene. SPILLS: The spill was reported to consist of 20 pounds of Chlorine. SPILLS: The spill was reported to consist of Chlorine. IHW: The activity type is listed as Clinical Hospital performing tests. The EPA ID is TXD037318359. The facility registration date is listed as 4/24/07. The facility type is listed as non-industrial and/or municipal small quantity generator. The state status is reported to be active. NFRAP: The violation date was 10/26/06. The category of violation was Moderate. The media violated was water. The status of the violation is resolved. The violation was failure to obtain authorization to discharge storm water related with industrial activity.
50	Sunglo, Store 28 5222 Fredericksburg Road. 100 feet north and cross-gradient from Station 3.	LPST: Final concurrence and closure have been issued by the TCEQ. The release was reported in 1993. The quantity and contents were not reported for the release. Assessment incomplete, no apparent receptors impacted. LPST: Final concurrence and closure have been issued by the TCEQ. The release was reported in 2000. The quantity and contents were not reported for the release. Groundwater impacted, no apparent threats or impacts to receptors. PST: Five tanks were reported for the site. Three 12,000 - 6,000-gallon USTs were removed from the ground in 1998 - 2000. Two 12000-gallon PSTs are reported as still in use.

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Table 4.9-2 Description of Sites of High Risk Near Improvement Limits (Continued)		
Map ID	**Location**	**Comments**
65	Montgomery Ward, Crossroads Center 200 Crossroads Court. 100 feet north and up-gradient from Station 4.	LPST: Final concurrence and closure have been issued by the TCEQ. The release was reported in 1989. The quantity and contents were not reported for the release. Soil Contamination Only, requires full site assessment and RAP.
66	Western Auto Store 4515 Fredericksburg Road. 100 feet southwest and down-gradient from Station 4.	LPST: Final concurrence and closure have been issued by the TCEQ. The release was reported in 1990. The quantity and contents were not reported for the release. Soil Contamination Only, requires full site assessment and RAP. PST: One tank was reported for the site. One 9999-gallon UST was removed from the ground in 1990. FRS: The site's Registry ID is 110033417130. The program listed for this site is TX-TCEQ ACR. There are no SICs or NAICSs for this site.
69	Texas Car Wash 4474 Fredericksburg Road. 150 feet east and cross-gradient from Station 4.	LPST: Final concurrence and closure have been issued by the TCEQ. The release was reported in 1991. The quantity and contents were not reported for the release. Soil Contamination Only, requires full site assessment and RAP. PST: Two tanks were reported for the site. Two 10000-gallon USTs were removed from the ground in 1991.
97	Gary's Frame and Auto Body, Inc 3682 Fredericksburg Road. 100 feet southwest and down-gradient from Station 5.	Final concurrence and closure have been issued by the TCEQ. The release was reported in 1989. The quantity and contents were not reported for the release. GW other than drinking water aquifer, site characterization incomplete.
112	Joe's Auto Detail 3304 Fredericksburg Road. 80 feet north and cross-gradient from Station 6.	LPST: Final concurrence and closure have been issued by the TCEQ. The release was reported in 1989. The quantity and contents were not reported for the release. Soil Contamination Only, requires full site assessment and RAP. PST: Three tanks were reported for the site. Three 10,000 - 4,000-gallon USTs were removed from the ground in 1989.
113	Historic Gas Station 3301 Fredericksburg Road. 60 feet west and cross-gradient from Station 6.	Facility visible on Sanborn map 548 in 1964
116	Historic Gas Station 3207 Fredericksburg Road. 50 feet west and cross-gradient from Station 6.	Facility visible on Sanborn map 548 in 1964
117	Historic Gas Station 3200 Fredericksburg Road. 70 feet east and cross-gradient from Station 6.	Facility visible on Sanborn map 548 in 1964
118	Historic Gas Station 3119 Fredericksburg Road. 60 feet south and cross-gradient from Station 6.	Facility visible on Sanborn map 526 in 1952
144	Former Churches Chicken (Little Caesars Pizza)	LPST: Final concurrence and closure have been issued by the TCEQ. The release was reported in 1992. The quantity

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Table 4.9-2 Description of Sites of High Risk Near Improvement Limits (Continued)		
Map ID	**Location**	**Comments**
	2002 Fredericksburg Road. 40 feet east and cross-gradient from Station 7.	and contents were not reported for the release. Minor Soil Contamination - Does not require a Response Action Plan (RAP).
176	Historic Auto Repair shop 1220 Fredericksburg Road. 80 feet east and cross-gradient from Station 8.	Facility visible on Sanborn map 33 in 1952
177	Historic Auto Repair shop 1216 Fredericksburg Road. 80 feet east and cross-gradient from Station 8.	Facility visible on Sanborn map unlisted in unknown year
178	Historic Gas Station 1210 Fredericksburg Road. 20 feet east and cross-gradient from Station 8.	Facility visible on Sanborn map unlisted in 1952
179	Historic Gas Station 1202 Fredericksburg Road. 20 feet east and cross-gradient from Station 8.	Facility visible on Sanborn map unlisted in unknown year
181	Pacesetter Personnel 1212 Fredericksburg Road. 20 feet east and cross-gradient from Station 8.	PST: Two tanks were reported for the site. Two 5,000 - 3,000-gallon USTs were removed from the ground in 1998.
296	Missouri Pacific Railroad 1002 W. Commerce Street. On WSMMTC property.	PST: One tank was reported for the site. One PST was permanently filled in place in 1986.
316	Historic Gas Station SW corner of Buena Vista and S Salado Street. 160 feet west and cross-gradient from WSMMTC.	Facility visible on Sanborn map 525 in 1964
317	Historic Gas Station NW corner of Buena Vista and S Saldo Street. 160 feet west and cross-gradient from WSMMTC.	Facility visible on Sanborn map 38 in 1962

Source: URS, 2010.

4.9.5 Short-Term Construction Effects

No-Build Alternative

The No-Build Alternative undertakes no major transit system investments in the VIA Primo Study Area, but rather maintains the existing transportation system. Therefore, no short-term impacts related to hazardous materials under the No-Build Alternative are anticipated.

VIA Primo Alternative

Pipelines carrying fuels, sewage, or other hazardous materials are a source of potential historical contamination and may pose a threat if ruptured during construction activities. A

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number of oil and gas pipelines either parallel or traverse the proposed VIA Primo alignment and may be affected by implementing the VIA Primo Alternative.

Construction activities may require removing or relocating electrical utility equipment, including oil-filled equipment, electrical devices, and transformers with potential to contain polychlorinated biphenyls (PCBs). Several pole-mounted transformers were noted near the limits of proposed construction. Modifications to electrical and other utilities, including water, wastewater, and traffic, may affect asbestos-containing materials or paint containing hazardous concentrations of lead.

Structures, such as storage tanks, buildings, and bridges, are not expected to be demolished as part of the VIA Primo Alternative; however, portions of the building interior at the WSMMTC will be renovated to accommodate a change in building use. The potential exists for asbestos-containing materials or paint containing hazardous concentrations of lead to occur within the WSMMTC building. Renovations at the WSMMTC must be in accordance with the Texas Asbestos Health Protection Rules (25 TAC §295.31 through §295.73) and the U.S. EPA 40 CFR 61, Subpart M – National Emissions Standards for Hazardous Air Pollutants (NESHAPS) to protect construction personnel and the public from asbestos exposure. The WSMMTC property is not considered “target housing” or a child occupied facility; thus, activities on the property are not subject to the Texas Lead-Based Paint Rules. However, because the structure was constructed prior to 1978, paint with elevated levels of lead may be present on the structure. Construction related activities must comply with the Occupational Safety & Health Administration (OSHA) Construction Lead Standard (29 CFR 1926.62).

4.9.6 Mitigation

No-Build Alternative

No adverse impacts related to hazardous materials under the No-Build Alternative are anticipated. Therefore, no mitigation is required. .

VIA Primo Alternative

Potential hazardous material impacts associated with the VIA Primo Alternative include soil and groundwater contamination, the existence of asbestos and lead-based paint, hazardous spills during construction, and potential contamination associated with both underground and above-ground utilities. The sites considered high risk to the VIA Primo Alternative would be further investigated by VIA. These investigations may include the following:

- A review of agency regulatory files would be conducted to determine probability of encountering contaminated soil or groundwater during construction activities. File reviews could potentially reveal delineation maps, past and active remediation activities, and monitoring activities.
- The sampling of soil or groundwater in the vicinity of proposed excavations.
- If warranted, remediation activities would be completed prior to construction to address contaminated soil/groundwater impacting the construction zone.
- Waste management plans would be in-place to address contamination during construction activities, if remediation is not complete prior to construction.

Locating existing utilities during design of improvements and having existing utilities marked prior to construction would reduce the threat of rupture during field construction activities. The current operator and/or owner of the pipelines will be contacted prior to commencement of construction activities in those areas for the purposes of positively identifying all active and inactive pipelines.

Construction activities that require removing or relocating electrical utility equipment will be coordinated with CPS Energy, the local electrical service provider. Any dielectric fluid suspected of containing PCBs will be investigated and addressed by CPS Energy. Utilities containing suspect asbestos-containing materials and paint containing hazardous concentrations of heavy metals will be investigated prior to construction activities. If testing determines hazards to be present, VIA or the utility operator would abate the hazard prior to or during construction activities.

Areas that will be renovated at the WSMMTC will be surveyed by a licensed asbestos inspector prior to renovation, and a ten working day, pre-demolition notification will be submitted to the Texas Department of State Health Services. Any asbestos present at renovated areas will be abated by properly trained and licensed individuals prior to renovation.

Construction related activities must comply with the OSHA Construction Lead Standard (29 CFR 1926.62). This will require the testing of all potential sources of lead (all layers of paint and coatings) that may be disturbed to determine the presence of lead containing materials and the applicability of the Construction Lead Standard. This standard may require construction/renovation activities to address hazard recognition, exposure evaluation (i.e., air sampling), and exposure control (i.e., use of respirators, protective clothing, hygiene facilities, training). The standard requires the use of engineering controls to the extent practical to reduce worker exposure to or below the permissible exposure limit (50 micrograms of lead per cubic meter of air). Because much of the responsibilities within the Construction Lead Standard apply directly to the employer of construction personnel, and if lead containing materials are discovered from testing, only a contractor experienced with working with lead and in complying with the standard will be used for renovation activities. Additionally, lead-based paint waste that exhibits a toxicity characteristic for leachate must be managed and disposed of in accordance RCRA Subtitle C requirements.

The contractor would respond appropriately to prevent, minimize, and control the spill of hazardous materials in construction staging areas. The use of construction equipment within sensitive areas would be minimized or eliminated. All construction materials used for this project would be removed as soon as work schedules permit.

Should hazardous materials/substances be unexpectedly encountered during construction activities, the authorities would be notified and steps would be taken to protect personnel and the environment. Any unanticipated hazardous materials and/or petroleum contamination encountered during construction shall be handled according to applicable Federal, state, and local regulations.

4.10 ENERGY

4.10.1 Legal and Regulatory Context

FTA coordination and consultation with the U.S. Department of Energy, if required, would determine the scale of direct or indirect energy supply impacts in accordance with EO 13123

regarding greening the government through efficient energy management, and EO 13211 (64 FR 30851) regarding actions concerning regulations that significantly affect energy supply, distribution, or use.

4.10.2 Methodology

The potential effects of the proposed VIA Primo on energy supplies and energy-producing natural resources were evaluated, including the potential increase in energy requirements. Changes in consumption rates and/or energy demands for VIA vehicles and facilities, and the determination of availability of off-site providers to accommodate the alternatives studied in detail, were evaluated. Vehicular energy and facility electrical consumption is based on VIA service statistics for FY 2007.

4.10.3 Existing Conditions

Energy is used by VIA to operate its various transit services and operations/maintenance facilities. VIA logged approximately 20.2 million miles as part of their line service, nearly 10.5 million miles as part of their VIAtrans service, and 1.1 million miles in other transit-related service in FY 2007 (VIA, 2007), which required 6,232,000 gallons of fuel. VIA operations/maintenance facilities used 11,026,698 kilowatt hours of electricity in FY 2007.

4.10.4 Long-Term Effects

No-Build Alternative

The No-Build Alternative undertakes no major transit system investments in the VIA Primo Study Area, but rather maintains the existing transportation system. Therefore, no long-term impacts related to energy resources under the No-Build Alternative are anticipated.

VIA Primo Alternative

Under the VIA Primo Alternative, a substantial change in the type or amount of transit service from what is currently provided is not anticipated. As previously explained in Section 2.2.1, the VIA Primo Alternative includes the implementation of two new transit centers. As a result of implementation of the VIA Primo Alternative, the existing fixed route operating plan includes service modifications that would affect routes near the proposed VIA Primo alignment. The modifications include eliminating one fixed route, creating a new fixed route, and modifying two other fixed routes to alleviate service gaps. Each route in the corridor has been and would continue to be evaluated to maximize opportunities for transit customers. The proposed modifications include integrating the existing fixed route system with the VIA Primo Alternative, re-structuring local routes in the network, eliminating duplicated service and branches, creating new routes, and establishing safe transferring environments. Additionally, implementation of the VIA Primo Alternative provides opportunities for the existing fixed route service to provide connectivity to the proposed STMCTC and proposed WSMMTC. As seen in Section 2.2.1, the majority of modifications are to accommodate access to the proposed STMCTC and WSMMTC. Therefore, a substantial increase beyond the FY 2007 fuel consumption is not anticipated. In fact, a fuel savings may be realized depending upon the final configuration of the service routes in the proposed VIA Primo. The VIA Primo Alternative is expected to reduce vehicle miles traveled in the Fredericksburg Road Corridor by providing more direct and efficient transit services between the STMC and downtown San Antonio. No impact regarding an increase in

fuel consumption is anticipated, and coordination with the U.S. Department of Energy is not required.

The proposed STMCTC would be constructed on an approximate 7.51-acre site, and would consist of bus bays, a transit center building/shelter area, and a parking lot. The proposed WSMMTC would be constructed on an approximate 2.6-acre site, and would consist of VIA Primo bus bays, standard bus bays, and the rehabilitated historic IGN Passenger Station as a transit center building/shelter area. Both transit centers would generate a need for additional electrical power. However, VIA facilities utilize solar power, where possible, to reduce the additional power needs. Solar power panels would be included in the design of the transit centers where feasible. A review of generating capacity statistics from CPS Energy indicates that sufficient supply is available to accommodate the two transit centers. New or expanded electrical power/transmission facilities would not be needed. Therefore, no impacts regarding an increase in electrical power are anticipated.

No substantial adverse impacts to energy under the VIA Primo Alternative are anticipated.

4.10.5 Short-Term Construction Effects

No-Build Alternative

The No-Build Alternative undertakes no major transit system investments in the VIA Primo Study Area, but rather maintains the existing transportation system. Therefore, no short-term impacts related to energy resources under the No-Build Alternative are anticipated.

VIA Primo Alternative

Construction-related activities would be localized and are not expected to affect regional energy consumption. However, a short-term increase in fuel use and electrical power from construction-related activities would occur, but this would not be considered a substantial impact. No substantial adverse impacts to energy under the VIA Primo Alternative are anticipated.

4.10.6 Mitigation

No-Build Alternative

No substantial adverse impacts to energy under the No-Build Alternative are anticipated. Therefore, no mitigation is required.

VIA Primo Alternative

No substantial adverse impacts to energy under the VIA Primo Alternative are anticipated. Therefore, no mitigation is required.

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5.0 ECONOMICS EFFECTS

This chapter describes the economic effects of the No-Build and VIA Primo Alternatives for the VIA Primo - Fredericksburg Road Bus Rapid Transit (BRT) Project (hereafter referred to as the proposed VIA Primo). This chapter describes the potential effects on economic conditions, station area planning and design guidelines, and other development effects in the VIA Primo Study Area.

5.1 ECONOMIC CONDITIONS

This section describes the population growth characteristics of the VIA Primo Study Area, how the No-Build and VIA Primo Alternatives might affect mobility options, and potential economic effects. It describes the economic effects of expenditures on operations and maintenance and the effects on tax revenues.

5.1.1 Enhanced Mobility

As shown in Section 3.1, the VIA Primo Study Area is forecast to have relatively stable population growth through 2035. However, more robust population growth is anticipated for the rest of San Antonio over the same period. On the other hand, the VIA Primo Study Area is forecast to have substantial employment growth by 2035, with even more substantial employment growth anticipated for San Antonio over the same period. The VIA Primo Study Area competes for a share of the overall regional economic growth that may be experienced as the result of population growth. There are potential economic benefits to the VIA Primo Study Area that could result from enhanced mobility.

No-Build Alternative

The No-Build Alternative undertakes no major transit system investments in the VIA Primo Study Area, but rather maintains the existing transportation system. Therefore, no long-term impacts related to enhanced mobility under the No-Build Alternative are anticipated.

VIA Primo Alternative

Implementation of the VIA Primo Alternative would provide increased mobility to both residents and businesses within the VIA Primo Study Area, as well as improved access to the activity centers at the STMC and downtown San Antonio. These factors are expected to contribute to growth in this portion of San Antonio. The VIA Primo Alternative would improve access and mobility for area residents throughout the VIA Primo Study Area. New transportation capacity could create competitive advantages for businesses located in the VIA Primo Study Area, resulting in economic growth within the VIA Primo Study Area.

5.1.2 Construction, Operation, and Maintenance

No-Build Alternative

The No-Build Alternative undertakes no major transit system investments in the VIA Primo Study Area, but rather maintains the existing transportation system. Therefore, no long-term impacts related to construction, operations, and maintenance under the No-Build Alternative are anticipated.

VIA Primo Alternative

Short-term economic benefits may result from investments made in construction of transit facilities, in the form of wages and construction activity. Long-term economic benefits may result from the continuing operation and maintenance of transit facilities. The effect of local operations and maintenance spending for the VIA Primo Alternative would result in an increase in local annual wages and salaries to support the proposed STMCTC, eight stations and WSMMTC. These earnings would be considered a long-term benefit, unlike the one-time construction duration effects. These jobs represent the direct effects of investment in the VIA Primo Study Area. With implementation of the VIA Primo Alternative, increased earnings would result in positive economic impacts to the local economy directly through hiring to fill transit jobs and indirectly as these transit workers spend earnings. A further increase in new employment across a variety of industrial sectors and occupational classifications could potentially be expected as employers hire to meet this increase in local consumer demand.

Potential sources of Federal funding for maintenance of the VIA Primo Alternative exist as grants and could be applied toward preventative maintenance in later years. If future Federal funds were received and applied to maintenance activities, this could generate additional net economic effects to the local and state economies through increased employment and earnings.

5.1.3 Commercial and Residential Property

National experience with BRT projects has demonstrated that transit investment has positive effects on residential and commercial development near transit centers and stations. National studies have shown that business output and personal income is positively impacted by transit investment, growing rapidly over time. These transit investment impacts create savings to business operations and increase the overall efficiency of the economy, positively affecting business sales and household incomes.

Nationally, the following have been observed:

- A sustained investment in transit has the potential to generate an increase of $2 million in business output and $0.8 million in personal income for each $10 million in the short term (during year one).
- In the long term (over 20 years), these benefits increase to $31 million and $18 million respectively, for business output and personal income.

It is also estimated that every $10 million in capital investment in public transportation yields $30 million in increased business sales, and that every $10 million in operating investment in public transportation yields $32 million in increased business sales (CS, 1999).

No-Build Alternative

The No-Build Alternative undertakes no major transit system investments in the VIA Primo Study Area, but rather maintains the existing transportation system. Therefore, no long-term impacts on commercial and/or residential property under the No-Build Alternative are anticipated.

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VIA Primo Alternative

The implementation of the VIA Primo Alternative could have positive effects on commercial and residential development located near proposed VIA Primo transit centers and stations. The VIA Primo Alternative could potentially contribute economic benefits by encouraging and supporting higher-density residential and commercial land uses around transit centers and stations. It is expected that new development or redevelopment around the transit centers or stations in the VIA Primo Study Area could capture an increasing share of residential and employment growth as densities increase. Focused development in areas with existing infrastructure accrues benefits to the taxing jurisdictions.

5.1.4 Tax Revenue Effects

Effects on tax revenues are attributable to the acquisition of land required to develop the alternatives. The implementation of the No-Build Alternative would have no tax revenue-related effects. The VIA Primo Alternative would require the acquisition of additional ROW, and consequently would have adverse tax revenue-related effects.

No-Build Alternative

The No-Build Alternative undertakes no major transit system investments in the VIA Primo Study Area, but rather maintains the existing transportation system. Therefore, no long-term impacts related to tax revenues under the No-Build Alternative are anticipated.

VIA Primo Alternative

The VIA Primo Alternative would not require land acquisition related to the construction of the proposed STMTC, as VIA acquired this property on February 28, 2008 under the FTA Protective Buy Program. Tax revenue-related impacts associated with the implementation of the VIA Primo Alternative include land acquisition required for the eight proposed VIA Primo stations and the proposed WSMMTC. Implementation of the VIA Primo Alternative would require limited acquisition of ROW to accommodate the eight proposed stations. Small portions of parcels would need to be acquired for these stations, but not entire parcels. This purchase would remove the taxable portions of these properties from the existing local tax base. The VIA Primo Alternative would also require acquisition of two parcels of land to construct the WSMMTC, the Generations Credit Union site and one vacant parcel. Section 3.3 of this document contains a detailed description of these parcels.

The annual tax revenue associated with loss of properties due to ROW purchase, displacement, and relocation was identified. The estimated 2009 value of the properties to be acquired is $2,816,909. The 2009 base tax rate of these parcels is 2.51 percent to 2.66 percent. The expected annual tax revenue lost from removing properties from the Bexar County Appraisal District tax base for the VIA Primo Alternative is $72,255, the majority of which ($60,807) is attributed to the acquisition of the Generations Credit Union parcel.

Commercial and residential property in the VIA Primo Study Area in both the COSA and COBH are assessed at tax rates ranging from 2.51 percent to 2.66 percent. The ROW acquisition cost does not include homestead or any other exemptions. County assessments rely on internal policies to develop property values and tend to undervalue the true cost of purchasing ROW. Based on VIA's recent experience in acquiring ROW, these ROW acquisition costs assume that the property would be purchased for a price above the assessed value as speculation and

market forces increase parcel sale price. This value represents an estimate of the negotiated purchase price. Thus, any calculations of tax revenue would likely be substantially higher than actually realized.

The lost tax revenues associated with this reduction in the tax base due to the acquisition of additional private property for the proposed VIA Primo Alternative would be a recurring annual loss. It is anticipated that these losses would be partially offset by an increase in tax revenues due to new development near the proposed VIA Primo facilities. The construction of the VIA Primo Alternative is anticipated to have positive effects on the value of residential and commercial properties within walking distance of the proposed VIA Primo. The increase in property value translates into greater tax revenues and would be expected to accrue to the local economy. The tax base loss is expected to diminish as the value of residential and commercial properties near station areas increase.

5.2 STATION AREA PLANNING AND DESIGN GUIDELINES

This section describes the development objectives in the COSA Master Plan Policies and the Near Northwest Community Plan, characteristics of the corridor, and potential for development within the VIA Primo Study Area. It describes, in detail, the immediate surroundings of the two transit centers and eight stations.

5.2.1 Area-wide Development Potential

The COSA's *Master Plan Policies* (adopted May 1997) assigns the Planning Commission the responsibility to "make, amend, extend and add to a master plan for the physical development of the city." Moreover, the *Master Plan Policies* document "… provides the basis to pull together and coordinate the city's efforts to plan and provide for future growth and development and to promote a high quality of life for all residents" *(*COSA, 2009a*).* At least every three years, the Planning Commission performs a comprehensive review of the *Master Plan Policies* and forwards the results of the review to the City Council, outlining the Commission's recommendations for amendments to the policies. In its approach, it acknowledges the relationship among land use, transportation, and capital improvements, and the affect that these elements have on development.

Special development districts, such as the Inner City Tax Increment Reinvestment Zone (TIRZ), have proven to be a successful planning tool for promoting redevelopment and encouraging transit-supportive land uses in San Antonio. Each TIRZ has a project plan that is approved by the City Council. These plans, which are part of the *Master Plan Policies*, have enabled rapid redevelopment of the city's core and sparked a renewed interest in the central city. Currently, there is no TIRZ located within the VIA Primo Study Area. However, creating a TIRZ would likely influence land development.

No-Build Alternative

The No-Build Alternative undertakes no major transit system investments in the VIA Primo Study Area, but rather maintains the existing transportation system. Therefore, no long-term impacts on development potential under the No-Build Alternative are anticipated.

VIA Primo Alternative

Within the Via Primo Study Area, city officials and local residents have taken steps to create a redevelopment plan that addresses the needs of the community and clearly defines objectives to meet the redevelopment goals of the community. This 12-month effort started at the end of 2000 and resulted in *The Near Northwest Community Plan* (adopted February 2002), a neighborhood-developed vision that builds on the existing strengths and qualities of the Near Northwest Neighborhood. The VIA Primo Alternative represents an important component of the multi-modal transportation system goal for the Fredericksburg Road Corridor by enhancing the mass transit portion of the vision for "…an interconnected, coordinated and efficient transportation system that is accessible to all throughout the community" (COSA, 2002).

Additionally, the proposed VIA Primo supports economic growth and redevelopment, as well as strengthens area connections to downtown, the STMC, and other destinations. The proposed VIA Primo also supports the over-arching plan to shape the future of the Near Northwest Neighborhood, seek and create new opportunities for this unique area of San Antonio, preserve its history, and mobilize its resources.

5.2.2 Potential Station Area Development

The concentration of land uses near the proposed VIA Primo transit centers and stations, generally referred to as TOD, could become a mixed-use, pedestrian-oriented environment where people can live, work, shop and be entertained within easy access to transit facilities. Because access to transit services brings people to a centralized area, the prospect for economic development within a one-quarter mile radius is enhanced relative to other land parcels in the market area. Increased accessibility offers an opportunity to develop housing at higher density than may not otherwise be feasible, while also encouraging a broader mix of land uses. Overall, the benefits of TOD include development of underutilized land uses, an increase in transit ridership, expansion of retail sales in the market area, and an increased local tax base.

No-Build Alternative

The No-Build Alternative undertakes no major transit system investments in the VIA Primo Study Area, but rather maintains the existing transportation system. Therefore, no long-term impacts on station area development under the No-Build Alternative are anticipated.

VIA Primo Alternative

The TOD that may result from the VIA Primo Alternative include those at the proposed STMCTC, eight stations, and WSMMTC. Development impacts projected for each transit center and station area are discussed below. Figures illustrating land uses associated with each transit center and station area follow the discussion.

STMCTC – Land use related to this transit center is illustrated in Figure 5.2-1, below. The area within one-quarter mile of the proposed STMCTC is predominantly multi-family residential, office and retail, and civic (the STMC) land uses. The STMC consists of 45 medical-related institutions: medical, dental and nursing schools; medical treatment and research; 12 hospitals, and five specialty institutions. Ready access to transit could enhance employee recruitment and retention for these and other employers in the vicinity.

The proposed STMCTC is located at the intersection of Babcock Road and Medical Drive and is across the street from the Christus Santa Rosa Medical Center. In the immediate area, there are also several condominium, townhome and apartment communities, a medical office complex and auto-oriented retail uses. It is evident that there are already existing market forces to support the expansion of residential development (both apartments and condominiums) and new retail within a one-quarter mile radius of the proposed transit center. Construction of the proposed STMCTC could lead to revitalization of adjacent land uses and new construction on vacant parcels.

While the area surrounding the proposed STMCTC is mostly developed, a few vacant parcels exist within a one-quarter mile radius. In addition to the western portion of the proposed STMCTC site, there are vacant parcels immediately north of the Babcock Road and Medical Drive intersection, west of Babcock Road at Lamb Road, and south of Medical Drive, east of Babcock Road. These vacant parcels are located within walking distance of the proposed STMCTC and would therefore be suitable for TOD development.

Additionally, the transit center would be located immediately adjacent to the western portion of the STMC district; and within a one-quarter mile radius of the proposed STMCTC are medical and medical office establishments that have sizable employee populations. These facilities may benefit from increased mobility of the population that would be served by transit. Therefore, the proposed STMCTC would provide a new commuting opportunity for people who work at the STMC. Positive economic impacts are anticipated should the areas surrounding the proposed STMCTC be developed or redeveloped.

Station 1- University Hospital – As Figure 5.2-2 illustrates, the area within one-quarter mile of the proposed University Hospital Station consists predominantly of medical and commercial land uses. In particular, a Walgreens is located northeast of the Wurzbach Road/Medical Drive intersection, a CVS is located northwest of the intersection, a Wendy's is located southwest of the intersection, and a parking lot associated with University Hospital is located southeast of the intersection.

The area south of the proposed University Hospital Station is completely developed. However, there are sizeable vacant parcels to the north, northwest, and northeast of the Wurzbach Road/Medical Drive intersection. Additionally, the proposed station would be located within the STMC district, and within a one-quarter mile radius of the station are medical and medical office establishments, including University Hospital, that have sizable employee populations. These places may benefit from increased mobility of the population that would be served by transit. Therefore, the University Hospital Station would provide a new commuting opportunity for people who work in the STMC. Positive economic impacts are anticipated should the areas surrounding the University Station be developed or redeveloped.

Station 2 - Ewing Halsell Drive – As Figure 5.2-2 illustrates, medical office land uses are the predominant existing land uses in the immediate area of the Ewing Halsell Drive Station, with multi-story medical office complexes located on three of the four corners of the Ewing Halsell Drive/Medical Drive intersection. Existing development surrounding the Ewing/Halsell Drive Station is located within the STMC district, and within a one-quarter mile radius of the station are medical and medical office establishments that have sizable employee populations. These facilities may benefit from increased mobility of the population that would be served by transit. Therefore, the Ewing Halsell Drive Station would provide a new commuting opportunity for people who work in the STMC district. Positive economic impacts are anticipated should the areas surrounding the Ewing Halsell Drive Station be developed or redeveloped.

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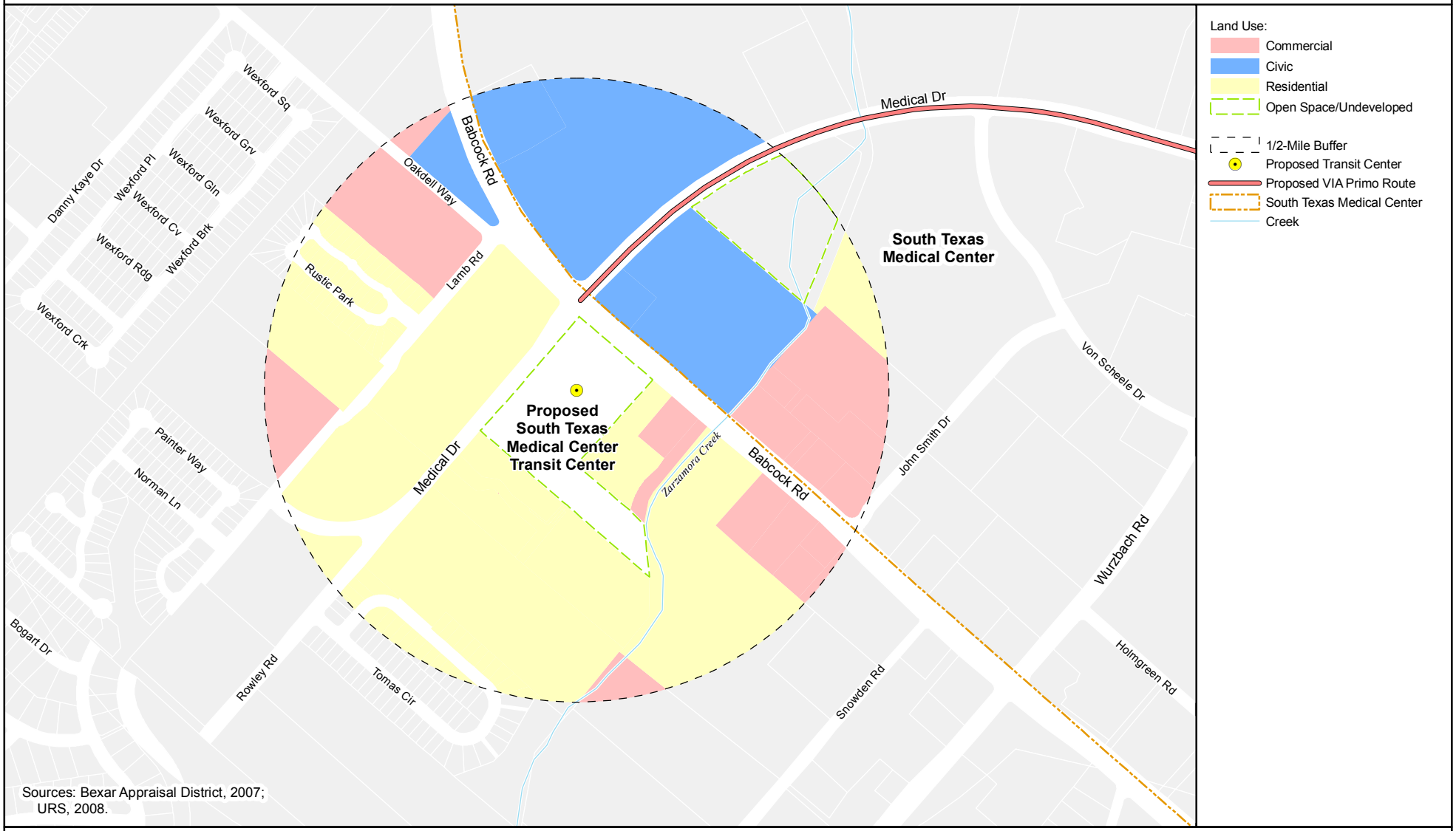
Figure 5.2-1
Existing Land Use Surrounding Proposed South Texas Medical Center Transit Center



Sources: Bexar Appraisal District, 2007; URS, 2008.

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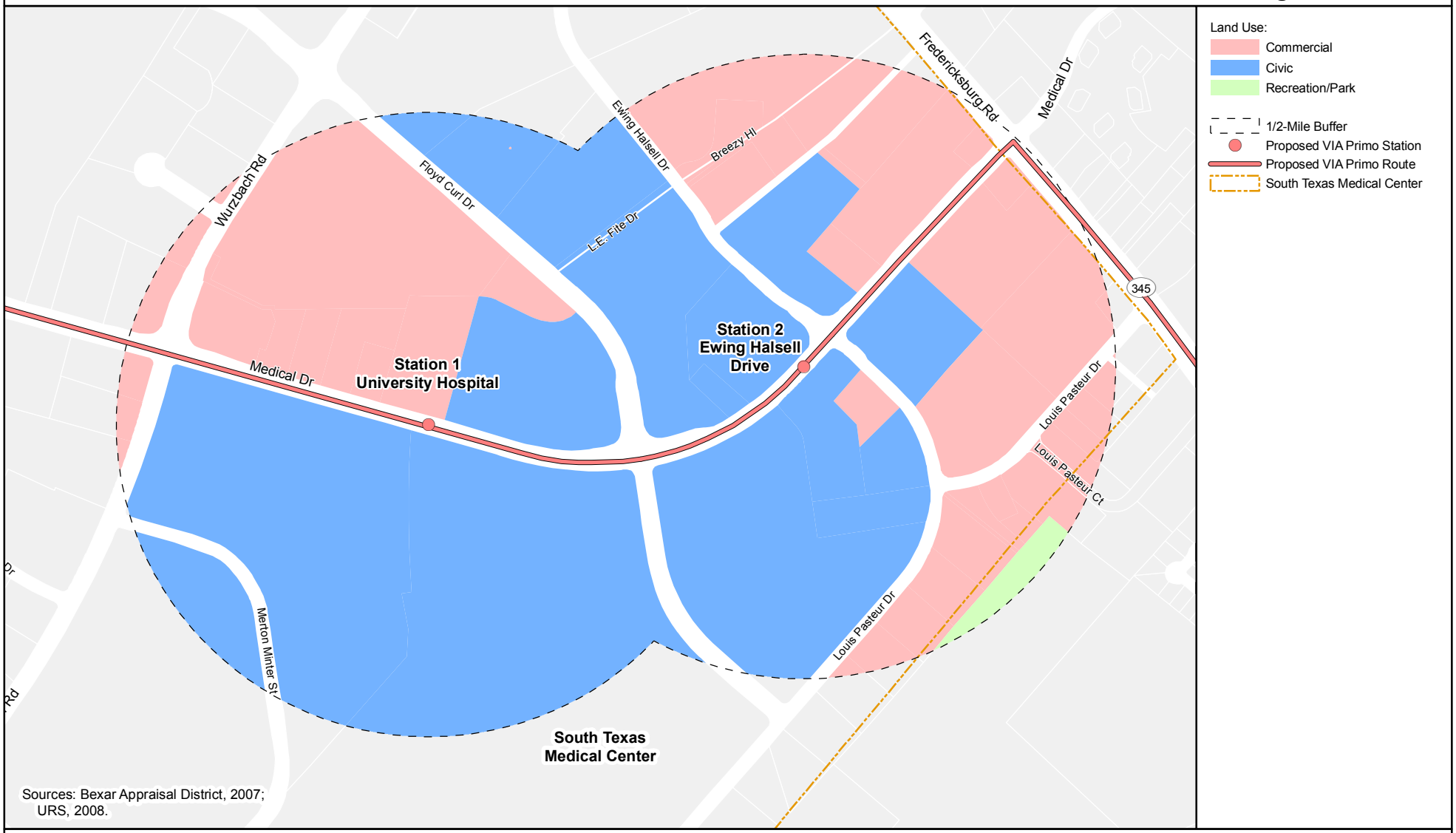
Figure 5.2-2
Existing Land Use Surrounding Proposed Station 1 - University Hospital, and Station 2 - Ewing Halsell Drive



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Station 3 - Callaghan Road – As Figure 5.2-3 illustrates, existing land uses surrounding the proposed Callaghan Road Station include commercial retail on the north, west, and south corners, and an electrical utility sub-station on the east corner of the Callaghan Road/Fredericksburg Road intersection. These commercial retail land uses include a 1-800-Flowers shop on the south side, an Enterprise Rent-A-Car on the north side, and a Beijing Express Chinese restaurant on the west side.

Undeveloped land is not plentiful in the vicinity of this station. In fact, there are no undeveloped parcels within a one-quarter mile radius of the proposed Callaghan Road Station, so there is an absence of large parcels for large-scale development projects. However, within this area there are several redevelopment opportunities, including a few older multi-family apartment communities, as well as several older strip shopping centers. These properties would be prime for redevelopment, including mixed-use redevelopment opportunities.

Individuals in the vicinity of the proposed Callaghan Road Station would enjoy improved access to major employment centers, such as downtown San Antonio and the STMC. Positive economic impacts are anticipated should the areas surrounding the Callaghan Road Station be developed or redeveloped.

Station 4 - Crossroads Boulevard – As Figure 5.2-4 illustrates, land uses surrounding the proposed Crossroads Boulevard Station are predominantly commercial retail, with a small amount of hospitality/motel. The largest commercial retail center in the immediate area is the Crossroads of San Antonio Mall development. However, additional commercial retail includes an Ace Cash Express to the southwest, the Wonder Plaza Shopping Center to the northwest, a Whataburger to the northeast, and a Church's Fried Chicken restaurant to the southeast. Additionally, the Motel Travis is located immediately west of the Crossroads Boulevard/Fredericksburg Road intersection.

Within one-quarter mile of the Crossroads Boulevard Station there are no undeveloped parcels for future development. However, this area is unique as it provides great potential for redevelopment of large-scale retail developments. The Crossroads of San Antonio Mall and other large retail developments are located adjacent to the proposed Crossroads Boulevard Station. These developments are destination developments for consumers in the VIA Primo Study Area. Therefore, with the implementation of the Crossroads Boulevard Station, these destination developments would be in a position to add density through the addition of mixed-use features (i.e. multi-story apartments/condos with ground-floor retail) because of the added foot-traffic resulting from the proposed VIA Primo station. In effect, a synergistic relationship would be created between the Crossroads Boulevard Station and the surrounding retail developments, as the proposed VIA Primo would provide additional ridership and could help create additional foot-traffic for the redeveloped retail destinations. Positive economic impacts are anticipated should the areas surrounding the Crossroads Boulevard Station be developed or redeveloped.

This station would be located within the COBH. The COBH is in the process of developing a *Balcones Heights Master Plan*. COBH has plans to rezone the areas around this station, as well as the entire city limit, to encourage higher density TOD and a more pedestrian-friendly environment.

Station 5 - De Chantle Road – As Figure 5.2-5 illustrates, land uses adjacent to the proposed De Chantle Road Station are predominantly commercial retail, with some multi-family apartments as well. Commercial retail in the surrounding area includes Village Market and Atlas

Credit Company Inc. on the west side of Fredericksburg Road and Pronto Insurance, Big Lots, and China Harbor Restaurant on the east side. The multi-family apartments are located immediately north of the southbound platform associated with the proposed De Chantle Road Station.

The area surrounding the proposed De Chantle Road Station is heavily developed; however, there is one undeveloped parcel within a one-quarter mile radius of the proposed station. This parcel is located northeast of the proposed station, behind the existing commercial shopping center. Additionally, there are several redevelopment opportunities within this area, including two older multi-family apartment communities and several older strip shopping centers. These properties would be prime for redevelopment, including higher density, mixed-use redevelopment opportunities. Positive economic impacts are anticipated should the areas surrounding the De Chantle Road Station be developed or redeveloped.

Station 6-Babcock Road – As Figure 5.2-6 illustrates, land uses adjacent to the proposed Babcock Road Station are all commercial retail. An independently-owned motorcycle shop and a clinic are located on the southwest corner of Babcock Road and Fredericksburg Road, the Original Donut Shop is located to the north, Bill Miller Barbeque is located to the east, and a furniture store is located to the south.

Similar to the other proposed VIA Primo stations south of IH-410, the area is already heavily developed, resulting in no vacant parcels available for new development. However, also similar to the other proposed VIA Primo stations south of IH-410, the existing commercial retail centers are relatively old and therefore are prime for redevelopment opportunities. Positive economic impacts are anticipated should the areas surrounding the Babcock Road Station be developed or redeveloped.

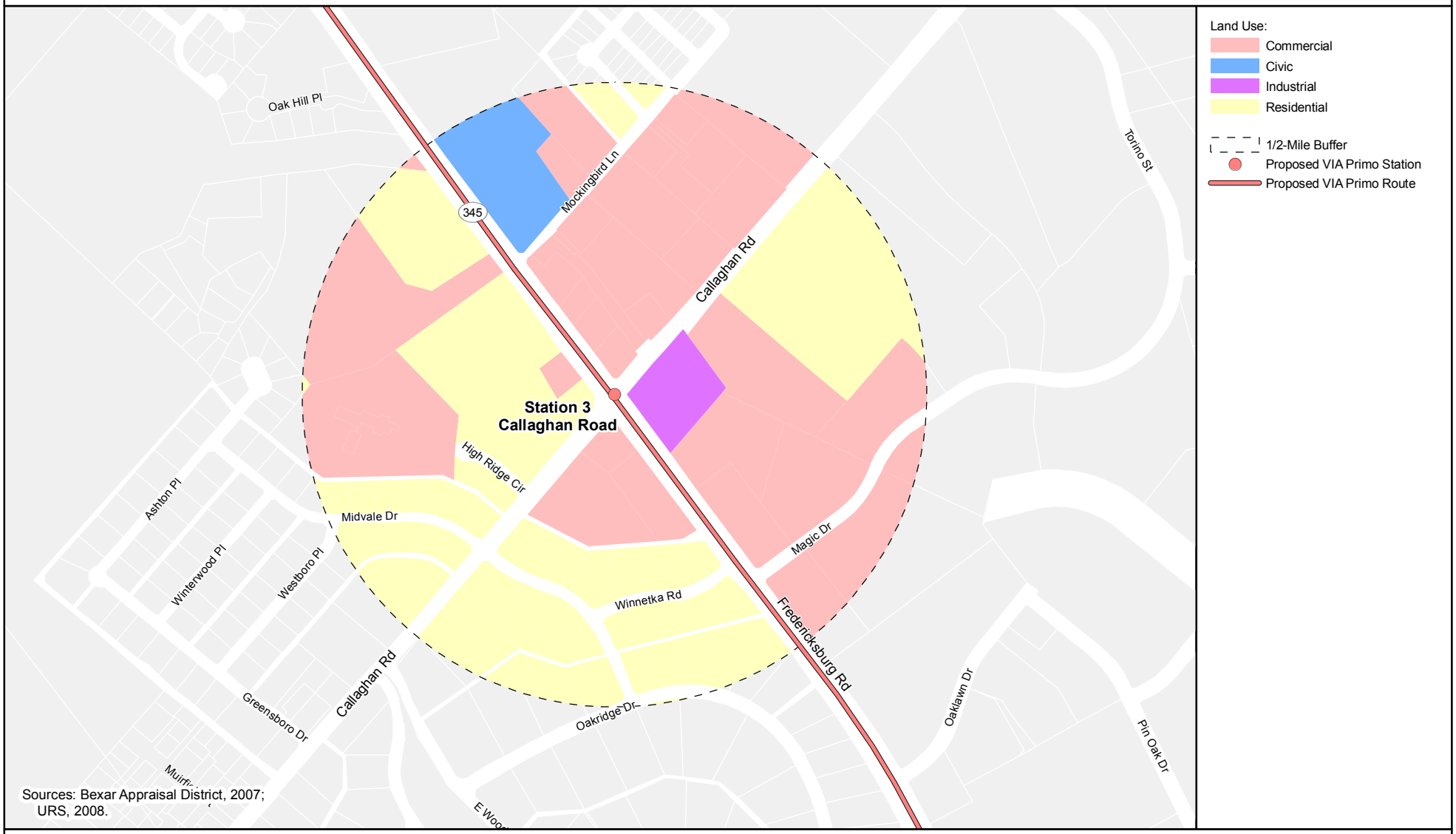
Additionally, the Primrose of Monticello Park, an affordable senior living complex constructed in 2004, would benefit from the proposed Babcock Road Station, as individuals living at Primrose and other nearby housing developments in the vicinity of the station would enjoy improved access to major activity centers, such as downtown San Antonio and the STMC. The Primrose development also contains the renovated Bihl Haus Arts space, and the nearby Babcock Road Station would provide enhanced access to this unique regional amenity.

Station 7-Mary Louise Drive – Located within the Deco District, land uses in the vicinity of the proposed Mary Louise Drive Station include a mix of commercial retail and multi-family housing as illustrated in Figure 5.2-7. The predominant business in the immediate vicinity is an HEB Grocery Store located east of the intersection. However, other businesses include Adobe Santos Insurance Agency to the west, and an unidentified apartment complex to the northwest.

The area surrounding the Mary Louise Drive Station is already heavily developed, resulting in no vacant parcels available for new developments. However, the station is located within the Deco District, a locally established and redeveloping area within northwest San Antonio that includes an eclectic mix of shops, art galleries, offices, and single-family and multi-family residences. This area is currently undergoing some redevelopment, and the addition of the proposed Mary Louise Drive Station would likely further enhance the image of the area and result in an increase in redevelopment. Additionally, the proposed VIA Primo station would provide better access to the HEB grocery store for residents within the VIA Primo Study Area.

The Mary Louise Drive Station is located within the San Antonio Empowerment Zone – VIA Primo Study Area. As a result, any joint development projects and business development and

Figure 5.2-3
Existing Land Use Surrounding Proposed Station 3 - Callaghan Road



Sources: Bexar Appraisal District, 2007;
URS, 2008.

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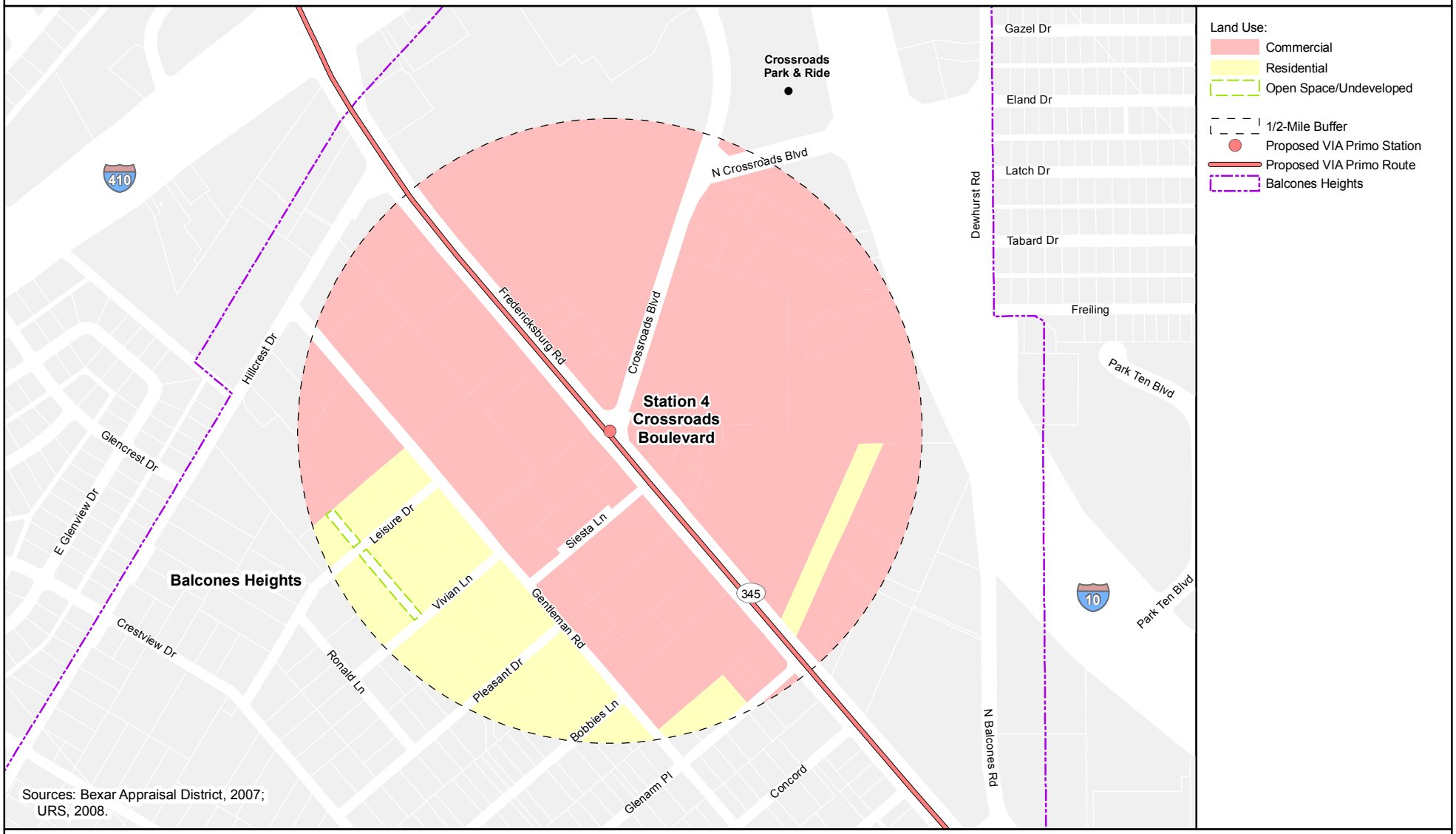
Figure 5.2-4

Existing Land Use Surrounding Proposed Station 4 - Crossroads Boulevard



Sources: Bexar Appraisal District, 2007; URS, 2008.

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Figure 5.2-5

Existing Land Use Surrounding Proposed Station 5 - De Chantle Road

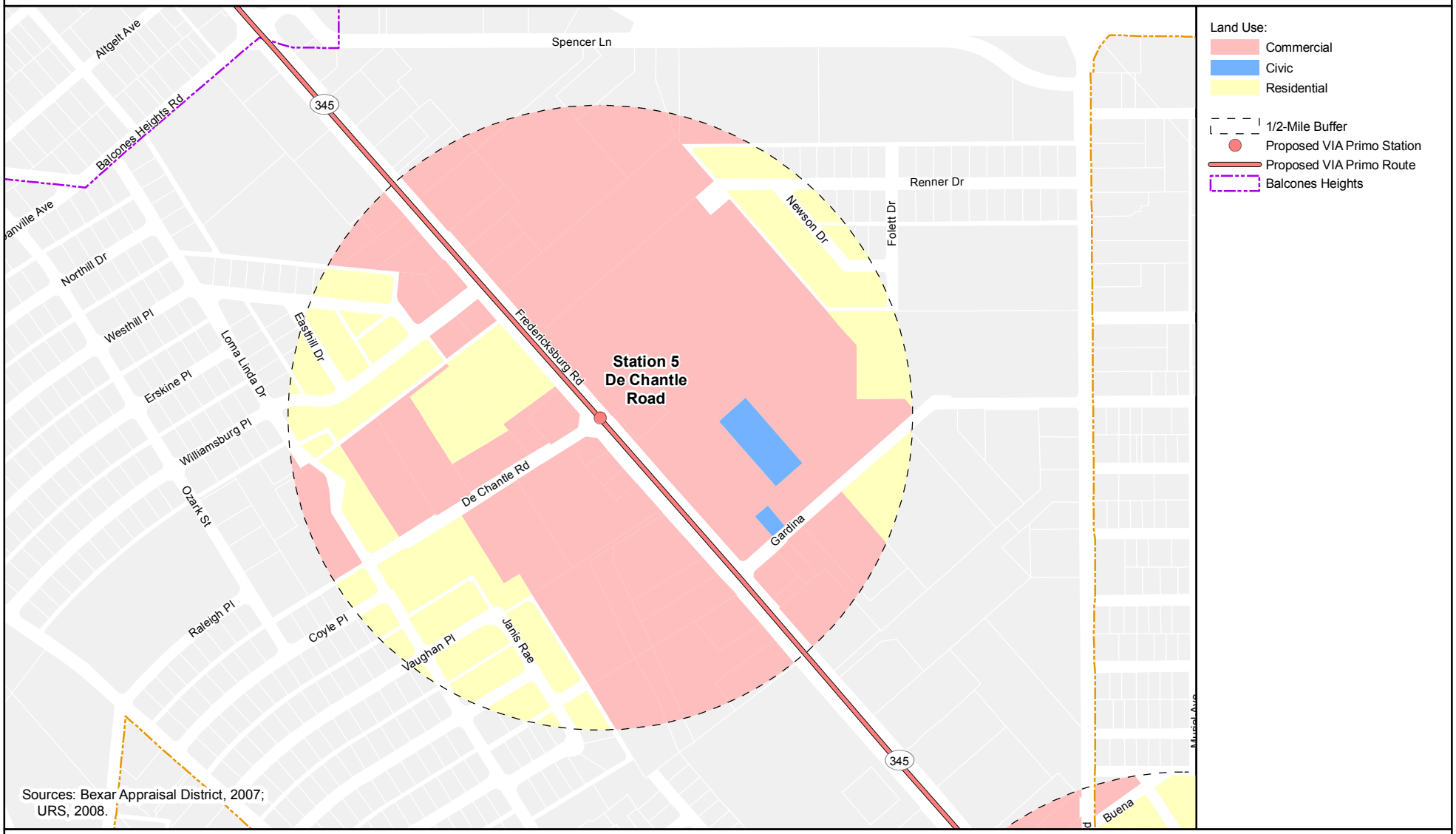

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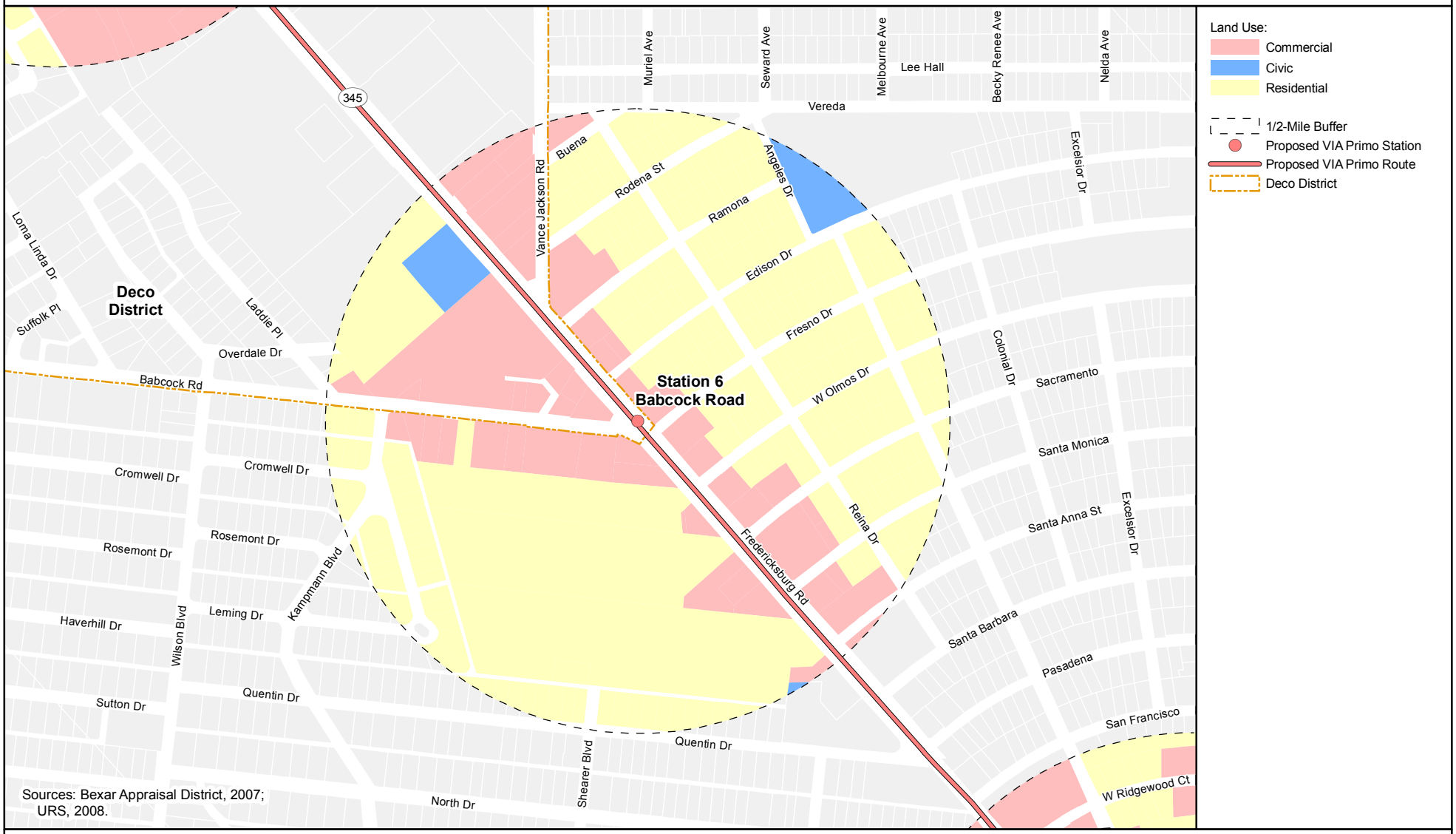
Figure 5.2-6

Existing Land Use Surrounding Proposed Station 6 - Babcock Road



Sources: Bexar Appraisal District, 2007; URS, 2008.

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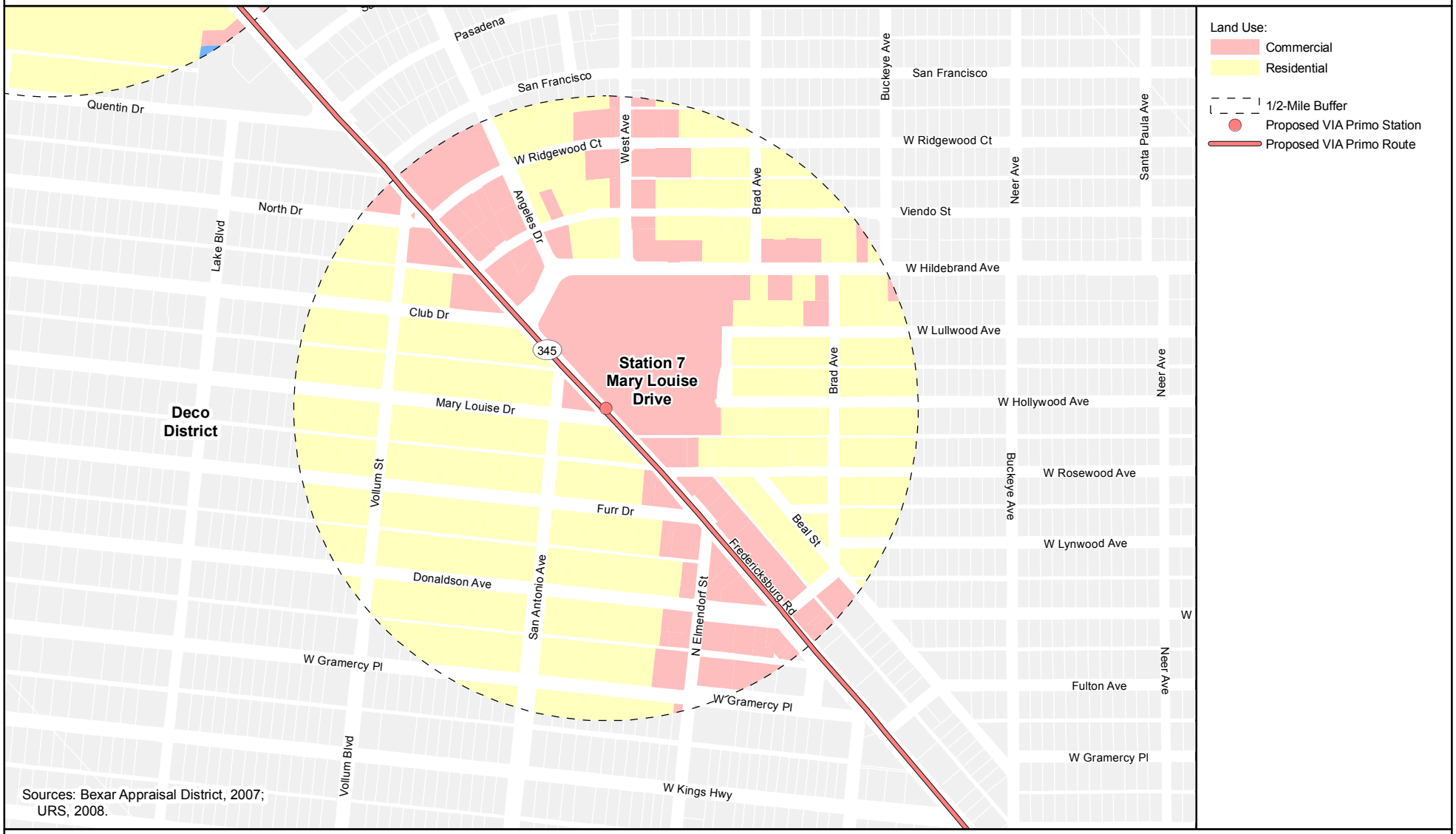
Figure 5.2-7

Existing Land Use Surrounding Proposed Station 7 - Mary Louise Drive



Sources: Bexar Appraisal District, 2007; URS, 2008.

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expansion projects spurred by the Mary Louise Drive Station would potentially be eligible for wage credits, tax incentives, and bond financing to stimulate job growth, promote economic development, and create affordable housing opportunities. Positive economic impacts are anticipated should the areas surrounding the Mary Louise Drive Station be developed or redeveloped.

Station 8-Huisache Avenue – As Figure 5.2-8 illustrates, land uses adjacent to the Huisache Avenue/Fredericksburg Road intersection include a mix of single-family, commercial, and vacant land uses. Northeast of the intersection is Northwest Paint and Body automobile service shop. A vacant commercial building is located east of the intersection, a vacant lot is located to the west, and single-family residences are located to the south and the southwest. To the northwest is the Oak Farms Dairy Plant.

Vacant parcels within a one-quarter mile radius of the proposed Huisache Avenue Station include a parcel immediately west. A few other vacant parcels are located southeast of the proposed station. These parcels would be prime for development, including mixed-use developments. Moreover, the area around the proposed Huisache Avenue Station contains a large number of older single-family homes that could provide an opportunity for rehabilitation and would benefit from public investment in the Huisache Avenue Station. Additionally, the Oak Farms Dairy Plant is located northwest of the station. Oak Farms Dairy employs a sizable number of people and these individuals may benefit from the increased mobility afforded by the Huisache Avenue Station.

The proposed Huisache Avenue Station is located within the San Antonio Empowerment Zone – VIA Primo Study Area. As a result, any joint development projects and business development and expansion projects spurred by the proposed Huisache Avenue Station would potentially be eligible for wage credits, tax incentives, and bond financing to stimulate job growth, promote economic development, and create affordable housing opportunities. Positive economic impacts are anticipated should the areas surrounding the Huisache Avenue Station be developed or redeveloped.

WSMMTC – Land uses related to this transit center are illustrated in Figure 5.2-9, below. The proposed WSMMTC is located west of downtown San Antonio in a heavily urbanized area. The area within a one-quarter mile of the proposed WSMMTC contains commercial/industrial buildings along West Commerce Street, Buena Vista Street, North Frio Street, Medina Street, and Comal Street; vacant lots; retail and service uses; the UTSA downtown campus; city/county government buildings; and residential uses to the west across the Union Pacific Railroad tracks.

The proposed WSMMTC is surrounded by substantial public uses, including the UTSA downtown campus, the Bexar County Detention Facility, the Municipal Court Complex and the San Antonio Metropolitan Ministries Shelter. In the immediate area, there are also several large privately held warehouse buildings that are currently vacant. There are no private sector (taxable) projects planned in the immediate vicinity of the proposed WSMMTC, but the Museo Alameda and the Smithsonian Hispanic Culture Museum recently opened at Market Square, just east of the Via Primo Study Area, and the Vistana mid-rise apartment project (247 units) is currently under construction at 100 North Santa Rosa Avenue. It is evident that there are existing market forces to support the expansion of residential development (both apartments and condominiums) and new retail within a one-quarter mile radius of the proposed transit center. However, construction of the proposed WSMMTC and the revitalization of adjacent areas would require a substantial investment in public infrastructure (for land acquisition,

parking structures and rehabilitation of existing structures), and the potential permanent relocation of the Generations Credit Union.

The proposed WSMMTC is located within the San Antonio Empowerment Zone – Core Area, which is an initiative designed to promote economic development in distressed communities by using tax incentives as catalysts for private investment. Businesses located within the Empowerment Zone are eligible to take advantage of Federal tax incentives to hire residents and to expand or improve business operations. Increased business development within the Empowerment Zone affects job opportunities for residents and improves access to goods and services, promoting long-term community revitalization. As a result, any joint development projects and business development and expansion projects spurred by the proposed WSMMTC would potentially be eligible for wage credits, tax incentives, and bond financing to stimulate job growth, promote economic development, and create affordable housing opportunities. Positive economic impacts are anticipated should the areas surrounding the proposed WSMMTC be developed or redeveloped.

5.2.3 Mitigation

No-Build Alternative

Due to minimal or no adverse impacts anticipated regarding the No-Build Alternative, no mitigation is proposed.

VIA Primo Alternative

Due to minimal or no adverse impacts anticipated regarding the VIA Primo Alternative, no mitigation is proposed.

5.3 OTHER DEVELOPMENT EFFECTS

This section describes factors that may influence the pattern of future development in the VIA Primo Study Area and the likely effects that might result. The factors include corridor planning initiatives, development projections, and descriptions of joint developments that have been successful under similar circumstances in other locations.

5.3.1 Corridor Planning Initiatives, Plans and Development Projections

City of San Antonio

The following describes initiatives recently undertaken by the COSA to promote a more sustainable and transit friendly development pattern. These include the Incentive Scorecard System (ISS), adopted in 2006, and the UDC, adopted in 2008, with its provisions for Transit Oriented Development (TOD), and Traditional Neighborhood Development (TND) as alternatives to standard development patterns. These instruments will enhance the propensity for developments that respond to the proposed VIA Primo Alternative with new developments that create enhanced economic prospects within the VIA Primo corridor.

<u>Incentive Scorecard System</u>

In June 2006, the San Antonio City Council adopted changes to the ISS that identifies certain incentives for projects which achieve a qualifying score during the application process. The

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Figure 5.2-8

Existing Land Use Surrounding Proposed Station 8 - Huisache Avenue

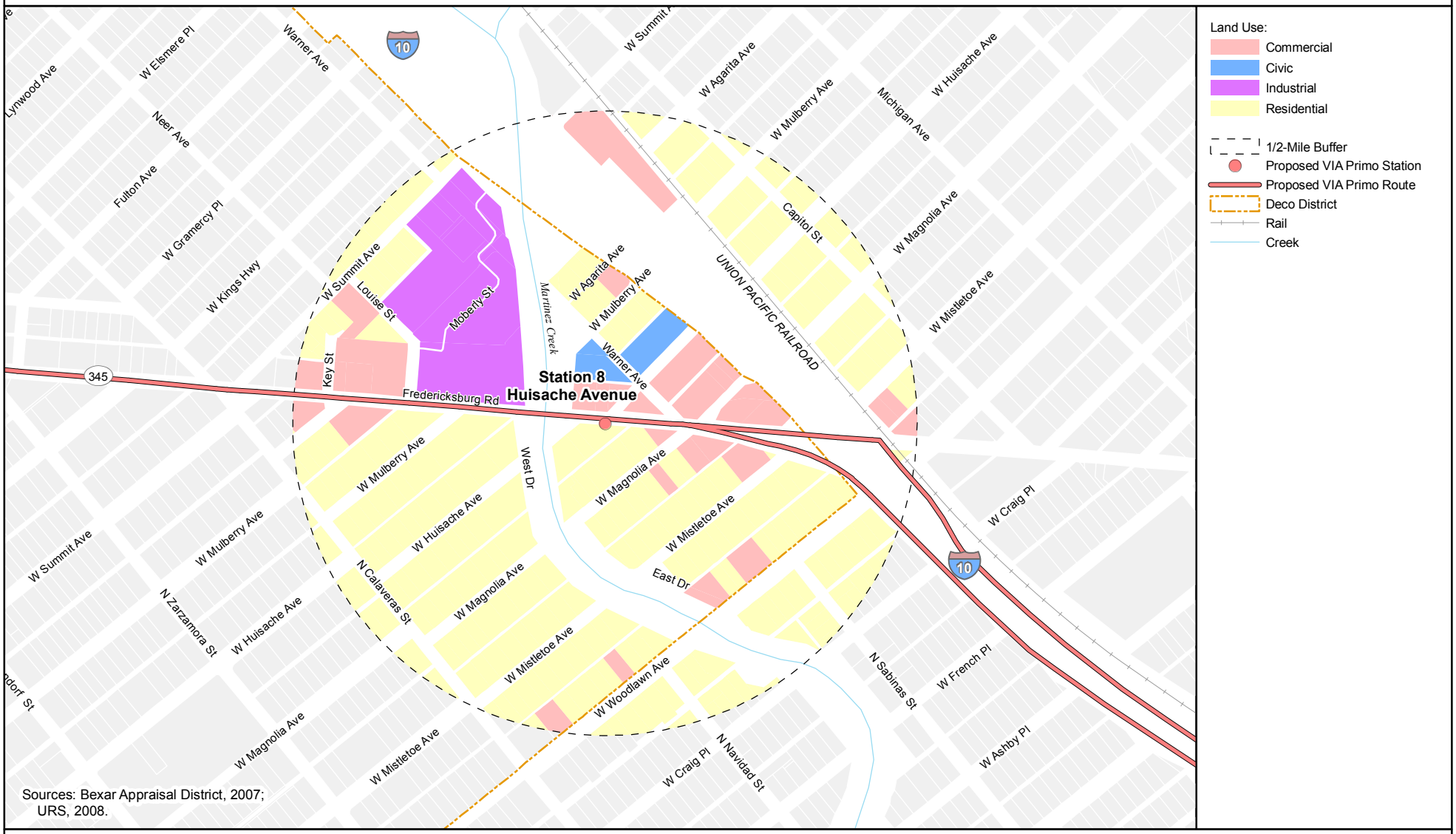

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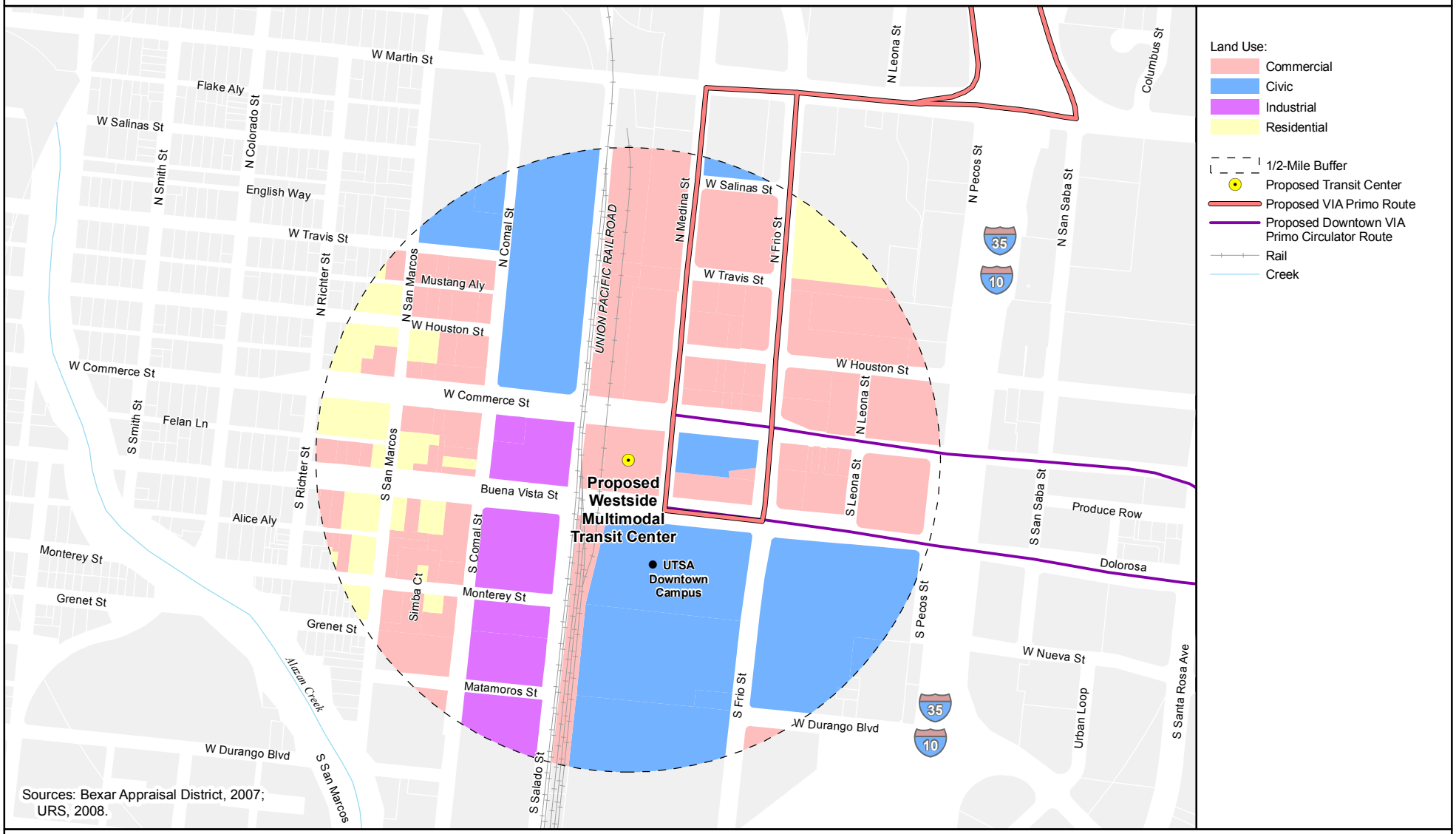
Figure 5.2-9
Existing Land Use Surrounding Proposed Westside Multimodal Transit Center



Sources: Bexar Appraisal District, 2007; URS, 2008.

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evaluation and application is an automated process to determine if a project qualifies for any city incentives. The ISS establishes criteria for administrative approval of incentives for qualifying development projects and serves as an evaluation tool to determine the public benefit of a proposed project.

Program eligibility criteria supports the City Council's goals and priorities of providing: downtown market rate housing, affordable city-wide housing, infill housing, mixed-use developments within the central business district, development within targeted areas, green building initiatives, and protection of the Edwards Aquifer. A project's score is dependent upon: development type, geographic area, capital investment, quantity of housing units, jobs created, and public enhancement. Once a project qualifies, incentives offered include reductions, waivers, or rebates of fees for street and sidewalk closures, preliminary plan review/plan review by appointment, plan review and building permits, CPS Energy line conversion, and COSA-Water & Sewer impact fees.

Unified Development Code

On June 12, 2008, the City of San Antonio enacted the current UDC. The UDC:

> "…has been made in accordance with a comprehensive plan for the purpose of promoting health, safety, morals, and the general welfare of the community. It is intended to consolidate in one (1) place and in logical order without unnecessary duplication all of the regulations pertaining to land use and development. It is designed to make it possible for all of those concerned with land use and development to have access to all city legislation with respect thereto in one (1) convenient chapter which is capable of being published and distributed as a separate and comprehensive segment of the City Code as a whole" (Municipal Codes, 2009). "

Included in the San Antonio UDC are new standards for TOD and TND. These standards would have an impact on development potential within the VIA Primo Study Area and specifically around transit stations.

According to the UDC, the purpose of the TOD standards is to:

> "…encourage a mixture of residential, commercial, and employment opportunities within identified light rail station areas or other high capacity transit areas. The use pattern is intended to encourage a mixture of residential, commercial, and employment opportunities within transit corridors or areas served by transit. This district is intended to promote transit supportive development, ensure access to transit, and to limit conflicts between vehicles and pedestrians and transit operations. The zone allows for a more intense and efficient use of land at increased densities for the mutual re-enforcement of public investments and private development. Uses and development are regulated to create a more intense built-up environment, oriented to pedestrians, to provide a density and intensity that is transit supportive. The development standards of the zone also are designed to encourage a safe and pleasant pedestrian environment near transit stations by encouraging an intensive area of shops and activities, by encouraging amenities such as benches, kiosks, and outdoor cafes, and by limiting conflicts between vehicles and pedestrians. It is the intent of this section that a TOD district be restricted to areas within one-half (1/2) of a

> mile of a transit station, which area is equivalent to a ten-minute walking distance“ (San Antonio UDC, 2008).”

The TOD standards set requirements for land use (promotes mixed-use developments), density (higher density), lot arrangement and dimensions (permits zero setbacks and requires orientation towards transit stations), pedestrian access (direct pedestrian access), buffers, landscaping, streetscape planting and tree preservation, parking, and urban design (San Antonio UDC, 2008).

According to the UDC, the purpose of the TND standards is to:

> “…permit the development of land in a manner consistent with the historic and timeless principles of San Antonio's existing neighborhoods. A TND combines a variety of housing types with commercial and civic uses in a compact, walkable neighborhood setting. TNDs feature a highly interconnected street network and setbacks appropriate to create a public realm built on a human scale” (San Antonio UDC, 2008).

Moreover, the TND standards regulate the size and location of a site, use and density, lot arrangement and dimensions, amount of required parks and open space, natural resource protection, and buffers, landscaping, streetscape planting and tree preservation, parking, utilities, and urban design (San Antonio UDC, 2008).

5.3.2 Joint Development Opportunities

The following describes Joint Development, a pubic and private sector partnership mechanism that may increase the likelihood transit will result in new development. Joint development provides benefits to transit patrons, transit agencies, and/or local jurisdictions. The transit patron is benefited by additional conveniences tied to the station platform or adjacent land and improved access to surrounding land uses. The transit agency or unit of government would control joint uses on land adjacent to the station. Joint uses potentially benefit the transit agency through increased funds and ridership resulting from the increased convenience for patrons.

With investments, real estate near public transportation becomes more attractive and spurs growth and revitalization. Closely related to neighborhood revitalization is the ability of TOD to attract new investments and businesses to proposed transit center/station area neighborhoods, thereby creating new and better paying jobs. New employment has a multiplier effect by spinning off other local jobs.

While VIA is not currently involved in any joint developments, the Metropolitan Transit Authority of Harris County (METRO) in Houston provides an excellent case study showing the positive economic benefits that joint developments can provide to surrounding areas. The METRO Board of Directors has completed a series of steps to establish a joint development/TOD program at METRO. METRO has retained a consultant to oversee and coordinate real estate programs relating to property development and management. As a result, METRO is seeking opportunities to pursue TOD at transit stations, park-and-ride lots, and transit centers. METRO has recently entered into negotiations with area developers for mixed-used retail, commercial, entertainment, and office development at locations around existing rail stations along the Redline Route.

METRO is opening their first transit-oriented joint development, and the first of its kind in the region (FTA Region 6). The Cypress Park & Ride in northwest Harris County opened in 2007 and includes a 1,500-space, four-level garage for commuter transit use, along with bus platform, kiss and ride area, and dedicated bus service road. The balance of the property started construction in May 2007 for 80,000 square feet of commercial retail and 300 residential units. In pursuing transit-oriented joint development at this and other proposed park-and-rides, the goal is to create both a transit service and destination. The objective is to bring ridership to the system and provide a friendly, familiar transit environment.

Analyzing other transit agencies' joint development activities, such as activities involving Houston's METRO and Dallas Area Rapid Transit, VIA can leverage this knowledge to create a more efficient joint development plan and process. In doing so, the VIA Primo Study Area and surrounding areas would stand to reap increased economic benefits through better joint development.

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6.0 TRANSPORTATION EFFECTS

6.1 INTRODUCTION

This chapter describes the transportation impacts of the No-Build and VIA Primo Alternatives for the VIA Primo - Fredericksburg Road Bus Rapid Transit (BRT) Project (hereafter referred to as the proposed VIA Primo). The information in this chapter provides methodology, existing conditions, long-term effects, short-term construction effects, and proposed mitigation measures for transit, roadway and other transportation features.

6.2 TRANSIT EFFECTS

6.2.1 Methodology

Effects to the existing bus system were analyzed based on current VIA public schedules, existing ridership and productivity statistics, as well as the *Fredericksburg Road Corridor Microsimulation Modeling Study-Final Report* (HDR, 2009). Some of the primary transit assumptions in the *Microsimulation Study* included the following:

- The Fredericksburg Road Corridor has 20 transit routes that were included in the *Microsimulation Study*.
- Along the Fredericksburg Road Corridor, between Medical Drive and IH-10, the proposed VIA Primo would operate in mixed-flow traffic. TSP would be provided by the COSA upgrades to existing signals for the BRT buses at all signalized intersections along the Fredericksburg Road Corridor.
- Existing fixed route service is adjusted to accommodate the proposed VIA Primo.
- The proposed VIA Primo operation would be limited-stop service at eight stations and two transit centers operating at ten-minute and six-minute headways during the 2012 and 2032 peak hours, respectively.

Data from the *Microsimulation Study* was used to evaluate the effect of the No-Build and VIA Primo Alternatives on traffic mobility within the Fredericksburg Road Corridor. Anticipated changes to bus service as a result of the proposed VIA Primo were inputs into the *Microsimulation Study*. Changes to bus service were proposed using transit operations planning principles, such as duplication of service, and service coverages. The No-Build and VIA Primo Alternatives were analyzed with the high-level, microscopic simulation traffic model VISSIM.

VISSIM can simulate individual vehicle behavior, as well as the operation of signalized or unsignalized intersections. By applying interval-based simulation to describe traffic effects, each traffic control device in the model (e.g., traffic signals or stop signs) can be registered and updated every second. Each vehicle is distinct and its characteristics are also updated every second. Major features of the VISSIM model include link types and connectors; fleet components (e.g., bus, truck, car); load factors (e.g., number of passengers/vehicles); automobile routing and turning movement; and bus operations (e.g., headways, dwell times, stations, and routes).

The VISSIM model has two main components: (1) a traffic simulator and (2) a signal state generator. The traffic simulator generates car following and lane change logic models, while the signal state generator is signal control software that uses detector information from the traffic

simulator to update the status of traffic signals. Major component inputs for the Fredericksburg Road Corridor VISSIM model included roadway geometrics (e.g., number of lanes, side roads, and access points), volume data, traffic control, and transit operations. The model analyzed corridor conditions for the existing conditions (year 2008), and for the forecast years of 2012 and 2032. The 2007 and 2015 travel demand models developed by the SA-BC MPO were used to estimate travel demands for 2012 traffic conditions. Year 2032 traffic conditions were developed using the 2030 travel demand models developed for SA-BC MPO.

6.2.2 Existing Conditions

VIA provides transit service in the San Antonio metropolitan area in the form of fixed-route buses, downtown rubber-tired trolleys, VIAtrans, vanpool, and special event Park-and-Ride services. VIA's fixed-route service has four categories as described in Table 6.2-1. Within the VIA Primo Study Area, VIA currently operates 46 fixed routes as detailed in Table 6.2-2.

Table 6.2-1 VIA Fixed Route Service Categories

Service Category	Description
Frequent	VIA's highest level of service Headways are 15 minutes or better in peak periods
Metro	Operates every 30 or 60 minutes Some routes operate more frequently during morning and afternoon peak periods
Express	Commuter service Connects Park-and-Ride facilities and employment centers
Skip	Skip-stop service Operates on major streets

Source: VIA, 2009.

Table 6.2-2 VIA Fixed Routes within the Fredericksburg Road Corridor

Route	Name	Service Type	Hours of Service	Frequency	Days of Service
2	Blanco	Metro	4:15 AM – 1:15 AM	15 to 30 minutes	Monday - Sunday
3	San Pedro Skip	Skip	4:45 AM – 10:15 PM	30 to 60 minutes	Monday - Sunday
4	San Pedro Frequent	Frequent	4:30 AM – 1:00 AM	15 to 30 minutes	Monday - Sunday
9	Broadway	Metro	4:30 AM – 1:00 AM	30 minutes	Monday - Sunday
10	Naco/Broadway	Metro	4:15 AM – 1:15 AM	15 to 30 minutes	Monday - Sunday
20	New Braunfels Frequent	Frequent	4:30 AM – 10:30 PM	15 to 30 minutes	Monday - Sunday
32	Steves	Metro	4:00 AM – 1:00 AM	15 to 60 minutes	Monday - Sunday

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Table 6.2-2 VIA Fixed Routes within the Fredericksburg Road Corridor (Continued)					
Route	**Name**	**Service Type**	**Hours of Service**	**Frequency**	**Days of Service**
34	South St. Mary's	Metro	4:15 AM – 1:15 AM	15 to 60 minutes	Monday - Sunday
42	Roosevelt	Metro	4:15 AM – 12:45 AM	30 minutes	Monday - Sunday
43	South Flores	Metro	4:45 AM – 1:00 AM	30 to 60 minutes	Monday - Sunday
44	Pleasanton	Metro	4:15 AM – 1:15 AM	30 to 60 minutes	Monday - Sunday
62	Kirk	Metro	4:15 AM – 1:15 AM	30 to 60 minutes	Monday - Sunday
64	US 90 Express	Express	6:00 AM – 12:15 AM	30 to 60 minutes	Monday - Sunday
65	Lackland AFB / USO Express	Express	9:15 AM – 7:00 PM	20 minutes	Saturday Only
66	Ceralvo	Frequent	4:15 AM – 1:15 AM	15 to 30 minutes	Monday - Sunday
67	Laredo	Metro	5:15 AM – 1:15 AM	30 to 60 minutes	Monday - Sunday
68	Guadalupe Frequent	Frequent	4:00 AM – 12:45 AM	15 to 30 minutes	Monday - Sunday
70	West Durango	Metro	5:30 AM – 8:00 PM	60 minutes	Monday - Saturday
75	W. Commerce Frequent	Frequent	4:00 AM – 1:00 AM	15 to 30 minutes	Monday - Sunday
76	Old Highway 90 West	Skip	4:30 AM – 1:00 AM	15 to 30 minutes	Monday - Sunday
77	Martin	Metro	5:15 AM – 12:45 AM	30 to 60 minutes	Monday - Sunday
79	Ruiz Frequent	Frequent	5:00 AM – 1:15 AM	15 to 30 minutes	Monday - Sunday
82	Culebra	Metro	4:00 AM – 1:30 AM	15 to 60 minutes	Monday - Sunday
88	Bandera	Metro	4:30 AM – 1:00 AM	30 minutes	Monday - Sunday
89	Poplar	Metro	5:00 AM – 1:00 AM	30 to 60 minutes	Monday - Sunday
90	Woodlawn	Metro	5:30 AM – 1:15 AM	30 to 60 minutes	Monday - Sunday
91	Fredericksburg Skip	Skip	5:15 AM – 11:15 PM	15 to 30 minutes	Monday - Sunday
92	Fredericksburg Frequent	Frequent	4:15 AM – 11:30 PM	15 to 30 minutes	Monday - Sunday
93	IH-10 Crossroads Boulevard/ UTSA	Express	6:00 AM – 11:00 PM	30 to 60 minutes	Monday - Friday
94	IH-10 Fiesta Texas	Express	5:45 AM – 11:30 PM	30 to 60 minutes	Monday - Sunday

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Table 6.2-2 VIA Fixed Routes within the Fredericksburg Road Corridor (Continued)					
Route	**Name**	**Service Type**	**Hours of Service**	**Frequency**	**Days of Service**
96	Vance Jackson	Metro	4:15 AM – 10:30 PM	15 to 30 minutes	Monday - Sunday
97	West Avenue	Metro	4:45 AM – 10:30 PM	30 minutes	Monday - Sunday
505	Basse	Metro	5:00 AM – 9:00 PM	60 minutes	Monday - Sunday
509	Hildebrand	Metro	5:15 AM – 11:00 PM	60 minutes	Monday - Saturday
520	Zarzamora	Frequent	4:15 AM – 11:45 PM	15 to 30 minutes	Monday - Sunday
522	Babcock Road	Metro	5:30 AM – 10:00 PM	30 to 60 minutes	Monday - Sunday
524	General McMullen	Frequent	6:00 AM – 7:15 PM	15 to 30 minutes	Monday - Sunday
534	Wurzbach	Metro	5:30 AM – 10:30 PM	15 to 60 minutes	Monday - Sunday
550	Looper Clockwise	Skip	4:45 AM – 11:45 PM	30 to 60 minutes	Monday - Sunday
551	Looper Counter-clockwise	Skip	4:45 AM – 11:45 PM	30 to 60 minutes	Monday - Sunday
602	North Central/ Medical Center	Metro	5:00 AM – 10:30 PM	30 to 60 minutes	Monday - Sunday
603	Medical Center / UTSA	Metro	5:30 AM – 10:30 PM	30 to 60 minutes	Monday - Sunday
604	Medical Center / University Park	Metro	5:30 AM – 10:00 PM	30 to 60 minutes	Monday - Sunday
606	Medical Center / Alamo Ranch	Metro	5:00 AM – 9:30 PM	60 minutes	Monday - Sunday
607	Medical Center / Ingram	Metro	5:30 AM – 10:00 PM	60 minutes	Monday - Sunday
651	Deco District / Castle Hills	Metro	5:30 AM – 11:00 PM	30 to 60 minutes	Monday - Sunday

Source: VIA, 2009.

The existing STMCTC serves the northernmost portion of the VIA Primo Study Area. At this location, passengers can transfer to or from the following VIA Routes: 91, 92, 522, 534, 602, 603, 604, 606, and 607. The Crossroads Boulevard Park-and-Ride facility also serves the VIA Primo Study Area, and is located near Wonderland Drive and IH-10. It has 500 parking spaces and is located near the Crossroads of San Antonio Mall. At this Park-and-Ride facility, passengers can transfer to or from the following VIA Routes: 92, 93, 94, 505, 509, 520, 524, and 550/551. Other major transfer points along Fredericksburg Road are at Callaghan Road (Route 509); Vance Jackson Road (Route 96); and Mary Louise Drive in the Deco District (Routes 91, 92, 96, 97, 509, 520, and 651). Figure 6.2-1 graphically depicts existing bus service intersecting the VIA Primo Study Area.

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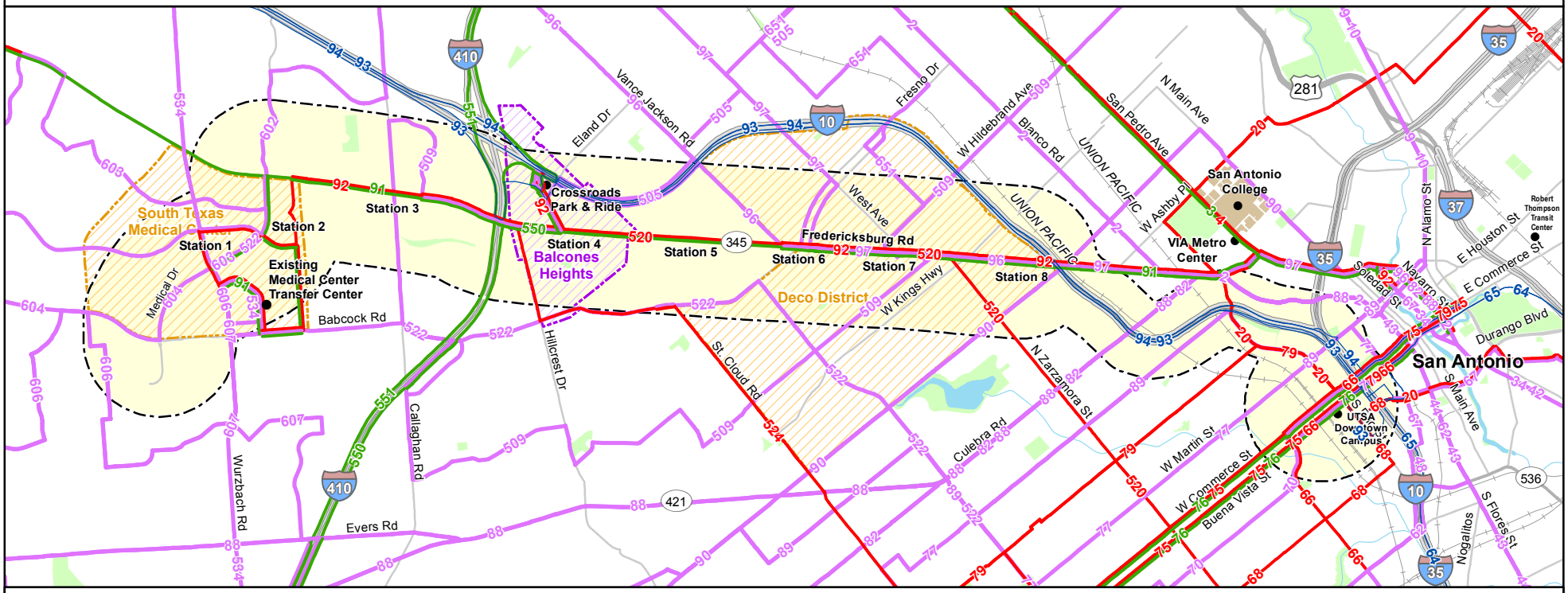
Figure 6.2-1
Existing Bus Routes in the VIA Primo Study Area



Existing Bus Route:
- Skip
- Frequent
- Metro
- Express

- Study Area
- Interstate
- US Route
- State Route
- Major Road
- Rail
- Water Body
- Park

Source: VIA, March 2009.

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In addition to the regular fixed-route bus service, VIA offers the following special services:

- Vanpool service is available from VIA for a minimum of six people to share a ride to and from work. This allows them to share the cost of the van and fuel instead of using a private vehicle to go to work. One member of the group drives and maintains the van in return for riding free.
- VIAtrans is available for disabled customers who cannot ride regular fixed-route buses. This service uses paratransit transportation services to get the customers to and from their destinations.
- Special event Park-and-Ride service is also provided within the San Antonio region.

Table 6.2-3 presents average monthly ridership for VIA's fixed routes operating within the VIA Primo Study Area based on average statistics from March 2008 to February 2009. The total average monthly ridership of all of VIA's fixed routes operating within the VIA Primo Study Area was 2.6 million passengers. This represents 67 percent of the total bus ridership for the VIA Service Area. Route 520 has the highest monthly ridership with 172,213 passengers per month. Route 65, operating only one day a week, has the lowest monthly ridership with 2,670 passengers.

Table 6.2-3 Existing Fixed Route Statistics within the VIA Primo Study Area

Route	Name	Average Monthly Ridership	Average Bus Passengers per Hour
2	Blanco	88,931	32.85
3	San Pedro Skip	56,518	32.13
4	San Pedro Frequent	113,491	47.45
9	Broadway	52,980	32.33
10	Naco/Broadway	46,996	29.90
20	New Braunfels Frequent	128,988	35.42
32	Steves	47,948	28.13
34	South St. Mary's	64,595	30.43
42	Roosevelt	47,625	29.90
43	South Flores	38,915	30.19
44	Pleasanton	61,569	38.64
62	Kirk	19,842	17.38
64	US 90 Express	22,333	17.05
65	Lackland AFB / USO Express	2,670	19.14
66	Ceralvo	64,044	29.48
67	Laredo	23,831	24.56
68	Guadalupe Frequent	91,861	39.75
70	West Durango	6,472	17.58
75	W. Commerce	95,551	38.17
76	Old Highway 90 West	101,363	47.54
77	Martin	24,228	23.43
79	Ruiz Frequent	42,683	28.76
82	Culebra	67,870	34.77
88	Bandera	66,432	31.74
89	Poplar	27,711	23.00
90	Woodlawn	49,228	29.01
91	Fredericksburg	81,469	27.96

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Table 6.2-3 Existing Fixed Route Statistics within the VIA Primo Study Area (Continued)			
Route	**Name**	**Average Monthly Ridership**	**Average Bus Passengers per Hour**
92	Fredericksburg	154,789	41.18
93	IH-10 Crossroads Boulevard/ UTSA	17,882	18.32
94	IH-10 Fiesta Texas	20,182	17.54
96	Vance Jackson	63,820	28.03
97	West Avenue	50,947	20.48
505	Basse	23,917	22.79
520	Zarzamora	22,144	14.39
520	Zarzamora	172,213	40.53
522	Babcock Road	36,297	20.25
524	General McMullen	77,267	29.70
534	Wurzbach	69,881	30.75
550	Looper Clockwise	104,583	36.13
551	Looper Counter-clockwise	103,018	34.77
602	North Central/ Medical Center	22,941	15.62
603	Medical Center / UTSA	20,570	15.94
604	Medical Center / University Park	19,242	20.76
606	Medical Center / Alamo Ranch	7,272	13.47
607	Medical Center / Ingram	17,159	16.75
651	Deco District / Castle Hills	11,069	21.10
	VIA Primo Study Area Total/Average	**2,563,107**	**27.79**
	All VIA Fixed Routes	**3,815,500**	**28.99**

Source VIA, 2009.

Table 6.2-3 also presents route productivity, represented as the number of passengers per vehicle (bus) hour. Of the 46 fixed routes currently operating within the VIA Primo Study Area, Route 76 has the highest productivity with 47.54 passengers per hour. The least productive route operating within the VIA Primo Study Area is Route 606, which has 13.47 bus passengers per hour.

The primary routes serving the travel pattern of the proposed VIA Primo are Routes 91 and 92. The average monthly ridership on these two routes combined is 236,258 passengers. This equates to nine percent of the existing within the VIA Primo Study Area and six percent of the ridership of all VIA fixed routes. In addition, the productivity of Route 91 is 27.96 and Route 92 is 41.18 bus passengers per hour.

6.2.3 Long-term Effects

No-Build Alternative

The No-Build Alternative would only include the implementation of the software upgrades to the VIA Fleet for TSP. TSP provides priority to transit vehicles and/or the emergency vehicles at signalized intersections by giving the priority vehicle additional green time or less red time to eliminate or lessen the delay experienced at signalized intersections. TSP also works within set parameters that are typically determined by the transit agency and the traffic signal operators to balance the impact to vehicles also traveling on the roadway. These upgrades to the traffic signals and the associated traffic mitigation would be the responsibility of COSA, the project owner. Therefore, no long-term impacts related to transit service under the No-Build Alternative are anticipated.

VIA Primo Alternative

The VIA Primo Alternative includes construction of two new transit centers – South Texas Medical Center Transit Center (STMCTC) and Westside Multimodal Transit Center (WSMMTC), as well as eight proposed VIA Primo stations. Impacts associated with the proposed STMCTC, proposed WSMMTC and eight proposed VIA Primo stations are discussed below.

South Texas Medical Center Transit Center

The proposed STMCTC is located in City Council District 8, and is approximately 2.5 miles from the IH-10 West/Medical Drive interchange. The site is currently on an unimproved tract bounded by Babcock Road to the east, Medical Drive to the north, and apartment/condominium complexes to the south and west. Portions of the site would be set aside for TOD with private developers in the future. Completion of the STMCTC is planned to coincide with the proposed VIA Primo completion in 2012. Proposed route modifications to serve the proposed STMCTC are to Routes 520, 522, 534, 602, 603, 604, 606, and 607.

Proposed VIA Primo Route and Stations

The proposed VIA Primo would operate in mixed-flow traffic along a nine mile corridor. The alignment for the proposed VIA Primo would begin at the proposed STMCTC, which would be located on VIA-owned property on the southwest quadrant of the intersection of Babcock Road and Medical Drive. The route would extend east on Medical Drive to Fredericksburg Road (also designated as Loop 345). At the Medical Drive/Fredericksburg Road intersection, the route would then turn south on Fredericksburg Road through the COBH. The route would continue on Fredericksburg Road through the Deco District. At the intersection with IH-10, the route would travel south on IH-10 to Martin Street. The route would continue west on Martin Street and turn south on North Medina Street to the proposed WSMMTC near the intersection of North Medina Street and West Commerce Street.

The proposed VIA Primo Downtown Circulator would travel east on Buena Vista Street, which becomes Dolorosa and Market Streets, to IH-37. The proposed VIA Primo Downtwon Circulator would then travel north to serve the Robert Thompson Transit Center and Ellis Alley Park-and-Ride, then travel west via Commerce Street back to the WSMMTC. In addition to this downtown circulator, there would be an extension from the STMC to the UTSA main campus on the northern end of the route. This route would travel north on IH-10 to Loop 1604 and serve the University Park-and-Ride, referred to as the proposed VIA Primo UTSA Extension. These extensions would provide a one-seat ride to transit passengers; however, no improvements would occur on these portions of the route except for possible bus stop branding. No existing bus route changes would occur resulting from either of these extensions.

Westside Multi-Modal Transit Center

The proposed WSMMTC is located in City Council District 5 on the west side of downtown San Antonio, and is just west of IH-35. The unimproved tract is bounded by Medina Street to the east, the existing Generations Bank building to the north (at Houston Street), Buena Vista Street frontage road to the south, and Union Pacific Railroad tracks to the west. The IGN building that currently houses Generations Bank would serve as a support facility for the proposed WSMMTC. Completion of WSMMTC construction is planned to coincide with the proposed VIA Primo completion in 2012. Proposed route modifications to serve the proposed WSMMTC are to Routes 20, 46, 62, 66, 68, 70, 75, 76, 79, and 89.

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Table 6.2-4 the anticipated bus bays and locations of the proposed STMCTC, eight proposed VIA Primo Stations and the proposed WSMMTC.

Table 6.2-4 Proposed VIA Primo Alternative Station Descriptions

Station Location	Bus Bays
STMCTC	19
Station 1: University Hospital	1
Station 2: Ewing Halsell Drive	1
Station 3: Callaghan Road	1
Station 4: Crossroads Boulevard	1
Station 5: De Chantle Road	1
Station 6: Babcock Road	1
Station 7: Mary Louise Drive	1
Station 8: Huisache Avenue	1
WTMMTC	20

Source: VIA, 2010.

Roadway/Intersection Improvements

No roadway improvements are proposed for the VIA Primo Alternative. The VIA Primo buses would travel in mixed flow to share travel lanes with other vehicles.

Bus Service Modifications

Bus service modifications are proposed with the VIA Primo Alternative to utilize the existing and future transit ridership more effectively. Major proposed changes include the elimination of Route 91 and modifications to the service on Route 92. The proposed headways for the VIA Primo Alternative are listed in Table 6.2-5. These headways were inputs to the *Microsimulation Study* and relate to the route modifications for the VIA Primo Alternative depicted on Figure 6.2-2.

In addition, 40-foot diesel/electric hybrid vehicles would be used for the VIA Primo buses. Enhanced fare collection and level boarding are proposed at transit stations.

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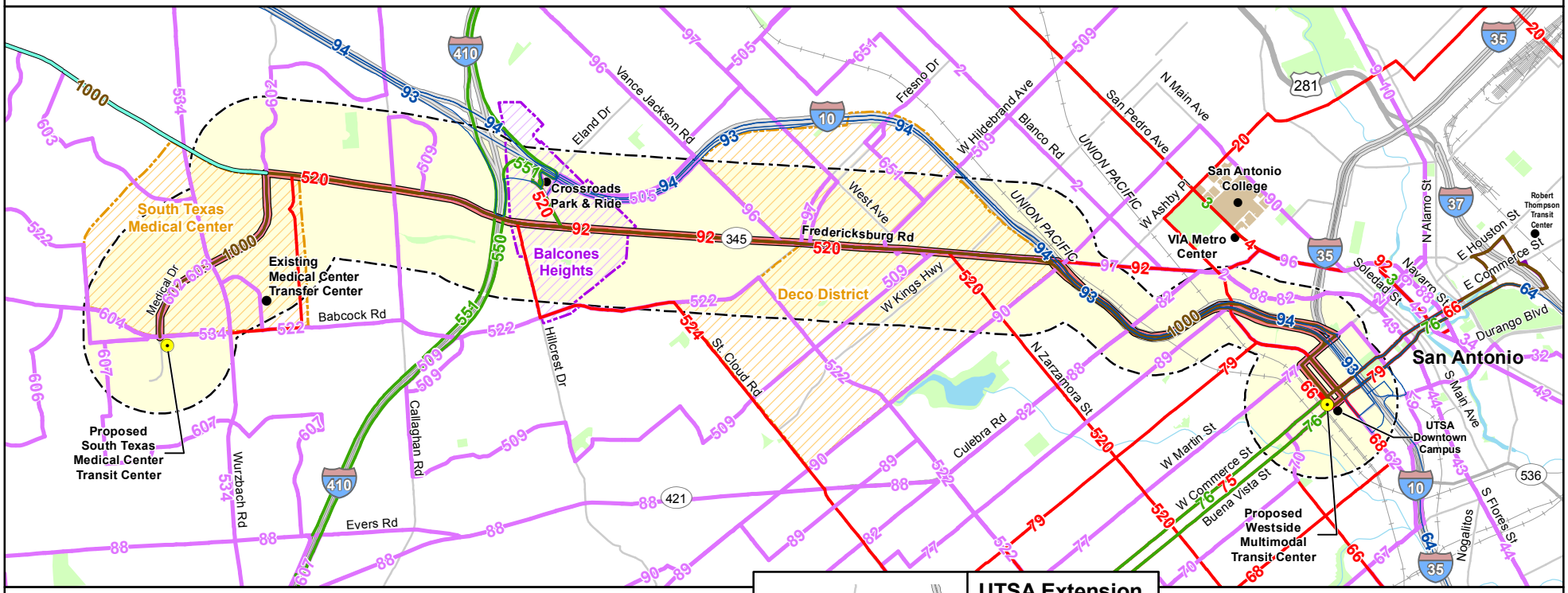
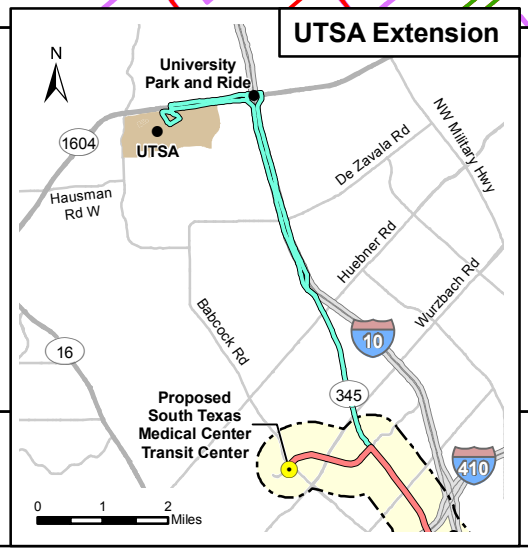
Figure 6.2-2
Build Alternative Transit Modifications



2012 Bus Route:
- Skip
- Frequent
- Metro
- Express
- Proposed New Route

- Proposed Transit Center
- Proposed VIA Primo Route
- Proposed Downtown VIA Primo Circulator Route
- Proposed VIA Primo UTSA Extension

- Study Area
- Interstate
- US Route
- State Route
- Major Road
- Rail
- Water Body
- Park



Source: VIA, January 2010.

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0 0.5 1 Miles

VIA primo

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Table 6.2-5 Proposed VIA Primo Alternative Headways for 2012 and 2032 within the VIA Primo Study Area		
Bus Route	**AM and PM Peak 2012 VIA Primo Scenario Headway (minutes)**	**AM and PM Peak 2032 VIA Primo Scenario Headway (minutes)**
91 *	--	--
92	30	12
96	30	15
97	30	15
509	60	30
520	15	6
1000 – VIA Primo	10	6
524	15	10
651	30	30
522	30	15
602	30	15
603	30	15
77	30	30
66	15	12
70	60	30
75	15	10
76	15	6
89	30	15
551	30	15
550	30	15
604	30	15

Source: HDR, 2009.
Note: * Fixed route eliminated as a result of duplicated service of the proposed VIA Primo.

The VIA Primo Alternative would provide commuters between the STMC and downtown San Antonio with a more efficient transit option between these two activity centers. However, the net effect of the VIA Primo Alternative on the remaining fixed-route services in the Fredericksburg Road Corridor would be to maintain the status quo with the existing level of access to employment opportunities and local destinations. The two extensions would provide a one-seat ride to downtown San Antonio and the UTSA main campus, providing new direct service to these locations from the VIA Primo.

6.2.4 Short-Term Construction Effects

No-Build Alternative

The No-Build Alternative undertakes no major transit system investments in the VIA Primo Study Area, but rather maintains the existing transportation system. Therefore, no short-term impacts related to transit service under the No-Build Alternative are anticipated.

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VIA Primo Alternative

Possible short-term construction impacts associated with the VIA Primo Alternative involve possible restrictions to access for employees of affected businesses and inconvenience to customers of businesses and clients of community facilities close to the two transit centers and eight transit stations. Where the grid pattern of streets near a station construction site is discontinuous, residents could experience traffic delays getting in and out of their neighborhoods due to street closures during construction. Reasonable accommodations such as phased construction, maintenance of access to adjacent property, and modifying work schedules would be implemented to minimize the inconvenience to persons using the roadway during the construction phase. Additionally, temporary transit stops would be constructed to avoid conflicts in construction zones. Detour information would be placed on VIA's web site and updated frequently.

6.2.5 Mitigation

No-Build Alternative

No adverse impacts to transit are anticipated as a result of the No-Build Alternative. No mitigation is proposed.

VIA Primo Alternative

With the exception of standard construction practices listed above, minimal or no adverse impacts to transit are anticipated as a result of the VIA Primo Alternative. No further mitigation is proposed.

6.3 EFFECTS ON ROADWAYS

6.3.1 Methodology

Data Generation and Analysis

The effects of the proposed VIA Primo on roadways were evaluated based on the following two studies:

- *The Fredericksburg Road Corridor Microsimulation Modeling Study-Final Report* (HDR, 2009)
- The Traffic Impact Analysis (TIA) for the STMCTC (URS, 2009)

Data for the existing conditions along the Fredericksburg Road Corridor were derived from the *Fredericksburg Road Corridor Microsimulation Modeling Study-Final Report* (HDR, 2009). This document in turn used various data sources including traffic counts from COSA and TxDOT from years 2006 to 2008, and data collected by HDR in year 2008. Some of the primary roadway assumptions in the *Microsimulation Study* included the following:

- Year 2008 traffic volume counts collected in the field and recent counts provided by the COSA were used for developing the existing condition models.
- Entry and exit volumes at the periphery of the study network were obtained from tube counts and intersection-turning movement counts.

- Existing conditions analysis involved coding of traffic signal phasing, timing, and coordination in Synchro, a microcomputer traffic signal coordination software program developed by Trafficware. This traffic signal information was then imported into the VISSIM model to simulate the operation of existing signalized intersections.
- The IH-410 bridge remains as it is without any improvements. The traffic signal timing was altered to provide VIA Primo bus priority.
- Proposed improvement projects that are planned within the Fredericksburg Road Corridor by the COSA and TxDOT in year 2012 and 2032 were incorporated into the *Microsimulation Study*, including the signalization of some existing stop-controlled intersections.

Measures of Effectiveness

Operational performance can be evaluated by measures of effectiveness (MOEs), which include average vehicle speed, delay, vehicle miles of travel, travel time, fuel consumption, emissions, and several other measures. Several MOEs were used in the *Microsimulation Study* to establish a baseline evaluation of existing traffic conditions.

Vehicle Delay – Delay, a measure of lost travel time, is influenced by such factors as traffic signal cycle length, signal coordination, and degree of saturation or volume-capacity ratio. Vehicle delay is measured in vehicle-hours. *The Highway Capacity Manual* (Transportation Research Board, 2000) defines total delay as total time elapsed from when a vehicle stops at the end of a queue until the vehicle departs from the stop line. Vehicle delay was considered for autos and buses.

Network Vehicles – Network vehicles, measured in vehicles per hour, identifies the vehicles that have left the network or reached their destination. This was considered for autos and buses.

Network Travel Time – Travel time, measured in hours, identifies the total amount of time that vehicles take to travel through the VIA Primo Study Area network. Travel time includes moving time, delay time, and stop time. It was calculated for autos and buses.

Average Speed – Average speed, measured in mph, identifies the average speed of a vehicle in the network. It is calculated by taking the average of all link speeds and is a useful measure of effectiveness to assess the impact of network changes for alternative modes. It was measured for autos and buses.

VIA Primo Concurrent Movement Delay – This is a measure of delay to vehicles moving concurrently with the VIA Primo.

VIA Primo Conflicting Movement Delay – This measures the primary impact of certain transit priority strategies such as TSP, dedicated lane, queue jump, etc. on the conflicting movement along a VIA Primo route. Conflicting movements include all movements that cross a VIA Primo route, including cross-street movements and protected left turn movements.

Intersection LOS – LOS is a qualitative measure of operating conditions at a location.

The congestion level indicated by delay and LOS is further discussed in the next section.

Congestion

Congestion along a roadway facility is analyzed by its LOS. LOS is used to define capacity, which is the volume of traffic that can be accommodated by a roadway. Capacity is affected by such components as roadway type (i.e. divided or undivided), number of lanes, lane widths, and grades. The COSA UDC stipulates that LOS A through C are considered acceptable, while LOS D to F are near or over capacity, and considered unacceptable. Table 6.3-1 outlines the definition of LOS for signalized and unsignalized intersections and provides a description for each level. LOS at signalized intersections is calculated by considering the intersection average control delay, while LOS for unsignalized intersections is calculated using the minor movement delay.

When comparing the No-Build and VIA Primo Alternative, under the following conditions, the impact of the proposed VIA Primo would be deemed unsubstantial and no mitigation measures would be required:

- The intersection has a LOS C or better in the No-Build Alternative, and retains a LOS of C or better in the VIA Primo Alternative.
- The intersection has a LOS D or worse in the No-Build Alternative, and remains at the same LOS in the VIA Primo Alternative without substantial increase in average delay.

Under the following conditions the proposed VIA Primo is considered to have a substantial impact:

- The intersection has a LOS C or better in the No-Build Alternative, but decreases to an LOS D or worse in the VIA Primo Alternative.
- The intersection has a LOS D or worse in the No-Build Alternative, but the LOS decreases one level or more in the VIA Primo Alternative, or the LOS remains at the same level, but with a substantial increase in average intersection delay in the VIA Primo Alternative.

Table 6.3-1 Level of Service Definition for Signalized and Unsignalized Intersections

Level of Service	Average Control Delay per Vehicle (sec/veh)		Description
	Signalized	Unsignalized	
A and B	≤ 10 (A) > 10 and ≤ 20 (B)	≤ 10 (A) > 10 and ≤ 15 (B)	No delays at intersections with continuous flow traffic; uncongested operations; high frequency of long gaps available for all left and right-turning traffic; no observable queues
C	> 20 and ≤ 35	> 15 and ≤ 25	Moderate delays at intersections with satisfactory to good traffic flow; light congestion; infrequent backups on critical approaches

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Table 6.3-1 Level of Service Definition for Signalized and Unsignalized Intersections (Continued)			
Level of Service	**Average Control Delay per Vehicle (sec/veh)**		**Description**
	Signalized	**Unsignalized**	
D	> 35 and ≤ 55	> 25 and ≤ 35	Increased probability of delays along every approach; substantial congestion on critical approaches, but intersection functional; no long standing lines formed
E	> 55 and ≤ 80	> 35 and ≤ 50	Heavy traffic flow condition; heavy delays probable; no available gaps for cross-street traffic or main street turning traffic; limit of stable flow
F	> 80	>50	Unstable traffic flow; heavy congestion; traffic moves in forced flow condition; average delays greater than one minute highly probable; total breakdown

Source: Highway Capacity Manual, Transportation Research Board, 2000.

6.3.2 Existing and Planned Regional Roadway System

The Fredericksburg Road Corridor is comprised of approximately 40 signalized intersections and 37 unsignalized intersections and private driveways. The Fredericksburg Road Corridor is approximately nine miles long from the proposed STMCTC, which is located at the intersection of Medical Drive and Babcock Road, to the proposed WSMMTC, which is located on the west side of Medina Street at Houston Street. The regional highway and roadway system within this corridor is composed of interstate and state highways, as well as arterial, collector, and local roadways. Major highways within the VIA Primo Study Area are IH-10, IH-410, and IH-35. Refer to Figure 1.1-1 for an overview of the VIA Primo Study Area roadway system.

Existing Roadway System

Medical Drive within the VIA Primo Study Area is a four-lane divided roadway with turn lanes at all of the major intersections or driveways. There are five signalized intersections between Babcock Road and Fredericksburg Road. The posted speed limit on Medical Drive is 35 mph.

Fredericksburg Road is a seven-lane roadway south from Medical Drive, with three travel lanes in each direction and a continuous two-way center left-turn lane. At IH-410, Fredericksburg Road shifts to a five-lane roadway, with two travel lanes in each direction and a continuous two-way left-turn lane. Fredericksburg Road continues with five lanes until it reaches Santa Barbara Street, when it shifts to a four-lane roadway. The posted speed limit on Fredericksburg Road is 45 mph in the widened seven-lane section, 40 mph in the five-lane section, and 30 mph in the four-lane section. Twenty-six intersections on Fredericksburg Road within the VIA Primo Study Area are signalized, including two signalized intersections at IH-10 and two at IH-410.

Southbound IH-10 from Fredericksburg Road consists of a dual-level facility with two through lanes on the lower level and three through lanes, as well as an auxiliary lane, between the

Trinity Street on-ramp and the North Laredo Street off-ramp on the upper level. The upper and lower levels combine into a single-level five-lane facility from North Frio Street to the IH-10/IH-35 interchange and continue outside the VIA Primo Study Area . A two-lane frontage road exists as Trinity Street from Fredericksburg Road to Culebra Avenue and as North Laredo Street beginning at North Frio Street and extending beyond the VIA Primo Study Area .

Northbound IH-10 in the VIA Primo Study Area begins at the IH-10/IH-35 interchange as a five-lane facility, becoming dual-level with two through lanes on the lower level and three through lanes on the upper level from North Frio Street to Fredericksburg Road. Two-lane frontage roads exist in several locations: as Cameron Street from the IH-10/IH-35 interchange to North Frio Street; as Kaufmann Court from North Colorado Street to North Brazos Street; as West Jon Ann Street from Culebra Avenue to Cincinnati Avenue; and as IH-10 frontage road from Fredericksburg Road and extending beyond the VIA Primo Study Area .

The following subsections describe each of the major sections of the Fredericksburg Road Corridor in more detail.

South Texas Medical Center

The STMC is the second highest employment center in San Antonio, consisting of 45 clinics, research centers, and three higher educational institutions. Roadways serving the area within the VIA Primo Study Area are Babcock Road (approximately 120-foot ROW), Wurzbach Road (approximately 86-foot ROW), and Medical Drive (approximately 86-foot ROW). The intersection at Medical Drive and Babcock Road is a major intersection in this area. Babcock Road is three lanes in each direction with one dedicated left-turn lane in each direction. Medical Drive westbound has one left lane, one through lane, and one right lane. Medical Drive eastbound has one lane.

South Texas Medical Center to North of IH-410

In this section of the VIA Primo Study Area, the existing roadway is typically a seven-lane arterial with three travel lanes in each direction and a continuous two-way center left-turn lane or turn pocket provided at intersections. The ROW for Fredericksburg Road in this portion of the VIA Primo Study Area is approximately 120 feet. Traffic is strongly influenced by the ramping of IH-410 and the flow of traffic on cross-arterials feeding the Fredericksburg Road Corridor.

IH-410 to Pasadena Drive

North of the intersection of Fredericksburg Road/Pasadena Drive, the ROW within the Fredericksburg Road Corridor is approximately 100 feet. The roadway within this portion is typically four lanes with two travel lanes in each direction and a continuous two-way center left-turn lane.

Deco District

Within the Deco District, the roadway ROW is at its narrowest, with an average width of 50 feet. The roadway within this area is typically four-lanes, with two travel lanes in each direction. Limited turn lanes exist at the northern end of the Deco District where additional ROW is available. Head-in angled parking, in which the parking spaces are constructed on the adjacent private property with continuous driveway design to the street, is prevalent throughout the Deco District.

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Westside Multimodal Transit Center

The proposed WSMMTC would be located on Medina Street, approximately between Buena Vista Street and Commerce Street. The major streets surrounding the proposed WSMMTC are IH-35 (ROW ranging from approximately 250 feet to 500 feet), Commerce Street and Buena Vista Streets, which are one-way streets (approximately 70-foot to 120-foot ROW), Frio Street (approximately 86-foot ROW), Martin Street (approximately 70-foot to 86-foot ROW), and IH-35 Southbound Frontage/Pecos la Trinidad (approximately 70-foot to 86-foot ROW).

Fredericksburg Road Corridor Roadway Level of Service/Congestion

The existing LOS conditions for intersections within the Fredericksburg Road Corridor for AM and PM peak periods are presented in Table 6.3-2. The data below were generated from the *Microsimulation Study*, the WSMMTC TIA and the STMCTC TIA, using the Synchro model.

Table 6.3-2 Level of Service and Delay for 2008 Existing Conditions

Int. #	Microsimulation Study Intersection	AM Peak		PM Peak	
		Delay	LOS	Delay	LOS
1	Babcock Road./Medical Drive	79.3	E	60.2	E
2	Medical and Driveway*	24.3	C	196.6	F
3	Medical Drive/Von Scheele Drive*	124.4	F	700.9	F
6	Medical Drive/Wurzbach Road	33	C	41.3	D
8	Medical Drive/University Hospital	14.8	B	15.6	B
9	Medical Drive/Floyd Carl	29.3	C	35.5	D
10	Medical Drive/Ewing Halsell Drive	27	C	34.8	C
12	Fredericksburg Road/Medical Drive	45.4	D	63.9	E
14	Fredericksburg Road/Louis Pasteur Drive	16.9	B	20.8	C
15	Fredericksburg Road/Donore Place	71.5	F	165.8	F
16	Fredericksburg Road/Chambers Road	5.8	A	4.2	A
18	Fredericksburg Road/Oakhill Road	4.9	A	7.4	A
20	Fredericksburg Road/Callaghan Road	86.4	F	38.5	D
22	Fredericksburg Road/Magic Drive	4	A	8.2	A
25	Fredericksburg Road/Lakeridge Road	5.1	A	6.7	A
26	Fredericksburg Road/Woodlake Drive	9.8	A	8.1	A
27	Fredericksburg Road/IH-410 WB Frontage	39.1	D	120.3	F
28	Fredericksburg Road/IH-410 EB Frontage	50.5	D	76.8	E
150	Fredericksburg Road/Hillcrest Road	30.2	C	37.5	D
152	Fredericksburg Road/Mall Driveway*	20.7	C	255.3	F
153	Fredericksburg Road/Crossroads Boulevard	18.3	B	21.8	C
155	Fredericksburg Road/Old Handy Andy Road	20.9	C	17.1	B
157	Fredericksburg Road/Balcones Heights	37.3	D	41	D
159	Fredericksburg Road/ Williamsburg Place	3.9	A	3.2	A
160	Fredericksburg Road/De Chantle Road	8.6	A	8.6	A
161	Fredericksburg Road/Gardina*	24.9	C	19	C
163	Fredericksburg Road/Vance Jackson Road	16.9	B	27	C

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Table 6.3-2 Level of Service and Delay for 2008 Existing Conditions (Continued)					
Int. #	Microsimulation Study Intersection	AM Peak		PM Peak	
		Delay	LOS	Delay	LOS
165	Fredericksburg Road/Fresno Drive	41.4	D	42.4	D
253	Fredericksburg Road/Pasadena Street	4.9	A	4	A
255	Fredericksburg Road/North Drive*	32.2	D	187.8	F
256	Fredericksburg Road/Hildebrand Avenue.	17.2	B	19.6	C
258	Fredericksburg Road/Mary Louise Drive	9.7	A	11.8	B
262	Fredericksburg Road/Lynwood Avenue.	7.2	A	8.8	A
263	Fredericksburg Road/ Zarzamora Street	18	B	26.5	C
264	Fredericksburg Road/Fulton Avenue.	8.9	A	12.4	B
266	Fredericksburg Road/Buckeye Avenue.	6.5	A	11.1	B
271	Fredericksburg Road/IH 10 SB Frontage	40.2	D	24	C
272	Woodlawn Avenue./IH 10 SB Frontage	37.8	D	17.4	B
273	Fredericksburg Road/IH 10 NB Frontage	35.5	D	5.5	A
274	Woodlawn Avenue./IH 10 NB Frontage	83.9	F	31.6	C
275	Fredericksburg Road/Woodlawn Avenue.	163.8	F	136.7	F
407	Martin Street/San Saba Street	11.6	B	55.5	E
408	Martin Street/IH 10 SB Frontage Road	29.8	C	21.4	C
409	Martin Street/Leona Street	5.1	A	11.7	B
410	Martin Street/Frio Street	26.5	C	25.8	C
411	Martin Street/Medina Street	7.1	A	8.1	A
414	Medina Street/Houston Street	9.1	A	10	A
419	Frio Street/Buena Vista Street	24.1	C	20.8	C
420	Frio Street/Commerce Street	27.9	C	51.4	D

Source: HDR, 2009.
*Intersections are STOP controlled in 2008, but are signalized in 2032.

As previously stated, intersections with LOS A through C are considered acceptable, while intersections with LOS D, E or F are near or over capacity and considered unacceptable. Several intersections in Table 6.3-2 are highlighted and have an unacceptable LOS for either one or both peak traffic periods. For the AM peak, nine intersections have an LOS of D, one has an LOS of E, and five intersections have an LOS of F. For the PM peak, seven intersections have an LOS of D, four intersections have an LOS of E, and seven intersections have an LOS of F.

Corridor statistics are essential for the evaluation of the efficiency of the transportation network. Table 6.3-3 highlights the network travel time, network delay, network vehicles, and average speed for autos and buses within the VIA Primo Study Area.

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Table 6.3-3 2008 Existing Conditions Weekday Average Statistics in the VIA Primo Study Area

Scenario	Network Vehicles		Total Travel Time (Vehicle Hours)		Total Delay Time (Vehicle Hours)		Average Speed (mph)	
	Autos	Buses	Autos	Buses	Autos	Buses	Autos	Buses
AM Peak	40,973	94	1,698	14	611	6	28	10
PM Peak	46,300	96	2,201	17	995	8	23	9

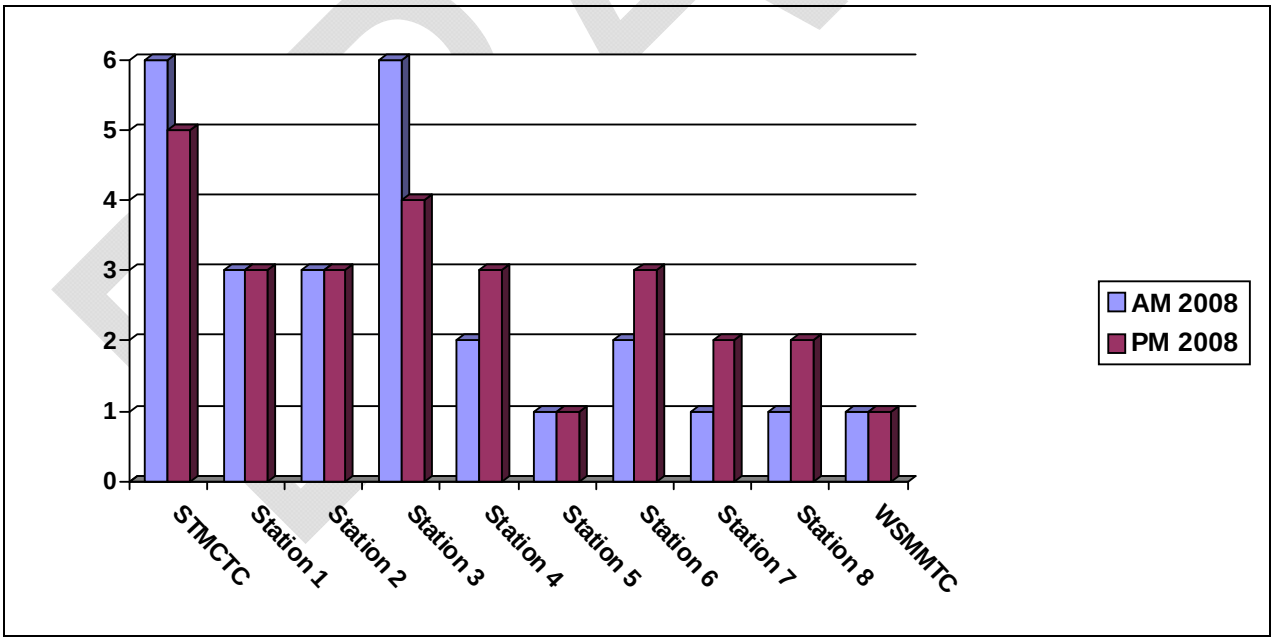
Source: HDR, 2009.

As illustrated in Table 6.3-3, the PM peak experiences a higher volume of auto traffic and longer total travel and delay times in the network, though these values are comparable for the bus traffic. The average speed for automobiles within the Fredericksburg Road Corridor decreases by 5 mph between the AM and PM peak periods, while buses decrease an average of 1 mph by the PM peak period.

Existing Congestion at the Proposed Transit Centers/Stations

Using the LOS data above, the existing congestion at the intersections of the proposed transit centers/stations is presented in Figure 6.3-1. To approximate the congestion for these three locations, data was used for nearby intersections.

Figure 6.3-1 Level of Service at the Transit Centers/Stations for 2008 Existing Conditions



Source: HDR, 2009

Note:

1 = LOS A
2 = LOS B
3 = LOS C
4 = LOS D
5 = LOS E
6 = LOS F

According to Figure 6.3-1, the proposed VIA Primo Station 1, Station 2, Station 4, Station 5, Station 6, Station 7, Station 8 and the proposed WSMMTC currently experience an acceptable LOS of C of better. However, the STMCTC and VIA Primo Station 3 currently operate at an unacceptable LOS of D or worse.

Fredericksburg Road Corridor Planned Roadway Improvements

Table 6.3-4 outlines the planned roadway improvements included within the MTP and TIP in the VIA Primo Study Area. The improvements selected include those within the VIA Primo Study Area bounded by the major roadways, such as Huebner Road, Jackson-Keller Road, San Pedro Avenue, US 281, IH-37, South Alamo Street, North Zarzamora Street, West Commerce Street, and Bandera Road (See Figure 1.1-1). Only proposed improvements that are likely to add capacity to the roadway facilities were chosen for inclusion. Maintenance projects, such as repaving or restriping, were not included, as they would not add capacity.

Table 6.3-4 Planned Improvements in the VIA Primo Study Area

Highway/Road	Project Sponsor	Allocated Funds	Project
Loop 345 (Fredericksburg Road)	COSA	$20,000,000	At Medical Drive; grade separation at Medical Drive; operational improvements on Medical Drive from Ewing Halsell Drive to 0.2-miles east of Loop 345
Medical Center	VIA	$28,000,000	Downtown via Fredericksburg Road Corridor; overlay and widen existing roadway to accommodate proposed VIA Primo
Fredericksburg Road	COSA 2007 Bond Program.	$39,000,000	Limits between downtown business district and STMC; detailed traffic analysis, intersection geometric improvements, and hike/bike amenities
Medical Center Intersection Improvements	COSA 2007 Bond Program	$25,000,000	Improve intersections at the following locations: Medical Drive at Babcock Road, Ewing Halsell Drive at Wurzbach, Hamilton Wolfe at Floyd Curl, and Ewing Halsell Drive at Sid Katz; road widening, curbs, sidewalks, driveways, traffic signals, signing, striping, and drainage

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Table 6.3-4 Planned Improvements in the VIA Primo Study Area (Continued)			
Highway/Road	**Project Sponsor**	**Allocated Funds**	**Project**
Medical Drive	COSA 2007 Bond Program	$20,000,000	Construct a grade separation of Medical Drive under Fredericksburg Road (signal modifications, curbs, sidewalks, necessary drainage, and access lanes from Medical Drive to Fredericksburg Road); includes prep of schematic and final design plans for four lanes under Fredericksburg Road and two access lanes to Fredericksburg Road, as well as signal modifications, curbs, sidewalks, and necessary drainage
St. Cloud Pedestrian Improvement	COSA 2007 Bond Program	$1,450,000	Limits from Woodlawn Avenue to Babcock Road; construct sidewalks on one side of the street with existing street and curbs to remain
Wurzbach Parkway	COSA 2007 Bond Program	$12,570,000	Arterial connector; improve connectivity between IH-35 and the STMC

Source: SA-BC MPO, 2004; SA-BC MPO 2007b; and thhps://ww4.sanantonio.gov/cimscapro/defaultframe.aspx.

Other planned improvements within the VIA Primo Study Area include an upgraded signal controller at the Babcock Road/Wurzbach Road intersection and a northbound left-turn phase and bay at the Babcock Road/Merton Minter intersection. In addition, the following unsignalized intersections are expected to be signalized between year 2012 and year 2032, based on the COSA's development plan as indicated in the *Microsimulation Study:*

- #2: Medical Drive/Driveway (West of Von Scheele Drive)
- #15: Fredericksburg Road/Donore Plaza
- #151: Fredericksburg Road/Mall Driveway
- #161: Fredericksburg Road/Gardina Street
- #255: Fredericksburg Road/Ridgewood Court

To accommodate the increase in traffic volumes from 2008 existing conditions to 2032, additional roadway improvements would be necessary and would mitigate traffic impacts. The following improvements, planned for construction and implementation by 2012, were included in the 2032 No-Build Alternative, based on the *Microsimulation Study*:

- The COSA would maintain and operate all traffic signals along the Fredericksburg Road Corridor
- A grade separation at Fredericksburg Road and Medical Drive would be constructed

In addition to the planned improvements discussed above, the following improvements, suggested by the *Microsimulation Study*, are recommended to be completed by 2012:

- Restripe the southbound approach to provide a left turn lane and right turn lane at Medical Drive and driveway to the west of Von Scheele Drive.
- Re-stripe the southbound approach to provide a left turn lane and a right turn lane and install a traffic signal at Medical Drive and Von Scheele Drive.
- Construct a right turn lane on the westbound approach at Fredericksburg Road and Donore Plaza.
- Install a five-section signal head for the northbound and southbound left turn lanes along Fredericksburg Road to allow the left turns to operate as permitted – protected phasing at Fredericksburg Road and Balcones Heights Boulevard.
- Install a five-section signal head for the northbound left turn along Fredericksburg Road to allow the left turn lane to operate as permitted-protected phasing at Fredericksburg Road and Fresno Drive.

In addition to the above 2012 improvements, the following additional improvements are recommended to be completed by 2032 and were included as part of the 2032 No-Build Alternative by the *Microsimulation Study*:

- Increase the length of eastbound right turn bay to 300 feet at Fredericksburg Road and Medical Drive.
- Allow right in/out movement only at Fredericksburg Road and Walgreens Driveway.
- Provide signal coordination in the east/west direction along Medical Drive at Wurzbach Road.
- Provide overlap phase on northbound through direction with westbound phase of Woodlawn Road/Fredericksburg Road intersection at Fredericksburg Road and IH-10 Westbound Frontage Road.
- Increase length of southbound left turn bay to 500 feet at Fredericksburg Road and Callaghan Road.
- Install a five-section head for eastbound and westbound left turns along Hildebrand Road to allow the left turn lane to operate as permitted-protected phasing and construct eastbound left turn bay of 150 feet at Fredericksburg Road and Hildebrand Road.

6.3.3 Long-Term Effects

No-Build Alternative

The No-Build Alternative undertakes no major transit system investments in the VIA Primo Study Area, but rather maintains the existing transportation system. Therefore, no long-term impacts related to roadways under the No-Build Alternative are anticipated.

VIA Primo Alternative

The VIA Primo Alternative includes the proposed STMCTC, eight proposed VIA Primo stations, and the WSMMTC. Impacts associated with the proposed STMCTC and proposed WSMMTC are discussed below. No roadway improvements would be provided. VIA Primo buses would travel in mixed flow and share travel lanes with other vehicles. The stations would use existing lanes on Fredericksburg Road for VIA Primo vehicles, with the proposed VIA Primo stations

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placed at the roadway edge. Table 6.3-7 below provides the estimated LOS for the 2032 VIA Primo Alternative.

Five intersections (#2, #15, #152, #161, and #255) have substantial LOS improvement from year 2008 to year 2032. These intersections currently have two-way stop-controls, whose LOS is determined by the minor movement with the worst average vehicle delay. These intersections are anticipated to be signalized after year 2012 as part of San Antonio's development plan and the *Microsimulation Study's* recommendation. The signalized intersections would have substantial improvement on LOS because their LOS is determined by average intersection vehicle delay.

Since the VIA Primo Alternative would not involve any additional roadway improvements and VIA Primo buses would travel with other vehicles, there would be no substantial impact on future traffic conditions with the proposed VIA Primo.

6.3.4 Short-Term Effects

No-Build Alternative

The No-Build Alternative undertakes no major transit system investments in the VIA Primo Study Area, but rather maintains the existing transportation system. Therefore, no Short-term impacts related to roadways under the No-Build Alternative are anticipated.

VIA Primo Alternative

Possible short-term construction impacts associated with the VIA Primo Alternative involve possible restrictions to access for employees of affected businesses and inconvenience to customers of businesses, clients of community facilities, and worshipers at the places of worship close to the transit centers and transit stations. Where the grid pattern of streets near a station construction site is discontinuous, residents could experience traffic delays in getting in and out of their neighborhoods due to street closures during construction. Reasonable accommodations such as phased construction, maintenance of access to adjacent property, and modifying work schedules would be implemented to minimize the inconvenience to persons using the roadway during the construction phase. Additionally, temporary transit stops would be constructed to avoid conflicts in construction zones. Detour information would be placed on VIA's web site and updated frequently. Construction of the proposed stations are anticipated to take approximately one to two months to complete, but would have a limited impact on surrounding properties as construction activities would be isolated to these sites and would occur primarily within existing roadway ROW.

6.3.5 Mitigation

No-Build Alternative

Due to the fact that no adverse impacts were identified, no mitigation measures are needed for the No-Build Alternative.

VIA PrimoAlternative

VIA has conducted two TIA studies for the proposed STMCTC and the proposed WSMMTC that are currently under review with the COSA to evaluate the impacts of these two transit centers

on adjacent streets. Recommendations for mitigation measures from the TIAs would be implemented with the VIA Primo Alternative. Due to the fact that no roadway improvements are anticipated, and the VIA Primo alternative would operate in mixed-flow with other vehicles. No additional mitigation is required.

6.4 EFFECTS ON OTHER TRANSPORTATION FACILITIES AND SERVICES

6.4.1 Railroad

Fredericksburg Road crosses two railroad tracks at the Fredericksburg Road/IH-10 interchange between North San Jacinto and North Brazos Street. Both tracks are owned by Union Pacific Railroad and are active rail lines. Both crossings involve a multi-lane roadway and single railroad track. The crossings are controlled by lights, cross bucks, and gate arms.

The proposed VIA Primo was specifically routed to avoid these two rail crossings. Any potential traffic delays resulting from waiting for trains to pass are alleviated since the proposed VIA Primo would travel different roadways to get from the STMC to the western side of downtown San Antonio. No impacts are anticipated and no mitigation would be required.

6.4.2 Pedestrian and Bikeways

The SA-BC MPO has been developing a bicycle network for the past several years, placing an emphasis on bicycle planning. Improvements include completion of the Regional Bicycle Master Plan (adopted June 2005), publication of the area's first bicycle route suitability map, and installation of bicycle racks on all mainline VIA buses, among others.

The COSA has been developing more bicycling amenities for citizens. Recent and future programs include the following:

- Citywide Bicycle Rack Installation – Federally-funded project that would install 40 new bike racks to encourage bicycle usage.
- Capital Improvement Program – Collection of seven stand-alone bicycle lane projects. At completion, 34-miles would be added to the City's bicycle network.
- Bicycle Suitability Map – City provided map that breaks down bicycle routes in terms of bicycler experience.

The VIA Bike and Ride Program was initiated in 1997 with a mission to integrate bicycle riding with transit trips. The entire VIA bus fleet (excluding downtown streetcars) is equipped with a bike rack for two bicycles. In addition, bicycle storage lockers can be rented for a small deposit at six transit facilities throughout the City. None of these facilities are located within the VIA Primo Study Area. The VIA fixed route network covers approximately 700 miles of roads in Bexar County.

The VIA Bike and Ride Program links segments of the current bicycle network to bus routes and allows bicycle riders a safe way to complete a trip through streets that may not be suitable for bicycle riding. If a rider is not able to complete his bicycle route for unexpected reasons (for example, injury, bicycle failure, or weather conditions), the rider has a safe alternative to reach his/her destination. Finally, the VIA Bike and Ride Program links two responsible, alternative modes of travel contributing to air quality improvements and decreases in traffic congestion.

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Over the last decade, several bicycle facilities have been added to the area's transportation system, including bicycle lanes, routes, and paths. Shoulders with warning signs and warning signs along busy roadways have been added to improve bicycle safety.

Figure 6.4-1 highlights the usability of the bicycle routes within the VIA Primo Study Area. High usability means that the route is reasonably easy for all types of bicycles (except children under 10). A route with moderate usability can accommodate experienced and casual bicyclists, and/or needs altering to accommodate youth bicycles. A low usability route means that experienced cyclists must use caution and is not recommended for casual or youth bicyclists.

No-Build Alternative

The No-Build Alternative undertakes no major transit system investments in the VIA Primo Study Area, but rather maintains the existing transportation system. Therefore, no long-term impacts related to pedestrian and bikeways under the No-Build Alternative are anticipated.

VIA Primo Alternative

The added multi-modal mobility options, particularly around the proposed transit centers and VIA Primo stations where there is the greatest opportunity for TOD, would create an environment that is supportive of an improved pedestrian and bicycle environment. Increased multi-modal mobility would help to meet regional air quality goals. Bike storage facilities would be included in the design of all proposed VIA Primo station locations. These amenities would potentially allow new patrons of the VIA Primo Alternative to access new multi-modal transportation services. No adverse impacts are anticipated and no mitigation is required.

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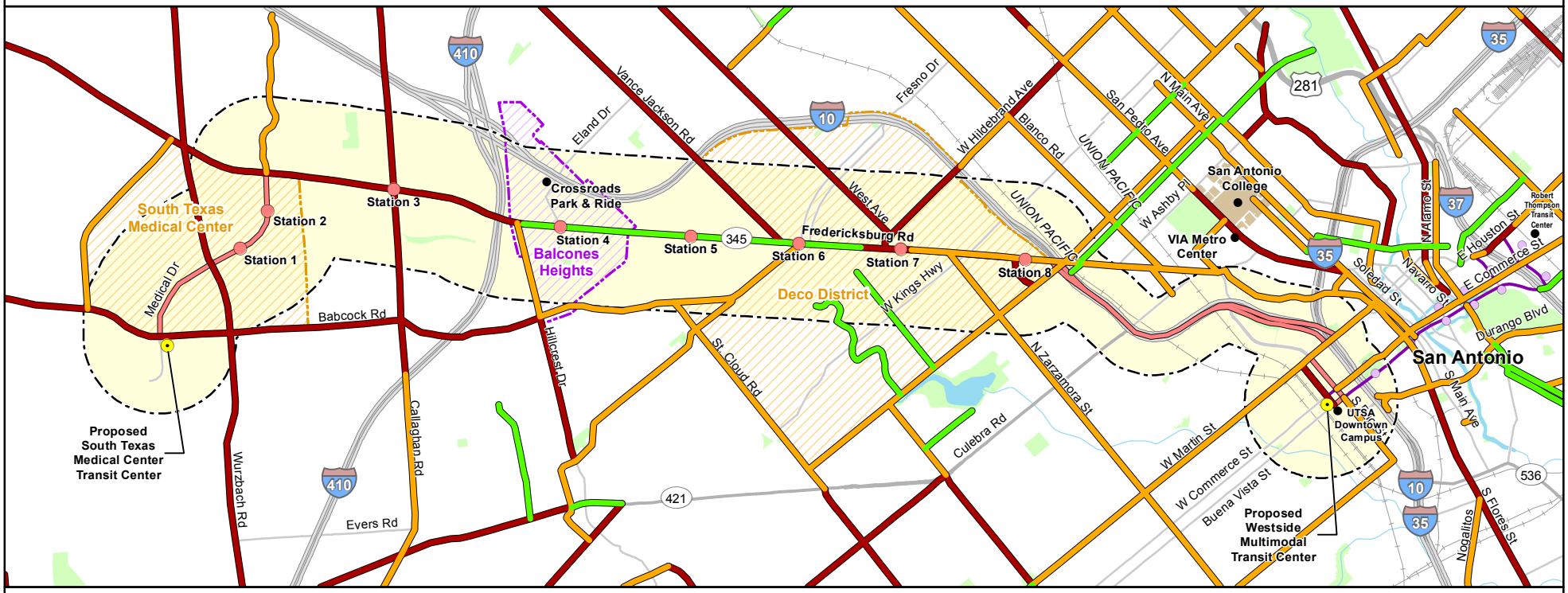
Figure 6.5-1
Bike Route Usability



Bike Route Usability:

- **High**
  Street reasonably easy for all types of bicyclists (except children under 10).
- **Moderate**
  Street can accomodate experienced and casual bicyclists, and/or may need altering to accomodate youth bicyclists.
- **Low**
  Experieced bicyclists use caution, not recommended for casual and youth bicyclists. Street may function as barrier to bicyclists.

- Proposed VIA Primo Station
- Proposed Transit Center
- Proposed VIA Primo Route
- Proposed VIA Primo Station
- Proposed Downtown VIA Primo Circulator Route
- Proposed VIA Primo UTSA Extension

- Study Area
- Interstate
- US Route
- State Route
- Major Road

- Rail
- Water Body
- Park

Source: SA-BC MPO, 2003.

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0 0.5 1 Miles

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7.0 INDIRECT AND CUMULATIVE IMPACTS

This chapter describes the potential indirect and cumulative impacts of the proposed VIA Primo - Fredericksburg Road Bus Rapid Transit (BRT) Project (hereafter referred to as the proposed VIA Primo). The assessment was conducted in accordance with CEQ, NEPA, and TxDOT guidance.

The terms direct, indirect, and cumulative are well defined by the CEQ for the nature, cause, timing, and location of the impacts.

DIRECT IMPACTS: impacts "caused by the action [project] and occur at the same time and place," (40 CFR 1508.8). Direct impacts have been discussed in detail in Chapters 3.0, 4.0, and 6.0 of this EA.

- **INDIRECT IMPACTS:** impacts "caused by the action [project] and occur later in time or farther removed in distance, but are reasonably foreseeable," (40 CFR 1508.8). Additionally, these impacts "may include growth-related effects and other effects related to induced changes in the pattern of land use, population density or growth rate, and related effects on air and water and other natural systems, including ecosystems", (40 CFR 1508.08). The CEQ further defines indirect impacts by the following three typical categories:
- Alteration of the behavior and functioning of the effected environment caused by the physical, chemical, and/or biological encroachment on the environment
- Project-influenced development effects (i.e., land use patterns)
- Effects related to project-influenced development effects (i.e., the effect of the changes in land use patterns on the human and natural environment)

CUMULATIVE IMPACTS: "the impact[s] on the environment which results from the incremental impact of the action [project] when added to other past, present, and reasonably foreseeable future actions," (40 CFR 1508.7). The EPA further states:

> *"While impacts can be differentiated by direct, indirect, and cumulative, the concept of cumulative impacts takes into account all disturbances since cumulative impacts result in the compounding of the effects of all actions over time."*

For purposes of the analysis of indirect and cumulative impacts for this project 'past', 'present', and 'reasonably foreseeable future' are defined below.

PAST: All actions between 1990 and 2008. This timeframe allows for readily accessible datasets to be retrieved and evaluated and covers a period of two US Censuses.

PRESENT: All actions that have occurred within calendar year 2009.

REASONABLY FORESEEABLE FUTURE: All actions between 2010 and 2030. This timeframe is based on the adopted 2030 MTP for SA BC-MPO and associated population, employment, and land use data found in the 2030 MTP's transportation travel demand model.

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7.1 LEGAL AND REGULATORY CONTEXT

This assessment of indirect and cumulative impacts has been conducted using the following guidance:

- "Guidance on Preparing Indirect and Cumulative Impact Analyses" –TxDOT, June 2009
- "Considering Cumulative Effects under the National Environmental Policy Act" – Council of Environmental Quality (CEQ), Executive Office of the President, January 1997
- "Desk Reference for Estimating the Indirect Effects of Proposed Transportation Projects" – National Cooperative Highway Research Program (NCHRP) Report 466, 2002
- "Forecasting Indirect Land Use Effects of Transportation Projects" – American Association of State Highway and Transportation Officials (AASHTO), Standing Committee on the Environment, NCHRP Project 25-25, December 2007
- "Consideration of Cumulative Impacts in EPA Review of NEPA Documents" – EPA, Office of Federal Activities (2252A), May 1999

7.2 METHODOLOGY

The analysis and evaluation of indirect and cumulative impacts and the assessment of their potential impacts have been conducted as defined in Appendix A, Method 6 – Trends Analysis (CEQ, 1997). This analytical methodology assesses the status of resources, ecosystems, and demographic populations over time and results in the documentation of past and future conditions. Utilization of this methodology allows for the identification of both potentially adverse and beneficial impacts to given resources within the VIA Primo Study Area. This methodology was used in conjunction with the TxDOT process as defined in the 2009 guidance.

7.2.1 Indirect Impacts Methodology

The indirect impacts assessment was based on the following seven-step analysis methodology outlined in the TxDOT 2009 guidance and NCHRP Report 466:

1. Scoping – for the purposes of this evaluation, based on the scale and nature of the proposed action and the area's existing conditions, it was determined that the area of influence (AOI) for indirect impacts was the defined VIA Primo Study Area as defined in Figure 1.2-1.

2. Identification of the study area's goals and trends – a series of telephone interviews were conducted of local planners representing several of the communities within the VIA Primo Study Area. Interviewees were asked about their community's vision for the future and planned goals. The results of these interviews were used to formulate a baseline for the VIA Primo Study Area goals and trends.

3. Inventory of the VIA Primo Study Area notable features – all of these features were inventoried and noted in the respective sections of this EA (e.g. Chapters 3.0, 4.0, and 6.0).

4. Identification of impact causing activities of the proposed action – Section 7.4 discusses the potential activities and actions that may lead to an impact.

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5. Identification of substantial indirect effects for analysis - Table 7.3-1 summarizes the level of direct impacts by resource and the potential for indirect impacts to those resources. Sections 7.4.1 through 7.4.22 discuss the potential indirect impact on each resource.

6. Analyze indirect effects and evaluate results - Sections 7.4.1 through 7.4.22 discuss the potential level of indirect impact on each resource. Categories for impacts were defined as **SUBSTANTIAL, MINIMAL** or **BENEFICAL** and are described in Section 7.4.

7. Assess consequences and consider mitigative measures – Section 7.7 discusses mitigation as prescribed by the TxDOT 2009 guidance.

7.2.2 Cumulative Impacts Methodology

The cumulative impacts assessment was based on the following eight-step analysis methodology outlined in the TxDOT 2009 guidance:

1. Identification of the resources to be considered – as per the TxDOT 2009 guidance, if a resource has a direct and/or indirect impact it must be considered for potential cumulative impacts. Table 7.3-1 identifies those resources that have direct impacts and the potential for cumulative impacts. Table 7.5-6 summarizes the direct, indirect, and cumulative impacts for each resource considered.

2. Definition of the study area for each of the affected resources – for the purposes of this evaluation, based on the scale and nature of the proposed action and the area's existing conditions, it was determined that the AOI for indirect impacts was the VIA Primo Study Area as defined in Figure 1.2-1.

3. Description of the current health and historical context for each resource – a detailed description of each resource is found in the respective section of this EA (e.g. Chapters 3.0, 4.0 and 6.0).

4. Identification of direct and/or indirect impacts that may contribute to a cumulative impact – direct impacts are discussed in Chapters 3.0, 4.0 and 6.0, and indirect impacts are discussed in Sections 7.4.1 through 7.4.22.

5. Identification of other reasonably foreseeable actions that may affect resources – Section 7.5.3 and Table 7.5-3 discuss the reasonably foreseeable actions considered as part of this evaluation.

6. Assessment of potential cumulative impacts to each resource – Section 7.5.5 discusses the potential level of cumulative impacts on each resource. Categories for impacts were defined as **SUBSTANTIAL, MINIMAL, BENEFICAL,** or **WILL NOT CONTRIBUTE TO** and are described in Section 7.5.5.

7. Report the results – Section 7.5.5 and Table 7.5-6 report and summarize the results of this evaluation.

8. Assessment and discussion of mitigation issues for all adverse impacts - Section 7.7 discusses mitigation as prescribed by the TxDOT 2009 guidance.

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7.3 RESOURCES CONSIDERED

"If a project [action] will not cause direct or indirect impacts on a resource, it will not contribute to a cumulative impact on the resource." (TxDOT, 2006).

Resources to be considered in the evaluation of indirect and cumulative impacts were based on findings documented in Chapters 3.0, 4.0, and 6.0 of this EA. As per the guidance quoted above, those resources that have no direct or indirect impacts will not be part of the cumulative impacts evaluation. Those resources that are not present within the VIA Primo Study Area (e.g., Farmlands), will not be part of either the indirect or cumulative impacts evaluation. Table 7.3-1 summarizes the direct impact on resources within the VIA Primo Study Area and states which resources will be considered further.

Table 7.3-1 Summary of Direct Impacts

Resource	Section	Direct Impact		Potential for Indirect Impacts
		No-Build Alternative	VIA Primo Alternative	
SOCIAL EFFECTS				
Land Use/Planning Designations	3.1	None	11.43 acres of conversion	YES
Socioeconomics	3.1	None	None	YES
Neighborhood Integrity and Community Cohesion	3.2	None	None	YES
Community Resources	3.2	None	None	YES
Schools	3.2	None	None	YES
Right-of-Way Acquisition Needs	3.3	None	9.48 Acres	YES
Residential and Commercial Displacements/Relocations	3.3	None	1 Commercial	YES
Visual and Aesthetic Conditions	3.4	None	Minimal Construction of WSMMTC, STMCTC, and eight stations	YES
Cultural Resources	3.5	None (NRHP-listed)	1 Acquisition of International and Great Northern Depot (NRHP-listed)	YES
Parklands and Recreation Areas	3.6	0	0	YES
Safety and Security	3.7	None	None	YES
Environmental Justice	3.8	None	None	YES
Utilities and Distribution Systems	3.9	None	TBD	YES
ENVIRONMENTAL EFFECTS				
Geologic Resources	4.1	None	None	YES

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Table .3-1 Summery of Direct Impacts (Continued)				
Resource	Section	Direct Impact		Potential for Indirect Impacts
		No-Build Alternative	VIA Primo Alternative	
Water Resources	4.2	None	Increase in storm water runoff, 6.21 acres of new impervious cover	YES
Biota and Habitat	4.3	None	6.32 acres Urban vegetation	YES
Threatened and Endangered Species	4.4	None	None No critical habitat near construction limits	NO
Farmlands	4.5	None	None No prime farmland in VIA Primo Study Area	NO
Air Quality	4.6	None	None	YES
Potential Noise Sensitive Receptors	4.7	None	29 Moderate 0 Severe	YES
Potential Vibration Sensitive Receptors	4.8	None	None	YES
Potential Hazardous and Contaminated Materials Sites	4.9	None	20 High Risk Sites	YES
Energy	4.10	None	None	YES
TRANSPORTATION EFFECTS				
Transit (existing fixed bus routes)	6.2	None	None	YES
Roadway	6.3	None	None	YES
Other Transportation Facilities	6.4	None	None	YES

Source: URS 2009.

Farmlands and Threatened and Endangered Species will not be considered in the indirect and cumulative impact analysis for this project because they do not occur in the project area.

7.4 INDIRECT IMPACTS

As defined earlier in this section, indirect impacts are those impacts that are, “caused by the action and occur later in time or farther removed in distance, but are reasonably foreseeable,” (40 CFR 1508.8). Two examples of indirect impacts are:

- Indirect Impact A – increased impacts to air quality sensitive receptors along proximate roadways in the VIA Primo Study Area due to increased congestion on crossroads because of increased congestion along the project corridor.

- Indirect Impact B – increased and improved transit service in the corridor improves overall mobility for transit dependent components of the local population.

Indirect impacts are categorized as:

- **SUBSTANTIAL** – having noticeable and measurable impacts that adversely affect a given resource
- **MINIMIAL** – having impacts that are difficult to measure and to directly attribute to the proposed action
- **BENEFICIAL** – impacts that are considered an improvement and/or benefit to the existing or projected condition of the given resource

7.4.1 Land Use and Socioeconomics

The VIA Primo Study Area is heavily urbanized and built-out, with over 72 percent of the existing VIA Primo Study Area represented by residential and commercial land uses with the remaining area dominated by civic and road/transportation related uses (Figure 3.2-2, Section 3.2). Development in areas proximate to the proposed VIA Primo would be limited to redevelopment and infill opportunities, as well as ancillary developments related to the proposed WSMMTC and proposed STMCTC. This is considered to be consistent with the desires and plans for development of local municipalities and is considered a **BENEFICIAL** indirect impact.

With the VIA Primo Study Area having an established and traditional residential and commercial character, it is unlikely that the proposed VIA Primo would alter, in any measurable fashion, the socioeconomic characteristics of the area (Figures 3.1-3 through 3.1-9, Section 3.1). However, as mentioned above, infill development related to the proposed STMCTC, proposed VIA Primo stations, and proposed WSMMTC, may increase employment and business ownership possibilities, creating a **BENEFICIAL** indirect impact.

7.4.2 Neighborhood, Community Services, and Community Cohesion

Within the VIA Primo Study Area, there are:

- 21 neighborhoods (Figure 3.2-1, Section 3.2)
- 26 schools (Figure 3.2-2, Section 3.2)
- 3 fire stations (Figure 3.2-3, Section 3.2)
- 3 police departments/stations (Figure 3.2-3, Section 3.2)
- 15 health facilities, including hospitals (Figure 3.2-3, Section 3.2)
- 16 other civic related facilities (Figure 3.2-3, Section 3.2)
- 114 places of worship (Figure 3.2-4, Section 3.2)

Direct impacts to some of these facilities are limited to roadway access, noise, vibration, and visual impacts (Section 3.2). It is anticipated that facilities located on adjacent roadways may also experience impacts from traffic congestion associated with increased congestion on Fredericksburg Road constituting a **MINIMAL** indirect impact.

7.4.3 Acquisitions and Displacements/Relocations

The need for additional ROW and the potential for displacements and relocations is minimal and limited to the proposed WSMMTC, proposed STMCTC, and proposed station locations (Figures 3.3-1 through 3.3-10, Section 3.3). As noted in Section 7.4.1, immediate and delayed redevelopment of parcels related to these stations would occur in a built-out environment. Some of this redevelopment may require the acquisition, renovation, demolition, and/or reconstruction of some existing buildings and/or businesses. This, however, would be a condition of "willing seller/willing buyer" and not a taking or action of eminent domain. The open market nature of the potential redevelopment may result in a **BENEFICIAL** indirect impact.

7.4.4 Visual and Aesthetic Conditions

Based on the potential for infill redevelopment and revitalization within the VIA Primo Study Area, which may include restoration of currently vacant storefronts and underutilized buildings, indirect impacts to the visual assessment units, as defined in Figure 3.4-1, Section 3.4, and their associated existing and projected land use patterns (Figure 3.2-2, Section 3.2) are anticipated to be **MINIMAL** to **BENEFICAL**.

7.4.5 Cultural Resources

Historic structures, landmarks, districts, and archaeological sites within the VIA Primo Study Area may be exposed to indirect impacts related to increased traffic volume and traffic congestion on adjacent roadways. These impacts include, but may not be limited to, reduced air quality, increased noise and vibration, and private development pressures. This increased exposure may result in a **MINIMAL** indirect impact.

In some cases, however, it is possible that many of the identified cultural resources may experience **BENEFICIAL** indirect impacts related to infill redevelopment which result in the renovation/rehabilitation of structures, revitalization of districts, and increased exposure to visitors.

7.4.6 Parklands and Recreation Areas

Use of parklands and recreation areas related to transportation related projects is protected by Federal and state laws. Additionally, conversion of public owned and operated parklands and recreation areas is very unpopular and uncommon. No direct impacts to parkland would result from the proposed VIA Primo. However, improved mobility and the potential for community revitalization in the VIA Primo Study Area may increase area-wide parkland and recreation area uses, therefore creating a **BENEFICIAL** indirect impact.

7.4.7 Safety and Security

New travel patterns created by the proposed VIA Primo may increase the volume of traffic on some streets, therefore increasing possible pedestrian/bicycle/vehicular conflicts. This impact is anticipated to be localized to areas proximate to stations and to be a **MINIMAL** indirect impact.

7.4.8 Environmental Justice

Minority and low-income populations in the VIA Primo Study Area (Figures 3.8-1 through 3.8-3, Section 3.8) are anticipated to generally benefit from the proposed VIA Primo. As detailed

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above in Sections 7.4.1, 7.4.3, and 7.4.6, many of the resources used, owned, and operated by these populations may be improved and revitalized. Overall VIA Primo Study Area mobility should improve for many of the transit-dependent populations, thereby improving access to employment, educational, entertainment, and recreational opportunities. This should result in a **BENEFICIAL** indirect impact.

7.4.9 Utilities and Distribution Systems

Existing underground and overhead utilities and distribution systems would be located, mapped, and when necessary relocated/reconfigured as part of the proposed VIA Primo. This effort would assist future actions and development in the immediate VIA Primo Study Area in reducing utility conflicts. Any redevelopment in the areas of the proposed WSMMTC, the eight proposed VIA Primo stations, and the proposed STMCTC is not anticipated to require improvements to the existing utility system. Utilities and associated distribution systems are expected to experience a **BENEFICIAL** indirect impact.

7.4.10 Geologic Resources

Indirect impacts related to geologic resources are expected to be **MINIMAL** and related to construction activities such as vegetation and soil removal on parcels undergoing redevelopment.

7.4.11 Water Resources

Redevelopment and revitalization projects may introduce additional impacts to floodplains and water quality; however, these impacts are regulated under Federal, state, and local law. Indirect impacts to water resources should be **MINIMAL**.

7.4.12 Biota and Habitat

Due to the built-out, urban environment found within the proposed VIA Primo construction limits, it is unlikely that any adverse indirect impacts would occur. However, as mentioned for other resources in this section, the potential for redevelopment and revitalization may increase the removal of vegetation. This may cause a potentially **MINIMAL** indirect impact.

7.4.13 Threatened and Endangered Species

Based on the analysis found in Table 4.4-1, Section 4.4, no Federally or state listed species occur within the proposed VIA Primo construction limits. Therefore, **NO** indirect impact can occur.

7.4.14 Farmlands

Based on the analysis found in Section 4.5, no prime farmlands occur within the VIA Primo Study Area. Therefore, **NO** indirect impact can occur.

7.4.15 Air Quality

Changes in travel patterns may increase the volume of traffic on some proximate streets associated with redevelopment and congestion along Fredericksburg Road. These changes

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may increase the volume of traffic on select adjacent roadways and may increase exposure to sensitive receptors. Indirect impacts to air quality are anticipated to be **MINIMAL**.

7.4.16 Noise

Changes in travel patterns may increase the volume of traffic on some proximate streets associated with redevelopment and congestion on Fredericksburg Road. These changes may increase the volume of traffic on select proximate roadways and may increase exposure to sensitive receptors. Indirect impacts from noise are anticipated to be **MINIMAL.**

7.4.17 Vibration

The nature of the proposed VIA Primo (e.g., rubber wheeled vehicles) does not lend itself to the generation of measurable increases in vibration nor do many of the associated activities that may occur. **NO** indirect impacts from vibration are expected to occur.

7.4.18 Hazardous and Contaminated Materials

Figures 4.9-1 through 4.9-3, Section 4.9, identify over 341 known, potentially contaminated sites within the VIA Primo Study Area. Many of these sites exist outside of the immediate Fredericksburg Road Corridor, but may be considered for other redevelopment and revitalization efforts. Additionally, the proposed VIA Primo would add 17 new electric/diesel vehicles to the VIA fleet. These vehicles would need to be regularly maintained and, therefore, new increased quantities of replacement/waste oils and replacement/waste batteries would need to be stored. VIA's maintenance facilities are regulated by local, state, and Federal laws, as well as internal operational procedures, but the increased quantities of these potentially hazardous materials increases the potential for spills and accidents. Indirect impacts related to hazardous and contaminated materials should be **MINIMAL**.

7.4.19 Energy

Based on the analysis found in Section 4.10, the existing and projected power grid within the VIA Primo Study Area would support the proposed VIA Primo and development found in future land use plans of local municipalities. The proposed VIA Primo, in conjunction with increased Federal fuel efficiency standards, should reduce fuel consumption and reduce vehicle miles traveled. These factors should result in an overall **BENEFICIAL** indirect impact.

7.4.20 Transit

Figure 6.2-2, Section 6.2, depicts modifications to the VIA fixed-route system. The proposed VIA Primo would increase the mobility of transit-dependent populations within the VIA Primo Study Area and potentially increase the ridership on many of the fixed routes in the area. This increase in ridership should improve the revenue stream for VIA, and therefore create a **BENEFICIAL** indirect impact.

7.4.21 Roadway

Population and employment growth within the VIA Primo Study Area, in addition to the projected increase in congestion on Frederickersburg Road and proximate roadways, may cause an accelerated degradation of LOS on the localized roadway network. This may be difficult to directly attribute to the proposed VIA Primo, but may create a **MINIMAL** indirect impact.

7.4.22 Other Transportation Facilities

Increased redevelopment in the area may strain the availability of and access to personal vehicle parking. Whereas the improved mobility and access to mobility choices in the area, in conjunction with improved pedestrian and bicycle facilities, may reduce the need for personal vehicular usage in the area. Parking, pedestrian, and bicycle facilities within the VIA Primo Study Area are anticipated to experience a **MINIMIAL** to **BENEFICIAL** indirect impact from the proposed VIA Primo.

7.5 CUMULATIVE EFFECTS

The analysis of cumulative effects considers the incremental impact of all actions past (1990 - 2008), present (2009), and in the reasonably foreseeable future (2010 – 2030). This section summarizes those actions and provides an evaluation of the proposed VIA Primo's effect on the overall trends, related to resources, as a component of the cumulative actions within the VIA Primo Study Area.

Please note that information related to each project may or may not have been available or from a reliable source. The analysis and evaluation contained within this section represents the best available and verifiable information to date. Only capacity improvement projects were considered for transportation and transit-related projects (maintenance, safety, and inspection projects were not included). Sources included literature searches, internet searches, and review of past/present documents, local knowledge, and telephone interviews.

7.5.1 Past Actions (1990 through 2008)

Table 7.5-1 summarizes past projects that have been identified as part of this cumulative impacts analysis.

Table 7.5-1 Summary of Past Actions 1990 through 2008

Agency	Action	Limits
VIA	Crossroads Park and Ride	Crossroads Boulevard @ Crossroad Mall

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Table 7.5-1 Summary of Past Actions 1990 through 2008 (Continued)		
Agency	**Action**	**Limits**
COSA	Waverly Road - add curbs, sidewalks, driveway cuts, drainage	Zarzamora Street to Glenmore
	West Craig - road widening with enhanced parkway improvements	Elmendorf to Josephine Tobin
	Woodlawn Avenue - road widening with enhanced parkway improvements	San Antonio to Lake
	Lake Boulevard - add curbs, sidewalks, driveway cuts, drainage	Woodlawn Avenue to Donaldson
	Woodlawn Avenue – widening, turn lanes, bike lane	St. Cloud to Lake Boulevard
	Rollins - road widening with enhanced parkway, and drainage improvements	Loe to Barbara
	Waverly - road widening with enhanced parkway, and drainage improvements	Bandera to Glenmore
	Emory Street - add curbs, sidewalks, driveway cuts, drainage	Kentucky Street to Waverly
	Kentucky Street - add curbs, sidewalks, driveway cuts, drainage	Emory Street to Wilson
	Callaghan Road – widening and left turn lanes	Torino to IH-10
	San Pedro – widen to 4 lanes	Quincy to Roman
	Wurzbach – widen at approach to IH-10	1,000 ft either side of IH-10
	Wurzbach – left turn lanes at IH-10	IH-10
	Zarzamora Street – widen to 4 lanes	Spur 421 to Commerce Street
COBH	Gentleman Road - add curbs, sidewalks, driveway cuts, drainage	
TxDOT	Fredericksburg Road – widen to 6 lanes, center turn lanes	Lakeridge to Hamilton-Wolfe Road
	Fredericksburg Road – reconstruct 4 lanes	Sandoval to Woodlawn
	IH-10 and IH-35 – construct elevated mainlines	IH-35: Martin to River IH-10: IH-35 to Poplar Street
	IH-10 – upgrade to 8-lane freeway	Callaghan Road to Huebner
	IH-10 – upgrade to 6-lane freeway	Huebner to Loop 1604
	IH-10 – upgrade to 10-lane freeway	IH-410 to Fresno Drive
	IH-10 – reconstruct IH 10/IH-410 Interchange	Callaghan Road to N. Crossroads
	IH-10 – upgrade to 8-lane freeway	Wurzbach Road to Huebner
	IH-10 – upgrade to 10-lane freeway	N. Crossroads to Fulton Avenue
	IH-10 – upgrade to 8-lane freeway	Callaghan Road to Wurzbach

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Table 7.5-1 Summary of Past Actions 1990 through 2008 (Continued)		
Agency	**Action**	**Limits**
TxDOT (Continued)	IH-10 and IH-410 – upgrade to 10-lane freeway	Cherry Ridge to Jackson Keller
	IH-10 – reconfigure ramps and intersections of cross street	IH-410 at Foster Road
	IH-10 – reconfigure intersection at cross street	@ Callaghan Road
	IH-10 – reconfigure intersection at cross street	@ Huebner Road
	IH-35 – upgrade to 8-lane freeway	US 281/IH37 to Holbrook Road
	IH-35 – reconfigure intersection at cross street	NB @ McCullough
	IH-410 – upgrade to 8-lane freeway	IH-10 to Honeysuckle
	IH-410 – upgrade to 8-lane freeway	Callaghan Road to IH-10
	IH-410 – upgrade to 6-lane freeway	IH-10 to IH-35
	IH-410 – upgrade to 8-lane freeway	Loop 345 to Ingram Road
	IH-410 – construct elevated lanes and upgrade to 10-lane freeway	Ingram Road to Callaghan Road
	IH-410 – construct elevated lanes	Callaghan Road to Jackson
	IH-410 – upgrade to 10-lane freeway	Callaghan Road to IH-10
	IH-410 – upgrade to 6-lane freeway	IH-10 to IH-35
	IH-410 – intersection improvements on cross street	@ Babcock Road and @ Callaghan Road
	IH-410 – upgrade to 10-lane freeway	Jackson Keller Road to Honeysuckle
	IH-410 – upgrade to 10-lane freeway	Callaghan Road to Fredericksburg Road
	Loop 345 – upgrade to 4 lanes with center turn lanes	Lakeridge to Hamilton-Wolfe Road
	Loop 345 – upgrade to 6 lanes with center turn lanes	Hamilton-Wolfe Road to IH-10
	Loop 345 – grade separation	@ Medical Drive
	SH 16 – widen to 6 and 8 lanes with flyovers	IH-10 to FM 1517
	Spur 421 – upgrade to 6 lanes with center turn lanes	IH 410 to IH 10
	Spur 421 – widen to 6 lanes divided	IH 410 to Evers Road
	Spur 421 – widen to 6 lanes	Evers Road to Cincinnati Avenue
	Spur 421 – widen to 6 lanes divided	Cincinnati Avenue to IH 10

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Table 7.5-1 Summary of Past Actions 1990 through 2008 (Continued)		
Agency	**Action**	**Limits**
TxDOT (Continued)	Spur 421 – widen to 6 lanes divided	Evers Road to Quill
	Spur 421 – widen to 6 lanes divided	Ligature to Cincinnati Avenue

Source: URS, 2009.

7.5.2 Present Actions (2009)

Table 7.5-2 summarizes present or current projects that have been identified as part of this cumulative impacts analysis.

Table 7.5-2 Summary of Present Actions 2009		
Agency	**Action**	**Limits**
Bexar County	Comal Street – reconstruction	Commerce Street to Martin Street
TxDOT	IH-410 – widening	Ingram Road to Callaghan Road
	IH-410 – widening	Culbera Road to Ingram Road
STMC	Private medical arts building	Christus Santa Road Hospital
	Expanded Pediatric Emergency Room	Methodist Children's Hospital
	Various campus-wide construction	University Health Systems
	University of Texas – new clinical home	UTHSCSA
	South Texas Research Facility	UTHSCSA
	The Spectrum Athletic Club	Joe R. and Teresa Lozano Long Campus

Source: URS 2009.

7.5.3 Reasonably Foreseeable Future Actions (2010 through 2030)

Table 7.5-3 summarizes reasonably foreseeable future projects that have been identified as part of this cumulative impacts analysis. Interviews with representatives of Bexar County and the COSA were used to evaluate the potential level of private actions within the VIA Primo Study Area. At the time of this document, no private actions were known and/or expected beyond renovation and/or reuse of existing structures and facilities. Therefore, the analysis of future actions was limited to publicly planned and funded actions.

Table 7.5-3 Summary of Reasonable Forseeable Future Actions 2010 through 2030		
Agency	**Action**	**Limits**
VIA	STMCTC – 19 bus bays, transit center building, seating, and possible park-and-ride lot	STMC
	WSMMTC – 20 bus bays and seating	South Medina Street between Buena Vista Street and West Commerce Street

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Table 7.5-3 Summary of Reasonable Forseeable Future Actions 2010 through 2030 (Continued)		
Agency	**Action**	**Limits**
VIA (Continued)	Downtown Transportation Infrastructure – various construction/reconstruction of sidewalks, driveways, curbs, wheelchair ramps, street lighting and traffic signal improvements	Throughout the San Antonio Central Business District (CBD)
COSA	Fredericksburg Road – grade separation	@ Medical Drive
	Medical Drive – operational improvements	Ewing Halsell to Medical Drive
	Callaghan Road – reconstruct to 4 lanes with center turn lanes, sidewalks, bike trails, drainage and curbs	West Horseshoe Bend to Bandera Road
	Avenue B and Josephine – construct 10-foot bicycle path	Loins Field/Alamo to Josephine/St. Mary's
	Blanco Road - reconstruct turn lanes at major intersections, sidewalks, bike trails, drainage and curbs	Hildebrand to Jackson Keller
	Fredericksburg Road – intersection geometry improvements and hike/bike amenities	Downtown to STMC
	South Medical Center Intersection Improvements	Medical Drive @ Babcock Ewing Halsell @ Wurzbach Hamilton Wolfe @ Floyd Curl Ewing Halsell @ Sid Katz
	Montezuma Street – widening with curbs	Zarzamora Street to San Jacinto
	St. Cloud Pedestrian Improvements	Woodlawn to Babcock
	Wurzbach Parkway – improved connectivity	IH-35 to STMC
TxDOT	Fredericksburg Road – bridge construction	@ Medical Drive
	IH-35 – replace bridge at Walters Street, widen Frontage Road and mainline operational improvements	New Braunfels Avenue to AT&T Parkway
STMC	Patriot Heights – new assisted living facilities	Patriot Heights

Source: URS 2009.

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7.5.4 Trends Analysis

For purposes of the cumulative impacts analysis, a trends analysis methodology was selected to evaluate and assess the potential for and degree of cumulative effects on resources within the proposed VIA Primo Study Area. The trends analysis assists in providing a historical context that is critical to the assessment of cumulative effects from the proposed VIA Primo.

Population and Employment

Between 1990 and 2000, the proposed VIA Primo Study Area experienced an annual growth rate of 2.61 percent, exceeding Bexar County (1.47%) and the state of Texas (1.85%) for that same period. Projections for average annual growth rate over the period between 2010 and 2030 for Bexar County and Texas slow slightly to 0.80 percent and 1.14 percent, respectively. Table 7.5-4 and Figure 7.5-1 summarize these rates.

Table 7.5-4 Population Totals and Average Annual Growth Rates VIA Primo Study Area, Bexar County and Texas 1990 through 2030

Area	1990	2000	2010	2020	2030	Avg. Annual % Growth
VIA Primo Study Area	58,382	78,970	102,178[1]	132,207[1]	171,062[1]	1.65%
Bexar County	1,185,394	1,390,000	1,559,630	1,677,983	1,745,220	0.80%
Texas	16,986,510	20,850,000	24,395,179	27,917,492	31,197,014	1.14%

Population projections for the VIA Primo Study Area were based on the annual rate experienced between 1990 and 2000 based on US Census data and then extrapolated annually over the 30-year period.

Sources : US Census 1990 and 2000, (factfinder.census.gov).
Office of the Comptroller.

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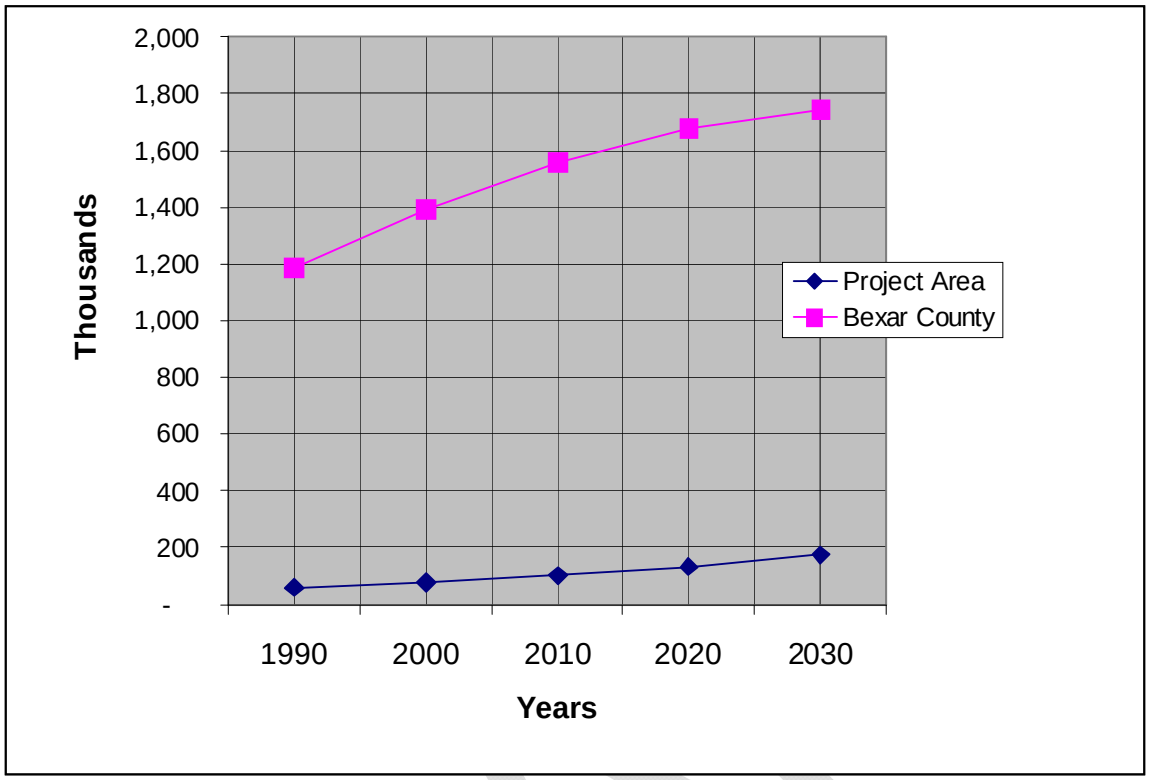
Figure 7.5-1 Population (in thousands)



VIA PRIMO STUDY AREA AND BEXAR COUNTY
1990 through 2030

Sources: US Census 1990 and 2000, (factfinder.census.gov).
Office of the Comptroller.

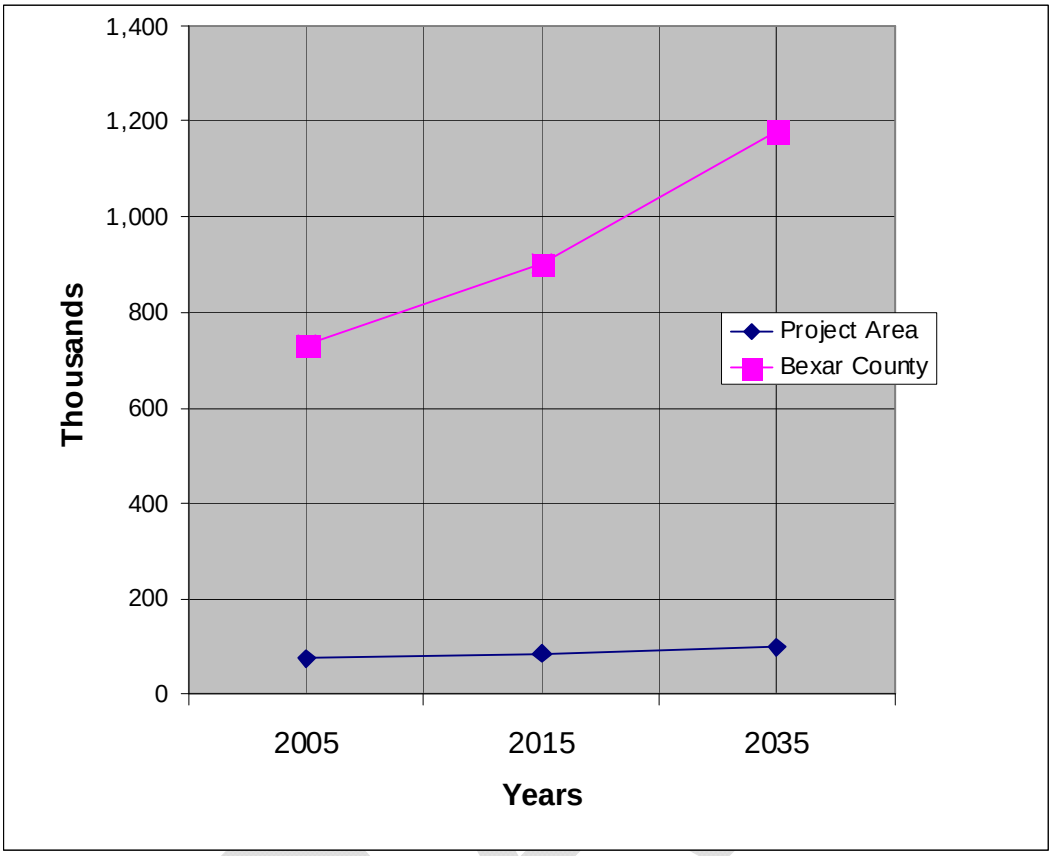
Employment projections for the VIA Primo Study Area and Bexar County reflect a similar steady rate of growth coincident to population projections. Table 7.5-5 and Figure 7.5-2 summarize the employment projections between 2005 and 2035.

Table 7.5-5 Employment Projections and Growth Rates VIA Promo Study Area and Bexar County 2005 through 2035

Area	2005	2015	2035	Avg. Annual % Growth
VIA Primo Study Area	74,944	86,131	98,137	0.79%
Bexar County	731,325	902,659	1,180,000	1.27%

Source: SA-BC MPO, 2008.

Figure 7.5-2 Employment (in thousands)



VIA PRIMO STUDY AREA AND BEXAR COUNTY
2005 through 2035

Source: SA-BC MPO, 2008.

Land Use and Development Pattern

Currently, the VIA Primo Study Area is dominated by commercial and residential land uses. Commercial uses are concentrated in areas adjacent to Fredericksburg Road, the STMC, and downtown San Antonio. Residential uses are more predominate several blocks off of Fredericksburg Road, but are closer to Fredericksburg Road within the Deco District as seen in Figure 7.5-3. Section 3.1 discusses in detail the existing land use within the VIA Primo Study Area.

The following is a series of historic aerial photographs showing development patterns in the VIA Primo Study Area from 1995 to 2006.

- **Figure 7.5-4** – South Texas Medical Center: January 1995, September 2002 and December 2006
- **Figure 7.5-5** – Balcones Heights: January 1995, September 2002 and December 2006
- **Figure 7.5-6** – Deco District: January 1995, September 2002 and December 2006
- **Figure 7.5-7** – Downtown San Antonio: January 1995, July 2002 and January 2007

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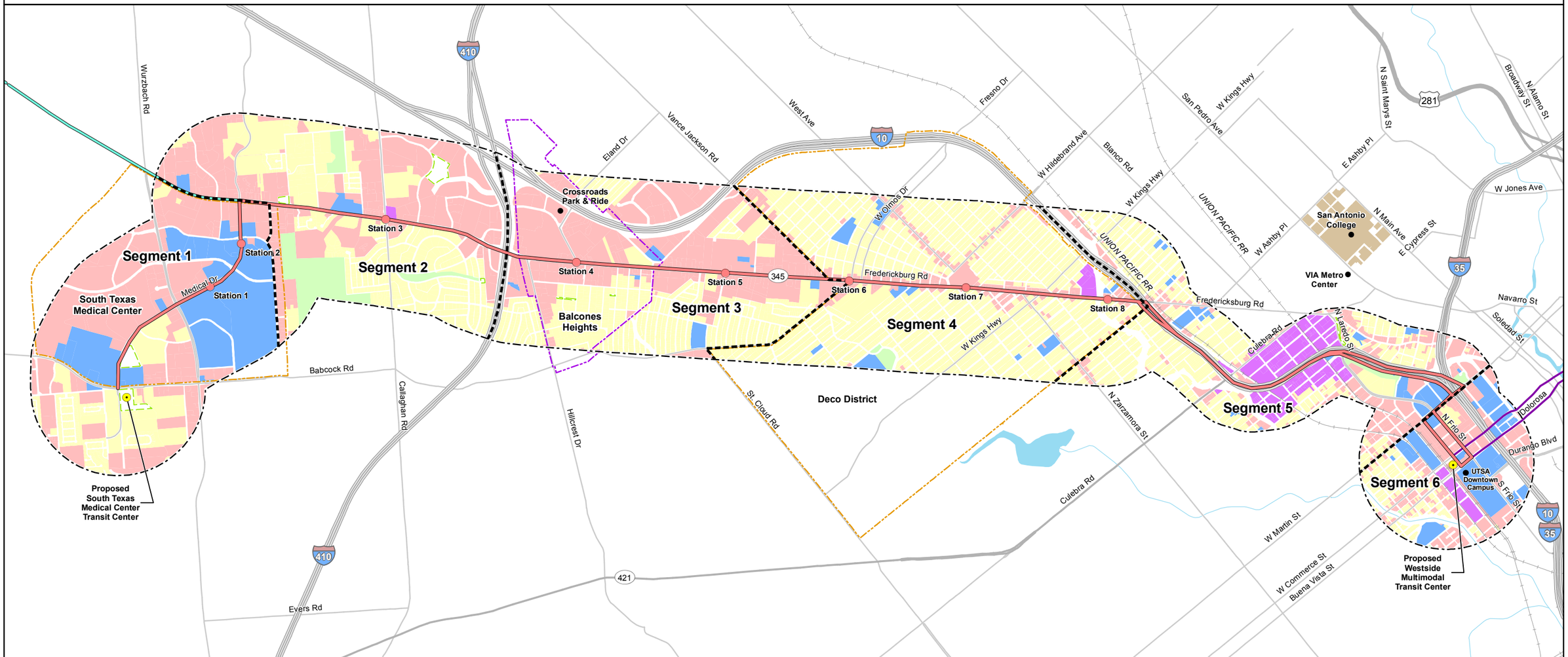
Figure 7.5-3
Land Use in the VIA Primo Study Area



Visual Assesment Segment
Proposed VIA Primo Station
Proposed Transit Center
Proposed VIA Primo Route
Study Area

Proposed Downtown VIA Primo Circulator Route
Proposed VIA Primo UTSA Extension
Interstate
US Route
State Route

Rail
Water Body

Land Use:
Commercial
Civic
Industrial
Residential
Open Space/Undeveloped
Recreational/Park

Source: Bexar Appraisal District, 2007; URS, 2008.

URS

0 0.5 1 Miles

P:\GIS_Projects\VIA_SanAntim\xd\EA2010\Landuse.mxd 01/28/2010 JW

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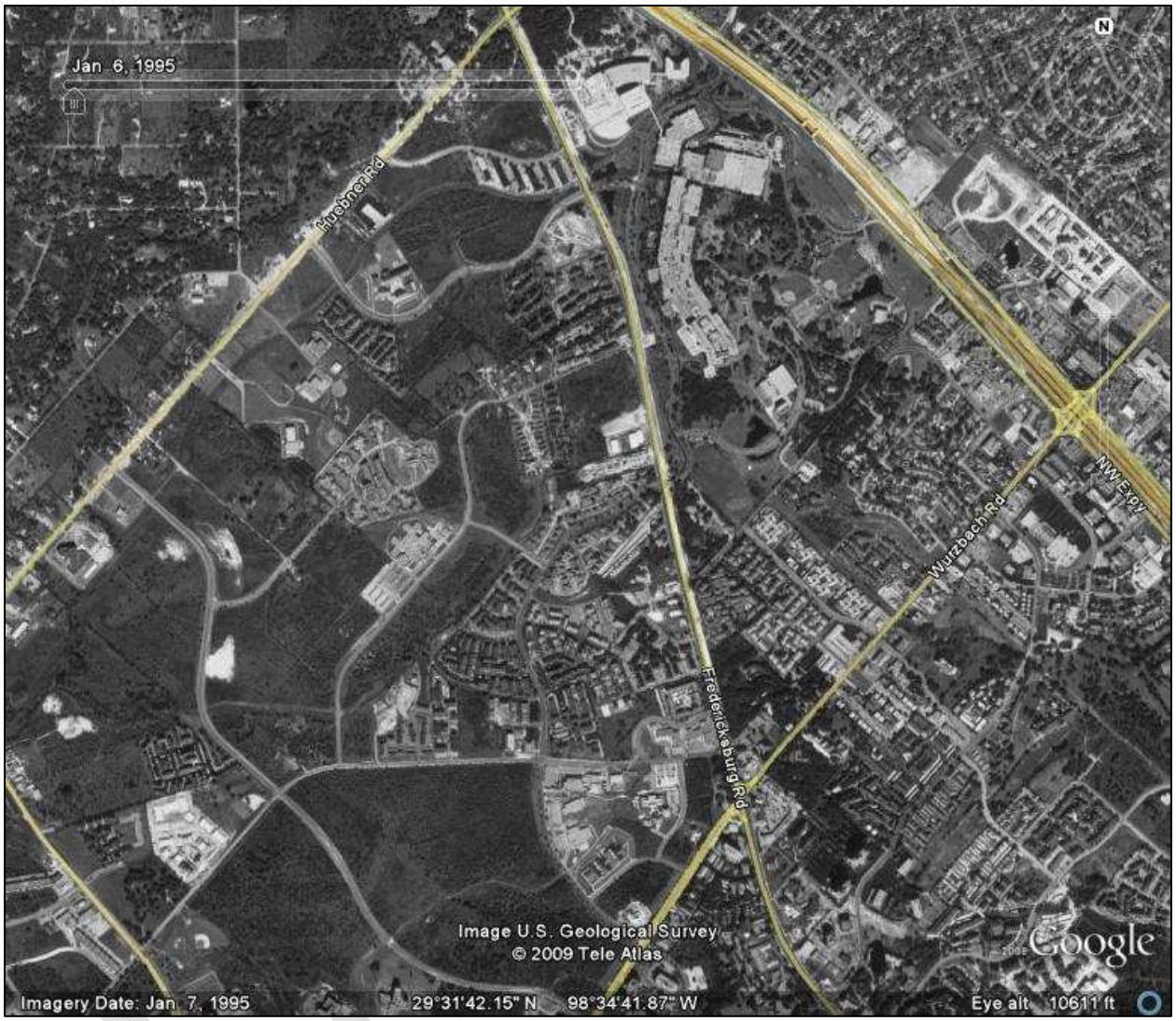
Figure 7.5-4a South Texas Medical Center

HISTORIC AERIAL PHOTO - JANUARY 1995



South Texas Medical Center January 1995

Source: Google Earth 5.0, 2009.

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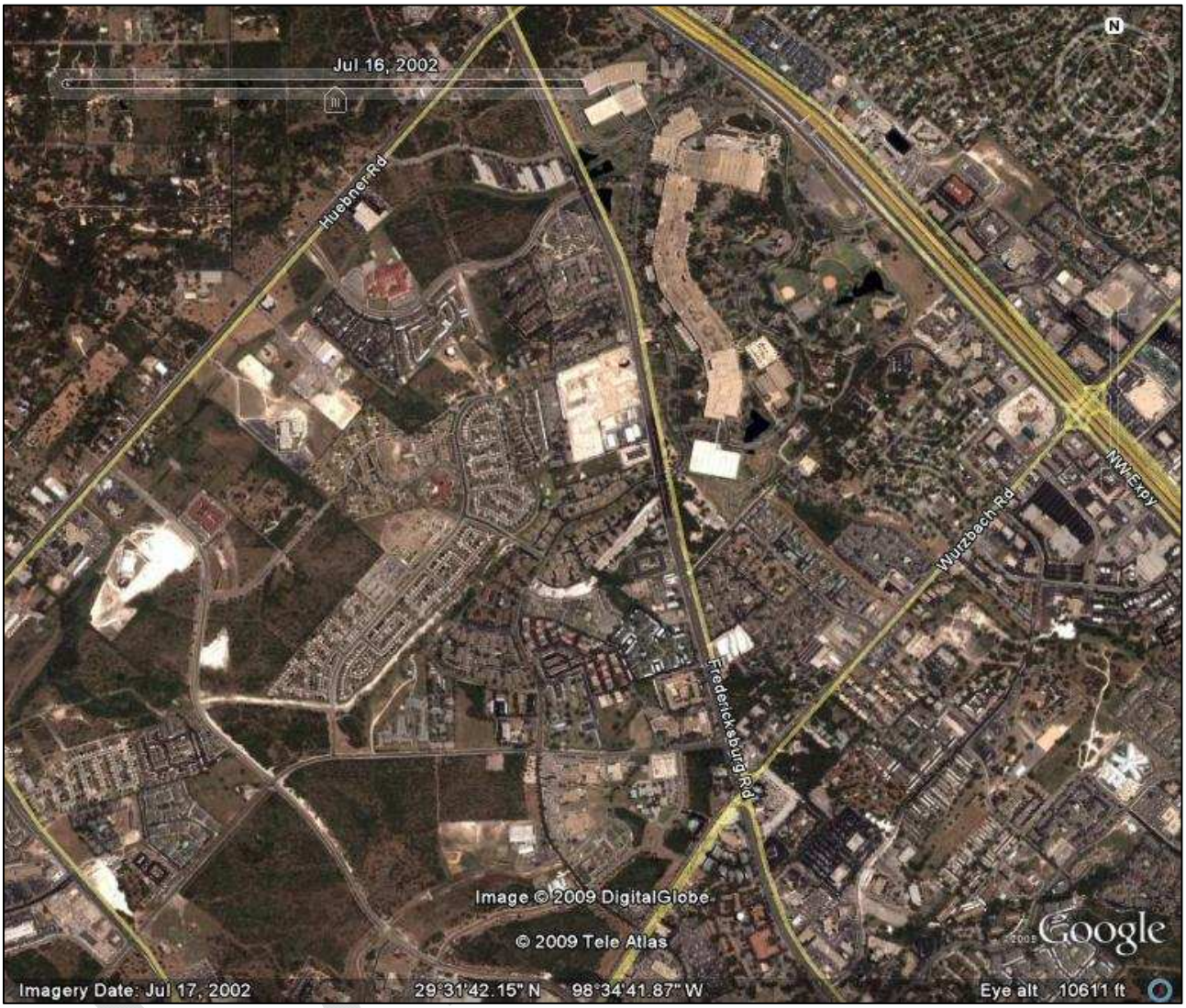
Figure 7.5-4b South Texas Medical Center

HISTORIC AERIAL PHOTO -JULY 2002



South Texas Medical Center July 2002

Source: Google Earth 5.0, 2009.

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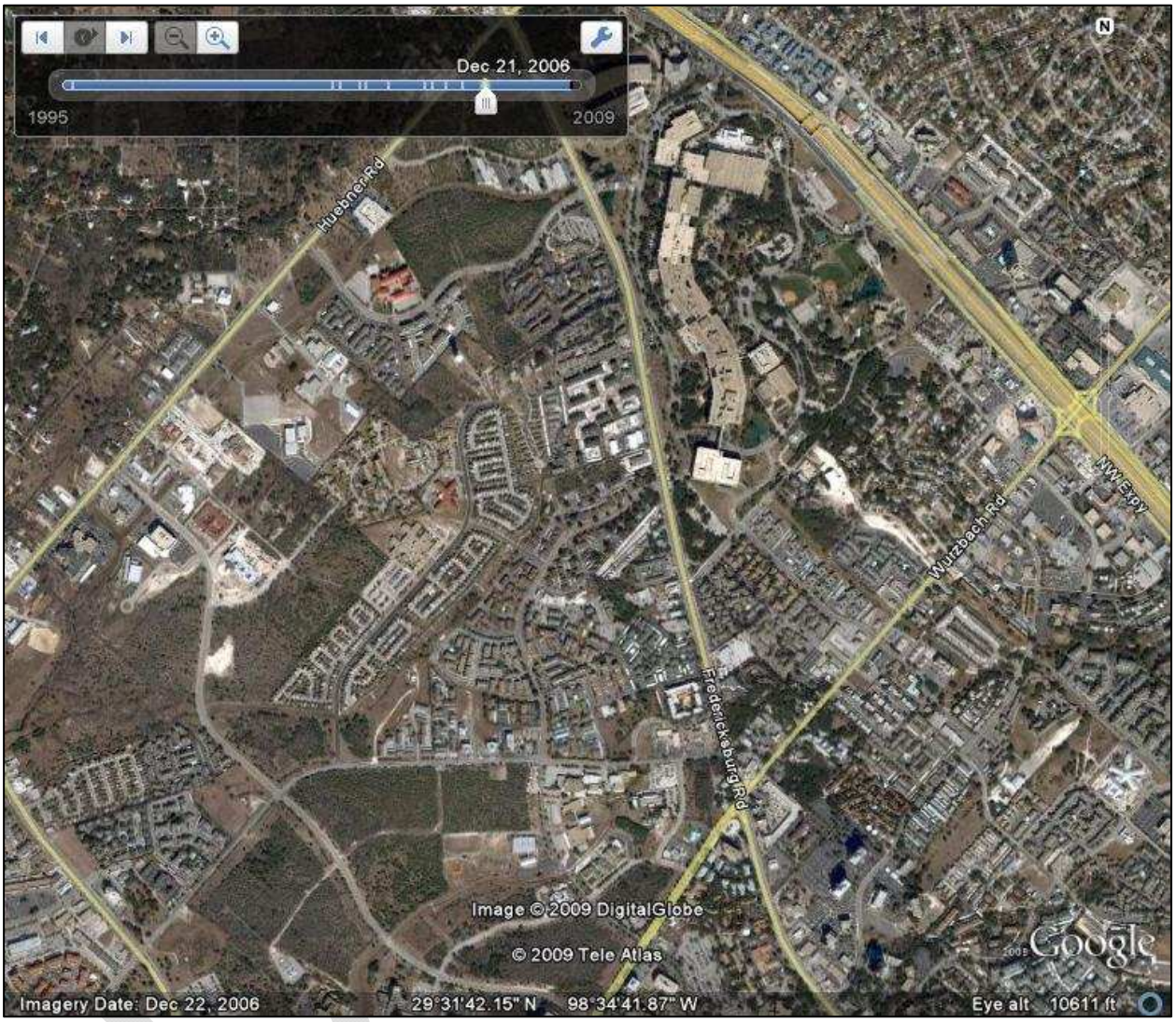
Figure 7.5-4c South Texas Medical Center

HISTORIC AERIAL PHOTO - DECEMBER 2006



South Texas Medical Center December 2006

Source: Google Earth 5.0, 2009.

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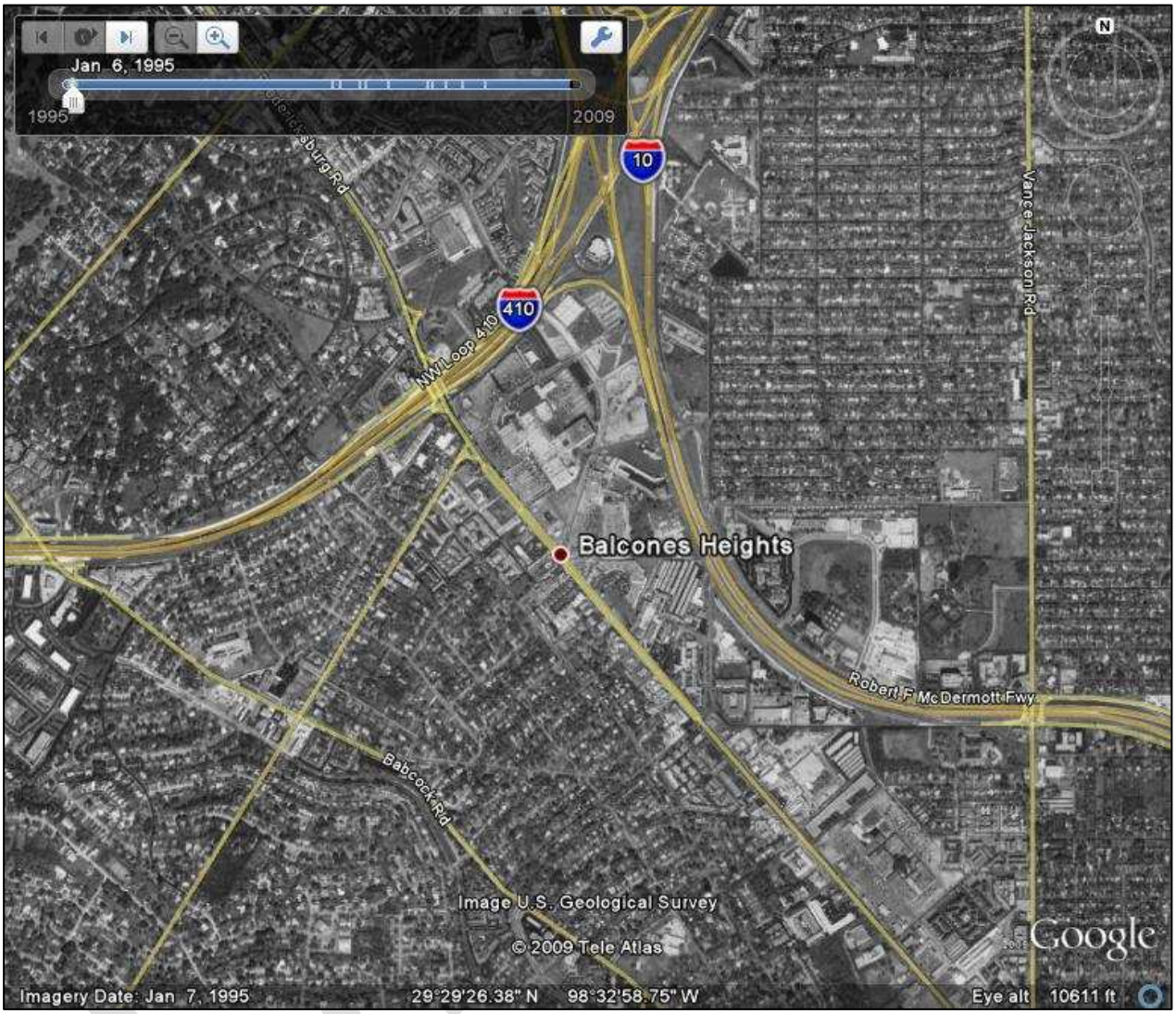
Figure 7.5-5a Balcones Heights

HISTORIC AERIAL PHOTO - JANUARY 1995



Balcones Heights January 1995

Source: Google Earth 5.0, 2009.

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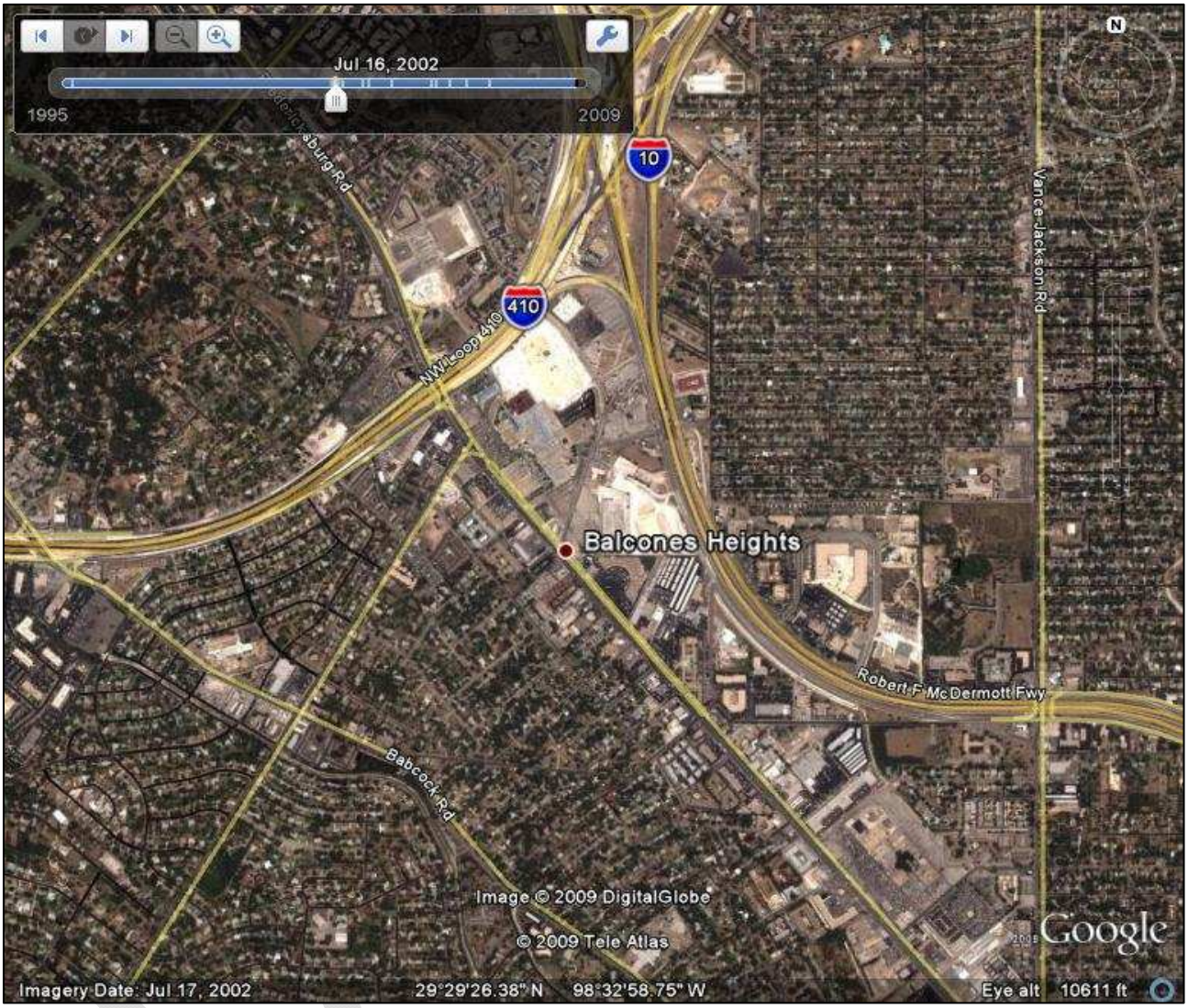
Figure 7.5-5b Balcones Heights

HISTORIC AERIAL PHOTO - JULY 2002



Balcones Heights July 2002

Source: Google Earth 5.0, 2009.

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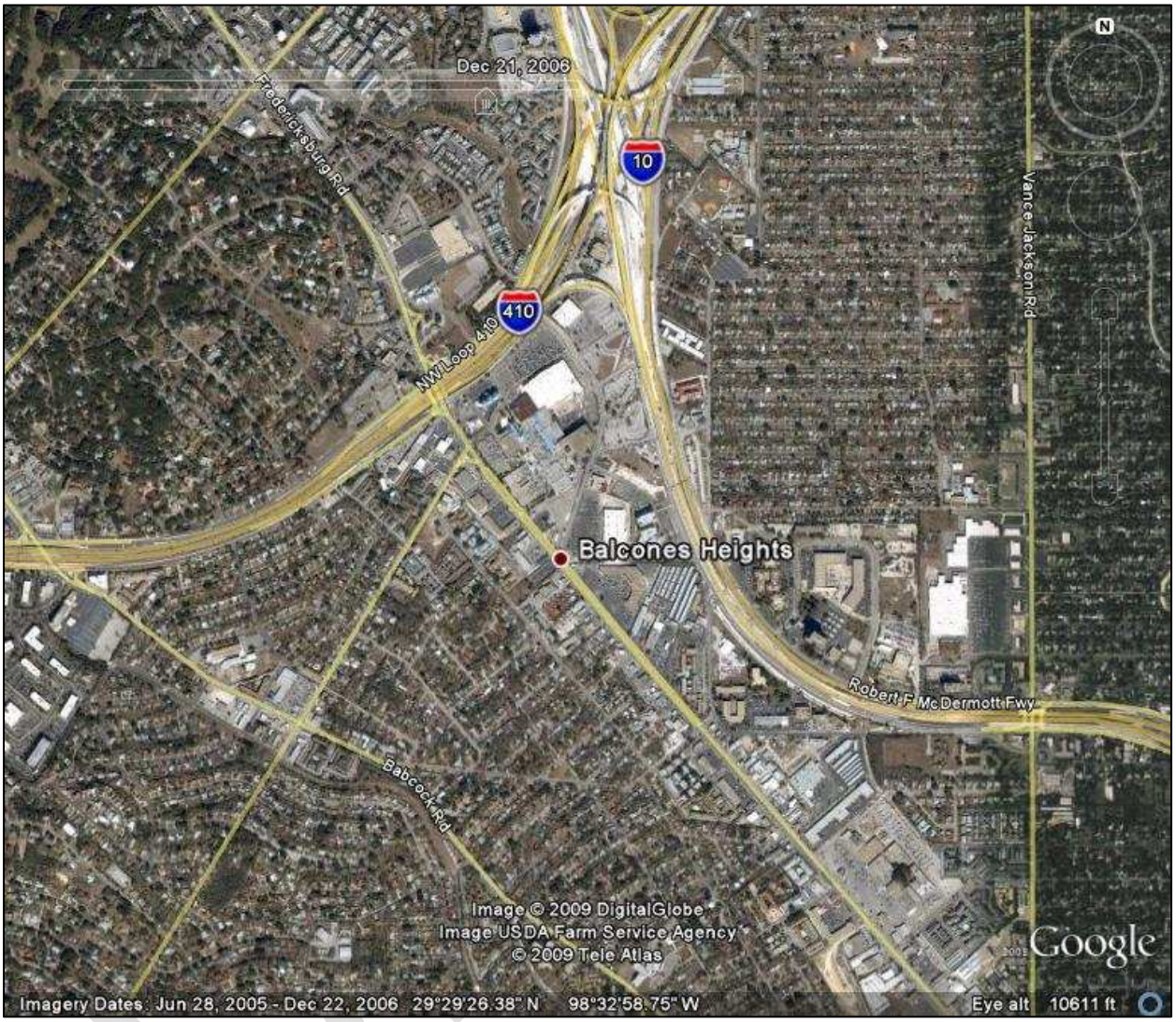
Figure 7.5-5c Balcones Heights

HISTORIC AERIAL PHOTO - DECEMBER 2006



Balcones Heights December 2006

Source: Google Earth 5.0, 2009.

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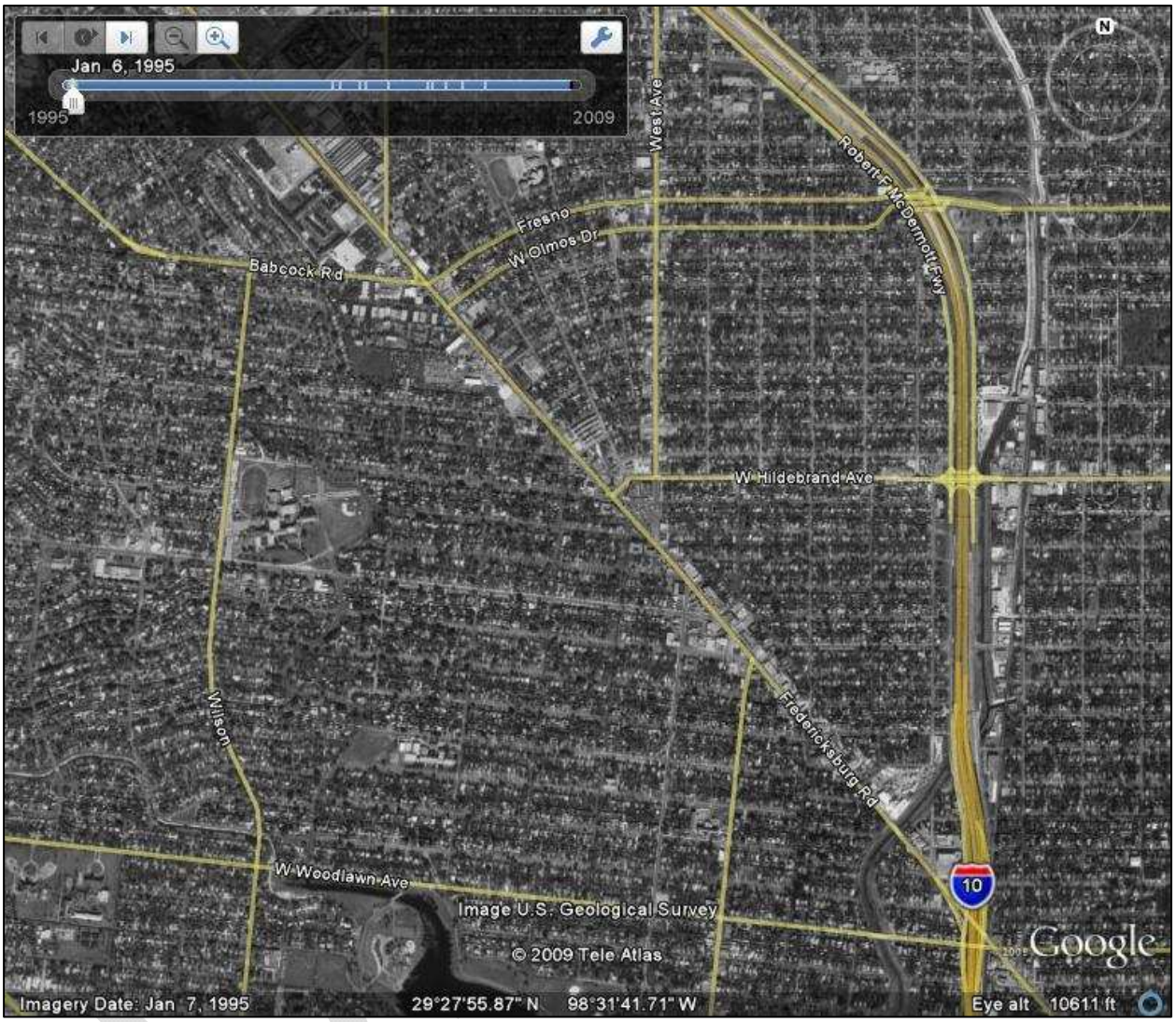
Figure 7.5-6a DECO District

HISTORIC AERIAL PHOTO - JANUARY 1995



Deco District January 1995

Source: Google Earth 5.0, 2009.

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Figure 7.5-6b DECO District

HISTORIC AERIAL PHOTO - JULY 2002

Deco District July 2002

Source: Google Earth 5.0, 2009.

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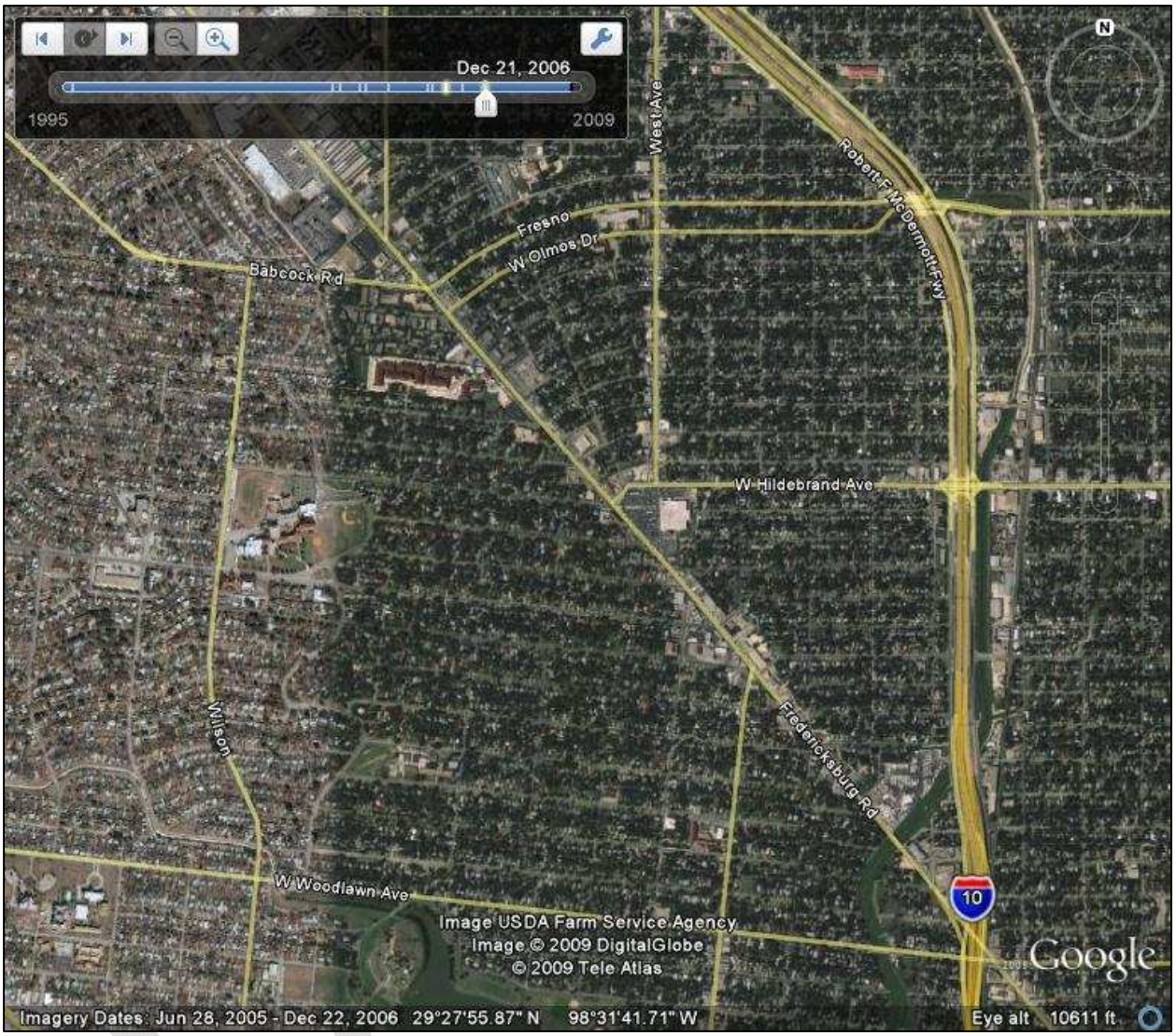
Figure 7.5-6c DECO District

HISTORIC AERIAL PHOTO - DECEMBER 2006



Deco District December 2006

Source: Google Earth 5.0, 2009.

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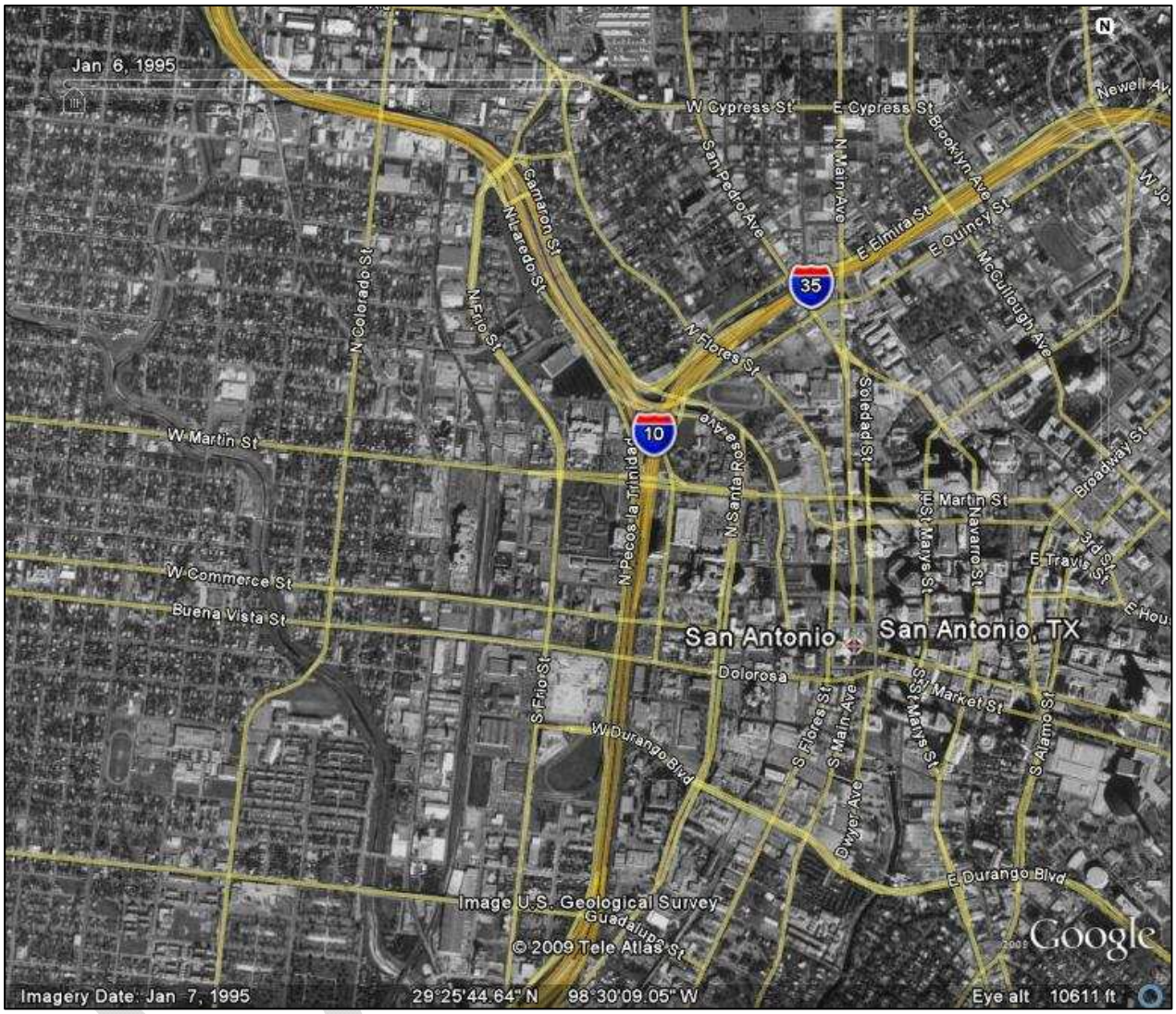
Figure 7.5-7a Downtown San Antonio

HISTORIC AERIAL PHOTO - JANUARY 1995



Downtown San Antonio January 1995

Source: Google Earth 5.0, 2009.

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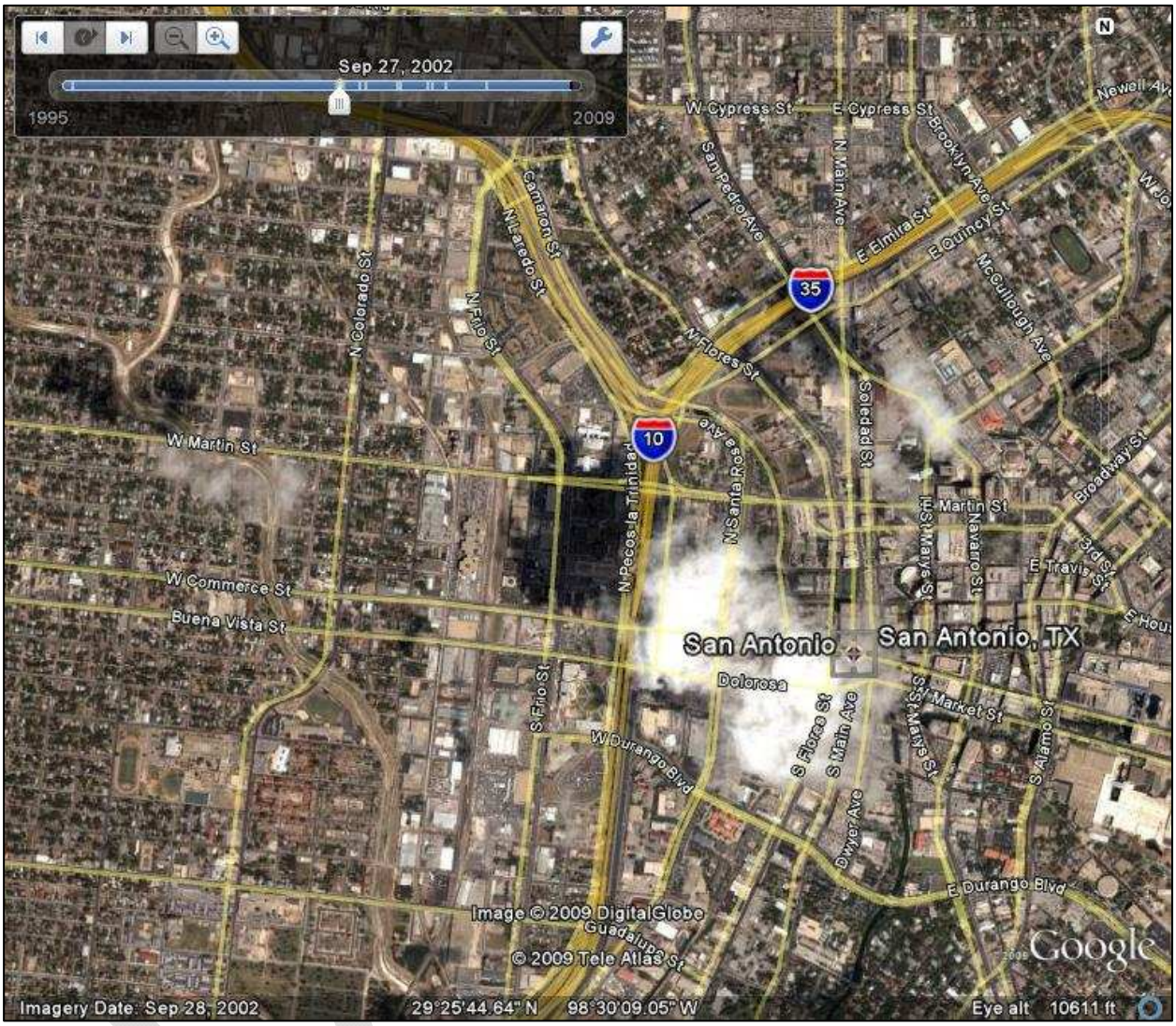
Figure 7.5-7b Downtown San Antonio

HISTORIC AERIAL PHOTO - JULY 2002



Downtown San Antonio July 2002

Source: Google Earth 5.0, 2009.

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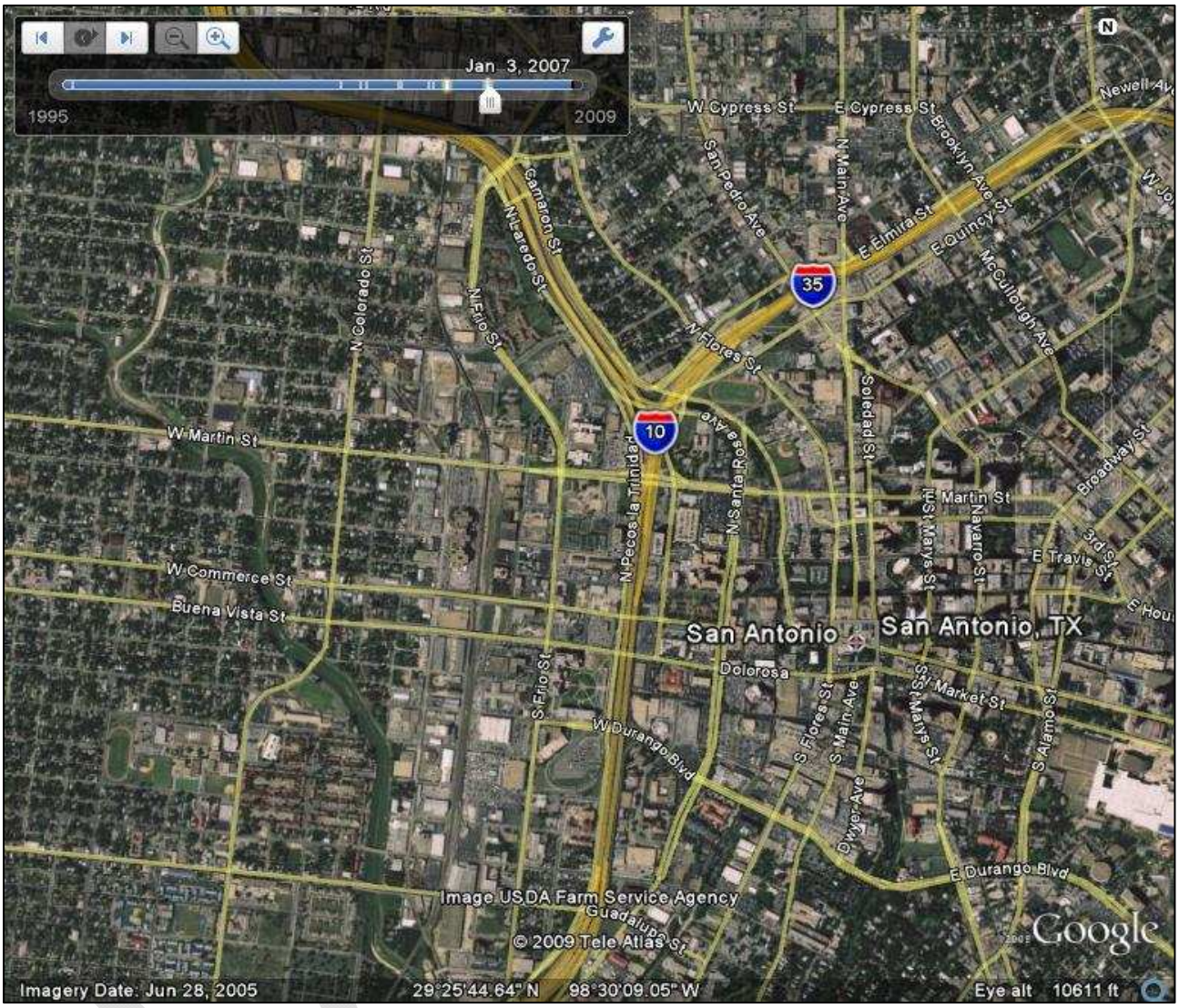
Figure 7.5-7c Downtown San Antonio

HISTORIC AERIAL PHOTO - JANUARY 2007



Downtown San Antonio January 2007

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Finding of Trends Analysis

The metropolitan area of San Antonio and surrounding areas of Bexar County have experienced growth and development for several decades and are projected to continue to grow into the reasonably foreseeable future. Patterns of development into the future would be limited by the current built-out nature of the area and, therefore, focus on infill redevelopment and revitalization efforts. Goals and policies of local jurisdictions support this pattern. Positive population and employment growth is also expected to continue into the future. The overall demographic composition of the area is anticipated to remain proportionately similar to the current composition.

7.5.5 Potential Cumulative Impacts

Cumulative impacts are categorized as:

- **SUBSTANTIAL** – having noticeable and measurable influences that contribute to an adverse affect on a given resource
- **MINIMIAL** – having influences that have a limited adverse affect on a given resource
- **BENEFICIAL** – influences that are considered an improvement and/or benefit to the existing or projected condition of the given resource
- **WILL NOT CONTRIBUTE TO** – having no influence on the resource due to the absence of the resource in the VIA Primo Study Area or no measurable effect can be determined

Land Use and Socioeconomics

The proposed VIA Primo is being designed in the context of planned public transportation and roadway improvements, and the land use plans and policies of the SA-BC MPO, COSA, COBH, and other local plans. The proposed VIA Primo would involve the conversion of vacant/undeveloped land at the STMCTC and WSMMTC, and could indirectly result in changes to the land use and development patterns near the eight proposed VIA Primo stations. This localized development may be a catalyst to further redevelopment and revitalization within the VIA Primo Study Area. Several telephone survey/conversations with local agency planners indicate that the proposed VIA Primo is envisioned as a critical factor in the redevelopment potential for the VIA Primo Study Area. Viewed in conjunction with other potential and planned projects within the area, the effects of the proposed VIA Primo would result in a **BENEFICIAL** impact.

The proposed VIA Primo, in conjunction with other projects, is not expected to result in adverse effects on current and/or projected trends in population, employment, or housing. Many of the planned projects in the area (see Table 7.5-3) would enhance overall mobility and access to opportunities within the proposed VIA Primo Study Area. It is anticipated that socioeconomic factors within the VIA Primo Study Area would experience a **BENEFICIAL** cumulative impact.

Neighborhood, Community Services, Community Cohesion

As discussed in Section 7.5.5.1, many of the planned projects in the VIA Primo Study Area would result in enhanced mobility, access to services, and opportunity for redevelopment and revitalization. None of the planned projects would result in the development of a new corridor on new alignment or the potential displacement of large numbers of residential parcels.

Therefore, neighborhoods, community services, and community cohesion should experience a **BENEFICIAL** cumulative impact.

Acquisitions and Displacements/Relocations

Property acquisition and/or displacements within the VIA Primo Study Area from publicly-funded projects would be evaluated and appropriately mitigated as per the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 (49 CFR Part 24), as amended. Thus, no adverse direct impacts would occur. If private development occurs within the VIA Primo Study Area, the COSA platting process would provide protection of property that may be affected. Therefore, the proposed VIA Primo **WILL NOT CONTRIBUTE TO** the cumulative impacts of acquisitions, displacements, or relocations.

Visual and Aesthetic Conditions

Many of the planned and potential projects within the VIA Primo Study Area, including the proposed VIA Primo, contain landscaping and/or aesthetic enhancements in their scope and funding. Infill redevelopment and revitalization projects that may result in the rehabilitation and improvement to the aesthetic appeal of the VIA Primo Study Area would further enhance and potentially improve areas within the VIA Primo Study Area. It is anticipated that the proposed VIA Primo would provide a **BENEFICIAL** impact to visual and aesthetic conditions in the VIA Primo Study Area.

Cultural Resources

The extent to which the proposed VIA Primo would influence any impacts to cultural resources within the VIA Primo Study Area is difficult to evaluate. It has been observed and stated that enhanced mobility, and redevelopment and growth opportunities are considered to be both direct and indirect by-products of the projects in the area. The potential individual and specific location (e.g., building) of future redevelopment is uncertain and assumed. Federal, state, and local laws, statues, and ordinances provide detailed processes through which use of and/or impact to such resources is regulated. Potential for adverse impacts exist, but the above mentioned processes have established mitigative measures when applicable. Projects that are publicly funded are held to a higher degree of preservation and required mitigation; whereas privately funded projects are held to less rigid standards of preservation and mitigation. This difference and the fact that impacts to historic structures in the VIA Primo Study Area will most likely be a function of privately funded efforts is anticipated to result in a **MINIMAL** influence on cumulative impacts to cultural resources is expected.

Parkland and Recreation Areas

Potential cumulative impacts to parkland and recreation areas from the proposed VIA Primo and other projects in the area are anticipated to be **MINIMIAL** to **BENEFICIAL**. The limited number of parkland and recreation areas reduces the possibility of adverse impacts to any of these resources and increases the local perception of community value associated with these resources. Many of the planned projects include recreational features such as sidewalks, bicycle lanes, multi-use trails, and enhanced connections to existing resources. Additionally, increased mobility in the area and access to these resources should enhance parklands and recreation areas.

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Safety and Security

The proposed VIA Primo would generate some additional traffic around proposed transit centers and stations that may increase the potential for accidents involving vehicles, considering the increased concentration of vehicles utilizing these sites. It is possible that the associated development activities indirectly related to these stations may increase the possibility of accidents in the area. However, the accident rate would not be increased in the context of background conditions or growth. Additionally, increased transit service is expected to contribute to a shift away from automobiles toward public transportation. This effect would arguably reduce cumulative accident potential rather than increase it. Implementation of the other transportation related projects is assumed to increase safety on the Fredericksburg Road Corridor and associated local roadway network. Safety related impacts of the other unrelated projects that are not transportation related would be required to address any safety concerns prior to their construction. It is therefore assumed that cumulative impacts as they relate to safety and security would be **MINIMAL**.

Environmental Justice

Populations within the VIA Primo Study Area covered under the EJ EO 12898 are not expected to be disproportionately impacted by the proposed VIA Primo or any other planned project. Increased mobility, access to transit, greater employment opportunities through redevelopment activities and enhanced connection to community resources is anticipated to result in a **BENEFICAL** cumulative impact to environmental justice populations.

Utilities and Distribution Systems

The proposed VIA Primo and the other planned projects would be constructed within a heavily urbanized setting consisting of a full range of existing utilities and distribution. Any impacts to utilities would most likely occur during the construction stage of development. Construction plans would be developed to address potential utility conflicts. Therefore, cumulative impacts related to utilities and distribution systems are expected to be **MINIMIAL**.

Geologic Resources

There are no surface or underground geological features that would be adversely impacted by the proposed VIA Primo and there are no indications that any features would be impacted by other related projects within the VIA Primo Study Area. Any short-term construction impacts to soils, including the removal of vegetation and loss of topsoil, would not be adverse if project specific mitigation measures are applied. Therefore, the proposed VIA Primo **WILL NOT CONTRIBUTE TO** the cumulative impacts on geologic resources.

Water Resources

The proposed VIA Primo and other planned projects in the VIA Primo Study Area would marginally increase the amount of impervious surface. However, the VIA Primo Study Area is already extensively developed. These marginal increases in impervious surfaces would have no effect on floodplains, groundwater, or surface water features. Additionally, the VIA Primo Study Area is not located within the contributing, recharge, or transition zones of the Edwards Aquifer. Therefore, there would be no impacts to aquifers. **MINIMAL** cumulative impacts are anticipated to water resources.

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Biota and Habitat

The VIA Primo Study Area is in an urban setting (Figures 7.5-4 through 7.5-7) and vegetation impacts would be limited to loss of landscaped vegetation, including maintained grass and trees. Impacts to non-listed wildlife would be minor and limited to the loss of potential avian breeding habitat from removal of vegetation cover. **MINIMAL** cumulative impacts are anticipated to non-listed biota and habitats.

Threatened and Endangered Species

The proposed VIA Primo has been evaluated and identified as not having any direct and/or indirect impacts due to the absence of Federally and state listed threatened and endangered species within the proposed VIA Primo construction limits (Table 4.4-1, Section 4.4, Table 7.3-1, Section 7.3, and Section 7.4.13). Therefore, the proposed VIA Primo **WILL NOT CONTRIBUTE TO** the cumulative impacts to threatened and endangered species.

Farmlands

The proposed VIA Primo has been evaluated and identified as not having any direct and/or indirect impact due to the absence of any prime farmland within the VIA Primo Study Area (Section 4.5, Table 7.3-1, Section 7.3, and Section 7.4.14). Therefore, the proposed VIA Primo **WILL NOT CONTRIBUTE TO** the cumulative impacts to farmlands.

Air Quality

The cumulative impact on air quality from the proposed VIA Primo and other reasonably foreseeable transportation projects are addressed at the regional level by analyzing the air quality impacts of transportation projects in the 2030 SA-BC MTP and the 2008-2011 TIP. The proposed VIA Primo and the other reasonably foreseeable transportation projects were included in the 2030 SA-BC MTP and the 2008-2011 TIP. Planned transportation improvements are intended to cumulatively reduce congestion on a regional scale, with a resultant decrease in pollutant emissions. Therefore, when combined, the proposed transportation improvements in the VIA Primo Study Area are anticipated to have a cumulatively **BENEFICIAL** impact on air quality.

Noise

Increased personal vehicle traffic, increased bus fleets, increased bus frequencies, and increased activities related to development is anticipated to raise the ambient noise level in the VIA Primo Study Area incrementally over time. This increase in ambient noise may be higher in some localized areas (e.g. proposed WSMMTC or proposed STMCTC), but would be minimized through the incorporation of abatement measures in the design and construction of facilities. Therefore, **MINIMAL** cumulative effects related to noise are expected to occur.

Vibration

Traffic volume increases due to anticipated growth, increased bus fleet size and bus route frequencies, and temporary construction impacts related to development activities in the area are likely to add to the ambient level of vibration within the VIA Primo Study Area. However, the specific types, location and potential density of future development is uncertain, therefore

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increases in vibration can only be considered in very general and overall terms. **MINIMAL** cumulative effects related to vibration are expected to occur in the VIA Primo Study Area.

Hazardous and Contaminated Materials

The planned increase in VIA fleet size and corresponding maintenance needs may increase the potential for spills and accidents on roadways used by carriers/suppliers of various oils and batteries. Hazardous and contaminated material involvement and potential generation is highly uncertain due to the unknown nature of exactly where development/redevelopment may occur. Thus, **MINIMAL** cumulative effects related to hazardous materials are expected to occur.

Energy

The proposed VIA Primo would consume varying amounts and types of energy. This additional energy consumption would only marginally burden existing and future energy sources for the foreseeable future. Insofar as automobile travel may be decreased as a result of the proposed VIA Primo, there may be some savings in energy consumption regarding fuel. This would be considered a beneficial cumulative effect. Presumably, energy requirements of the other unrelated projects would be subject to mitigation of impacts according to Federal, state, and local regulations. Thus, the proposed VIA Primo would result in **MINIMAL TO BENEFICAL** cumulative effects related to energy.

Transit

Modifications and enhancements to the current VIA system, including the proposed VIA Primo, in conjunction with enhancements to other modal choices in the VIA Primo Study Area are anticipated to create a BENEFICIAL cumulative effect on transit.

Roadway

The built-out, urbanized nature of the VIA Primo Study Area would make it difficult to develop any capacity improvements to the existing roadway network without considerable impacts related to ROW acquisition. Increases in traffic volume and congestion associated with a decline in general LOS on principal arterials and major intersections is anticipated to result in a **MINIMAL** cumulative effect on roadways.

Other Transportation Facilities

Parking, pedestrian, and bicycle facilities within the VIA Primo Study Area are anticipated to experience a **BENEFICIAL** cumulative impact. Increased redevelopment in the area may strain the availability of and access to personal vehicle parking. Whereas the improved mobility and access to mobility choices in the area from other projects, in conjunction with improved pedestrian and bicycle facilities, may reduce the need for personal vehicular usage in the area.

7.6 SUMMARY OF FINDINGS

Table 7.5-6 summarizes the findings related to direct, indirect, and cumulative impacts for resources discussed in this EA.

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Table 7.5-6 Summary of Direct, Indirect and Cumulative Impacts				
Resource	**Direct Impacts**		**Indirect Impact**	**Cumulative Impact**
	No-Build Alternative	**VIA Primo Alternative**		
Land Use/Planning Designations	None	11.43 acres of conversion	BENEFICIAL	BENEFICIAL
Socioeconomics	None	None	BENEFICAL	BENEFICIAL
Neighborhood Integrity and Community Cohesion	None	None	MINIMAL	BENEFICAL
Community Resources	None	None	MINIMAL	BENEFICIAL
Schools	None	None	MINIMAL	BENEFICAL
ROW Acquisition Needs	None	9.48 Acres	BENEFICIAL	WILL NOT CONTRIBUTE TO
Residential and Commercial Displacement/ Relocations	None	1 Commercial	BENEFICIAL	WILL NOT CONTRIBUTE TO
Visual and Aesthetic Conditions	None	Minimal Construction of WSMMTC, STMCTC, and eight stations	MINIMAL TO BENEFICIAL	BENEFICIAL
Cultural Resources	None (NRHP-listed)	1 Acquisition of International and Great Northern Depot (NRHP-listed)	MINIMAL TO BENEFICIAL	MINIMAL
Park and Recreation Areas	0	0	BENEFICIAL	MINIMAL TO BENEFICIAL
Safety and Security	None	None	MINIMAL	MINIMAL
Environmental Justice	None	None	BENEFICIAL	BENEFICIAL
Utilities and Distribution Systems	None	TBD	BENEFICIAL	MINIMAL
Geologic Resources	None	None	MINIMAL	WILL NOT CONTRIBUTE TO

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Table 7.5-6 Summary of Direct, Indirect and Cumulative Impacts (Continued)				
Resource	Direct Impacts		Indirect Impact	Cumulative Impact
	No-Build Alternative	VIA Primo Alternative		
Water Resources	None	Increase in storm water runoff, 6.21 acres of new impervious cover	MINIMAL	MINIMAL
Biota and Habitat	None	6.32 acres Urban vegetation	MINIMAL	MINIMAL
Threatened and Endangered Species[1]	None	None No critical habitat near construction limits	NO	WILL NOT CONTRIBUTE TO
Farmlands[1]	None	None No prime farmland in VIA Primo Study Area	NO	WILL NOT CONTRIBUTE TO
Air Quality	None	None	MINIMAL	BENEFICIAL
Potential Noise Sensitive Receptors	None	29 Moderate 0 Severe	NO	MINIMAL
Potential Vibration Sensitive Receptors	None	None	MINIMAL	MINIMAL
Potential Hazardous and Contaminated Materials Sites	None	20 High Risk Sites	MINIMAL	MINIMAL
Energy	None	None	BENEFICAL	WILL NOT CONTRIBUTE TO
Transit	None	None	BENEFICIAL	BENEFICIAL
Roadway	None	None	MINIMAL	MINIMAL
Other Transportation Faculties	None	None	MINIMAL TO BENEFICIAL	BENEFICIAL

1 These resources have been identified as not present in the VIA Primo Construction Limits.
Source: URS, 2009

7.7 MITIGATION

Mitigation, where applicable, would be required for direct and indirect impacts from both the No Build and VIA Primo Alternatives. Some indirect impacts may fall below the threshold of mitigation requirements and therefore would need further evaluation. Mitigation also varies for the resource, given the type of action, project and funding source. Mitigative measures for potential and anticipated cumulative impacts would be applied at the appropriate time, but future

plans should recognize the potential need to mitigate beyond direct impacts. The following is a brief listing of the statutory and regulatory protections covering the resources discussed in this section. Mitigative measures for potential impacts are discussed within many of these.

- National Environmental Policy Act of 1969
- US Civil Rights Act of 1964
- US Civil Rights Act of 1968
- Civil Rights Restoration Act of 1987
- Executive Order 12898 – Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations
- National Historic Preservation Act of 1966
- 36 CFR, Part 800 – Procedures for the Protection of Historic and Cultural Properties
- Executive Order 11593 – Protection and Enhancement of the Cultural Environment
- 36 CFR, Parts 60 and 63
- 23 CFR 774
- 23 USC 109
- 42 USC 85
- 40 CFR 93
- 23 CFR 772
- 14 CFR Part 150
- FTA Report DOT-T-95-16
- Clean Water Act of 1977
- Public Law 93-523, Section 1424(e)
- 42 USC 6901
- 42 USC 9601
- 40 CFR Part 261
- 42 CFR 300
- Executive Order 11988 – Floodplain Management and Protection
- 23 CFR 650A

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8.0 PUBLIC COORDINATION AND COMMENTS

8.1 PUBLIC INVOLVEMENT

The objectives of the public involvement program for the proposed VIA Primo - Fredericksburg Road BRT Project (hereafter referred to as the proposed VIA Primo) are listed below.

- To gather information from affected stakeholders regarding ideas and concerns about the proposed VIA Primo
- To provide stakeholders with clear, concise information about the progress of the EA and PE process
- To enable VIA to be responsive to comments and concerns raised by stakeholders

These goals are in keeping with VIA's overall strategic goals and objectives, which include a commitment to education and outreach to promote awareness, understanding, appreciation, and stewardship of the benefits of public transit.

VIA's public involvement process for the proposed VIA Primo involves providing information to and obtaining input from all stakeholder groups including local officials, community leaders, residents who live in or near the corridor, small business owners, major employers, and transit riders. The public involvement process is being used to disseminate information to these stakeholders and keep them apprised of the project's progress and direction, as well as to receive comments and other input from stakeholders.

All public involvement activities conducted before 2010 addressed what was then the proposed BRT on Fredericksburg Road Corridor Project (proposed BRT project), which included some different features and proposed station locations from the current VIA Primo project. These changes are detailed in section 2.1.3 and 2.2.

8.1.1 Identification of Stakeholders

Even before the EA/PE process was initiated, VIA had already begun the process of raising awareness of BRT and reaching out to various stakeholders through neighborhood meetings, one-on-one stakeholder meetings, the Bus Rapid Transit Corridor Council (BRTCC), the project website, and a press conference.

In conducting these activities, VIA identified the following types of stakeholder groups that had an interest in the proposed BRT project (now the proposed VIA Primo).

- Residents of the Fredericksburg Road Corridor (including neighborhood associations)
- Businesses along the corridor
- Local elected and appointed officials
- City of San Antonio and City of Balcones Heights
- South Texas Medical Center
- Civic organizations (e.g., chambers of commerce, environmental groups)
- Local utility companies
- Various Federal, state, county, and local agencies

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- Transit users

During this project, various additional individuals and organizations were and would continue to be identified and added to the stakeholder list as warranted.

8.1.2 Public Outreach Activities and Information Exchange

Given the identified stakeholders and the information needs and concerns such stakeholders have expressed, the following public involvement strategies and activities have taken place for the proposed BRT project (now the proposed VIA Primo).

- Database maintenance/updating of the proposed BRT project (now proposed VIA Primo) mailing list
- Public scoping meetings (three)
- Public meetings on proposed station locations and proposed transit centers (five)
- Public meetings on the Draft EA (three) during the official public comment period
- Public meeting before issuance of trial EA
- Updating of the VIA Primo - Fredericksburg Road BRT website
- Meetings with small groups of local stakeholders
- Creation and distribution of a project newsletter
- Documentation of all public involvement activities

Public Meetings

The first set of public meetings (including a scoping meeting) was held to disseminate information to the public and interested parties, and to gather public input regarding the proposed BRT project. The first meetings were public scoping meetings intended to introduce the proposed BRT project and to gather public input. Comments submitted as a result of these meetings enabled the consultant, URS, to further refine its environmental and engineering analyses.

The second set of meetings took place while the Draft EA during the draft EA process. These meetings allowed the public to ask questions and make verbal and/or written comments on the proposed station locations and transit centers.

A third set of public meetings will be held when the Draft EA is made available for public comment (i.e., during the 30-day public comment period). These meetings will provide the public with an opportunity to make verbal and/or written comments on the Draft EA document contents, including anticipated impacts and proposed mitigation. A final public meeting will be held during a VIA Board Meeting to present the Draft EA and receive any additional comments.

The format of all of these public meetings is a combination of open house, presentation, and public comment period. Meetings last approximately two hours and were held at different times and/or locations near or in the VIA Primo Study Area to allow maximum participation by stakeholders. As noted above, the public hearing will be held in conjunction with a VIA Board Meeting and therefore will be shorter in duration, consisting of only a presentation and public comment period.

Public Scoping Meetings (July 2008)

The following tasks were completed in coordinating and holding the three public scoping meetings in July 2008.

- Publicity: VIA held a press conference to kick off the proposed BRT project EA and PE process in the summer of 2008. This press conference took place at the Woodlawn Theater on July 25, 2008, immediately preceding the first round of public meetings. Press releases and media notices were distributed to the media regarding the press conference and the public meetings themselves. Public bilingual advertisements were placed in local newspapers of general circulation (Spanish and English). Public meeting notices were also placed on the project website and in the proposed BRT project newsletter that was distributed to the proposed BRT project mailing list. In addition, VIA produced and distributed flyers on bus routes within the Fredericksburg Road Corridor.
- Meeting Coordination: Meeting times and locations were established to best ensure maximum public participation. All meeting locations were transit and ADA accessible. The meetings were held at the following locations/dates.
  - Meeting 1: Woodlawn Theater, July 28, 2008 (evening)
  - Meeting 2: Norris Conference Center at the Crossroads Mall, July 30, 2008 (afternoon)
  - Meeting 3: Norris Conference Center at the Crossroads Mall, July 30, 2008 (evening)
- Meeting Materials: Materials for these public scoping meetings were developed to suit a mix of public participants. A PowerPoint presentation, meeting displays, fact sheets, Frequently Asked Questions (FAQ), project location display maps, and comment cards were developed for the meetings. ADA and bilingual accommodations were provided at all of the public meetings.
- Transcript: A court reporter produced a verbatim transcript of the public meetings, including verbal and written comments received at the meetings. Comment cards and other public comments received via the mail, website, and email were also collected.
- Meeting Summary Report: A summary report was prepared that included the following information for all three meetings: meeting attendance, the meeting presentation, and comments made at the meeting.

Public Meetings (May 2009)

The following tasks were completed in coordinating and holding the five public meetings in May 2009.

- Publicity: Press releases and media notices were distributed to the media regarding the public meetings. Public bilingual advertisements were placed in local newspapers of general circulation (Spanish and English). Public meeting notices also were placed on the proposed BRT project website and in the proposed BRT project newsletter that was distributed to the project mailing list. In addition, VIA produced and distributed flyers systemwide.
- Meeting Coordination: Meeting times and locations were established to best ensure maximum public participation. All meeting locations were transit and ADA accessible. The meetings were held at the following locations/dates. Note that the station locations were those that were proposed at that time.

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- Meeting 1, May 4, 2009
  - Topic: Project overview, Station #3-Magic Drive or Callaghan Road, Station #4-Crossroads Boulevard, Station #5- Williamsburg Place, and Station #6-Babcock Road
  - Location: Norris Conference Center at Crossroads Mall, 4522 Fredericksburg Road
- Meeting 2, May 5, 2009
  - Topic: Project overview, Station #1-University Hospital and Station #2 Ewing Halsell Drive
  - Location: Ecumenical Center for Religion and Health/Jones Hall, 8310 Ewing Halsell Drive
- Meeting 3, May 6, 2009
  - Topic: Project overview, STMCTC
  - Location: Bob Ross Senior Center, 2219 Babcock Road
- Meeting 4, May 7, 2009
  - Topic: Project overview, Station #7-Mary Louise Drive, Station #8-North Calaveras Street or Huisache Avenue
  - Location: VIA Metro Center, 1021 San Pedro Avenue
- Meeting 5, May 9, 2009
  - Topic: Project overview, WSMMTC
  - Location: VIA Metro Center, 1021 San Pedro Avenue

- Meeting Materials: Materials for these public meetings were developed to suit a mix of public participants. A PowerPoint presentation, meeting displays, a copy of the BRT newsletter, project location maps, FAQ, and comment cards were developed for use at the meetings. ADA and bilingual accommodations were provided at all of the public meetings.
- Meeting Summary Report: Summary reports were prepared that included the following information for all five meetings: meeting attendance, the meeting presentation, and comments made at the meeting.

Public Meetings (Spring/Summer 2010)

Information to be inserted after meetings are held

Public Meeting (Spring/Summer 2010)

Information to be inserted after meetings are held

The comments received at all of these meetings are summarized in Section 8.3 below.

8.1.3 Community and Neighborhood Meetings

VIA has gathered public input on community needs and concerns regarding the proposed BRT project (now proposed VIA Primo) in various smaller community and neighborhood meetings as well as in large public meetings. These smaller meetings include monthly BRTCC meetings, as

well as rezoning meetings for the STMCTC, neighborhood meetings, and meetings with potentially affected property owners.

The BRTCC is a self-nominated group representing the stakeholders of the proposed BRT project (now proposed VIA Primo). The BRTCC includes representatives from recognized community organizations, businesses, municipalities, and neighborhood associations. BRTCC members are responsible for keeping their respective group or membership informed of the status of the proposed BRT project (now proposed VIA Primo). Throughout the project they have advised VIA staff and Board of Trustees of concerns raised in the community and ways for revising plans as necessary.

During the BRTCC meetings held in the summer and fall of 2008, stakeholders expressed concerns about the need for additional ROW in the Deco District; drainage (especially in the Balcones Heights area); pedestrian access to BRT; and station locations. They also raised issues about the parking, security, and adjacent neighborhood impacts associated with the STMCTC. In addition, these stakeholders supported providing BRT access to USAA Federal Savings Bank, UTSA, San Antonio College (SAC), and the San Antonio International Airport, and questioned whether the Robert Thompson Station (in downtown San Antonio) would be a BRT station. BRTCC members expressed their desire to receive feedback on BRT from those who live in the Fredericksburg Road Corridor. They were also interested in opportunities for TOD around proposed BRT stations.

In 2007, VIA identified and met with stakeholders (property owners and residents) in the vicinity of the STMCTC regarding the C-2 rezoning of the potential site of the STMCTC, located at 5330 Medical Center Drive. Community members who attended the rezoning meetings expressed concerns about nearby property values; noise, lighting, and air quality issues associated with the transit vehicles; traffic congestion and pedestrian access at the intersection of Medical Drive and Babcock Road; increased crime; and the need for further public input.

In April 2009, VIA met with representatives of the Beacon Hill Neighborhood to discuss the potential BRT station locations and service. Meeting participants indicated a preference for the Huisache Avenue station location (versus North Calaveras Street) for a variety of reasons, including the fact that this location is more convenient to the Beacon Hill Neighborhood, presents greater economic development opportunities, is more pedestrian friendly, and ties into the Martinez Creek/Beacon Hill linear park.

Also during that month, VIA held two meetings with property owners who might be potentially affected by the proposed BRT project (now proposed VIA Primo). During all of these meetings, VIA presented an overview of the proposed BRT project (now proposed VIA Primo), answered questions from meeting participants, and received comments.

In the spring of 2010, VIA began communicating with the neighborhood associations, stakeholders, and partnering agencies regarding changes in the scope of the proposed VIA Primo. This communication consisted of project presentations, updates, and open houses to explain how VIA Primo differs from the previous proposed BRT on Fredericksburg Road Corridor. Comments from community and neighborhood meetings may be found in Appendix A.

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8.2 AGENCY COORDINATION

8.2.1 Early Agency Coordination and Scoping

In June 2008, VIA held four agency scoping meetings: two in San Antonio and two in Austin. The format of the meetings consisted of a PowerPoint presentation given by VIA followed by a comment period. The following agencies were invited to participate.

- Alamo Area Council of Governments
- AT&T Construction Engineering Department
- Bexar County
- City of Balcones Heights (COBH)
- COBH, Tourism Department
- City of San Antonio (COSA), Public Works Department
- COSA, Planning & Community Development Department
- COSA, Development Services Department
- COSA, Economic Development Department
- COSA, Downtown Operations Department
- COSA, Capital Improvements Management Services
- COSA, Planning & Community Development Department
- City Public Service Energy
- Federal Highway Administration
- Federal Transit Administration
- San Antonio-Bexar County Metropolitan Planning Organization
- San Antonio River Authority
- San Antonio Water System
- Texas Historical Commission
- Texas Commission on Environmental Quality
- Texas Parks and Wildlife Department
- Texas Department of Transportation, Environmental Affairs Division
- Texas Department of Transportation, San Antonio District
- Time Warner Cable
- U.S. Army Corps of Engineers
- U.S. Department of Agriculture, Natural Resources Conservation Service
- U.S. Environmental Protection Agency
- U.S. Fish and Wildlife Service

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Table 8.2-1 summarizes the comments made by agency representatives who participated in the June 2008 scoping meetings.

Table 8.2-1 Issues Identified During Agency Scoping Meetings June 2008

Agency	Issue
Time Warner Cable	What will be the size of the stations? Will there be a need to adjust existing utility poles at intersections? Will there be coordination of projects (BRT, city, state)? What agency is controlling construction?
City of San Antonio (Historic Resources)	There is a need to address state and local historic resources as well. There are antiquities code issues and the need to coordinate with the historic design and review commission. Is the APE accepted by THC?
San Antonio-Bexar County Metropolitan Planning Organization	Are there plans to extend BRT to USAA or UTSA? What amount of local bus service is expected to be operating in the corridor? Has consideration been given to taking this opportunity to better align streets such as Blanco and Colorado, and Vance Jackson and Babcock? There is a need for projected ridership levels. There is a piece of West Avenue at Fredericksburg Road that no longer exists (where HEB is).
AT&T	We need access to manholes. Our concern is about the area is in the Deco District where the corridor is narrow. The AT&T central office is located at I-10 and Fredericksburg Road, and the main feeder goes down Fredericksburg Road. Adjustment of all the duct banks would be timely and costly. ROW acquisition would affect utilities.

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Table 8.2-1 Issues Identified During Agency Scoping Meetings June 2008 (Continued)	
Agency	**Issue**
Alamo Area Council of Governments	What is the reaction time to clear accidents—has that process started? Who will be in charge if there's an accident? How will you communicate among departments? WSMMTC will be a stop for commuter rail and there will be security issues. Will you allow a ticket to be bought in Austin and then used on the bus in San Antonio or will people have to get another ticket? Will WSMMTC be available to taxi service and other bus lines (e.g., bus service other than Greyhound, Coach USA, Trailways, Americanos). Have you made presentations to elected officials? Have you talked with Jim Reed about where the facility will be and how he will move patients and staff?
City of Balcones Heights	Drainage issues need to be dealt with. I assume that by the end of schematic design, we'll know how we're going to deal with utilities—we'd like them all underground. I see that your project schedule is very aggressive and that you plan to complete construction by 2012. When will construction begin? Do you plan to work with small businesses?
City Public Service Energy	Working toward minimizing utility adjustments would improve the turnaround time. Fredericksburg Road is a major hub for telecoms. Funding mechanisms for conversion of existing facilities are available. Regarding pavement structure, what are you considering? What are the funding splits—who will pick up construction costs?
Bexar County	Medical Drive coming into Fredericksburg Road will be grade separated. How will that work?

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Table 8.2-1 Issues Identified During Agency Scoping Meetings June 2008 (Continued)	
Agency	**Issue**
City of San Antonio	How can we minimize the impact to the transportation system as a whole? Fredericksburg Road is the only viable alternative to IH-10. Also, if we have an incident, we're dumping everything on Fredericksburg Road. Is an Intelligent Transportation System (ITS) design part of the recommendations that are coming? Are signal upgrades outside the city limits part of TxDOT's project? We would need an agreement to convey those responsibilities for maintaining the signals and for a reimbursement agreement.
Texas Department of Transportation, San Antonio District	Do you anticipate any structure widening at any jurisdictional waters? How many buses are you planning to run every day?
Texas Department of Transportation Environmental Division	Will there be a shuttle service linked to the BRT at the STMCTC? Do you plan to engage stakeholder groups during the EA and PE process? As soon as you determine what you might be doing in the Deco District, you should talk with Bruce Jansen.

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Table 8.2-1 Issues Identified During Agency Scoping Meetings June 2008 (Continued)

Agency	Issue
Federal Highway Administration	How will the BRT operate in the pathway of IH-10? How many alternatives are you considering? What is the extent of the study area? What are the EJ issues in the project area? Are the BRT plans consistent with local land use plans? Are TODs planned? Are you considering going after EPA smart growth grants or TOD grants? There is Transportation, Community, and System Preservation Program (TCSP) enhancement money available. I'll let Milton know that you are interested. If TOD does occur, you would need to include historic impacts as part of the indirect and cumulative impact analysis. There is no guidance on indirect impacts except from the states. I don't know the status of FTA guidance on indirect and cumulative impacts. If you're taking people off the roadways, there may be some indirect beneficial impacts.

Source: URS, 2009.

8.2.2 Ongoing Agency Coordination

Beginning in 2007, VIA has been conducting meetings regarding various aspects of the proposed BRT project (now proposed VIA Primo) with a number of the participating agencies listed in Section 8.2 above. A detailed listing of all meetings, including meeting date, topic, and participants, is located in Appendix A.

During 2008 and 2009, meetings were held with the following agencies:

- Alamo Area Council of Governments
- Bexar County
- City of Balcones Heights
- City of San Antonio
- Federal Highway Administration

- Federal Transit Administration
- San Antonio-Bexar County Metropolitan Planning Organization
- San Antonio River Authority
- San Antonio Water System
- Texas Historical Commission
- Texas Department of Transportation, Environmental Affairs Division
- Texas Department of Transportation, San Antonio District

In addition, VIA has met with Amtrak, the Medical Center Foundation, Siemens, and Continental (communications systems). A table listing all of these meetings can be found in Appendix A.

8.2.3 Continuing Public Outreach Activities

In addition to the public meetings described above, VIA is also conducting various public involvement activities throughout the proposed BRT project (now proposed VIA Primo) EA process.

Small Stakeholder Group Meetings

In addition to public meetings and public hearing, small group, neighborhood, or one-on-one meetings will be held with stakeholders as deemed appropriate to share project information, receive comments/concerns and for project coordination. Summaries of these meetings are included in Appendix A.

VIA Primo - Fredericksburg Road BRT Website

As a means of relaying updated information on the proposed BRT project (now proposed VIA Primo), including newsletters, upcoming public meetings, and outcomes of public input, a project website has been developed to display accurate project information and educational materials. The website address (http://www.viabrt.net) is being advertised on all project print materials. Stakeholders may also leave comments on the project website.

Project Newsletter

To communicate with the various stakeholders and groups interested in the proposed BRT project (now proposed VIA Primo), four project newsletters have been or will be prepared and distributed during the study. Newsletters were sent to individuals and groups on the project mailing list. The initial newsletter in 2008 was mailed to a list of over 5,000. In 2009, the mailing list was expanded to a list of 23,000. The newsletters were also available in pdf format on the project website and were distributed at small group meetings and public meetings.

Examples of newsletter content include the following:

- Project description
- Review of project status
- Announcement of public meetings/other meetings
- Explanation of project activities and results of public involvement efforts

- Information about the project website
- Milestones/schedule for the project
- Information about the next phase of the project

Table 8.2-2 indicates the distributed and proposed newsletter issue dates and topics.

Table 8.2-2 Newsletter Issue Dates and Topics

Newsletter Issue Date	Proposed Topics
July 2008	Introduction to BRT project Invitation to upcoming public meetings Description of EA/PE activities Project timeline
May 2009	Review of project status Announcement of May 2009 public meetings
May 2010 (projected)	Review of project status Announcement of Winter 2009/2010 public meeting on Draft EA
August 2010 (projected)	Review of project status Announcement of environmental decision and next steps in proposed project

Source: URS, 2009.

Frequently Asked Questions

A FAQ document has been prepared and is continuously updated to answer stakeholder questions in a written format. This FAQ document has been made available at all public meetings, on the website, and at any venue where it is needed.

Documentation of Project Public Involvement Activities

All public involvement activities that have taken place and will take place during the proposed BRT project (now proposed VIA Primo) EA/PE will be documented and included in Appendix A. This appendix will include all materials associated with public, agency, and informal meetings, including meeting notifications, presentations, transcripts of public meetings, attendance sheets, and comment cards, newspaper articles, letters and records of telephone conversations and other meetings with stakeholders.

8.3 COMMENTS AND RESPONSES

The comments summarized in this section are organized according to the meetings with which they are associated. Full text of the comments and responses to comments is located in Appendix A.

Public Scoping Meetings (July 2008)

During the first public meetings held for the proposed BRT project (now proposed VIA Primo) EA/PE in July 2008, stakeholders expressed various opinions, concerns, and needs for information about the proposed project, which are described below. This information is

explained in more detail in the Summary Reports for the proposed BRT project (now proposed VIA Primo), included in Appendix A.

In general, most of the stakeholders attending the first proposed BRT project (now proposed VIA Primo) EA/PE public meeting supported the proposed BRT project (now proposed VIA Primo). They also expressed opinions that can be grouped into the following categories:

- The BRT route
- BRT service (including stations)
- Pedestrian/bicycle/persons with disability access to BRT

In their comments, many of the stakeholders wanted VIA to consider the following:

- Extending the route to access UTSA, USAA, SAC, and other frequent destinations
- Extending route to the Five Points area instead of taking route on IH-10
- Careful consideration of potential station locations
- Drainage issues along portions of Fredericksburg Road
- Need for underground utilities along portions of Fredericksburg Road (notably in the Balcones Heights area)
- Need for adequate parking near the transit centers
- Need to have a route that would allow the BRT to move quickly through existing traffic
- Possible need for additional ROW along the proposed route

The comments on BRT regarding service generally fall into the following categories:

- Desire for BRT to run into the evening hours
- Concern about plans to address vehicle operations and contingency plans
- Integration of other bus service with BRT

Stakeholder comments on pedestrian/bicycle/disability access to BRT generally can be grouped as follows:

- Number of bicycles that can be accommodated on BRT vehicles
- Ability of BRT stations to accommodate physically challenged riders
- Ability of sidewalks/streets surrounding the stations to be pedestrian, bicycle, and disability friendly

Other stakeholders expressed a desire for the public involvement process to consider the needs of local businesses, especially when it comes to construction disruption or the need to take additional ROW. A number of stakeholders also asked about the funding sources for the proposed BRT project (now proposed VIA Primo) and wanted to be kept informed regarding this information.

The small number of stakeholders who did not support the proposed BRT project (now proposed VIA Primo) had questions about BRT's costs versus those of light rail, and about

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whether BRT is needed, given the availability of existing bus service in the Fredericksburg Road Corridor.

Public Meetings (May 2009)

During the set of five public meetings held for the proposed BRT project (now proposed VIA Primo) EA/PE in May 2009, stakeholders expressed various opinions, concerns, and needs for information about the proposed BRT station options and proposed transit centers. Participants voiced opinions both during the meeting breakout sessions and in written comments. These comments are summarized below. This information is explained in more detail in the Summary Reports for the proposed BRT project (now proposed VIA Primo), included in Appendix A.

In general, meeting participants expressed support for the proposed BRT project (now proposed VIA Primo). They also expressed opinions that can be grouped into the following categories:

- The BRT route (including station alternatives and design options)
- BRT functionality (including safety)
- Parking
- BRT's effect on traffic on the Fredericksburg Road Corridor
- Pedestrian/bicycle/persons with disability access to BRT
- Desire to remain involved in the station design process

At Meeting 1 (May 4, 2009), participants expressed concern about safety and traffic and had many questions about how the proposed BRT would operate. In particular, they were interested in traffic flow around the proposed stations; availability of parking for those wishing to access the BRT; and connectivity with VIA's regular bus routes. In general, there was more support for the proposed station at Callaghan Road than the one at Magic Drive. A few individuals questioned the need for BRT and suggested that light rail was a good alternative form of transit.

At Meeting 2 (May 5, 2009), participants expressed the most interest in safety issues and indicated a preference for the curbside option rather than the median running option. They also had questions about connectivity with other VIA bus routes and access for pedestrians and those in wheelchairs.

At Meeting 3 (May 6, 2009), participants expressed the most interest in the need for a buffer between the proposed STMCTC and the adjacent residences; noise and light coming from the proposed transit center; security issues; and access (including traffic issues) to the proposed STMCTC from nearby roadways. They also had questions about the proposed TOD and about connectivity between the proposed STMCTC and other VIA bus routes.

At Meeting 4 (May 7, 2009), participants expressed opinions about the curbside versus the median running option; indicated a preference for the proposed Huisache Avenue rather than the proposed North Calaveras Street station alternative; had questions about bicycle access to the proposed BRT project; and expressed a desire to participate in the design selection for individual stations.

At Meeting 5 (May 9, 2009), participants expressed interest in the functionality of the proposed WSMMTC; the curbside versus the median running option; traffic; parking; the proposed BRT

bus route; connectivity with other BRT bus routes; and bicycle access to the proposed BRT project (now proposed VIA Primo).

Potentially Affected Property Owner Meetings (April 2009)

During the two meetings held with potentially affected property owners in April 2009, these individuals expressed various opinions, concerns, and needs for information about the proposed BRT station options and proposed transit centers. These comments are summarized below.

Most of the meeting participants expressed interest and/or concern about property acquisition associated with the proposed BRT project (now proposed VIA Primo). They wanted information about the property acquisition process; how VIA would decide which properties would be acquired; how acquisition would affect property value; and about specific parcels of land that might be acquired. One participant expressed a preference for the median running option while at the same time questioning the need for BRT.

Public Meetings (Spring/Summer 2010)

Comments to be added when available

Public Hearing (Summer 2010)

Comments to be added when available

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9.0 PREPARERS/RECIPIENTS

9.1 LIST OF PREPARERS

Table 9.1-1 Consultant Team	
Name and Title	**EA Responsibility**
URS	
Don Yuratovac	Project Manager
Brent Kyler	Deputy Project Manager
Tony Arredondo	Quality Control
Linda Lockhart	Environmental Task Leader
Keith Dewey	Social Effects
Ian Bryant	Social Effects
Eddie Sutherland	Environmental Effects
Allan Pringle	Environmental Effects
Scott Ford	Environmental Effects
Oscar Perez	Environmental Effects
Bill Tillar	Environmental Effects
Paul Burge	Environmental Effects
Eric Moot	Environmental Effects
Sandeep Nayyer	Environmental Effects
Jennifer Stark	Transportation
Nancy Gates	Public Involvement
Ecological Communications, Inc.	
Tom Eisenhour	Architectural History
Raba Kistner	
Pollyanna Held	Archeology
LAN	
John Hengs	General Engineering Consultant
Justin Cain	General Engineering Consultant
Greg Wood	General Engineering Consultant

Table 9.1-2 Public Agency Staff	
Name	**Title**
VIA Metropolitan Transit	
Jesse Balleza	Vice President, Strategic Planning and Project Development Division
Arturo Herrera	Strategic Planner
Christine Viña	Project Manager, Urban Design
Christina Castaño-Perez	Strategic Planner
Priscilla Ingle	Vice President, Public Affairs
Jerry Akin	Manager of Engineering

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9.2 LIST OF RECIPIENTS

Table 9.2-1 Agency Distribution				
Organization	**Title**	**Name**	**Address**	**City, ZIP**
Federal Agencies				
Federal Transit Administration	Environmental Protection Specialist	Joe Ossi	1200 New Jersey Avenue, SE	Washington, DC 20590
Federal Transit Administration	Community Planner	Tony Ogboli	819 Taylor St RM 8A36	Fort Worth, TX 76102
Federal Transit Administration	Regional Engineer	Suleman Shoaib	819 Taylor St RM 8A36	Fort Worth, TX 76102
Federal Highway Administration	Director of Planning and Program Development	Mike Leary	300 E 8th Street Suite 826	Austin, TX 78701
U.S. Department of Agriculture, Natural Resources Conservation Service	State Conservationist	Donald W. Gohmert	101 South Main	Temple, TX 76501
U.S. Army Corps of Engineers	Commander	Col. Christopher W. Martin	P.O. Box 17300	Fort Worth, TX 76102-0300
U.S. Environmental Protection Agency	Regional Administrator	Richard Green	1445 Ross Avenue, Suite 1200	Dallas, TX 75202-2733
U.S. Fish and Wildlife Service	Supervisor	Bill Seawell	10711 Burnet Road, Suite 200	Austin, TX 78758-4460
Federal Emergency Management Agency (FEMA) Region VI	Regional Director	Tony Russell	FRC 800 North Loop 288	Denton, TX 76209-3698
State Agencies				
Texas Department of Transportation, Environmental Affairs Division	Project Manager, Project Delivery Section, Environmental Affairs Division	Vicki Crnich	125 E. 11th Street	Austin, TX 78701
Texas Department of Transportation, San Antonio District	Transportation Engineer	Phil Howlett	PO Box 29928, 4615 N.W. Loop 410	San Antonio, TX 78229-0928
Texas Historical Commission	Executive Director / State Historic Preservation Officer	Mark Wolfe	P.O. Box 12276	Austin, TX 78711

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Table 9.2-1 Agency Distribution (Continued)				
Organization	**Title**	**Name**	**Address**	**City, ZIP**
Texas Commission on Environmental Quality	Regional Director	Richard Garcia	14250 Judson Road	San Antonio, TX 78233
Texas Parks and Wildlife Department	Executive Director	Carter Smith	4200 Smith School Road	Austin, TX 78744
Regional Agencies				
Alamo Area Council of Governments	Executive Director	Gloria Arriaga	8700 Tesoro Drive Suite 700	San Antonio, TX 78217
San Antonio-Bexar County Metropolitan Planning Organization	Deputy Director	Jeanne Geiger	825 South St Mary's	San Antonio, TX 78205
Local Agencies				
Bexar County	County Engineer	Renee Green, P.E.	233 N. Pecos, Suite 420	San Antonio, TX 78207
City of Balcones Heights	Mayor	Suzanne de Leon	3300 Hillcrest Drive	Balcones Heights, TX 78201
City of San Antonio	Director	Michael Frisbe	PO Box 839966	San Antonio, TX 78283
City of San Antonio	Historic Preservation Officer	Sharon Peterson Wasielewski	1901 South Alamo Street	San Antonio, TX 78204
City of San Antonio	Director	Majed Al-Gafry	PO Box 839966	San Antonio, TX 78283
City of San Antonio	Floodplain Administrator	Alberto Passos	114 W. Commerce Street	San Antonio, TX 78283
City Public Service Energy	Director	Scott Smith	PO Box 1771	San Antonio, TX 78296
San Antonio River Authority	General Manager	Suzanne Scott	100 East Guenther Street	San Antonio, TX 78204
San Antonio Water System	Graduate Engineer	Sam Bain-Yassin	2800 US Hwy. 281 N, Second Floor, Tower 2	San Antonio, TX 78212
Interested Organizations				
AT&T Construction Engineering Department	Design Engineer	Louis Jimenez	4119 Broadway, RM 760C	San Antonio, TX 78209
Time Warner Cable	Designer/Civic Coordinator	Arnulfo Solis	1900 Blue Crest Lane	San Antonio, TX 78247

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Table 9.2-2 Public Review Distribution			
Organization	**Address**	**City, ZIP**	**Phone**
Libraries			
San Antonio Public Library - Westfall Library	6111 Rosendale Court	San Antonio, TX 78201	210-344-2373
San Antonio Public Library - Central Library	600 Soledad Street	San Antonio, TX 78205	210-207-2500
San Antonio Public Library - San Pedro Library	1315 San Pedro Avenue	San Antonio, TX 78212	210-733-1454
San Antonio Public Library - Bazan Library	2200 W. Commerce Street	San Antonio, TX 78212	210-225-1614
Municipalities			
City of San Antonio	100 Military Plaza Second Floor	San Antonio, TX 78205	210-207-7253
Balcones Heights City Hall	3300 Hillcrest Drive	Balcones Heights, TX 78201	210-735-9148
VIA Properties			
VIA Metro Center	1021 San Pedro Avenue	San Antonio, TX	210-362-2020
VIA Main Administrative Office	800 W Myrtle Street	San Antonio, TX 78212	210-362-2000
Other			
Texas Department of Transportation	9230 S. E. Loop 410	San Antonio, TX 78223	210-663-1401
Bexar County Clerk	100 Dolorosa Street # 104	San Antonio, TX 78205	210-335-2216

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APPENDIX A

PUBLIC AND AGENCY INVOLVEMENT ACTIVITIES

APPENDIX A.1

JUNE/JULY 2008 – SCOPING PROCESS

APPENDIX A.1.1

AGENCY SCOPING MEETINGS – JUNE 2008

VIA BRT Scoping Meeting

Monday, June 2, 2008

VIA Administration Board Room – 800 W. Myrtle, 9:00 a.m.

SIGN-IN SHEET

Name (Please Print)	Organization	Address	Phone/ Fax	e-mail address
1. Jeanne Geiger	SA-BCMPO	825 S.St. Mary's	210-227-8651	geiger@sametroplan.org
2. Brent Kyler	URS Corp	9400 Amberglen Blvd	512-419-5460	brent_kyler@urscorp.com
3. Eddie Sutherland	URS Corp	" " "	512-419-6499	eddie_sutherland@urscorp.com
4. Nancy Gates	" "	" " "	512 419-5303	nancy_gates@urscorp.com
5. Tim Schmidt	GEC-LAN	8350 N. CENTRAL	214-522-8778	TJschmidt@lan-inc.com
6. Ted West	FHWA	300 E 8th ST Austin	512 536 5959	Ted.west@fhwa.dot.gov
7. GARY Edenburn	COSA	1901 S. Alamo	210-207-0139	Gary.Edenburn@SanAntonio.gov
8. Kay Hindes	COSA	1901 S. Alamo	207-7306	Kay.hindes@sanantonio.gov
9. Arnie Solis	TWC	1900 Blue Crest Ln.	269-6701	arnulfo.solis@twcable.com
10. RICHARD GROCHOWSKI	COSA Public Works	114 W COMMERCE	207 7640	Richard.Grochowski@sanantonio.gov
11. Sam Bani. Massis	SAWS	2800 US 281	233-3465	SMassis@SAWS.org
12.				
13.				
14.				
15.				

VIA BRT Scoping Meeting

Monday, June 2, 2008

VIA Administration Board Room – 800 W. Myrtle, 9:00 a.m.

SIGN-IN SHEET

Name (Please Print)	Organization	Address	Phone/ Fax	e-mail address
1. Greg Wood	LAN		499-3082	gwood@LAN-inc.com
2. JUSTIN CAIN	LAN		333-1971	JMCAIN@LAN-INC.COM
3. PHIL MEADOWS	LAN		713-854-8917	pmeadows@lan-inc.com.
4. Kim Steele	LAN		512-338-2776	kesteele@lan-inc.com
5. MANJIRI AKALKOTKAR	VIA		362-2092	manjiri.akalkotkar@viainfo.net
6. CHRISTINE VIÑA	VIA		362-2515	christine.vina@viainfo.net
7. JOEL GONZALES	TIME WARNER	1900 Bluecrest Cane.	582-9656	Joel.Gonzales@TWcable.com
8. Michael Guerra	COSA	114 W Commerce	207-6057	MICHAEL.J.GUERRA@SANANTONIO.GOV
9. Christina Castaño-Perez	VIA	800 W-Myrtle	362-2097	CHRISTINA.CASTANO-PEREZ@viainfo.net
10. JESSE BALLEZA	VIA			
11.				
12.				
13.				
14.				
15.				

VIA BRT Project
Agency Scoping Meeting
San Antonio
June 2, 2008
9 a.m. – 11 a.m.

In attendance:
Attendance sheet is attached

Presentation:

Introductions of Project Team:

VIA Staff: Project Manager, Manjiri Akalkotkar, AIA; VP Strategic Planning & Project Development, Jesse Balleza; and Manager of Engineering, Jerry Akin, P.E. (not present)

GEC Staff: Project Manager, Phil Meaders, P.E., LAN; Technical Service Manager, Tim Schmidt, LAN

URS Team: Project Manager, Don Yuratovac (not present); Deputy Project Manager, Brent Kyler; P.E.; Public Involvement Task Leader, Nancy Gates; Environmental Task Leader, Eddie Sutherland

Project Overview:

Jesse Balleza explained the background of the project. Bus Rapid Transit (BRT) is an innovative, high capacity, lower cost public transit solution that can significantly improve mobility. It involves using a permanent, integrated system of buses or specialized vehicles on roadways or dedicated lanes. BRT is very similar to light rail in that it is a permanent part of the transit system, but different because of the fact that it has no tracks and therefore is more flexible. It will be a permanent part of the VIA system and VIA will make a lot of investment in the corridor. The benefits of BRT are that it enables VIA to quickly and efficiently transport passengers to their destinations, resulting in higher ridership and less road congestion.

Balleza also summarized other related projects now underway or planned in San Antonio. The City of San Antonio has three projects. As part of their downtown transportation infrastructure improvements, they are installing a new system wide signal system. The City is using bond money to mitigate congestion on Fredericksburg Road (through use of signals and improved street intersections). These signals will allow BRT vehicles to have priority over other traffic. Finally, the City is making improvements at the Medical Center area through the use of signs and other upgrades (some already in place).

TxDOT has a couple of related projects underway as well. They have completed the environmental documentation for the Fredericksburg Rd/Medical Drive grade separation

project and submitted it to the FHWA for approval. In addition, TxDOT is planning to partner with VIA and the City in reconstruction of Fredericksburg Rd to accommodate the BRT.

Finally, the MPO has undertaken a micro-simulation traffic analysis to look at the existing traffic conditions in the entire corridor with and without BRT. This study, which will provide valuable information for the environmental and preliminary engineering work on the BRT, is scheduled for completion in the early fall of 2008.

Two previous studies have been conducted in preparation for the BRT. The MPO's Northwest Corridor Alternatives Analysis was completed in February 2005. It was a conceptual analysis of various alternatives and identified Fredericksburg Road as the recommended alternative route. In addition, the identified proposed transit center locations. The VIA BRT Fredericksburg Road Implementation Study in September 2007 defined elements of the system design within the recommended route; refined the route to I-10 and Fredericksburg Road, and refined the transit center and station locations. This study proposed using I-10 as part of the BRT route to avoid delays associated with railroad crossings.

Balleza refers to the map in describing the BRT route. It would begin in the downtown area, connect with Robert Thompson Center at the Alamo Dome and Ellis Alley park and ride in the Sunset station area, traverse across downtown using one-way pairs of Commerce, Dolorosa Market, connect with the West Side Multimodal center on the west side, go up I -10 exiting at Woodlawn and Fredericksburg Road to Medical Drive, and terminate at the transit center there. It will combine median running (e.g., at Vance Jackson where there is more right-of-way) and curb running (e.g., through Deco District and Medical Center). This will be determined by the micro-simulation study and what is heard from the community. The BRT running way will stay within existing TxDOT ROW for the most part. There will be BRT stations as well as Transit Centers at both ends of the project.

The West Side Multimodal Center will be in the Cattleman's Square area, which the city is interested in redeveloping. VIA is partnering with the city and county in all of the projects in that area, including expansion of the jail, Haven for Hope, University Health System expansion, and city redevelopment. On the northern end, there will be a new transfer center. We have an existing transfer center and it will be moved to the new proposed location and there will be some space for park and ride. The BRT will have about 8 stations (not including downtown stops) between the two transit terminals.

VIA will be looking at ROW in the Cattleman's Square area. There are some willing sellers there with whom VIA is talking. Stations in the corridor would primarily be in existing ROW, but there may be some need for additional ROW, especially in the Deco District. Station dimensions are 120 feet long and 10-12 feet wide.

The stations will have ticket vending machines so fare collection is off-board. Vehicles will have multiple doors so people can get on and off quickly, reducing the total travel

time for riders. Stations will have message information (arrival and departure) and bicycle amenities. VIA station and transit center designs will be sensitive to neighborhood aesthetics. The stations will be prototypical in nature but they will fit in with the local environment.

VIA has created a BRT Corridor Council to get stakeholder input and they had the first meeting last week. Stakeholders with businesses and residences in the corridor are participating in this council. The project will have a lot of public outreach to be sure that VIA has input from all stakeholders.

There will be two transit terminals. One will be the South Texas Medical Center, located at Medical Drive and Babcock Road. It covers 7.5 acres. VIA has received approval from the Federal Transit Administration (FTA) to do a protective buy on that property because the sale was imminent and VIA needed a northern terminus location. They can't develop the property until the environmental process is complete. VIA plans to have transit oriented development (TOD) at all stations in the corridor but certainly at terminals. They have set aside a portion of the land on the north for TOD and intend for TOD to occur at the West Side Multimodal Center as well. The Multimodal Center will by jointly used by the public/private sector. The facility is the International and Great Northern former train station that is currently being used by Generations Credit Union. VIA has been talking with them about acquiring that property so they are a willing seller as well. VIA is also looking at acquiring other property for the footprint of the transfer center. The Multimodal Center will accommodate BRT and high ridership routes in the west side area. Many of the trips are coming from the west side and need to go to Medical Center. VIA will have accommodations for commuter rail (Austin-San Antonio), the Greyhound bus terminal, and Amtrak service in the Multimodal Center.

The BRT vehicles are 60-foot articulated buses with low floor/level boarding that are ADA compliant. They will have an off-board fare collection system. The VIA board just approved the use of hybrid (diesel/electric) vehicles. VIA will be looking at some other features as well during the EA and preliminary engineering. For instance, they will be looking at having the vehicles be able to do automated docking at the station (arrive exactly where they need to be in the station without the need for driver training). They'll be looking at the door configuration (both sides or one side or other). This is VIA's first corridor for BRT and/or light rail and they want to start with a system that is compatible with future corridors and stations. That's why VIA wants to study all these features up front. There will be accommodations for bicycles. Another feature might be intelligent transportation system (ITS) components like automatic vehicle location.

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Cooperating/Participating Agencies
Balleza listed the cooperating/participating agencies for the project : the Federal Transit Administration (FTA), Federal Highway Administration (FHWA), U.S. Fish and Wildlife Service, U.S. Environmental Protection Agency (EPA), Texas Commission on Environmental Quality (TCEQ), State Historic Preservation Office (SHPO), TxDOT, the Cities of San Antonio and Balcones Heights, the San Antonio/Bexar MPO, and VIA project management team (including consultants). VIA is holding four scoping meetings: two in San Antonio and two in Austin to gather input from these agencies.

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Brent Kyler, URS Deputy Project Manager, provided an overview of the preliminary engineering and environmental documentation/public involvement efforts.

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VIA will follow the National Environmental Policy Act (NEPA) process for the Environmental Assessment (EA). They are starting with the agency scoping meetings today and tomorrow. The public scoping meetings will be next month. In the fall, VIA will have a public meeting and then will hold a public hearing next year. They are starting their data collection, and then will prepare a constraints map and check for any fatal flaws. Some of the key elements in the environmental document will be analysis of socioeconomic and environmental justice (especially in Deco District), noise, potential contamination, cultural resources, and natural resources (a couple of creek crossings). When this work is finished, the project team will prepare a draft and final EA, and anticipates that the project will receive a Finding of No Significant Impact (FONSI).

Proposed Project schedule:

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Public scoping:	July 2008
Preliminary plans and station designs:	Late summer 2008
Public meetings:	Fall 2008
Complete EA:	March 2009
Recommended system and station designs :	Spring 2009
Public hearing:	Spring 2009
Complete EA:	Summer 2009

FONSI issued by FTA, FHWA and TxDOT: Summer 2009
Final Design/Construction: Fall 2009-Summer 2012.

Balleza noted a few more items. Even though this project is federally funded, it's not receiving New Starts funding (FTA category that requires a specific project development process). Last year, VIA obtained from US Department of Transportation an environmental classification for this project and approval to do an EA. Typically New Starts projects require Environmental Impact Statements (EISs). The lead agency for this project is FTA and FHWA is a cooperating agency.

Comments from Agencies

Question (Time Warner): How big will the stations be?

Answer: The stations will be 120 feet long and 10-12 feet wide, depending on the stop locations.

Question: (Time Warner): Would they typically be at intersections with existing utility poles that might require adjustments?

Answer: In the Deco District, the ROW is very narrow and we're limited by that. From Vance Jackson to Medical Drive, there is much more ROW. TxDOT will be doing total reconstruction in that area of the corridor so all utilities will be affected in that area. In the Deco District, there will be rehab work done—no new drainage and sidewalks. This work will be done in conjunction with city's work on new traffic signals improvements. Standard for signal structures will be mast arm and pole. At the Fredericksburg/ Medical Center Drive intersection, TxDOT is planning reconstruction and grade separation. This will have major implications on utilities at that intersection.

Question (Time Warner): Are all of these projects being coordinated (BRT, city, state)? What agency will control construction?

Answer: We're partnering with the city and TxDOT. We are working closely with the city regarding signals and street intersection improvements, and TxDOT will take over construction after we finish the design of the corridor. The Fredericksburg Road/Medical Center Drive grade separation is being coordinated with TxDOT. We want it to occur as one project. We'll be meeting with the utilities on one-to-one basis to make sure that everything is covered on all of the projects so you're aware of what's happening. As far as the schedule: Construction will start in 2010 and be completed in 2012 (after the TxDOT project scheduled for completion in August 2012). Signal construction will be concurrent with other construction. All will be coordinated with the city.

We're going to be meeting with TxDOT to discuss their schedule. Our commitment is to be operational by June 2012. We need to meet with TX DOT to see about accelerating the grade separation.

URS will be collecting data from utility companies very soon (end of June).

Question (Hindes, City of San Antonio): Historic: From a cultural resource perspective, you mentioned the federal part, but you will need to address state and local as well--Antiquities code issues and the historic design and review commission.

Question (Geiger, SA-BC MPO): Are we now on an email distribution list to receive notices about public meetings?

Answer: Yes

Question (Geiger, SA-BC MPO): Is there a project website?

Answer: Yes, it will be in operation next week. We'll send out the address to all who have attended the meeting today and to other stakeholders.

Question (Geiger, SA-BC MPO): Are there expansion plans to extend BRT to USAA or UTSA?

Answer: This project does not have the BRT going there now (future extension), but it will have bus service that will operate from the Medical Center terminal to USAA and UTSA/Valero.

Question (Geiger, SA-BC MPO): How much local bus service will be expected to be operating in the corridor?

Answer: We're looking at that now. The coverage will be the same. We do not want to negatively impact our existing riders. We are looking at an operation plan right now. Once we have this ready, we'll take it to public outreach—this is separate from the EA and preliminary engineering process. The current thought is that, with BRT, we would not have local 92 and limited stops for 91 but other number routes would cover local stops in the corridor. So we will have local service and BRT in the corridor. We are looking at feeder service to station locations in the corridor. This will be part of operational plan. This will affect almost all routes from the west side all going into the Crossroads Mall and Medical Center. We are looking at connecting the Medical Center directly with the express route to USAA and Valero/UTSA. There will be major operational changes in that corridor

Question: (Geiger, SA-BC MPO): On the city's part, has consideration been given to taking this opportunity to better align streets such as Blanco and Colorado, and Vance Jackson and Babcock.

Answer (Grochowski, City of San Antonio): Part of our intent, once the MPO study is complete, is to look at side streets along the corridor and identify if any improvements can be made. Our priority is for signal system upgrades within the corridor.

Question (Geiger, SA-BC MPO): Do you have projected ridership levels yet?

Answer: URS' scope includes a ridership forecast. Cambridge Systematics will provide this information. We have a preliminary estimate based on previous studies but want to fine tune this during preliminary engineering.

Balleza points to a board that shows the corridor in a larger scale and identifies the study area (boundaries for the EA). He notes that VIA would like agency feedback on the study area. There aren't a lot of cultural/natural impacts because of the urban environment. VIA knows about the historic issues. They will be meeting with local agencies (e.g., SHPO) to determine the APE. On the board, the yellow dashed line is the study area: ¼ mile of each side of corridor and ½ mile radius around the stations.

Question: (Hindes, City of San Antonio): Has the study area been accepted by THC?

Answer: No, not yet. We hope that they will attend the meeting in Austin. One of the issues is that FTA doesn't have a Programmatic Agreement with VIA like FHWA has with TxDOT.

Question (Hindes, City of San Antonio): Who is subconsultant for cultural resources?

Answer: Raba Kistner

Comment: (Geiger, SA-BC MPO): There is a piece of West Avenue at Fredericksburg Road that no longer exists (where HEB is)

VIA BRT Scoping Meeting

Monday, June 2, 2008

VIA Administration Board Room – 800 W. Myrtle, 1:00 p.m.

Infrastructure

SIGN-IN SHEET

Name (Please Print)	Organization	Address	Phone/ Fax	e-mail address
1. RICHARD HIGBY	BEXAR COUNTY	233 N O PECOS	335-6713 FAX 335-6785	rhigby@bexar.org
2. DEON DANOS Danos	AACOG	8700 TESORO DR, Suite 700 S.A. TX 78217	362-5208 FAX 225-5937	ddanos@aacog.com
3. Ted West	FHWA	300 E 8TH ST Austin	512 536 5959	ted.west@fhwa.dot.gov
4. Madeline Slay	Balcones Hts	123 Altgelt B.H.	210-736-3009	madeline@masarchitecture.com
5. Adam Soorholtz	"			
6. Kim Steele	LAN		512-338-2776	kesteele@lan-inc.com
7. MANJIRI AKALKOTKAR	VIA		362 2097	
8. Phil Meadows	LAN		713-~~854~~-8997	pmeadows@lan-inc.com
9. Nancy Gates	URS	9400 Amberglen Austin 78729	512.419.5303	nancy_gates@urscorp.com
10. Eddie Sutherland	"	" " "	512-419-6449	eddie_sutherland@urscorp.com
11. JUSTIN CAIN	LAN		210.383.1971	JMCAIN@LAN-INC.com
12. Philip Howlett	TXDOT	LOOP 410	210-615-6419	Phowlet@dot.state.tx.us.
13. R.M. Quinn	VIA	—	210-362-2093	ray.quinn@viainfo.net
14. Greg Wood	LAN		210.499.5082	gwood@LAN-inc.com
15. JESSE BALLEZA	VIA			

VIA BRT Scoping Meeting

Monday, June 2, 2008

VIA Administration Board Room – 800 W. Myrtle, 1:00 p.m.

City & Tourism

SIGN-IN SHEET

Name (Please Print)	Organization	Address	Phone/ Fax	e-mail address
1. Brent Kyler	URS	9400 Amberglen	512.419.5460	brent_kyler@urscorp.com
2. Louis Jimenez	AT&T	411 Broadway	210 283 1935	LJ7398@att.com
3. LORENZO NASTASI	BALTTS	4522 Fred Nast	7320055	
4. Richard De La Cruz	TxDOT	PO Box 29928, SAT	615-6024	rdelacr@dot.state.tx.us
5. CHRISTINE VIÑA	VIA			
6. Rudy Farias	SARA	100 E Guenther	210-302-4243	rfarias@sara-tx.org
7. Rick Castañeda	TXDOT/Traffic	3500 NW Loop 410	731-5249	RCASTAN@dot.state.tx.us
8. MICHAEL ERETI	COSA Public Works	223 S CHERRY	207-8291	michael.ereti@sanantonio.gov
9. Richard Hinojosa	CPS Energy	145 Navarro	353-2741	rhinojo@cpsenergy.com
10. Melissa Ramirez	COSA/DSD	1901 Alamo	207-7038	
11. Elidia Banda	COSA - PWTM	Trans Guide	733-4573	elidia.banda@sanantonio.gov
12. PAMELA Hodges	BHCVB	414 Mtn. Spr. Dr	210-415-9148	hodges@gvtc.com
13.				
14.				
15.				

VIA BRT Project
Agency Scoping Meeting
San Antonio
June 2, 2008
1 p.m. – 3 p.m.

In attendance:
Attendance sheet is attached

Presentation:

Introductions of Project Team:

VIA Staff: Project Manager, Manjiri Akalkotkar, AIA; VP Strategic Planning & Project Development, Jesse Balleza; and Manager of Engineering, Jerry Akin, P.E. (not present)

GEC Staff: Project Manager, Phil Meaders, P.E., LAN; Technical Service Manager, Tim Schmidt, LAN

URS Team: Project Manager, Don Yuratovac (not present); Deputy Project Manager, Brent Kyler; P.E.; Public Involvement Task Leader, Nancy Gates; Environmental Task Leader, Eddie Sutherland

Project Overview:

Jesse Balleza explained the background of the project. Bus Rapid Transit (BRT) is an innovative, high capacity, lower cost public transit solution that can significantly improve mobility. It involves using a permanent, integrated system of buses or specialized vehicles on roadways or dedicated lanes. BRT is very similar to light rail in that it is a permanent part of the transit system, but different because of the fact that it has no tracks and therefore is more flexible. It will be a permanent part of the VIA system and VIA will make a lot of investment in the corridor. The benefits of BRT are that it enables VIA to quickly and efficiently transport passengers to their destinations, resulting in higher ridership and less road congestion.

Balleza also summarized other related projects now underway or planned in San Antonio. The City of San Antonio has three projects. As part of their downtown transportation infrastructure improvements, they are installing a new system wide signal system. The City is using bond money to mitigate congestion on Fredericksburg Road (through use of signals and improved street intersections). These signals will allow BRT vehicles to have priority over other traffic. Finally, the City is making improvements at the Medical Center area through the use of signs and other upgrades (some already in place).

TxDOT has a couple of related projects underway as well. They have completed the environmental documentation for the Fredericksburg Rd/Medical Drive grade separation

project and submitted it to the FHWA for approval. In addition, TxDOT is planning to partner with VIA and the City in reconstruction of Fredericksburg Rd to accommodate the BRT.

Finally, the MPO has undertaken a micro-simulation traffic analysis to look at the existing traffic conditions in the entire corridor with and without BRT. This study, which will provide valuable information for the environmental and preliminary engineering work on the BRT, is scheduled for completion in the early fall of 2008.

Two previous studies have been conducted in preparation for the BRT. The MPO's Northwest Corridor Alternatives Analysis was completed in February 2005. It was a conceptual analysis of various alternatives and identified Fredericksburg Road as the recommended alternative route. In addition, the identified proposed transit center locations. The VIA BRT Fredericksburg Road Implementation Study in September 2007 defined elements of the system design within the recommended route; refined the route to I-10 and Fredericksburg Road, and refined the transit center and station locations. This study proposed using I-10 as part of the BRT route to avoid delays associated with railroad crossings.

Balleza refers to the map in describing the BRT route. It would begin in the downtown area, connect with Robert Thompson Center at the Alamo Dome and Ellis Alley park and ride in the Sunset station area, traverse across downtown using one-way pairs of Commerce, Dolorosa Market, connect with the West Side Multimodal center on the west side, go up I -10 exiting at Woodlawn and Fredericksburg Road to Medical Drive, and terminate at the transit center there. It will combine median running (e.g., at Vance Jackson where there is more right-of-way) and curb running (e.g., through Deco District and Medical Center). This will be determined by the micro-simulation study and what is heard from the community. The BRT running way will stay within existing TxDOT ROW for the most part. There will be BRT stations as well as Transit Centers at both ends of the project.

The West Side Multimodal Center will be in the Cattleman's Square area, which the city is interested in redeveloping. VIA is partnering with the city and county in all of the projects in that area, including expansion of the jail, Haven for Hope, University Health System expansion, and city redevelopment. On the northern end, there will be a new transfer center. We have an existing transfer center and it will be moved to the new proposed location and there will be some space for park and ride. The BRT will have about 8 stations (not including downtown stops) between the two transit terminals.

VIA will be looking at ROW in the Cattleman's Square area. There are some willing sellers there with whom VIA is talking. Stations in the corridor would primarily be in existing ROW, but there may be some need for additional ROW, especially in the Deco District. Station dimensions are 120 feet long and 10-12 feet wide.

The stations will have ticket vending machines so fare collection is off-board. Vehicles will have multiple doors so people can get on and off quickly, reducing the total travel

time for riders. Stations will have message information (arrival and departure) and bicycle amenities. VIA station and transit center designs will be sensitive to neighborhood aesthetics. The stations will be prototypical in nature but they will fit in with the local environment.

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Comments from Agencies

Question (Jimenez, AT&T): A concern that I have is in regard to dedicating certain lanes for BRT. How would we get access to manholes?

Answer: In Deco District, TxDOT will do rehab work and then total reconstruction from Vance Jackson to Medical Drive. There are drainage problems and no sidewalks in that area. Utilities will be relocated or VIA will need to meet with each utility to work out.

Question (Jimenez, AT&T): Our main concern is the Deco area where the corridor is narrow. Our central office is at I-10 and Fredericksburg Road. Our main feeder goes down Fredericksburg Road. To adjust all those duct banks would be timely and costly.

Answer: Our consultants will be talking with you shortly, by the end of June.

Question (Jimenez, AT&T): ROW acquisition would affect utilities.

Answer: In regard to your comment, there will be no barrier separated lanes. Since we use rubber tires, we have flexibility to avoid situation when you are doing maintenance. In Deco District, buses will be running in mixed traffic, no dedicated lanes. We will evaluate where we would have mixed traffic vs. dedicated. There will be no tracks and we can detour when we need to do that.

Question (Danos, AACOG): The cities of Balcones Heights and San Antonio have police departments. Have you considered the reaction time to clear accidents—has that process started? Who will be in charge if there's an accident? How will you communicate among departments?

Answer: We have not yet discussed the process, but will outline this process for the corridor because there are multiple jurisdictions.

Question (Danos, AACOG): Other issues involve the reaction time of EMS and where vehicles will be impacted.

Answer: One of the things we are working on is procedures for corridor.

Question (Danos, AACOG): The West Side Multimodal Center will be a stop for commuter rail and there will be security issues. Will you allow a ticket to be bought in Austin and then used on the bus in San Antonio or will people have to get another ticket?

Answer: In our fare evaluation, we are looking at all of this. When the commuter rail is implemented, we will work with them. We need to keep this in mind for future planning—how to integrate our fare collection with commuter rail.

Question (Danos, AACOG): What about other bus service than Greyhound? Coach USA, Trailways?

Answer: When we did the feasibility study, we determined that the main tenant would be Greyhound, but others could be added.

Question (Danos, AACOG): There is also a bus line from Mexico (Americanos).

Answer: We are hoping to engage them as well. Many people come from Mexico. We will meet with Americanos to partner with them as well.

Question (Danos, AACOG): What about taxi services--Yellow Cab and others?

Answer: The city controls taxi licenses. They will assist us in managing the flow of taxis at the transit centers.

Answer: we have comment sheets so you can give these comments back to us. We want early issues and concerns on the table so we can address them.

Question (Danos, AACOG): Are you taking this presentation to elected officials?

Answer: Public outreach is a huge part of this project. We are talking with county commissioners and city council members in an effort to communicate with elected officials. Just as important is our communication with the community. We plan to hold many public outreach meetings in the corridor. We have organized a Bus Rapid Transit Corridor Council, which met last week for the first time. They represent neighborhood associations, business owners, and others. We asked them to give us more names. Every month there will be a meeting. We also have a citizens advisory council. We will want to have lots of one-on-one meetings with small businesses on Fredericksburg Road.

Question (Danos, AACOG): Have you talked with Jim Reed about where the facility will be and how he will move patients and staff?

Answer: We have met with the Medical Foundation and Medical Center Alliance on a regular basis. We have a task force shepherded by Councilwoman Cibrian that meets monthly.

Question (Slay, Balcones Heights): In the project area some of the utilities are underground. In Balcones Heights the utilities are overhead. Drainage issues need to be dealt with. I assume that by the end of schematic design, we'll know how we're going to deal with utilities—we'd like them all underground. I see that your project schedule is very aggressive and that you plan to complete construction by 2012. When will construction begin?

Answer: After the EA is submitted and approved, the project will advance very quickly. The preliminary engineering is taking place simultaneously with the EA. When the EA is approved, then we will do the final design (about 10 months) and then construction after that (by 2010).

Question (Slay, Balcones Heights): There are many small businesses on Fredericksburg Road. Will there be a plan to work with them?

Answer: Yes, We are developing a construction plan that includes working with businesses to minimize impacts on them. This will occur in final design.

Question (Hinojosa, CPS): Everyone is aware of three districts in this area: downtown district (all utilities), Deco District and the Medical Center. Working toward minimizing utility adjustments would improve the turnaround time. Fredericksburg Road is a major hub for telecoms.

In regard to conversion of existing facilities, there are funding mechanisms out there. The cities (San Antonio and Balcones Heights) can implement these. If there's a plan for conversion of existing facilities, we need to be done with that project. We've done this on previous projects—it adds 12-18 months lead time because of the need to get additional right-of-way easements, which is the critical path for conversions. So if we can work into that and you don't mind the conversion, easements need to be taken into account. The second component of the conversions is paying for telecoms. We have funds for conversion projects but not for telecom adjustments.

Answer: Thanks for the input.

Question (Bexar County): Medical Drive coming into Fredericksburg Road will be grade separated. How will that work?

Answer: Medical Center Drive goes under and Fredericksburg Road goes over. It becomes a diamond intersection. We've been in communication with TxDOT regarding the schedule for this. In our scheduling, we need to work closely with TxDOT because that project is right in the middle of where we need to turn. TxDOT has been accommodating.

Question (Lily, City of San Antonio): I have a question regarding the traffic analysis. What will the deliverables be? Is it an operational analysis only of the BRT or of the

transportation system to include traffic signals? We will be running exclusive in some parts of it and it will drastically affect the turning movements at intersections. How can we minimize the impact to the transportation system as a whole? Fredericksburg Road is the only viable alternative to IH 10. Also, if we have an incident, we're dumping everything on Fredericksburg Road. Is an intelligent transportation system (ITS) system design part of the recommendations that are coming? We would need to implement them before construction starts because we'll need it then.

Answer: The MPO study will look at the no-build option projected through 2032. They'll look at where we are in 2012 and what needs to happen to mobility. We have a combination of studies going with MPO—curb and center running (which makes most sense for mobility). The results of that study will feed into the preliminary engineering study. A contingency plan for something that might happen on IH 10 is the ITS system that we'll need for BRT for a traffic signal priority system. That can help with emergency situations. We will have to work with the city to regarding signal timing.

Question (Lily, City of San Antonio): Signal upgrades outside the city limits. I don't know if that is part of TxDOT's project. We would need an agreement to convey those responsibility for maintain the signals and reimbursement agreement.

Answer: We'll have to convene a meeting with the City, TxDOT and VIA to discuss those issues. We will incorporate BRT into the emergency plans and the existing incident plan.

Question (TxDOT): Do you anticipate any structure widening at any jurisdictional waters?

Answer: We're only going to be crossing two creeks: Martinez and Zarzamora. I don't think that we would be getting any additional right-of-way in those areas.

Question (TxDOT): How many buses are you planning to run every day?

Answer: The service plan we're finalizing indicates that we would purchase 12 vehicles with 10-minute frequency between buses during peak. When we add BRT, existing bus routes will be modified. The net level of service will be better. Within the next two months, we'll have a better idea about the number of vehicles/day during peak and off peak. URS is doing a ridership forecast so that we can plan for the future.

Question (Hinojosa, CPS): Regarding pavement structure, what are you considering?
Answer: There will be a combination of concrete pads and asphalt.

Question (Hinojosa, CPS): What are the funding splits—who will pick up construction costs?

Answer: The funding is about 40% from STPMM through TxDOT and federal funds, FTA funds through our formula program and discretionary grants from Congress. The

city has $10 million from the bond (10% of budget) and the rest is VIA local. It's about 50% VIA, which also includes roadway improvements on Fredericksburg Road.

We will be back in touch with you soon about specific areas where we need information from you. We're already meeting with the City and TxDOT. You'll hear a lot about the public outreach.

VIA BRT Scoping Meeting

Tuesday, June 3, 2008
LAN Project Management Office - 9 am

SIGN-IN SHEET

Name (Please Print)	Organization	Address	Phone/ Fax	e-mail address
1. Kim E. Steele	LAN		(512)338-2716	kesteele@lan-inc.com
2. VICKI CRNICH	TxDOT-ENV	118 E. RIVERSIDE DR.	512.416.3029	vcrnich@dot.state.tx.us
3. Tim Schmidt	LAN-		214-522-8778	tjschmidt@lan-inc.com
4. EDDIE SUTHERLAND	URS CORP	9400 AMBERGLEN BLVD	512-419-6449	eddie_sutherland@urscorp.com
5. Brent Kyler	URS	9400 Amberglen Blvd	512-419-5460	brent_kyler@urscorp.com
6. JESSE BALLEZA	VIA			
7. JUSTIN CAIN	LAN		210-321-4318	JMCAIN@LAN-INC.com
8. MANJIRI AKALKOTKAR	VIA		210 362-2092	
9. Grey Wood	LAN		210 499-5082	gwood@LAN-inc.com
10. Roy Howard	TCEQ		512-239-2306	rhoward@tceq.state.tx.us
11. Theo Kosub	TCEQ		512-239-5609	tkosub@tceq.state.tx.us
12. Ted West	FHWA		512 536 5954	
13. Nancy Gates	URS	9400 Amber Glen	512 419 5303	nancy_gates@urscorp.com
14.				
15.				

VIA BRT Project
Agency Scoping Meeting
Austin
June 3, 2008
9 a.m. – 11 a.m.

In attendance:
Attendance sheet is attached

Presentation:

Introductions of Project Team:

VIA Staff: Project Manager, Manjiri Akalkotkar, AIA; VP Strategic Planning & Project Development, Jesse Balleza; and Manager of Engineering, Jerry Akin, P.E. (not present)

GEC Staff: Project Manager, Phil Meaders, P.E., LAN (not present); Technical Service Manager, Tim Schmidt, LAN

URS Team: Project Manager, Don Yuratovac (not present); Deputy Project Manager, Brent Kyler; P.E.; Public Involvement Task Leader, Nancy Gates; Environmental Task Leader, Eddie Sutherland

Project Overview:

Jesse Balleza explained the background of the project. Bus Rapid Transit (BRT) is an innovative, high capacity, lower cost public transit solution that can significantly improve mobility. It involves using a permanent, integrated system of buses or specialized vehicles on roadways or dedicated lanes. BRT is very similar to light rail in that it is a permanent part of the transit system, but different because of the fact that it has no tracks and therefore is more flexible. It will be a permanent part of the VIA system and VIA will make a lot of investment in the corridor. The benefits of BRT are that it enables VIA to quickly and efficiently transport passengers to their destinations, resulting in higher ridership and less road congestion.

Balleza also summarized other related projects now underway or planned in San Antonio. The City of San Antonio has three projects. As part of their downtown transportation infrastructure improvements, they are installing a new system wide signal system. The City is using bond money to mitigate congestion on Fredericksburg Road (through use of signals and improved street intersections). These signals will allow BRT vehicles to have priority over other traffic. Finally, the City is making improvements at the Medical Center area through the use of signs and other upgrades (some already in place).

TxDOT has a couple of related projects underway as well. They have completed the environmental documentation for the Fredericksburg Rd/Medical Drive grade separation

project and submitted it to the FHWA for approval. In addition, TxDOT is planning to partner with VIA and the City in reconstruction of Fredericksburg Rd to accommodate the BRT.

Finally, the MPO has undertaken a micro-simulation traffic analysis to look at the existing traffic conditions in the entire corridor with and without BRT. This study, which will provide valuable information for the environmental and preliminary engineering work on the BRT, is scheduled for completion in the early fall of 2008.

Two previous studies have been conducted in preparation for the BRT. The MPO's Northwest Corridor Analysis was completed in February 2005. It was a conceptual analysis of various alternatives and identified Fredericksburg Road as the recommended alternative route. In addition, the identified proposed transit center locations. The VIA BRT Fredericksburg Road Implementation Study in September 2007 defined elements of the system design within the recommended route; refined the route to I-10 and Fredericksburg Road, and refined the transit center and station locations. This study proposed using I-10 as part of the BRT route to avoid delays associated with railroad crossings.

Balleza refers to the map in describing the BRT route. It would begin in the downtown area, connect with Robert Thompson Center at the Alamo Dome and Ellis Alley park and ride in the Sunset station area, traverse across downtown using one-way pairs of Commerce, Dolorosa Market, connect with the West Side Multimodal center on the west side, go up I -10 exiting at Woodlawn and Fredericksburg Road to Medical Drive, and terminate at the transit center there. It will combine median running (e.g., at Vance Jackson where there is more right-of-way) and curb running (e.g., through Deco District and Medical Center). This will be determined by the micro-simulation study and what is heard from the community. The BRT running way will stay within existing TxDOT ROW for the most part. There will be BRT stations as well as Termini Transit Centers.

The West Side Multimodal Center will be in the Cattleman's Square area, which the city is interested in redeveloping. VIA is partnering with the city and county in all of the projects in that area, including expansion of the jail, Haven for Hope, University Health System expansion, and city redevelopment. On the northern end, there will be a new transfer center. We have an existing transfer center and it will be moved to the new proposed location and there will be some space for park and ride. The BRT will have about 8 stations (not including downtown stops) between the two transit terminals.

VIA will be looking at ROW in the Cattleman's Square area. There are some willing sellers there with whom VIA is talking. Stations in the corridor would primarily be in existing ROW, but there may be some need for additional ROW, especially in the Deco District. Station dimensions are 120 feet long and 10-12 feet wide.

The stations will have ticket vending machines so fare collection is off-board. Vehicles will have multiple doors so people can get on and off quickly, reducing the total travel time for riders. Stations will have message information (arrival and departure) and

bicycle amenities. VIA station and transit center designs will be sensitive to neighborhood aesthetics. The stations will be prototypical in nature but they will fit in with the local environment.

VIA has created a BRT Corridor Council to get stakeholder input and they had the first meeting last week. Stakeholders with businesses and residences in the corridor are participating in this council. The project will have a lot of public outreach to be sure that VIA has input from all stakeholders.

There will be two transit terminals. One will be the South Texas Medical Center, located at Medical Drive and Babcock Road. It covers 7.5 acres. VIA has received approval from the Federal Transit Administration (FTA) to do a protective buy on that property because the sale was imminent and VIA needed a northern terminus location. They can't develop the property until the environmental process is complete. VIA plans to have transit oriented development (TOD) at all stations in the corridor but certainly at terminals. They have set aside a portion of the land on the north for TOD and intend for TOD to occur at the West Side Multimodal Center as well. The Multimodal Center will by jointly used by the public/private sector. The facility is the International and Great Northern former train station that is currently being used by Generations Credit Union. VIA has been talking with them about acquiring that property so they are a willing seller as well. VIA is also looking at acquiring other property for the footprint of the transfer center. The Multimodal Center will accommodate BRT and high ridership routes in the west side area. Many of the trips are coming from the west side and need to go to Medical Center. VIA will have accommodations for commuter rail (Austin-San Antonio), the Greyhouud bus terminal, and Amtrak service in the Multimodal Center.

The BRT vehicles are 60-foot articulated vehicles with low floor/level boarding that are ADA compliant. They will have an off-board fare collection system. The VIA board just approved the use of hybrid (diesel/electric) vehicles. VIA will be looking at some other features as well during the EA and preliminary engineering. For instance, they will be looking at having the vehicles be able to do automated docking at the station (arrive exactly where they need to be in the station without the need for driver training). They'll be looking at the door configuration (both sides or one side or other). This is VIA's first corridor for BRT and/or light rail and they want to start with a system that is compatible with future corridors and stations. That's why VIA wants to study all these features up front. There will be accommodations for bicycles. Another feature might be intelligent transportation system (ITS) components like automatic vehicle location.

The stations will have off-board fare collection but in the downtown area there will be stops rather than stations (because of limited ROW) so VIA will need to study how they will collect fares in that area. The stations will be ADA compliant and will be designed for crime prevention through environmental design. They will use xeriscaping at the stations to provide low maintenance and environmentally friendly landscaping.

Cooperating/Participating Agencies
Balleza listed the cooperating/participating agencies for the project : the Federal Transit Administration (FTA), Federal Highway Administration (FHWA), U.S. Fish and Wildlife Service, U.S. Environmental Protection Agency (EPA), Texas Commission on Environmental Quality (TCEQ), State Historic Preservation Office (SHPO), TxDOT, the Cities of San Antonio and Balcones Heights, the San Antonio/Bexar MPO, and VIA project management team (including consultants). VIA is holding four scoping meetings: two in San Antonio and two in Austin to gather input from these agencies.

Project Scope
Brent Kyler, URS Deputy Project Manager, provided an overview of the preliminary engineering and environmental documentation/public involvement efforts.

For the preliminary design, the project team will look at having the BRT run within the existing ROW. When they get the results from the MPO micro-simulation study, they can make decisions about whether the BRT will be curb running, median running, or a combination of the two. They will determine the station locations (near side or far side) as well as the conceptual transit centers (ingress and egress of BRT). With the micro-simulation study, they will look at the traffic analysis. In addition, they will look at each of the intersections and how the BRT can be accommodated through the intersections. The project team will look at each intersection, make recommendations, and pass this along to the City so that they can incorporate this information into their Fredericksburg Road congestion project. VIA is going to keep the BRT in the existing ROW where possible, although some additional ROW may be needed at some stations.

VIA will follow the National Environmental Policy Act (NEPA) process for the Environmental Assessment (EA). They are starting with the agency scoping meetings today and tomorrow. The public scoping meetings will be next month. In the fall, VIA will have a public meeting and then will hold a public hearing next year. They are starting their data collection, and then will prepare a constraints map and check for any fatal flaws. Some of the key elements in the environmental document will be analysis of socioeconomic and environmental justice (especially in Deco District), noise, potential contamination, cultural resources, and natural resources (a couple of creek crossings). When this work is finished, the project team will prepare a draft and final EA, and anticipates that the project will receive a Finding of No Significant Impact (FONSI).

Proposed Project schedule:

Project scoping:	June 2008
Public scoping:	July 2008
Preliminary plans and station designs:	Late summer 2008
Public meetings:	Fall 2008
Complete EA:	March 2009
Recommended system and station designs:	Spring 2009
Public hearing:	Spring 2009
Complete EA:	Summer 2009

FONSI issued by FTA, FHWA and TxDOT: Summer 2009
Final Design/Construction: Fall 2009-Summer 2012.

Balleza noted a few more items. Even though this project is federally funded, it's not receiving New Starts funding (FTA category that requires a specific project development process). Last year, VIA obtained from US Department of Transportation an environmental classification for this project and approval to do an EA. Typically New Starts projects require Environmental Impact Statements (EISs). The lead agency for this project is FTA and FHWA is a cooperating agency.

Comments from Agencies

Question (Crnich, TxDOT ENV): Will there be some kind of shuttle service linked to the BRT at the South Texas Medical Center Transit Center?

Answer: VIA has a bus route circulator in the Medical Center area and the hospital provides a shuttle from remote parking lots for its employees. We will continue to work with the Medical Center Alliance and Medical Foundation to help them improve transportation in that area.

Question (Crnich, TxDOT ENV): How do you plan to engage stakeholder groups during the EA and Preliminary Engineering process?

Answer: We have established a BRT Corridor Council and they held their first meeting last week. We also plan to do a considerable amount of community outreach with neighborhood groups, perhaps even holding focus groups and charrettes to get input regarding stations. We are also interested in having local artists provide station art. The City of San Antonio's Office of Cultural Affairs provides funding for nonprofit groups and VIA will match this funding to tap into local cultural resources. In addition, the project website will be online in the next couple of weeks.

Comment (Crnich, TxDOT/ENV): As soon as you determine what you might be doing in the Deco District, you should talk with Bruce Jansen.

Answer: Kay Hindes from the City of San Antonio attended a scoping meeting yesterday. We will be working with the State Historic Preservation Office and Texas Historic Commission once we get started on the 106 process. If these agencies do not attend this afternoon's scoping meeting, we will go meet with them soon. Raba Kistner is our subconsultant for cultural resources.

VIA BRT Scoping Meeting

Tuesday, June 3, 2008
LAN Project Management Office - 1:00pm

SIGN-IN SHEET

Name (Please Print)	Organization	Address	Phone/ Fax	e-mail address
1. Kirk D. Fauver	FHWA Texas	300 E. 8th Austin TX Street	(512) 536-5952 -5990	Kirk.fauver@fhwa.dot.gov
2. JUSTIN CAIN	LAN		210-321-4318	JMCAIN@ ~~HOTMAIL~~ LAN-INC.com
3. Kim Steele	LAN		(512)338-2776	kesteele@lan-inc.com
4. Eddie Sutherland	URS Corp	9400 Amberglen, Austin, Tx 78729	512-419-6449	eddie_sutherland@urscorp.com
5. Greg Wood	LAN		210 499-5082	gwood@LAN-inc.com
6. THERESA CLAXTON	FHWA		512-536-5943	theresa.claxton@fhwa.dot.gov
7. Ted West	FHWA		512 536 5959	
8. Brent Kyler	URS	9400 Aberglen	512-419-5460	brent_kyler@urscorp.com
9. MANJIRI AKALKOTKAR	VIA		210 362 2092	
10. Tim Schmidt	GEC-LAN		214-522-8776	tjschmidt@lan-inc.com
11. JESSE BALLEZA	VIA		210 362 2166	
12. Nancy Gates	URS	9400 Amberglen	512 419 5303	nancy_gates@urscorp.com
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1 p.m. – 3 p.m.

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Comments from Agencies

Question (Fauver, FHWA): How will the BRT operate in the pathway of IH 10?

Answer: The BRT will share the general purpose lanes on IH 10. There will probably not be an exclusive lane because there is not enough shoulder available and it is elevated through that stretch.

Question (Fauver, FHWA): How many alternatives are you considering?

Answer: We are looking at two alternatives: the build and no-build. Other alternatives were considered during the previously completed feasibility study.

Question (Fauver, FHWA): What is the extent of the study area?

Answer: The study area extends out one-quarter mile on either side of the corridor and in a one-half –mile radius around the stations. We will also be talking with the local historic preservation office and SHPO about the area of potential effect (APE) in the Deco district because there are properties there that are eligible for historic listing. TxDOT ENV indicates that 150 feet is the APE for historic areas.

Question (Fauver, FHWA): Are there environmental justice (EJ) issues in the project area?

Answer: We do not anticipate any but will be doing an EJ analysis. The BRT project actually should be beneficial to EJ populations. We also don't anticipate finding any endangered species in the project area because it is in an urban setting.

Question (Fauver, FHWA): Are your BRT plans consistent with local land use plans?

Answer: We will be working with the City of San Antonio to ensure consistency with any plans that they have and will be coordinating with their urban design division regarding transit oriented development (TOD). San Antonio does not have a land use master plan.

The City of Balcones Heights also does not have a land use plan. Local neighborhoods are encouraged to do their own planning.

Question: (Claxton, FHWA): Are TODs planned?

Answer: Yes, we're looking at potential options for TOD at both ends of the route and will be doing a market analysis to determine the feasibility of this in Balcones Heights. The Crossroads Mall in Balcones Heights is a good possibility for redevelopment.

Question (Fauver, FHWA): Are you considering going after EPA smart growth grants or TOD grants?

Answer: We did have a small grant a couple of years ago. We are getting FTA formula money and are looking for additional funding.

Comment (Fauver, FHWA): There is TCSP enhancement money available. I'll let Milton know that you are interested.

Comment (Claxton, FHWA): If TOD does occur, you would need to include historic impacts as part of the indirect and cumulative impact analysis. There is no guidance on indirect impacts except from the states. I don't know the status of FTA guidance on indirect and cumulative impacts.

Comment (Fauver, FHWA): If you're taking people off the roadways, there may be some indirect beneficial impacts.

Answer: At the south end of the project, we need to be careful about the potentially historic properties near the Deco station. We will look at all the areas. San Antonio needs code revisions to address TOD. One approach to all TODs will not work.

APPENDIX A.1.2

COOPERATING AND PARTICIPATING AGENCY INVITATION LETTERS

Metropolitan Transit

July 11, 2008

Mr. Louis Jimenez, Design Engineer
AT&T
Construction Engineering Dept.
4119 Broadway, RM 760C
San Antonio, TX 78209

Re: **Request for Applicable Resource Information**
VIA Bus Rapid Transit Project
Fredericksburg Road/Medical Center Corridor
San Antonio, Texas

Dear Mr. Jimenez:

VIA Metropolitan Transit (VIA) has initiated a project to complete Preliminary Engineering (PE) and an Environmental Assessment (EA) for San Antonio's first Bus Rapid Transit (BRT) project, known as the Fredericksburg Road/Medical Center Corridor BRT Project. Attached is a project location map with the project study area also delineated, for your use. In regards to the BRT corridor, the following information is requested, if available:

1. A list of new projects in the area that may be crossing the BRT line.
2. As built plans for projects completed within the corridor.
3. Any available plans or information for projects in design or construction

Please send your information/data directly to URS Corporation by August 4, 2008 at the following address:

Mr. Brent Kyler
URS Corporation
9400 Amberglen
Austin, Texas 78729
Brent_Kyler@urscorp.com

If you have any questions or require more information regarding this project, please do not hesitate to contact Mr. Kyler at (512) 419-5460.

Sincerely,

Manjiri Akalkotkar
VIA Project Manager
Manager of Strategic Planning
(P) 210-362-2166

Attachment: BRT Corridor Location Map

Cc: Don Yuratovac, URS Project Manager
Phil Meaders, LAN Project Manager
Brent Kyler, URS

Metropolitan Transit

July 11, 2008

Ms. Renee Green, P.E., County Engineer
Bexar County- Infrastructure Services Dept.
233 N. Pecos, Suite 420
San Antonio, TX 78207

Re: **Request for Applicable Resource Information**
VIA Bus Rapid Transit Project
Fredericksburg Road/Medical Center Corridor
San Antonio, Texas

Dear Ms. Renee:

VIA Metropolitan Transit (VIA) has initiated a project to complete Preliminary Engineering (PE) and an Environmental Assessment (EA) for San Antonio's first Bus Rapid Transit (BRT) project, known as the Fredericksburg Road/Medical Center Corridor BRT Project. Attached is a project location map with the project study area also delineated, for your use. In regards to the BRT corridor, the following information is requested, if available:

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VIA Project Manager
Manager of Strategic Planning
(P) 210-362-2166

Attachment: BRT Corridor Location Map

Cc: Don Yuratovac, URS Project Manager
Phil Meaders, LAN Project Manager
Brent Kyler, URS

Metropolitan Transit

June 30, 2008

City of San Antonio
Planning & Community Development Department
Historic Preservation Division
Anne McGlone
Historic Preservation Officer
1901 South Alamo Street
San Antonio, Texas 78204

Re: **Request for Applicable Resource Information**
VIA Metropolitan Transit
Bus Rapid Transit Project
Fredericksburg Road/Medical Center Corridor
San Antonio, Texas

Attn: Kay Hindes, Historic Preservation Division

VIA Metropolitan Transit (VIA) has initiated a project to complete preliminary engineering and an environmental assessment (EA) for San Antonio's first high capacity transit project, known as the Fredericksburg Road/Medical Center Corridor Bus Rapid Transit (BRT) Project. URS Corporation has been contracted by VIA to complete this work. As you may be aware, on June 2 & 3, 2008, VIA conducted agency scoping meetings for this project. As part of the EA, we are requesting information and data from federal, state and local agencies such as yours that would assist in the analysis of potential environmental impacts of this proposed project. Attached is a project location map with the project study area delineated for your assistance in determining if any resources under your agency's jurisdiction may be in the project area. Below is a general description of the proposed project.

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BRT uses specialized rubber-tire vehicles that operate similar to light rail with faster and less frequent stops than traditional buses, boarding at stations instead of bus stops, traffic signal preemption, and an integrated route structure. The proposed project would

800 West Myrtle, P.O. Box 12489, San Antonio, Texas 78212 (210) 362-2000
Administration FAX # 362-2570 Maintenance/Purchasing FAX # 362-2588

require partial reconstruction of Fredericksburg Road to accommodate the BRT. Eight new BRT stations (120 feet long by 12 feet wide) would be constructed to allow rider access. In addition, a new Medical Center transit center will be constructed at the intersection of Medical Drive and Babcock Road. Improvements will be made to the Westside Multi-modal Transit Center on South Medina Street.

The EA will be prepared in compliance with the requirements of the National Environmental Policy Act of 1969. The EA will be reviewed and approved by the Federal Transit Administration (FTA) as the lead federal agency. The Federal Highway Administration and the Texas Department of Transportation (TxDOT) will be cooperating agencies and will also review and approve the EA. VIA has proposed an aggressive schedule for this project, and in light of that, we are requesting that you provide any information/data no later than July 31, 2008.

Please send your information/data directly to URS Corporation at the following address:

Mr. Eddie Sutherland
URS Corporation
9400 Amberglen
Austin, Texas 78729
eddie_sutherland@urscorp.com

If you have any questions or require more information regarding this project, please do not hesitate to contact Mr. Sutherland at (512) 419-6449.

Sincerely,

Manjiri Akalkotkar
VIA Project Manager

Attachment: BRT Corridor Location Map

Cc: Don Yuratovac, URS Project Manager
Phil Meaders, LAN Project Manager
Eddie Sutherland, URS

Metropolitan Transit

July 11, 2008

Mr. Majed Al-Gafry
Director
City of San Antonio
PO Box 839966
San Antonio, TX 78283

Re: **Request for Applicable Resource Information**
VIA Bus Rapid Transit Project
Fredericksburg Road/Medical Center Corridor
San Antonio, Texas

Dear Mr. Al-Gafry:

VIA Metropolitan Transit (VIA) has initiated a project to complete Preliminary Engineering (PE) and an Environmental Assessment (EA) for San Antonio's first Bus Rapid Transit (BRT) project, known as the Fredericksburg Road/Medical Center Corridor BRT Project. Attached is a project location map with the project study area also delineated, for your use. In regards to the BRT corridor, the following information is requested if available:

1. A list of new projects in the area that may be crossing the BRT line.
2. As built Plans for projects completed within the corridor, including, but not limited to"
   a. Title sheets and indexes
   b. Drainage including structure survey, culverts, bridge layouts, loading calculation, and Geotech Information.
   c. Survey Markers
   d. Site maps
   e. Traffic signals and phasing
   f. Bike trail information
   g. Railroad Lines
   h. Drainage area maps
   i. Earthwork numbers
   j. Bridge layout sheets
   k. Project layout sheets (usually 1"=500' important for easy understanding street crossings)
   l. Plans and profiles for all roadways
   m. Typical sections for all roadways
   n. Profile for all roadways

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Administration FAX # 362-2570 Maintenance/Purchasing FAX # 362-2588

3. Any available plans or information for projects in design or construction

Please send your information/data directly to URS Corporation by August 4, 2008 at the following address:

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URS Corporation
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Austin, Texas 78729
Brent_Kyler@urscorp.com

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VIA Project Manager
Manager of Strategic Planning
(P) 210-362-2166

Attachment: BRT Corridor Location Map

Cc: Don Yuratovac, URS Project Manager
Phil Meaders, LAN Project Manager
Brent Kyler, URS

Metropolitan Transit

June 30, 2008

U.S. Environmental Protection Agency
Region 6
Richard Green
Regional Administrator
1445 Ross Avenue, Suite 1200
Dallas, Texas 75202-2733

Re: **Request for Applicable Resource Information**
VIA Metropolitan Transit
Bus Rapid Transit Project
Fredericksburg Road/Medical Center Corridor
San Antonio, Texas

Attn: Carl Eklund, Director of Multi-Media Planning & Permitting Division

VIA Metropolitan Transit (VIA) has initiated a project to complete preliminary engineering and an environmental assessment (EA) for San Antonio's first high capacity transit project, known as the Fredericksburg Road/Medical Center Corridor Bus Rapid Transit (BRT) Project. URS Corporation has been contracted by VIA to complete this work. As you may be aware, on June 2 & 3, 2008, VIA conducted agency scoping meetings for this project. As part of the EA, we are requesting information and data from federal, state and local agencies such as yours that would assist in the analysis of potential environmental impacts of this proposed project. Attached is a project location map with the project study area delineated for your assistance in determining if any resources under your agency's jurisdiction may be in the project area. Below is a general description of the proposed project.

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Administration FAX # 362-2570 Maintenance/Purchasing FAX # 362-2588

new BRT stations (120 feet long by 12 feet wide) would be constructed to allow rider access. In addition, a new Medical Center transit center will be constructed at the intersection of Medical Drive and Babcock Road. Improvements will be made to the Westside Multi-modal Transit Center on South Medina Street.

The EA will be prepared in compliance with the requirements of the National Environmental Policy Act of 1969. The EA will be reviewed and approved by the Federal Transit Administration (FTA) as the lead federal agency. The Federal Highway Administration and the Texas Department of Transportation (TxDOT) will be cooperating agencies and will also review and approve the EA. VIA has proposed an aggressive schedule for this project, and in light of that, we are requesting that you provide any information/data no later than July 31, 2008.

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URS Corporation
9400 Amberglen
Austin, Texas 78729
eddie_sutherland@urscorp.com

If you have any questions or require more information regarding this project, please do not hesitate to contact Mr. Sutherland at (512) 419-6449.

Sincerely,

Manjiri Akalkotkar
VIA Project Manager

Attachment: BRT Corridor Location Map

Cc: Don Yuratovac, URS Project Manager
Phil Meaders, LAN Project Manager
Eddie Sutherland, URS

Metropolitan Transit

June 30, 2008

Federal Emergency Management (FEMA)
Region VI
William E. Peterson
Regional Director
FRC 800 North Loop 288
Denton, Texas 76209-3698

Re: **Request for Applicable Resource Information**
VIA Metropolitan Transit
Bus Rapid Transit Project
Fredericksburg Road/Medical Center Corridor
San Antonio, Texas

Attn: Donald Farley, Environmental & Historic Preservation Contact

VIA Metropolitan Transit (VIA) has initiated a project to complete preliminary engineering and an environmental assessment (EA) for San Antonio's first high capacity transit project, known as the Fredericksburg Road/Medical Center Corridor Bus Rapid Transit (BRT) Project. URS Corporation has been contracted by VIA to complete this work. As you may be aware, on June 2 & 3, 2008, VIA conducted agency scoping meetings for this project. As part of the EA, we are requesting information and data from federal, state and local agencies such as yours that would assist in the analysis of potential environmental impacts of this proposed project. Attached is a project location map with the project study area delineated for your assistance in determining if any resources under your agency's jurisdiction may be in the project area. Below is a general description of the proposed project.

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Sincerely,

Manjiri Akalkotkar
VIA Project Manager

Attachment: BRT Corridor Location Map

Cc: Don Yuratovac, URS Project Manager
Phil Meaders, LAN Project Manager
Eddie Sutherland, URS

Metropolitan Transit

June 30, 2008

Natural Resource Conservation Service
Donald W. Gohmert
State Conservationist
101 South Main
Temple, Texas 76501

Re: **Request for Applicable Resource Information**
VIA Metropolitan Transit
Bus Rapid Transit Project
Fredericksburg Road/Medical Center Corridor
San Antonio, Texas

Attn: Donald W. Gohmert, State Conservationist

VIA Metropolitan Transit (VIA) has initiated a project to complete preliminary engineering and an environmental assessment (EA) for San Antonio's first high capacity transit project, known as the Fredericksburg Road/Medical Center Corridor Bus Rapid Transit (BRT) Project. URS Corporation has been contracted by VIA to complete this work. As you may be aware, on June 2 & 3, 2008, VIA conducted agency scoping meetings for this project. As part of the EA, we are requesting information and data from federal, state and local agencies such as yours that would assist in the analysis of potential environmental impacts of this proposed project. Attached is a project location map with the project study area delineated for your assistance in determining if any resources under your agency's jurisdiction may be in the project area. Below is a general description of the proposed project.

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Administration FAX # 362-2570 Maintenance/Purchasing FAX # 362-2588

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Austin, Texas 78729
eddie_sutherland@urscorp.com

If you have any questions or require more information regarding this project, please do not hesitate to contact Mr. Sutherland at (512) 419-6449.

Sincerely,

MAkalkotkar

Manjiri Akalkotkar
VIA Project Manager

Attachment: BRT Corridor Location Map

Cc: Don Yuratovac, URS Project Manager
Phil Meaders, LAN Project Manager
Eddie Sutherland, URS

Metropolitan Transit

July 11, 2008

Mr. Sam Bain-Yassin
San Antonio Water System
Engineering Dept.
2800 US Hwy. 281 N, Second Floor, Tower 2
San Antonio, TX 78212

Re: **Request for Applicable Resource Information**
VIA Bus Rapid Transit Project
Fredericksburg Road/Medical Center Corridor
San Antonio, Texas

Dear Mr. Bain- Yassin

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Sincerely,

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VIA Project Manager
Manager of Strategic Planning
(P) 210-362-2166

Attachment: BRT Corridor Location Map

Cc: Don Yuratovac, URS Project Manager
Phil Meaders, LAN Project Manager
Brent Kyler, URS

Metropolitan Transit

June 30, 2008

Texas Commission on Environmental Quality
Region 13 Office
Richard Garcia
Regional Director
14250 Judson Road
San Antonio, Texas 78233

Re: **Request for Applicable Resource Information**
VIA Metropolitan Transit
Bus Rapid Transit Project
Fredericksburg Road/Medical Center Corridor
San Antonio, Texas

Attn: Rick Hite, Air Section Manager

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URS Corporation
9400 Amberglen
Austin, Texas 78729
eddie_sutherland@urscorp.com

If you have any questions or require more information regarding this project, please do not hesitate to contact Mr. Sutherland at (512) 419-6449.

Sincerely,

Manjiri Akalkotkar
VIA Project Manager

Attachment: BRT Corridor Location Map

Cc: Don Yuratovac, URS Project Manager
Phil Meaders, LAN Project Manager
Eddie Sutherland, URS

Metropolitan Transit

June 30, 2008

F. Lawrence Oaks
Executive Director
Texas Historical Commission
P.O. Box 12276
Austin, Texas 78711

Re: **Request for Applicable Resource Information**
VIA Metropolitan Transit
Bus Rapid Transit Project
Fredericksburg Road/Medical Center Corridor
San Antonio, Texas

Attention: Stan Graves, Architecture Division Director

VIA Metropolitan Transit (VIA) has initiated a project to complete preliminary engineering and an environmental assessment (EA) for San Antonio's first high capacity transit project, known as the Fredericksburg Road/Medical Center Corridor Bus Rapid Transit (BRT) Project. URS Corporation has been contracted by VIA to complete this work. As you may be aware, on June 2 & 3, 2008, VIA conducted agency scoping meetings for this project. As part of the EA, we are requesting information and data from federal, state and local agencies such as yours that would assist in the analysis of potential environmental impacts of this proposed project. Attached is a project location map with the project study area delineated for your assistance in determining if any resources under your agency's jurisdiction may be in the project area. Below is a general description of the proposed project.

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Administration FAX # 362-2570 Maintenance/Purchasing FAX # 362-2588

the lead federal agency. The Federal Highway Administration and the Texas Department of Transportation (TxDOT) will be cooperating agencies and will also review and approve the EA.

Since the FTA will be the lead federal agency and there is not an existing Programmatic Agreement for Section 106 coordination between FTA and the Texas Historical Commission (THC), we have initiated early coordination with the TxDOT Environmental Affairs Division (ENV) to get their recommendation on the Area of Potential Effect (APE) for this project. Based on this coordination, TxDOT ENV made the following recommendations concerning the APE, as well as other criteria about the historic properties survey process.

1. The APE can be 150 ft from proposed right-of-way.
2. The study area will need to include all recorded historic districts (National Register of Historic Places (NRHP), City of San Antonio Historic Preservation Office, etc) and potential ones (undocumented districts discovered during the 106 process). This will allow for view shed issues and possible indirect effects.
3. The survey cut-off date for historic-age resources will depend upon when the project is scheduled to let. If it's in 2010, for example, 45 years would be subtracted from 2010 for a cut-off date of 1965. The extra five years will allow a window in case the project is delayed.
4. Once historic-age resources are identified and determinations of eligibility are applied, coordination will need to begin with the city and all other consulting parties to assess potential effects on the identified properties.

VIA has proposed an aggressive schedule for this project, and in light of that, we are requesting that THC tell us if you concur with TxDOT ENV's recommendations on the APE and other survey criteria as well as any information/data about the project area no later than July 31, 2008. We will be coordinating with THC in the near future to set up a meeting to discuss the project with the staff. On June 20, 2008, we met with the City of San Antonio, Planning and Community Development, Historic Preservation Division to insure that we address their concerns as the project develops.

Please send your response/data directly to URS Corporation at the following address:

Mr. Eddie Sutherland
URS Corporation
9400 Amberglen
Austin, Texas 78729
eddie_sutherland@urscorp.com

If you have any questions or require more information regarding this project, please do not hesitate to contact Mr. Sutherland at (512) 419-6449.

Sincerely,

MAkalkotkar

Manjiri Akalkotkar
VIA Project Manager

Attachment: BRT Corridor Location Map

cc: Robert C. Patrick, Regional Administrator, Federal Transit Administration
Bruce Jensen, TxDOT Environmental Affairs Division
Don Yuratovac, URS Project Manager
Phil Meaders, LAN Project Manager
Eddie Sutherland, URS

Metropolitan Transit

June 30, 2008

Texas Historical Commission
F. Lawrence Oaks
Executive Director
P.O. Box 12276
Austin, TX 78711

Re: **Request for Applicable Resource Information**
VIA Metropolitan Transit
Bus Rapid Transit Project
Fredericksburg Road/Medical Center Corridor
San Antonio, Texas

Attn: Stan Graves, Architecture Division Director

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MAkalkotkar

Manjiri Akalkotkar
VIA Project Manager

Attachment: BRT Corridor Location Map

Cc: Don Yuratovac, URS Project Manager
Phil Meaders, LAN Project Manager
Eddie Sutherland, URS

Metropolitan Transit

July 11, 2008

Mr. Arnulfo Solis, Designer/Civic Coordinator
Time Warner Cable
Planning GIS
1900 Blue Crest Lane
San Antonio, TX 78247

Re: **Request for Applicable Resource Information**
VIA Bus Rapid Transit Project
Fredericksburg Road/Medical Center Corridor
San Antonio, Texas

Dear Mr. Solis:

VIA Metropolitan Transit (VIA) has initiated a project to complete Preliminary Engineering (PE) and an Environmental Assessment (EA) for San Antonio's first Bus Rapid Transit (BRT) project, known as the Fredericksburg Road/Medical Center Corridor BRT Project. Attached is a project location map with the project study area also delineated, for your use. In regards to the BRT corridor, the following information is requested, if available:

1. A list of new projects in the area that may be crossing the BRT line.
2. As built plans for projects completed within the corridor.
3. Any available plans or information for projects in design or construction

Please send your information/data directly to URS Corporation by August 4, 2008 at the following address:

Mr. Brent Kyler
URS Corporation
9400 Amberglen
Austin, Texas 78729
Brent_Kyler@urscorp.com

If you have any questions or require more information regarding this project, please do not hesitate to contact Mr. Kyler at (512) 419-5460.

Sincerely,

Manjiri Akalkotkar
VIA Project Manager
Manager of Strategic Planning
(P) 210-362-2166

Attachment: BRT Corridor Location Map

Cc: Don Yuratovac, URS Project Manager
Phil Meaders, LAN Project Manager
Brent Kyler, URS

Metropolitan Transit

June 30, 2008

Texas Parks and Wildlife
Wildlife Habitat Assessment Program
Robert L. Cook
Executive Director
4200 Smith School Road
Austin, Texas 78744

Re: **Request for Applicable Resource Information**
VIA Metropolitan Transit
Bus Rapid Transit Project
Fredericksburg Road/Medical Center Corridor
San Antonio, Texas

Attn: Kathy Boydston, Program Coordinator

VIA Metropolitan Transit (VIA) has initiated a project to complete preliminary engineering and an environmental assessment (EA) for San Antonio's first high capacity transit project, known as the Fredericksburg Road/Medical Center Corridor Bus Rapid Transit (BRT) Project. URS Corporation has been contracted by VIA to complete this work. As you may be aware, on June 2 & 3, 2008, VIA conducted agency scoping meetings for this project. As part of the EA, we are requesting information and data from federal, state and local agencies such as yours that would assist in the analysis of potential environmental impacts of this proposed project. Attached is a project location map with the project study area delineated for your assistance in determining if any resources under your agency's jurisdiction may be in the project area. Below is a general description of the proposed project.

The proposed BRT Project is located primarily within the City of San Antonio and approximately one mile within the City of Balcones Heights, and would connect the South Texas Medical Center to downtown San Antonio, both of which are major employment centers. BRT terminals, as described below, will be constructed at the South Texas Medical Center and at the Westside Multimodal Center near downtown. The approximately 10-mile project would run along IH 10 and Fredericksburg Road and pass through active commercial zones and dense residential areas.

BRT uses specialized rubber-tire vehicles that operate similar to light rail with faster and less frequent stops than traditional buses, boarding at stations instead of bus stops, traffic signal preemption, and an integrated route structure. The proposed project would require partial reconstruction of Fredericksburg Road to accommodate the BRT. Eight

800 West Myrtle, P.O. Box 12489, San Antonio, Texas 78212 (210) 362-2000
Administration FAX # 362-2570 Maintenance/Purchasing FAX # 362-2588

new BRT stations (120 feet long by 12 feet wide) would be constructed to allow rider access. In addition, a new Medical Center transit center will be constructed at the intersection of Medical Drive and Babcock Road. Improvements will be made to the Westside Multi-modal Transit Center on South Medina Street.

The EA will be prepared in compliance with the requirements of the National Environmental Policy Act of 1969. The EA will be reviewed and approved by the Federal Transit Administration (FTA) as the lead federal agency. The Federal Highway Administration and the Texas Department of Transportation (TxDOT) will be cooperating agencies and will also review and approve the EA. VIA has proposed an aggressive schedule for this project, and in light of that, we are requesting that you provide any information/data no later than July 31, 2008.

Please send your information/data directly to URS Corporation at the following address:

Mr. Eddie Sutherland
URS Corporation
9400 Amberglen
Austin, Texas 78729
eddie_sutherland@urscorp.com

If you have any questions or require more information regarding this project, please do not hesitate to contact Mr. Sutherland at (512) 419-6449.

Sincerely,

Manjiri Akalkotkar
VIA Project Manager

Attachment: BRT Corridor Location Map

Cc: Don Yuratovac, URS Project Manager
Phil Meaders, LAN Project Manager
Eddie Sutherland, URS

Metropolitan Transit

July 11, 2008

Mr. Phil Howlett
TxDOT – SAT
PO Box 29928
4615 N.W. Loop 410
San Antonio, TX 78229-0928

Re: **Request for Applicable Resource Information**
VIA Bus Rapid Transit Project
Fredericksburg Road/Medical Center Corridor
San Antonio, Texas

Dear Mr. Howlett:

VIA Metropolitan Transit (VIA) has initiated a project to complete Preliminary Engineering (PE) and an Environmental Assessment (EA) for San Antonio's first Bus Rapid Transit (BRT) project, known as the Fredericksburg Road/Medical Center Corridor BRT Project. Attached is a project location map with the project study area also delineated, for your use. In regards to the BRT corridor, the following information is requested, if available:

1. A list of new projects in the area that may be crossing the BRT line.
2. As built plans for projects completed within the corridor, including, but not limited to:
    a. Title sheets and indexes
    b. Drainage including structure survey, culverts, bridge layouts, loading calculation, and Geotech Information.
    c. Survey markers
    d. Site maps
    e. Traffic signals and phasing
    f. Bike trail information
    g. Railroad Lines
    h. Drainage area maps
    i. Earthwork numbers
    j. Bridge layout sheets
    k. Project layout sheets (usually 1"=500' important for easy understanding street crossings)
    l. Plans and profiles for all roadways
    m. Typical sections for all roadways
    n. Profile for all roadways

800 West Myrtle, P.O. Box 12489, San Antonio, Texas 78212 (210) 362-2000
Administration FAX # 362-2570 Maintenance/Purchasing FAX # 362-2588

3. Any available plans or information for projects in design or construction
4. Any currently available traffic counts and modeling information.

Please send your information/data directly to URS Corporation by August 4, 2008 at the following address:

Mr. Brent Kyler
URS Corporation
9400 Amberglen
Austin, Texas 78729
Brent_Kyler@urscorp.com

If you have any questions or require more information regarding this project, please do not hesitate to contact Mr. Kyler at (512) 419-5460.

Sincerely,

Manjiri Akalkotkar
VIA Project Manager
Manager of Strategic Planning
(P) 210-362-2166

Attachment: BRT Corridor Location Map

Cc: Don Yuratovac, URS Project Manager
Phil Meaders, LAN Project Manager
Brent Kyler, URS
Clay Smith, TxDOT
Julie Brown, TxDOT

Metropolitan Transit

June 30, 2008

US Army Corps of Engineers
Fort Worth District
Col. Christopher W. Martin, Commander
P.O Box 17300
Fort Worth, Texas 76102-0300

Re: **Request for Applicable Resource Information**
VIA Metropolitan Transit
Bus Rapid Transit Project
Fredericksburg Road/Medical Center Corridor
San Antonio, Texas

Attn: David Madden, Acting Permitting Chief, Regulatory Branch

VIA Metropolitan Transit (VIA) has initiated a project to complete preliminary engineering and an environmental assessment (EA) for San Antonio's first high capacity transit project, known as the Fredericksburg Road/Medical Center Corridor Bus Rapid Transit (BRT) Project. URS Corporation has been contracted by VIA to complete this work. As you may be aware, on June 2 & 3, 2008, VIA conducted agency scoping meetings for this project. As part of the EA, we are requesting information and data from federal, state and local agencies such as yours that would assist in the analysis of potential environmental impacts of this proposed project. Attached is a project location map with the project study area delineated for your assistance in determining if any resources under your agency's jurisdiction may be in the project area. Below is a general description of the proposed project.

The proposed BRT Project is located primarily within the City of San Antonio and approximately one mile within the City of Balcones Heights, and would connect the South Texas Medical Center to downtown San Antonio, both of which are major employment centers. BRT terminals, as described below, will be constructed at the South Texas Medical Center and at the Westside Multimodal Center near downtown. The approximately 10-mile project would run along IH 10 and Fredericksburg Road and pass through active commercial zones and dense residential areas.

BRT uses specialized rubber-tire vehicles that operate similar to light rail with faster and less frequent stops than traditional buses, boarding at stations instead of bus stops, traffic signal preemption, and an integrated route structure. The proposed project would require partial reconstruction of Fredericksburg Road to accommodate the BRT. Eight new BRT stations (120 feet long by 12 feet wide) would be constructed to allow rider

800 West Myrtle, P.O. Box 12489, San Antonio, Texas 78212 (210) 362-2000
Administration FAX # 362-2570 Maintenance/Purchasing FAX # 362-2588

access. In addition, a new Medical Center transit center will be constructed at the intersection of Medical Drive and Babcock Road. Improvements will be made to the Westside Multi-modal Transit Center on South Medina Street.

The EA will be prepared in compliance with the requirements of the National Environmental Policy Act of 1969. The EA will be reviewed and approved by the Federal Transit Administration (FTA) as the lead federal agency. The Federal Highway Administration and the Texas Department of Transportation (TxDOT) will be cooperating agencies and will also review and approve the EA. VIA has proposed an aggressive schedule for this project, and in light of that, we are requesting that you provide any information/data no later than July 31, 2008.

Please send your information/data directly to URS Corporation at the following address:

Mr. Eddie Sutherland
URS Corporation
9400 Amberglen
Austin, Texas 78729
eddie_sutherland@urscorp.com

If you have any questions or require more information regarding this project, please do not hesitate to contact Mr. Sutherland at (512) 419-6449.

Sincerely,

MAkalkotkar

Manjiri Akalkotkar
VIA Project Manager

Attachment: BRT Corridor Location Map

Cc: Don Yuratovac, URS Project Manager
Phil Meaders, LAN Project Manager
Eddie Sutherland, URS

Metropolitan Transit

June 30, 2008

U. S. Fish and Wildlife Service
Southwest Region, Ecological Services
Bill Seawell
Supervisor
10711 Burnet Road, Suite 200
Austin, Texas 78758-4460

Re: **Request for Applicable Resource Information**
VIA Metropolitan Transit
Bus Rapid Transit Project
Fredericksburg Road/Medical Center Corridor
San Antonio, Texas

Attn: Allison Arnold, Acting Chief of Consultation

VIA Metropolitan Transit (VIA) has initiated a project to complete preliminary engineering and an environmental assessment (EA) for San Antonio's first high capacity transit project, known as the Fredericksburg Road/Medical Center Corridor Bus Rapid Transit (BRT) Project. URS Corporation has been contracted by VIA to complete this work. As you may be aware, on June 2 & 3, 2008, VIA conducted agency scoping meetings for this project. As part of the EA, we are requesting information and data from federal, state and local agencies such as yours that would assist in the analysis of potential environmental impacts of this proposed project. Attached is a project location map with the project study area delineated for your assistance in determining if any resources under your agency's jurisdiction may be in the project area. Below is a general description of the proposed project.

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800 West Myrtle, P.O. Box 12489, San Antonio, Texas 78212 (210) 362-2000
Administration FAX # 362-2570 Maintenance/Purchasing FAX # 362-2588

new BRT stations (120 feet long by 12 feet wide) would be constructed to allow rider access. In addition, a new Medical Center transit center will be constructed at the intersection of Medical Drive and Babcock Road. Improvements will be made to the Westside Multi-modal Transit Center on South Medina Street.

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Please send your information/data directly to URS Corporation at the following address:

Mr. Eddie Sutherland
URS Corporation
9400 Amberglen
Austin, Texas 78729
eddie_sutherland@urscorp.com

If you have any questions or require more information regarding this project, please do not hesitate to contact Mr. Sutherland at (512) 419-6449.

Sincerely,

Manjiri Akalkotkar
VIA Project Manager

Attachment: BRT Corridor Location Map

Cc: Don Yuratovac, URS Project Manager
Phil Meaders, LAN Project Manager
Eddie Sutherland, URS

APPENDIX A.1.3

AGENCY RESPONSES

U. S. Department of Homeland Security
FEMA Region 6
800 North Loop 288
Denton, TX 76209-3698

FEMA

FEDERAL EMERGENCY MANAGEMENT AGENCY
REGION VI
MITIGATION DIVISION

PUBLIC NOTICE REVIEW/ENVIRONMENTAL CONSULTATION

☐ We have no comments to offer. ☒ We offer the following comments:

WE WOULD REQUEST THAT THE LOCAL FLOODPLAIN ADMINISTRATOR BE CONTACTED FOR THE REVIEW AND POSSIBLE PERMIT REQUIREMENTS FOR THIS PROJECT.

REVIEWER: MITIGATION DIVISION DATE: 07/10/2008

Rec'd URS Austin 7/14/08

Metropolitan Transit

RECEIVED FRC MAIL ROOM
FEMA, REGION VI

2008 JUL -2 A 11:09

MT DIVISION - Region VI
LOG# 08 07 1623
Received 7-3-08
BY
DE-LOG 7, 10, 08
BY

08-07-5004

Date Rec'd:	7/2/08		
Initiator:			
	Action	Info	Initial
RD		X	
DRD			
XA			
EO			
EA			
RR			
NP			
IM	X		
AR			
FCO			
MERS			
File		X	
Suspense Date:	7/16/08		

Delegated 7/10/08

June 30, 2008

Federal Emergency Management (FEMA)
Region VI
William E. Peterson
Regional Director
FRC 800 North Loop 288
Denton, Texas 76209-3698

Re: **Request for Applicable Resource Information**
VIA Metropolitan Transit
Bus Rapid Transit Project
Fredericksburg Road/Medical Center Corridor
San Antonio, Texas

Attn: Donald Farley, Environmental & Historic Preservation Contact

VIA Metropolitan Transit (VIA) has initiated a project to complete preliminary engineering and an environmental assessment (EA) for San Antonio's first high capacity transit project, known as the Fredericksburg Road/Medical Center Corridor Bus Rapid Transit (BRT) Project. URS Corporation has been contracted by VIA to complete this work. As you may be aware, on June 2 & 3, 2008, VIA conducted agency scoping meetings for this project. As part of the EA, we are requesting information and data from federal, state and local agencies such as yours that would assist in the analysis of potential environmental impacts of this proposed project. Attached is a project location map with the project study area delineated for your assistance in determining if any resources under your agency's jurisdiction may be in the project area. Below is a general description of the proposed project.

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800 West Myrtle, P.O. Box 12489, San Antonio, Texas 78212 (210) 362-2000
Administration FAX # 362-2570 Maintenance/Purchasing FAX # 362-2588

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The EA will be prepared in compliance with the requirements of the National Environmental Policy Act of 1969. The EA will be reviewed and approved by the Federal Transit Administration (FTA) as the lead federal agency. The Federal Highway Administration and the Texas Department of Transportation (TxDOT) will be cooperating agencies and will also review and approve the EA. VIA has proposed an aggressive schedule for this project, and in light of that, we are requesting that you provide any information/data no later than July 31, 2008.

Please send your information/data directly to URS Corporation at the following address:

Mr. Eddie Sutherland
URS Corporation
9400 Amberglen
Austin, Texas 78729
eddie_sutherland@urscorp.com

If you have any questions or require more information regarding this project, please do not hesitate to contact Mr. Sutherland at (512) 419-6449.

Sincerely,

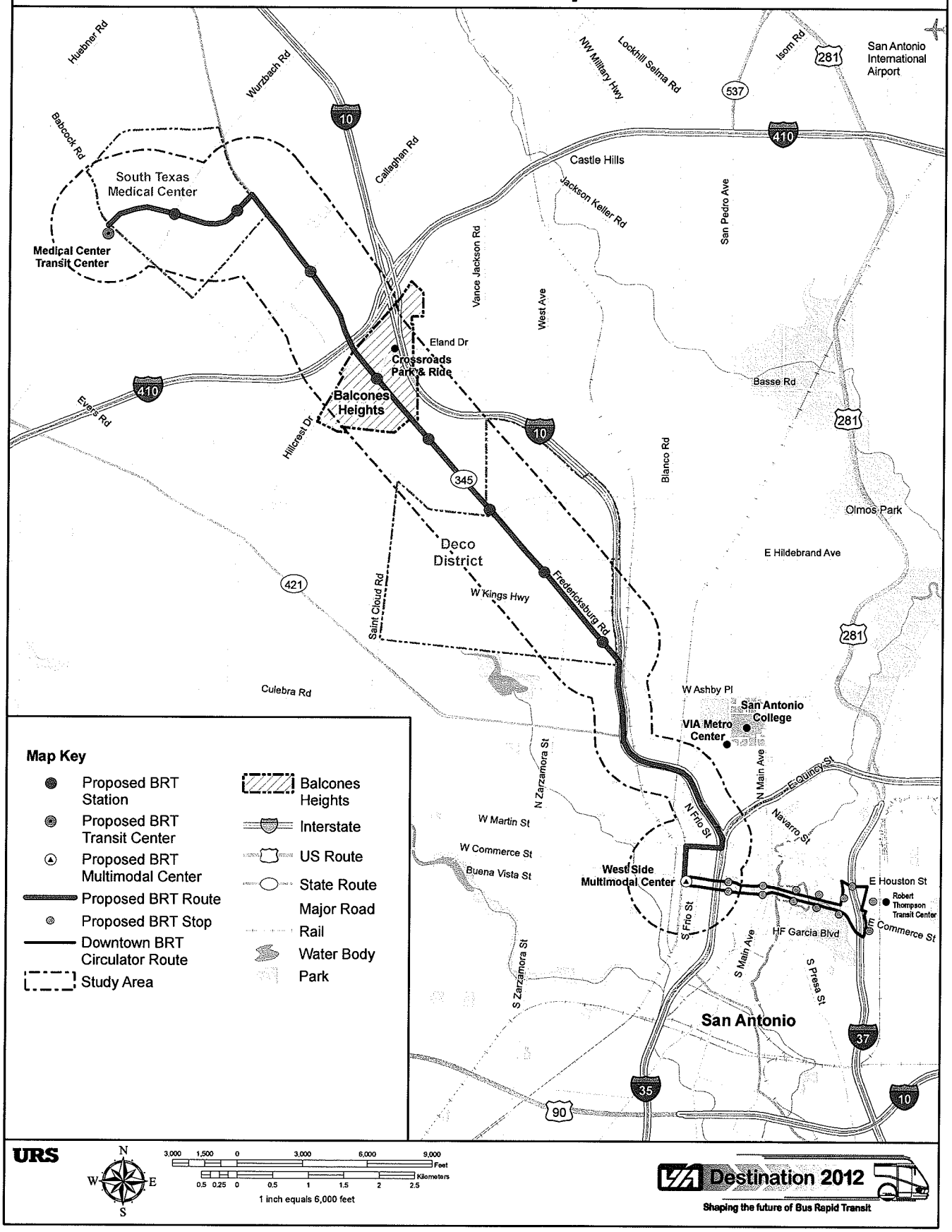
MAkalkotkar

Manjiri Akalkotkar
VIA Project Manager

Attachment: BRT Corridor Location Map

Cc: Don Yuratovac, URS Project Manager
Phil Meaders, LAN Project Manager
Eddie Sutherland, URS

Fredericksburg Road/Medical Center BRT Corridor Location Map



United States Department of Agriculture
NRCS
Natural Resources Conservation Service

101 S. Main Street
Temple, TX 76501-6624
Phone: 254-742-9861
FAX: 254-742-9859

Rec'd at URS
Aug. 6, 2008

August 1, 2008

URS Corporation
Attn: Eddie Sutherland
9400 Amberglen
Austin, TX 78729

Subject: LNU-Farmland Protection
Fredericksburg Road/Medical Center Corridor Bus Rapid Transit Project
City of San Antonio, Texas
Bexar County, Texas

We have reviewed the information provided concerning the proposed Fredericksburg Road/Medical Center Corridor Bus Rapid Transit Project in City of San Antonio in Bexar County, Texas, as outlined in your letter of June 30, 2008. This review is part of the National Environmental Policy Act (NEPA) evaluation for the Federal Transit Administration, Federal Highway Administration and Texas Department of Transportation.

We need detailed maps and information to complete this evaluation. The area could not be accurately determined from the location map you provided. Include the detailed locations of the proposed new BRT stations and the new Medical Center transit center.

In future request, Parts I and III of Form AD-1006 should be completed prior to submission. If you have any questions, call James Gordon at (254) 742-9856, email: james.gordon@tx.usda.gov

Regards,

James Gordon
Soil Scientist
Soil Survey Section
USDA-NRCS, Temple, Texas

Enclosures

United States Department of Agriculture
NRCS
Natural Resources Conservation Service

101 S. Main Street
Temple, TX 76501-6624
Phone: 254-742-9861
FAX: 254-742-9859

May 29, 2009

URS Corporation
9400 Amberglen
Austin, Texas 78729
Attention: Eddie Sutherland

Subject: LNU-Farmland Protection
Bus Rapid Transit Project--Fredericksburg Road/Medical Center Corridor, San Antonio
Bexar County, Texas

We have reviewed the information provided concerning the proposed BRT Project—Fredericksburg Road/Medical Center Corridor in San Antonio, Bexar County, Texas, as outlined in your email dated May 29, 2009. This review is part of the National Environmental Policy Act (NEPA) evaluation for the Federal Transit Administration, Federal Highway Administration and Texas Department of Transportation. We have evaluated the proposed site as required by the Farmland Protection Policy Act (FPPA).

Some of the soils at the proposed project site are classified as Important Farmland soils; however, the work area is already converted to urban uses. The FPPA excludes from the definition of "Farmland" areas that are already converted to urban uses. Urban land would include areas that have over 30 structures per 40 acres. We have completed a Farmland Conversion Impact Rating for Corridor Projects (form NRCS-CPA-106) indicating the exemption. We urge you to use accepted erosion control methods during the construction of the project.

We are enclosing the completed CPA-106. Thank you for the resource materials you submitted to evaluate this project. If you have any questions please call me at (254)-742-9861, Fax (254)-742-9859.

Sincerely,

Laurie N. Kiniry, Soil Scientist

Enclosures

U.S. DEPARTMENT OF AGRICULTURE
Natural Resources Conservation Service

NRCS-CPA-106
(REV.3-02)

FARMLAND CONVERSION IMPACT RATING FOR CORRIDOR TYPE PROJECTS

PART I *(To be completed by Federal Agency)*	3. Date Of Land Evaluation Request: 6/30/08 and 5/29/09	4. Sheet 1 of 1
1. Name of Project: Fredericksburg Road/Medical Center Corridor Bus Rapid Transit	5. Federal Agency Involved: Fed Transit Admin, Fed Hwy Admin, and TxDOT	
2. Proposed Land Use: Bus stations and transit centers	6. County and State: Bexar County, Texas	

PART II *(To be completed by NRCS)*	1. Date Request Received By NRCS 7/3/08 and 5/29/09	2. Person Completing Form: L. Kiniry
3. Does the corridor contain prime, unique, statewide or local important farmland? YES ☐ NO X *(If no, the FPPA does not apply - do not complete additional parts of this form)*	4. Acres Irrigated	Average Farm Size
5. Major Crop(s)	6. Farmable Land In Government Jurisdiction Acres: %	7. Amount of Farmland As Defined in FPPA Acres: %
8. Name of Land Evaluation System Used	9. Name of State or Local Site Assessment System	10. Date Land Evaluation Returned by NRCS

PART III *(To be completed by Federal Agency)*	Alternative Corridor For Segment: Corridor A	Corridor B	Corridor C	Corridor d
A. Total Acres To Be Converted Directly				
B. Total Acres To Be Converted Indirectly				
C. Total Acres In Site				
PART IV *(To be completed by NRCS)* Land Evaluation Information				
A. Total Acres Prime And Unique Farmland				
B. Total Acres Statewide Important or Local Important Farmland				
C. Percentage Of Farmland in County Or Local Govt. Unit To Be Converted				
D. Percentage Of Farmland in Govt. Jurisdiction With Same Or Higher Relative Value				
PART V (To be completed by NRCS) Land Evaluation Criterion Relative Value of Farmland To Be Converted (Scale of 0 to 100 Points)				

PART VI *(To be completed by Federal Agency)* Corridor Assessment Criteria *(Criteria are explained in 7 CFR 658.5 b & c. For Non-Corridor project use form AD-1006)*	**Maximum Points**	Corridor A	Corridor B	Corridor C	Corridor D
1. Area In Non-urban Use	(15)				
2. Perimeter In Non-urban Use	(10)				
3. Percent Of Corridor Being Farmed	(20)				
4. Protection Provided By State and Local Government	(20)				
5. Size Of Present Farm Unit Compared To Average	(10)				
6. Creation Of Non-farmable Farmland	(25)				
7. Availability Of Farm Support Services	(5)				
8. On-Farm Investments	(20)				
9. Effects Of Conversion On Farm Support Services	(25)				
10. Compatibility With Existing Agricultural Use	(10)				
TOTAL CORRIDOR ASSESSMENT POINTS	160				
PART VII *(To be completed by Federal Agency)*					
Relative Value Of Farmland *(From Part V)*	100				
Total Corridor Assessment *(From Part VI above or local site assessment)*	160				
TOTAL POINTS *(Total of above 2 lines)*	260				

1. Corridor Selected:	2. Total Acres of Farmlands to be Converted by Project:	3. Date Of Selection	4. Was A Local Site Assessment Used? YES ☐ NO ☐

5. Reason For Selection:

Signature of Federal agency representative completing this form: | Date:

NOTE: Complete one form for each segment with more than one Alternate Corridor

(See Instructions on reverse side)

Form NRCS-CPA-106 (03-02)

TEXAS HISTORICAL COMMISSION

The State Agency for Historic Preservation

RICK PERRY, GOVERNOR

JOHN L. NAU, III, CHAIRMAN

F. LAWERENCE OAKS, EXECUTIVE DIRECTOR

Rec'd at URS Aug 4, 2008

July 28, 2008

Eddie Sutherland
URSA Corporation
9400 Amberglen
Austin, TX 78729

Re: Project review under Section 106 of the National Historic Preservation Act and Antiquities Code of Texas, Proposed VIA Bus Rapid Transit Project (VIA/FTA)

Dear Mr. Sutherland:

Thank you for your correspondence describing the above referenced project. This letter serves as comment on the proposed undertaking from the State Historic Preservation Officer, the Executive Director of the Texas Historical Commission.

We concur with the proposed 150-foot area of potential effect (APE) for the Fredericksburg Road reconstruction portion of the project; however, more information is required to evaluate if the same APE is appropriate for the BRT stations. Can you provide a preliminary design drawing to indicate what the stations will look like, and their proposed height? In addition, the survey should take into account not just historic districts (listed and eligible), but also individually eligible historic properties.

Thank you for your assistance in the protection of our State's cultural resources, and **if you have any questions please contact Rachel Leibowitz of our staff at (512) 463-5711.**

Sincerely,

for
F. Lawerence Oaks
Executive Director

LO/MHD

cc: Manjiri Akalkotkar (VIA)
Robert Patrick (FTA)
Bruce Jensen (TxDOT-ENV)

P.O. BOX 12276 · AUSTIN, TX 78711-2276 · 512/463-6100 · FAX 512/475-4872 · TDD 1-800/735-2989
www.thc.state.tx.us

September 8, 2008

URS Rec'd 9/10/07

Mr. Eddie Sutherland
URS Corporation
9400 Amberglen
Austin, TX 78729

TEXAS PARKS & WILDLIFE

Life's better outside.™

Commissioners

Peter M. Holt
Chairman
San Antonio

T. Dan Friedkin
Vice-Chairman
Houston

Mark E. Bivins
Amarillo

J. Robert Brown
El Paso

Ralph H. Duggins
Fort Worth

Antonio Falcon, M.D.
Rio Grande City

Karen J. Hixon
San Antonio

Margaret Martin
Boerne

John D. Parker
Lufkin

Lee M. Bass
Chairman-Emeritus
Fort Worth

Carter P. Smith
Executive Director

RE: Proposed VIA Metropolitan Transit, Bus Rapid Transit (BRT) Project, Fredericksburg Road/Medical Center Corridor, Bexar County

Dear Mr. Sutherland:

Texas Parks and Wildlife Department (TPWD) received the request for information and data regarding the study area for the proposed project referenced above located in the City of San Antonio. TPWD staff has reviewed the information provided and offers the following comments concerning this project.

Project Description

The proposed project entails the development of a high capacity BRT project located primarily within the City of San Antonio and approximately one mile within the City of Balcones Heights. BRT uses specialized rubber-tire vehicles that operate similar to light rail with faster and less frequent stops than traditional buses, boarding at stations instead of bus stops, traffic signal preemption, and an integrated route structure. BRT terminals would be constructed at the South Texas Medical Center and the Westside Multimodal Center near downtown. Eight new 120 feet long by 12 feet wide BRT stations would be constructed to allow rider access. A new Medical Center transit center would be constructed at the intersection of Medical Drive and Babcock Road, and improvements would be made to the Westside Multi-modal Transit Center on South Medina Street. The proposed project would require the partial reconstruction of Fredericksburg Road to accommodate the BRT.

Vegetation

Due to the previously disturbed, urban nature of the project area, adverse impacts to vegetation should be minimal. However, removal of vegetation for the construction of BRT stations and the reconstruction of Fredericksburg Road could adversely impact urban wildlife habitat.

Recommendation: TPWD recommends that the removal of native vegetation be avoided to the extent feasible. BRT stations should be constructed in previously disturbed areas. Unavoidable tree removal should be coordinated with a City of San Antonio arborist to ensure

4200 SMITH SCHOOL ROAD
AUSTIN, TEXAS 78744-3291
512.389.4800
www.tpwd.state.tx.us

To manage and conserve the natural and cultural resources of Texas and to provide hunting, fishing and outdoor recreation opportunities for the use and enjoyment of present and future generations.

compliance with the City's tree protection ordinance. The removal of native trees should be mitigated by on-site tree replacement or by contributions to the City's tree mitigation fund.

Water Resources

The project route crosses waterways such as Zarzamora Creek, Martinez Creek, and San Pedro Creek. Please note that section 404 of the Clean Water Act establishes a federal program to regulate the discharge of dredged and fill material into the waters of the U.S., including wetlands. The U.S. Army Corps of Engineers (USACE) and the Environmental Protection Agency are responsible for regulating water resources under this act.

Recommendation: TPWD recommends consulting with the USACE for potential impacts to waters of the U.S. including jurisdictional determinations, delineations, and mitigation. Where possible, adequate vegetative buffers should be preserved to protect water quality and wildlife habitat provided by these waterways. Ground disturbance should be conducted in conjunction with a storm water pollution prevention plan to protect waterways from sedimentation and other pollution during and after construction.

Rare and Protected Species

No records of rare, threatened, or endangered species have been documented in the Texas Natural Diversity Database (TXNDD) in the project study area or within 1 mile of the study area. However, please note that absence of TXNDD information in an area does not imply that a species is absent from that area. Given the small proportion of public versus private land in Texas, the TXNDD does not include a representative inventory of rare resources in the state. Although it is based on the best data available to TPWD regarding rare species, the data from the TXNDD do not provide a definitive statement as to the presence, absence or condition of special species, natural communities, or other significant features within your project area. These data are not inclusive and cannot be used as presence/absence data. They represent species that could potentially be in your project area. The TXNDD is updated continuously. As your project progresses and for future projects, please request the most current and accurate information at txndd@tpwd.state.tx.us or contact Dorinda Scott at (512) 389-8723.

Determining the actual presence of a species in a given area depends on many variables including daily and seasonal activity cycles, environmental activity cues,

preferred habitat, transiency and population density (both wildlife and human). The absence of a species can be demonstrated only with great difficulty and then only with repeated negative observations, taking into account all the variable factors contributing to the lack of detectable presence.

The project route on Fredericksburg Road northwest of De Chantle Road and on IH 10 between Fredericksburg Road and N. Colorado Street was mapped by George Veni, Ph.D. as "Zone 3 – Areas that probably do not contain listed invertebrate karst species." The remainder of the project route has been mapped as "Zone 5 - Areas which do not contain listed invertebrate karst species."

> **Recommendation:** Areas mapped as Zone 3 should be surveyed for karst features that could support federally listed endangered species. Please review the TPWD list of rare and protected species that could occur in Bexar County, as rare species could be present in the project area depending upon habitat availability. If during construction, the project area is found to contain rare species, natural plant communities, or special features, TPWD recommends that precautions be taken to avoid impacts to them. TPWD county lists of rare and protected species may now be obtained online at http://www.tpwd.state.tx.us/landwater/land/maps/gis/ris/endangered_species.phtml. The U.S. Fish and Wildlife Service (USFWS) should be contacted for species occurrence data, guidance, permitting, survey protocols, and mitigation for federally listed species. For the USFWS county lists please visit http://www.fws.gov/southwest/es/EndangeredSpecies/lists/.

I appreciate the opportunity to review and comment on this project. Please call me at (512) 389-4579 if we may be of further assistance.

Sincerely,

Julie C. Wicker

Julie C. Wicker
Wildlife Habitat Assessment Program
Wildlife Division

JCW:gg.13291

Metropolitan Transit

FW-ES	
FS	
APS	
ALL	
OAST	
FILE	
NO.	
DUE	

June 30, 2008

U. S. Fish and Wildlife Service
Southwest Region, Ecological Services
Bill Seawell
Supervisor
10711 Burnet Road, Suite 200
Austin, Texas 78758-4460

29.49280
-98.55478

Re: **Request for Applicable Resource Information**
VIA Metropolitan Transit
Bus Rapid Transit Project
Fredericksburg Road/Medical Center Corridor
San Antonio, Texas

Attn: Allison Arnold, Acting Chief of Consultation

VIA Metropolitan Transit (VIA) has initiated a project to complete preliminary engineering and an environmental assessment (EA) for San Antonio's first high capacity transit project, known as the Fredericksburg Road/Medical Center Corridor Bus Rapid Transit (BRT) Project. URS Corporation has been contracted by VIA to complete this work. As you may be aware, on June 2 & 3, 2008, VIA conducted agency scoping meetings for this project. As part of the EA, we are requesting information and data from federal, state and local agencies such as yours that would assist in the analysis of potential environmental impacts of this proposed project. Attached is a project location map with the project study area delineated for your assistance in determining if any resources under your agency's jurisdiction may be in the project area. Below is a general description of the proposed project.

The proposed BRT Project is located primarily within the City of San Antonio and approximately one mile within the City of Balcones Heights, and would connect the South Texas Medical Center to downtown San Antonio, both of which are major employment centers. BRT terminals, as described below, will be constructed at the South Texas Medical Center and at the Westside Multimodal Center near downtown. The approximately 10-mile project would run along IH 10 and Fredericksburg Road and pass through active commercial zones and dense residential areas.

BRT uses specialized rubber-tire vehicles that operate similar to light rail with faster and less frequent stops than traditional buses, boarding at stations instead of bus stops, traffic signal preemption, and an integrated route structure. The proposed project would require partial reconstruction of Fredericksburg Road to accommodate the BRT. Eight

800 West Myrtle, P.O. Box 12489, San Antonio, Texas 78212 (210) 362-2000
Administration FAX # 362-2570 Maintenance/Purchasing FAX # 362-2588

new BRT stations (120 feet long by 12 feet wide) would be constructed to allow rider access. In addition, a new Medical Center transit center will be constructed at the intersection of Medical Drive and Babcock Road. Improvements will be made to the Westside Multi-modal Transit Center on South Medina Street.

The EA will be prepared in compliance with the requirements of the National Environmental Policy Act of 1969. The EA will be reviewed and approved by the Federal Transit Administration (FTA) as the lead federal agency. The Federal Highway Administration and the Texas Department of Transportation (TxDOT) will be cooperating agencies and will also review and approve the EA. VIA has proposed an aggressive schedule for this project, and in light of that, we are requesting that you provide any information/data no later than July 31, 2008.

Please send your information/data directly to URS Corporation at the following address:

Mr. Eddie Sutherland
URS Corporation
9400 Amberglen
Austin, Texas 78729
eddie_sutherland@urscorp.com

If you have any questions or require more information regarding this project, please do not hesitate to contact Mr. Sutherland at (512) 419-6449.

Sincerely,

MAkalkotkar

Manjiri Akalkotkar
VIA Project Manager

Attachment: BRT Corridor Location Map

Cc: Don Yuratovac, URS Project Manager
Phil Meaders, LAN Project Manager
Eddie Sutherland, URS

NO ACTION
Date: 7/25/08
Consultation #: 21450-2008-FA-0212
Approved by William Seawell for
Adam Zerrenner, Field Supervisor
U.S. FISH & WILDLIFE SERVICE, AUSTIN, TEXAS

APPENDIX A.1.4

PUBLIC SCOPING MEETINGS

DESTINATION 2012

Bus Rapid Transit In San Antonio

On Course to Launch in 2012

Bus Rapid Transit (BRT) is public transportation that combines the best features of rail travel with the flexibility of bus service. BRT uses specialized rubber-tire vehicles that operate similar to a light rail with faster and more frequent service.

The VIA BRT network will be fully integrated with the regional transportation system and will lead the way in strengthening public transportation service.

The Benefits of BRT

- Higher passenger capacity on BRT vehicles than conventional transit buses
- Operational flexibility with improved service and reliability
- Attractive passenger stations
- Specialized environmentally-friendly, quieter vehicles
- Lower operating costs than other high capacity options
- Improved fare collection
- Proven success in Eugene, OR, Los Angeles, CA, Cleveland, OH and Boston, MA

Destination 2012

Shaping the future of Bus Rapid Transit

Summer 2008

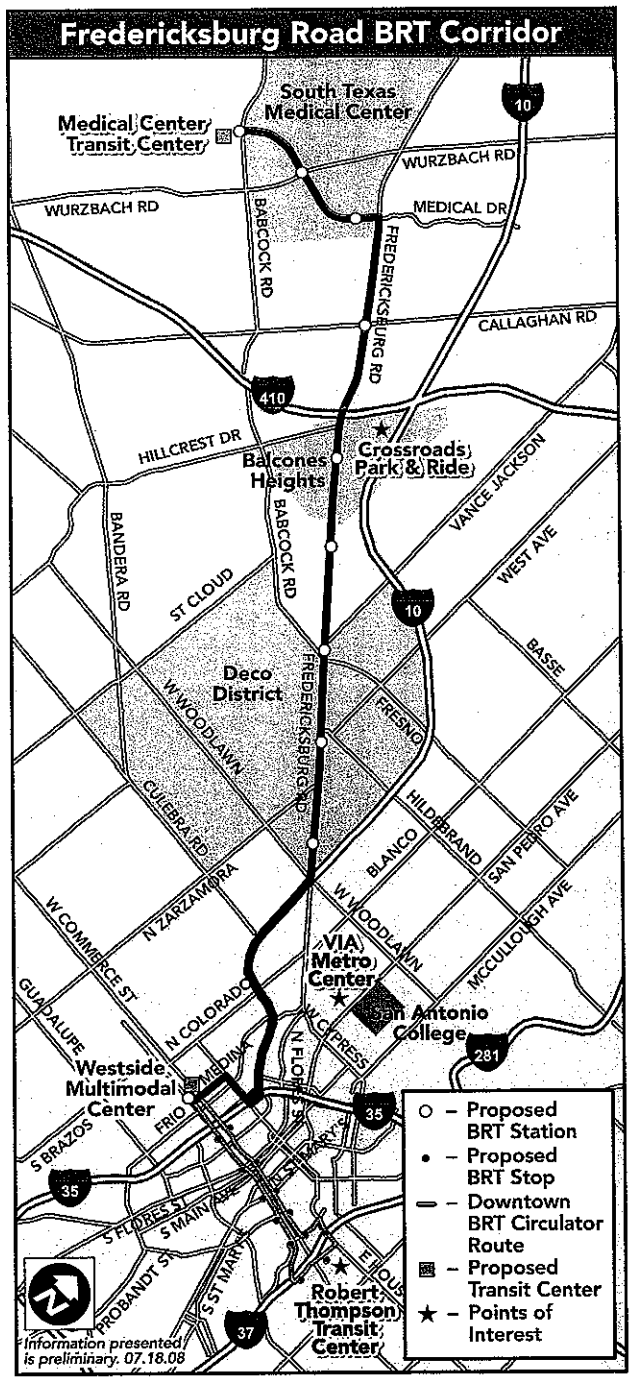
Bus Rapid Transit Rolling into the San Antonio Region

INTRODUCTION

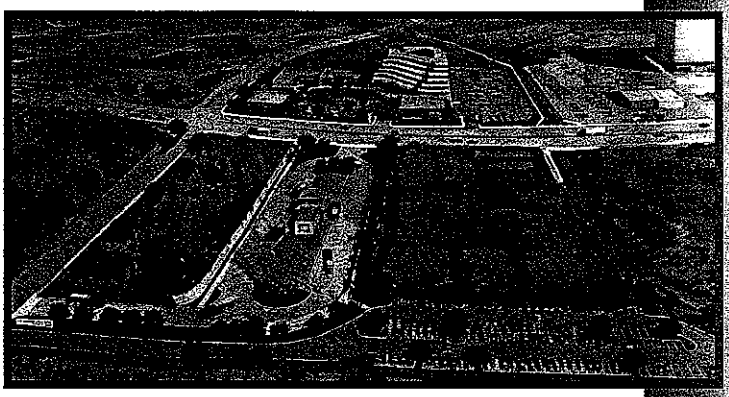
The San Antonio region will soon be one of a few in the country to offer Bus Rapid Transit (BRT), an innovative type of public transportation that combines the best features of rail travel with the flexibility of bus service to its customers. As shown on the map, VIA Metropolitan Transit will implement BRT service by 2012 on the busy Fredericksburg Road corridor that connects two major employment centers – the central business district and the South Texas Medical Center. In addition to about eight stations along the corridor, there will be a transit center at either end – the South Texas Medical Center Transit Center and the Westside Multimodal Center in the Cattleman Square area.

BRT vehicles look much like light rail vehicles and make use of new technology to make bus travel easier and generally quicker than traditional service. For instance, there will be off-board fare collection to reduce the time needed to board. Vehicles will have multiple doors so patrons can get on and off quickly, reducing the total travel time for riders. Stations will have real time transit information (arrival and departure) and bicycle amenities. Traffic signal prioritization will allow vehicles to quickly move along city streets.

BRT will bring various benefits to the San Antonio community, including the ability to quickly move a greater number of passengers through VIA's highest ridership corridor. The vehicles offer the comfort and reliability of light rail but without the cost. BRT will run on city streets and not on tracks, similar to a light rail system. The BRT vehicles will have a hybrid propulsion system (diesel and electric), and therefore, will be quieter than a conventional bus and more environmentally friendly.

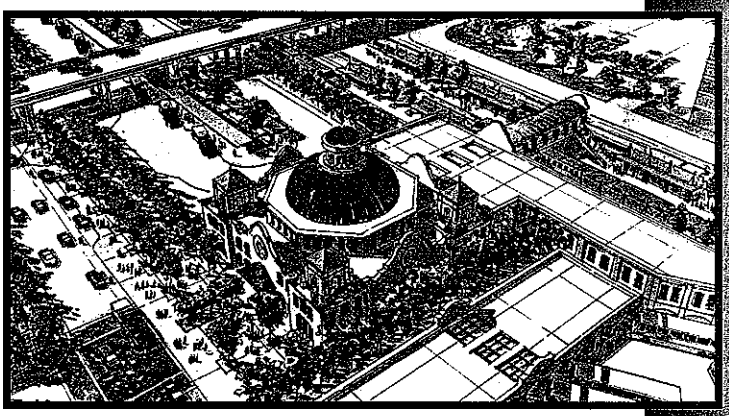


South Texas Medical Center Transit Center



Located at the corner of Medical Drive and Babcock Road, the 7.5-acre site will serve as a transit center for both local bus service and for VIA's premier BRT service. The facility will be designed as a state-of-the-art facility, complementing land uses in the area.

Westside Multimodal Center



The Westside Multimodal Center, a central station for multiple modes of transportation, will offer seamless travel connections for customers. The facility will serve as a terminal for connections to BRT, numerous bus lines that converge downtown, the anticipated Austin-San Antonio commuter rail, inter-city bus service, and taxi services. It will also serve as a catalyst for the Cattleman's Square vicinity economic revitalization.

[illegible] Department of Transportation.

VIA is partnering with the City of San Antonio, the City of Balcones Heights, and the Texas Department of Transportation on this project, and these organizations, plus many other civic, local, state and federal agencies/organizations, will provide input on issues and ideas during this phase of the project.

During preliminary engineering, the project team will collect and analyze data, and other reports so that they can make decisions about station design and locations, transit center design and operation. They'll look at potential ridership for the BRT and will examine how the BRT can be accommodated through the intersections. The project team will look at each intersection, make recommendations, and forward this information to the City of San Antonio so [illegible]

PUBLIC INVOLVEMENT

Public outreach and involvement is a key element in the BRT environmental assessment and preliminary engineering effort. Obtaining input from all stakeholder groups, ranging from residents who live in or near the corridor to small business owners to major employers, is important to VIA in determining how BRT can best provide value to the community. Additionally, a BRT Corridor Council (BRTCC) has been developed as a community involvement and communication tool as it is composed of representatives from various stakeholders along the Fredericksburg Road corridor. The purpose of the BRTCC is to keep the community informed of the status of the BRT project, build support for the BRT project and address any concerns to ensure a positive resolution for our community.

For this reason, you'll be hearing a lot from VIA about this project. This is the first in a series of newsletters describing the project status and upcoming events. Various small and large public meetings are planned including many that are targeted at specific neighborhoods or interest groups.

The first step in obtaining public input for the Environmental Assessment and Preliminary Engineering process will be a public meeting to be held in late July. To make it easy to attend, VIA is hosting the same meeting three different times at two locations:

1) 6-8 pm on Monday, July 28 at the Woodlawn Theater (1920 Fredericksburg Rd.)

2) 1:30-3:30 pm on Wednesday, July 30 and also

3) 6-8 pm on Wednesday, July 30 at the Norris Conference Center at Crossroads Mall (4522 Fredericksburg Rd.)

To plan your bus trip please call (210) 362-2020 or visit our website at www.viainfo.net.

The format for all three meetings will be the same. The first half hour will consist of an informal open house with an opportunity to look at displays about the project and ask questions of project team members. BRT project team members will make a presentation about the project after the open house and then the public will have a chance to make comments and ask questions.

VIA Metropolitan Transit invites you to attend a public meeting to learn and provide comments about the Fredericksburg Road Corridor Bus Rapid Transit project.

The same meeting will be held on July 28 and 30 at three different times:

1) Monday, July 28, 2008
Woodlawn Theater
1920 Fredericksburg Rd.
6:00 p.m. – Open House
6:30 p.m. – VIA presentation
7:00 p.m. – Public Comment
Question and Answer Session

2) Wednesday, July 30, 2008
Norris Conference Center at Crossroads Mall
4522 Fredericksburg Rd.
1:30 p.m. – Open House
2:00 p.m. – VIA presentation
2:30 p.m. – Public Comment
Questions and Answer Session

3) Wednesday, July 30, 2008
Norris Conference Center at Crossroads Mall
4522 Fredericksburg Rd.
6:00 p.m. – Open House
6:30 p.m. – VIA presentation
7:00 p.m. – Public Comment
Question and Answer Session

All of the public hearing facilities are wheelchair accessible. Persons with hearing disabilities may request an interpreter 48 hours prior to the meeting by calling TDD 362-2019 or call Public Affairs at 362-2370.

REQUEST A BRT PRESENTATION

VIA staff is available to conduct BRT presentations at neighborhood and community organization meetings. Call VIA Public Affairs office at 362-2370 to schedule a visit.

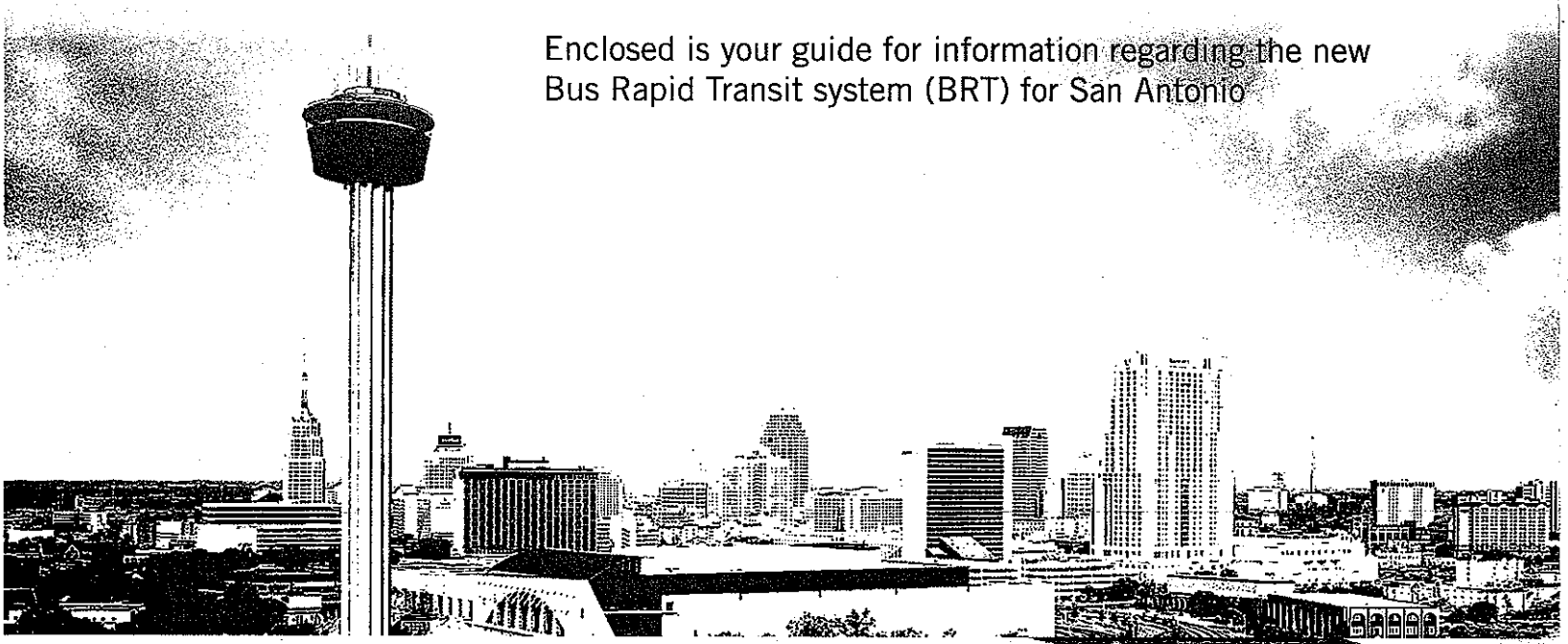
For more information, visit the VIA BRT project website at www.VIABRT.net or call VIA Public Affairs at 210-362-2222.

All illustrations are prelimary only.

Destination 2012

Shaping the future of Bus Rapid Transit

Enclosed is your guide for information regarding the new Bus Rapid Transit system (BRT) for San Antonio



[FORWARD THINKING]

VIA Metropolitan Transit
Main Administrative Office
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San Antonio, TX 78212

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Destination 2012

Shaping the future of Bus Rapid Transit

Summer 2008

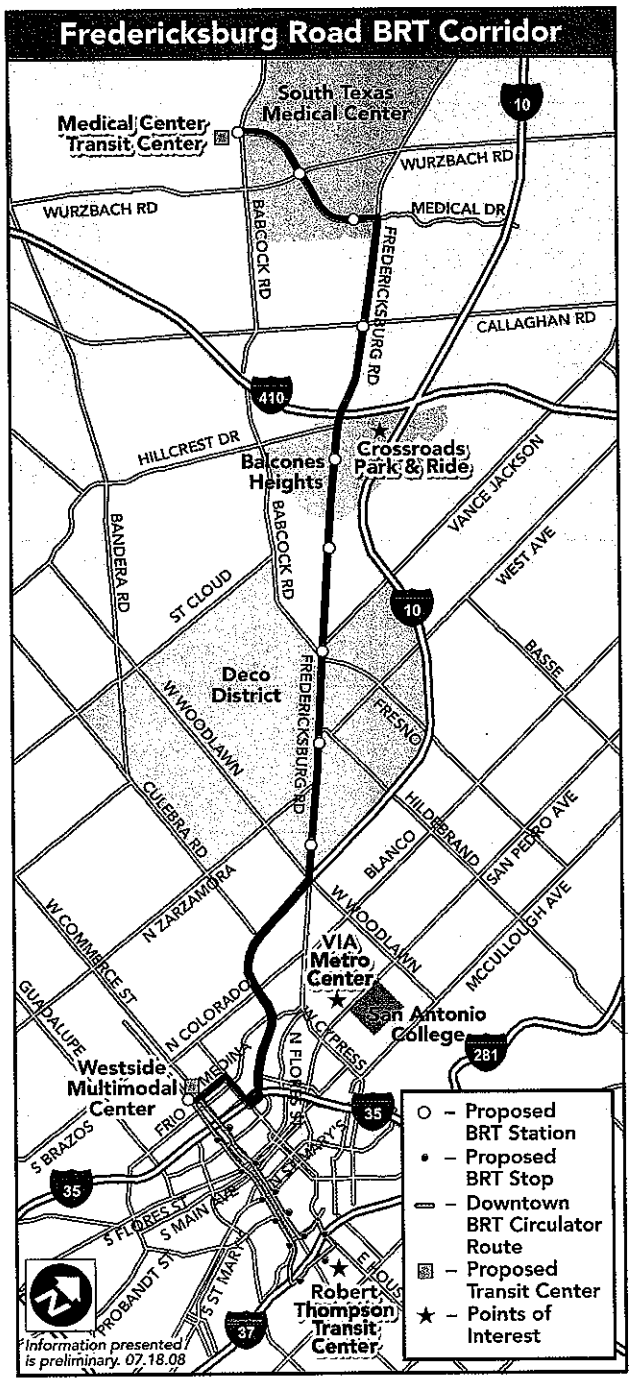
El Metrobus Llega a la Región de San Antonio

INTRODUCCIÓN

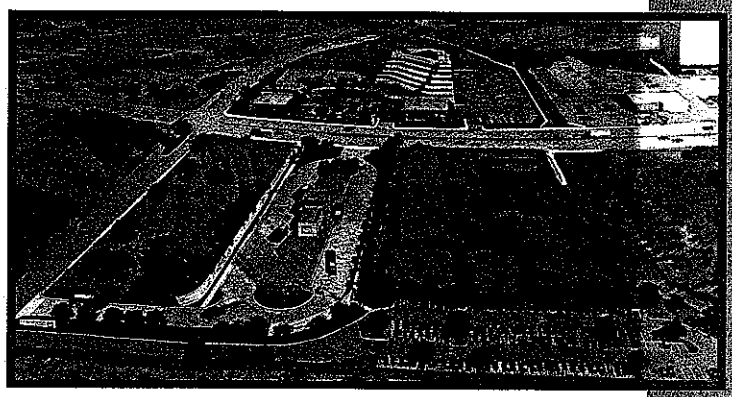
San Antonio pronto será una de pocas regiones del país que ofrece el servicio de Metrobus también conocido por el acrónimo BRT (Bus Rapid Transit) que es un tipo de transportación pública innovadora que ofrece a sus clientes una combinación de las mejores características de viajar por tren ligero y con la flexibilidad del servicio de autobús. Como se muestra en el mapa, VÍA Metropolitan Transit realizara el servicio de BRT antes del año 2012 en un corredor muy ocupado en la calle Fredericksburg Road cual conecta a dos de los mayores centros de empleo – el distrito central de negocios y el centro medico de South Texas Medical Center. Aparte de ocho estaciones a lo largo del corredor, también habrá dos centros de transito a cada orilla del corredor.

Los vehículos de BRT se parecen mucho a los vehículos de los trenes ligeros y utilizan una tecnología nueva que facilitan los viajes y generalmente son más rápidos que los servicios tradicionales. Por ejemplo, habrá manera de colectar las tarifas antes de subir para reducir el tiempo de espera. Los vehículos tendrán puertas múltiples para que los pasajeros puedan subir y bajar rápidamente, y así reduciendo el tiempo total del viaje para los pasajeros. Las estaciones ofrecerán información actualizada (de llegadas y salidas) y espacios de cortesía para bicicletas. Los semáforos cederán el paso con prioridad a los vehículos, permitiendo que viajen rápidamente por las calles de la ciudad.

BRT traerá varias ventajas a la comunidad de San Antonio incluyendo la habilidad de mover más pasajeros rápidamente por el corredor mas transitado de VÍA. Los vehículos ofrecerán la comodidad y seguridad que ofrece el tren ligero pero sin el costo. Y porque el BRT será conducido en las calles de la ciudad y no en rieles como el tren ligero, los autobuses proporcionarán más flexibilidad. Los vehículos tendrán un sistema de propulsión hibrida (diesel e eléctrico), y por eso hará menos ruido que un autobús convencional y será mejor para el medio ambiente.

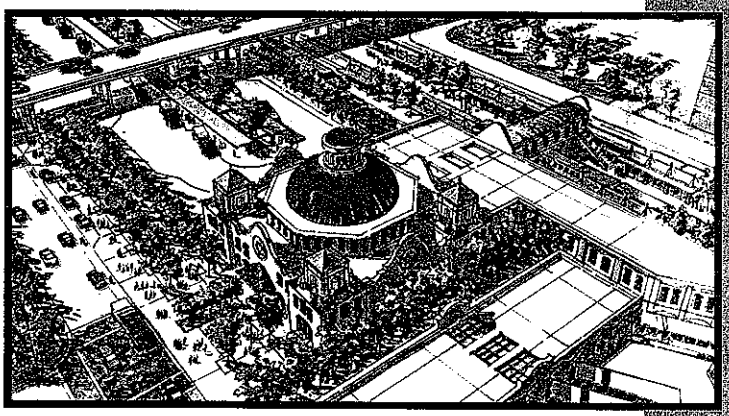


South Texas Medical Center Transit Center



Located at the corner of Medical Drive and Babcock Road, the 7.5-acre site will serve as a transit center for both local bus service and for VIA's premier BRT service. The facility will be designed as a state-of-the-art facility, complementing land uses in the area.

Westside Multimodal Center



The Westside Multimodal Center, a central station for multiple modes of transportation, will offer seamless travel connections for customers. The facility will serve as a terminal for connections to BRT, numerous bus lines that converge downtown, the anticipated Austin-San Antonio commuter rail, inter-city bus service, and taxi services. It will also serve as a catalyst for the Cattleman's Square vicinity economic revitalization.

EVALUACIÓN DEL MEDIO AMBIENTE E INGENIERÍA PRELIMINARIA

Después de que la Organización Metropolitana de Planificación (MPO) terminó un análisis del corredor en el año 2005, VIA hizo un estudio de viabilidad para determinar la ubicación preferida para BRT en el año 2007. VIA ahora está procediendo con una evaluación del medio ambiente (EA) e ingeniería preliminaria (PE) para el proyecto. La compañía URS está conduciendo el EA y el PE bajo un contracto con VIA.

Antes de que el proyecto de BRT pueda ser construido, se tendrá que llevar acabo una investigación para considerar todos los impactos que sean posibles al medio ambiente y la evaluación tendrá que ser aprobada por la Administración Federal de Tránsito y la Administración Federal de Carreteras.

VIA seguirá el proceso para el EA de la Acta de Política Nacional del Medio Ambiente (NEPA) que incluirá mucha participación del público. El equipo del proyecto ha comenzado la colección de datos e información y luego preparará un mapa que documentará impactos ambientales para dar a saber si existe alguna impacto significativo en el plan para el BRT. [illegible] documento ambiental será el análisis de la suelo, economía y la justicia ambiental, el ruido, la posibilidad de contaminación, los recursos culturales y naturales. Al terminar la evaluación, el equipo del proyecto preparará un borrador y luego la copia final del reporte del EA anticipando que el proyecto será aprobado sin ningún impacto significativo (FONSI).

VIA está en asociación con la ciudad de San Antonio, la ciudad de Salemes Heights, y el Departamento de Transporte de Texas, y muchas otras organizaciones e agencias civiles, locales, estatales, y federales, las cuales proporcionarán información extra durante esta fase del proyecto.

Durante la ingeniería preliminar, el equipo del proyecto colectará y analizará datos [illegible] para poder tomar decisiones sobre la [illegible] de los [illegible] [illegible]

COMENTARIOS PÚBLICOS

La participación del público en este proyecto será clave en estudio ambiental y la ingeniería preeliminaría de BRT. Obtener los comentarios del los grupos del público interesados en el estudio, desde los residentes que viven dentro o cerca del corredor a los propietarios de negocios chicos y empresas grandes, es importante para VÍA determinar como BRT puede mejorar el servicio a la comunidad. Adicionalmente, el consejo del corredor BRT (BRTCC) fue desarrollado para facilitar la comunicación con la comunidad siendo que los miembros representan varios grupos del corredor de la calle Fredericksburg Road. El propósito del BRTCC es mantener la comunidad informada sobre el estado del proyecto BRT, promover el apoyo del proyecto BRT, y responder las preocupaciones para asegurar una solución positiva para nuestra comunidad.

Por esta razón, usted escuchará mucha información sobre este proyecto de parte de VÍA. Este boletín es el primero en una serie que describirá el estado del proyecto y los eventos que se realizarán en el futuro. Habrá varias reuniones públicas chicas y grandes que actualmente se están planeando, incluyendo varias con las vecindades o grupos con interés en esta área.

El primer paso para obtener información y comentarios del público que serán utilizados en el proceso de la evaluación ambiental y la ingeniería preeliminaría es una reunión pública que será para los últimos de julio. Para facilitar que el público atienda, VÍA presentara la misma reunión publica a tres horarios diferentes y en dos ubicaciones diferentes:

1) 6-8 p.m. el lunes 28 de julio en el Woodlawn Theater (1920 Fredericksburg Rd.)
2) 1:30-3:30 p.m. el miércoles 30 de julio y también
3) 6-8 p.m. el miércoles 30 de julio en el Norris Conference Center en Crossroads Mall (4522 Fredericksburg Rd.)

Para planear su viaje por autobús, por favor llame al (210) 362-2020 o visítenos en nuestro sitio web en www.viainfo.net.

El programa y presentación será igual para las tres reuniones. La primera media hora consistirá de una exhibición que le proporcionara la oportunidad de ver ilustraciones del proyecto y hablar con los miembros del equipo. Miembros del equipo del proyecto BRT harán una presentación sobre el proyecto después de la exhibición y luego el público tendrá la oportunidad de hacer comentarios o preguntas.

VÍA Metropolitan Transit le invita a que atienda una reunión pública para aprender y proporcionar sus comentarios sobre el proyecto de Metrobus para la calle Fredericksburg Road y el centro medico Medical Center.

La misma información será presentada el 28 y 30 de julio a tres horarios diferentes:

1) lunes 28 de julio del 2008
Woodlawn Theater
1920 Fredericksburg Road
6:00 p.m. – Exhibición
6:30 p.m. – Presentación de VÍA
7:00 p.m. – Comentarios Públicos
Preguntas y Respuestas

2) miércoles 30 de Julio del 2008
Norris Conference Center en Crossroads Mall
4522 Fredericksburg Rd.
1:30 p.m. – Exhibición
2:00 p.m. – Presentación de VÍA
2:30 p.m. – Comentarios Públicos
Preguntas y Respuestas

3) miércoles 30 de Julio del 2008
Norris Conference Center en Crossroads Mall
4522 Fredericksburg Rd.
6:00 p.m. – Exhibición
6:30 p.m. – Presentación de VÍA
7:00 p.m. – Comentarios Públicos
Preguntas y Respuestas

Todas las facilidades donde se llevaran a cabo las audiencias públicas son accesibles a las sillas de ruedas. Personas con discapacidades auditorias pueden pedir un interprete 48 horas antes de las audiencias llamando al TDD 362-2019 o llamando a la oficina de Asuntos Públicos al 362-2370.

COMO PEDIR UNA PRESENTACIÓN SOBRE BRT

El personal de VÍA esta disponible para dar presentaciones sobre BRT en reuniones de organizaciones de vecindad y otros grupos comunitarios. Por favor llame a la oficina de relaciones públicas de VÍA al 362-2370 para pedir una visita.

Para más información, por favor visítenos en el sitio web del proyecto BRT en www.viart.net o llame a la oficina de relaciones públicas de VÍA al 210-362-2222.

You are invited to attend a public meeting to learn and provide comments about the Fredericksburg Road corridor Bus Rapid Transit project.

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San Antonio, TX 78212

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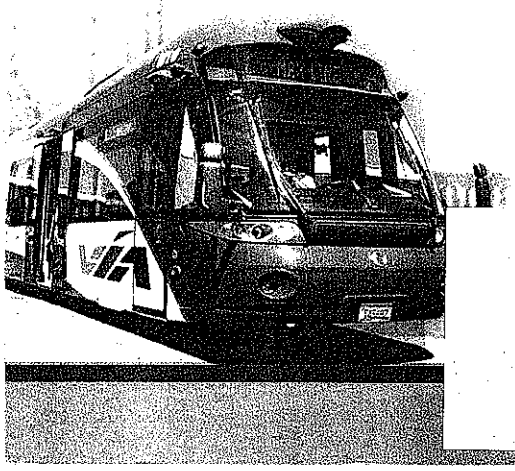

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You are invited to attend a public meeting to learn and provide comments about the Fredericksburg Road corridor Bus Rapid Transit project.

Monday
July 28, 2008
Woodlawn Theater,
1920 Fredericksburg Rd.

6:00 p.m.
Open House

6:30 p.m.
VIA Presentation

7:00 p.m.
Public Comment -
Question & Answer Session

Wednesday
July 30, 2008
Norris Conference Center
Crossroads Mall
4522 Fredericksburg Rd.

1:30 p.m. – Open House
2:00 p.m. – VIA Presentation
2:30 p.m. – Public Comment
Question & Answer Session

and also at
6:00 p.m. – Open House
6:30 p.m. – VIA Presentation
7:00 p.m. – Public Comment
Question & Answer Session

FORWARD THINKING!

For more information, call 210-362-2370.

METROPOLITAN TRANSIT

You are invited to attend a public meeting to learn and provide comments about the Fredericksburg Road corridor Bus Rapid Transit project.

Monday, July 28, 2008
Woodlawn Theater
1920 Fredericksburg Rd.

6:00 p.m.
Open House

6:30 p.m.
VIA Presentation

7:00 p.m.
Public Comment
Question & Answer Session

Wednesday, July 30, 2008
Norris Conference
Center Crossroads Mall
4522 Fredericksburg Rd.

1:30 p.m. – Open House
2:00 p.m. – VIA Presentation
2:30 p.m. – Public Comment
Question & Answer Session

and also at

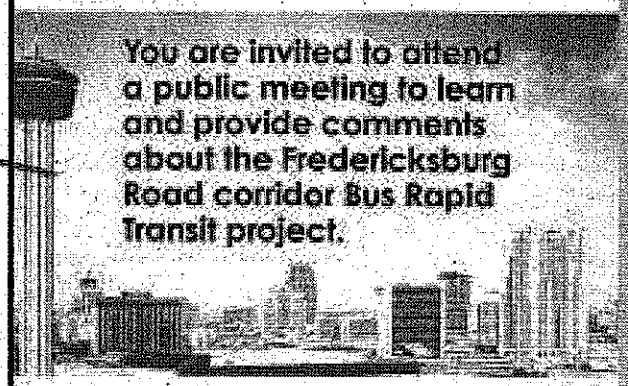
6:00 p.m. – Open House
6:30 p.m. – VIA Presentation
7:00 p.m. – Public Comment
Question & Answer Session

VIA is excited to bring Bus Rapid Transit (BRT) to the San Antonio area in 2012. The BRT line will travel along the Fredericksburg Road corridor from the South Texas Medical Center to downtown San Antonio. This new transit technology combines the best features of rail travel with the flexibility of bus service, taking public transportation in our community to the next level. For more information, call 210-362-2370.

Destination 2012

Showing the future of Bus Rapid Transit

VIA METROPOLITAN TRANSIT



You are invited to attend a public meeting to learn and provide comments about the Fredericksburg Road corridor Bus Rapid Transit project.

VIA is excited to bring Bus Rapid Transit (BRT) to the San Antonio area in 2012. The BRT line will travel along the Fredericksburg Road corridor from the South Texas Medical Center to downtown San Antonio. This new transit technology combines the best features of rail travel with the flexibility of bus service, taking public transportation in our community to the next level. For more information, call 210-362-2370.

VIA Destination 2012

Shaping the future of Bus Rapid Transit

Monday, July 28, 2008
Woodlawn Theater
1920 Fredericksburg Rd.

6:00 p.m.
Open House

6:30 p.m.
VIA Presentation

7:00 p.m.
Public Comment
Question & Answer Session

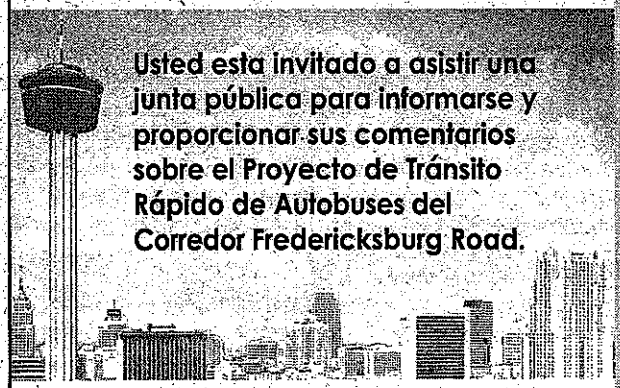
Wednesday, July 30, 2008
Norris Conference
Center Crossroads Mall
4522 Fredericksburg Rd.

1:30 p.m. – Open House
2:00 p.m. – VIA Presentation
2:30 p.m. – Public Comment
Question & Answer Session

and also at

6:00 p.m. – Open House
6:30 p.m. – VIA Presentation
7:00 p.m. – Public Comment
Question & Answer Session

METROPOLITAN TRANSIT



Usted esta invitado a asistir una junta pública para informarse y proporcionar sus comentarios sobre el Proyecto de Tránsito Rápido de Autobuses del Corredor Fredericksburg Road.

VIA se enorgullece en introducir el Tránsito Rápido de Autobuses (BRT, por sus siglas en inglés) al área de San Antonio en 2012. La línea BRT viajará a lo largo del corredor de la calle Fredericksburg Road desde el Centro Médico del Sur de Texas hasta el centro de San Antonio. Esta nueva tecnología de tránsito combina las mejores características del transporte en vías con la flexibilidad del servicio de autobuses, llevando al transporte público de nuestra comunidad a un nivel superior. Para obtener más información, llame al 210-362-2370.

Destinación 2012

Forjando el futuro del Tránsito Rápido de Autobuses

Lunes, 28 de julio de 2008

Teatro Woodlawn
1920 Fredericksburg Rd.

6:00 p.m. – Recepción
6:30 p.m. – Presentación de VIA
7:00 p.m. – Comentarios del Público
Sesión de Preguntas y Respuestas

Miércoles, 30 de julio de 2008

Norris Conference Center
Crossroads Mall
4522 Fredericksburg Rd.

1:30 p.m. – Recepción
2:00 p.m. – Presentación de VIA
2:30 p.m. – Comentarios del Público Sesión de Preguntas y Respuestas

y también a las

6:00 p.m. – Recepción
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METROPOLITAN TRANSIT

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For more information go to www.VIAbrt.net or call 210-362-2370.

Destination 2012
Shaping the future of Bus Rapid Transit

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Destinación 2012
Forjando el futuro del Tránsito Rápido de Autobuses

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[FORWARD THINKING]

Destination 2012
Shaping the future of Bus Rapid Transit

Bus Rapid Transit on Fredericksburg Road Corridor
Environmental Assessment and Preliminary Engineering
FACT SHEET

Background

Bus Rapid Transit (BRT) is an innovative, high capacity and lower cost public transit solution that can significantly improve mobility. BRT uses sophisticated rubber-tired buses or specialized vehicles that run on roadways or in dedicated lanes.

The Northwest Corridor Alternative Analysis completed in February 2005 and the 2007 VIA BRT Fredericksburg Road Implementation Study both found that there was a need to improve transit operations along the Fredericksburg Road corridor. Both studies concluded that a reliable and faster connection was needed between the San Antonio Central Business District and the South Texas Medical Center, as well as increased capacity along east-west corridors parallel to IH-10.

VIA Metropolitan Transit will implement BRT service by 2012 on the busy Fredericksburg Road corridor that connects two major employment centers—the central business district and the South Texas Medical Center. In addition to about eight stations along the corridor, there will be a transit center at either end—the South Texas Medical Center Transit Center and the Westside Multimodal Transit Center in the Cattleman Square Historic District.

Environmental Assessment and Preliminary Engineering (EA and PE)

VIA, in partnership with the City of San Antonio, the City of Balconies Heights, the Texas Department of Transportation, and the U.S. Department of Transportation is now moving ahead with an Environmental Assessment (EA) and Preliminary Engineering (PE) for the BRT project. This effort, which will take about a year, is required before the BRT project can proceed with final design and construction.

In preparing the EA, VIA will analyze any potential impacts that might result from the proposed BRT project, including socioeconomic effects on neighborhoods and businesses; noise and visual impacts; and impacts on cultural resources such as historic properties and parks as well as on natural resources, including creeks.

In conjunction with the environmental analysis, during the preliminary engineering portion of the project VIA will develop design options that support the decision-making process for the BRT system. This includes determining how the BRT can be accommodated on existing roadways and through intersections, exact placement and design of stations and transit centers, and the potential need for additional right-of-way. A traffic analysis of the BRT's impact on existing vehicular traffic and buses is part of this effort.

Public Involvement

Public involvement is an important aspect of this EA and PE project. VIA needs input from a wide range of stakeholders who live or work near the BRT Fredericksburg Road Corridor, as well as from small business owners, major employers, and others. Today's public meetings are just one way that you can give VIA your ideas. You may provide your comments by going to our website www.VIAbrt.net and clicking on "Your Feedback". Also we urge you to continue to check the website for up-to-date project status information and leave questions or comments, or to request a presentation on BRT.

For more information

Call 362-2222 or visit our website at **www.VIAbrt.net**

7/25/08

Metrobus en el Corredor de la Calle Fredericksburg
Evaluación del Medio Ambiente e Ingeniería Preeliminaría
HOJA Informativa del Estudio

Descripción

El Metrobus también conocido por el acrónimo BRT (*Bus Rapid Transit*) es una solución de tránsito público que es innovadora, de alta capacidad, más barata y que puede mejorar la movilidad significativamente. BRT usa autobuses sofisticados con llantas o vehículos especializados que viajan en carriles o en carriles dedicados solo para BRT.

El Análisis de Alternativas del Corredor Noroeste que fue terminado en febrero del año 2005 y el Estudio de VIA para Implementación del BRT en la Calle Fredericksburg Road que se termino en el año 2007, encontraron que existe la necesidad de mejorar las operaciones del tránsito público a lo largo del corredor de la Calle Fredericksburg Road. Los dos estudios concluyeron que una conexión más segura y rápida es necesaria entre el Distrito Central de Negocios de San Antonio y el Centro Médico del Sur de Texas, además de aumentar la capacidad a lo largo del este-oeste en los corredores paralelos a IH 10.

El Tránsito Metropolitano VIA implementará un servicio de BRT para el año 2012 en el muy transitado corredor de la calle Fredericksburg Road que conecta dos centros mayores de empleo – el distrito central de negocios y el Centro Médico del Sur de Texas. Aparte de ocho estaciones a lo largo del corredor, también abra dos centros de transito a cada orilla del corredor – uno en el Centro Médico del Sur de Texas y el Centro Multimodal de Tránsito del Oeste en el Distrito Histórico de Cattleman Square.

Evaluación del Medio Ambiente e Ingeniería Preeliminaría (EA y PE)

VIA, en asociación con la Ciudad de San Antonio, la Ciudad de Balcones Heights, el Departamento de Transporte de Texas, y el Departamento de Transporte de los EE.UU., está moviendo adelante una Evaluación de Medio Ambiente (EA) e Ingeniería Preeliminaría (PE) para el proyecto del BRT. Este esfuerzo que tomará más o menos un año, es requerido antes de que el proyecto del BRT pueda proceder con un diseño final y construcción.

En preparación de la EA, VIA analizará los impactos potenciales que puedan resultar del proyecto propuesto del BRT, incluyendo los efectos socioeconómicos en vecindades y negocios, impactos de ruido y visuales, e impactos a los recursos culturales y naturales como propiedades históricas, parques, y arroyos.

Conjunto con el análisis ambiental, VIA desarrollará opciones de diseño durante la porción de ingeniería preeliminaría del proyecto que apoyen el proceso de hacer decisiones para el sistema del BRT. Este proceso incluye determinar como BRT puede ser implementado en la calle y las intersecciones existentes, el diseño y el sitio exacto donde las estaciones y centros de tránsito serán ubicados, y la posibilidad de necesitar derechos-de-vía adicionales. Un análisis de cómo el BRT impactará el tráfico existente de los otros vehículos y autobuses será parte de este esfuerzo.

Comentarios Públicos

La participación del público es muy importante en el EA y el PE del proyecto. VIA necesita la participación de todo el público que tenga interés en el estudio incluyendo a dueños de propiedades, los que viven o trabajan por el corredor de BRT en la calle Fredericksburg Road, y también los dueños de negocios pequeños y grandes. Las reuniones públicas de hoy son solo una manera en cual usted puede compartir sus ideas con VIA. Usted también puede proporcionarnos sus comentarios cuando visite el sitio web **www.VIAbrt.net** y seleccione "Your Feedback". El sito web será actualizado con frecuencia para así proporcionarle información actualizada del estudio y para que usted continué teniendo la oportunidad de compartir sus comentarios y preguntas. Allí también tiene la opción de solicitar una presentación sobre el BRT.

Para más información

Llame al 362-2222 o visite nuestro sitio web a **www.VIAbrt.net**.

Bus Rapid Transit on Fredericksburg Road Corridor
Environmental Assessment and Preliminary Engineering
Public Meetings - July 28 and 30, 2008

COMMENTS

Providing your comments below will help VIA in preparing the Environmental Assessment for the BRT project. Please return this form with your comments today or send it to VIA at the address or fax number below by August 13, 2008:

VIA Metropolitan Transit
P.O. Box 12489, San Antonio, TX 78212
Attention: BRT Feedback
Phone: (210) 362-2222; Fax (210) 362-2572

You may also submit a comment online by going to:
www.VIAbrt.net and clicking on "Your Feedback."

Name/Title: _____

Organization/Resident/Property Owner: _____

Address: _____ **City/State/Zip:** _____

Phone: _____ **Email:** _____

Destination 2012
Shaping the future of Bus Rapid Transit

Metrobus (BRT) en el Corredor de la Calle Fredericksburg
Evaluación del Medio Ambiente e Ingeniería Preeliminaría
Reuniones Públicas – el 28 de julio y el 30 de julio del año 2008

COMENTARIOS

En proporcionando sus comentarios en el espacio de abajo usted le ayudará a VIA en la preparación de la Evaluación del Medio Ambiente para el proyecto de BRT. Por favor entregue esta forma con sus comentarios hoy o envíela a la dirección o al número de fax proporcionado abajo antes del 13 de agosto de 2008:

VIA Metropolitan Transit
P.O. Box 12489, San Antonio, TX 78212
Atención: BRT Feedback
Teléfono: (210) 362-2222; Fax (210) 362-2572

También puede enviarnos un comentarios atravez del sitio web al visitar a: www.VIABRT.net y seleccione "Your Feedback."

Nombre/Título: _____

Organización/Residente/Dueño de Propiedad: _____

Dirección: _____

Ciudad/Estado/Código Postal: _____

Teléfono: _____ **Correo Electrónico:** _____

Destination 2012

Shaping the future of Bus Rapid Transit

BUS RAPID TRANSIT (BRT) PUBLIC MEETING

Monday, July 28, 2008 – 6:00 p.m.
Woodlawn Theater – 1920 Fredericksburg Rd.

SIGN-IN SHEET

*wants copy of power point

Name (Please Print)	Organization	Address	Phone/ Fax	e-mail address	Do you wish to speak?
1. EDWARD BROWN	—				N
2. ALBERT MOTZ					N
3. Dettogas Rudy					N
*4. Abel Ruiz	citizen				Y
5. [illegible]	Commission				N
6. Monica Yoas	"				N
7. Barb McMillen					N
8. Efrain Barrera					N
9. Ed Ramon					Y
10. GABE CASTILLO	City Council D-7				N
11. HOMER CADENA	LITTLE FLOWER				N
12. Angela M. Garcia	neighbor				Y
13. Gary Martin	—				N
14. STEPHANIE RAMSEY	PORT SAN ANTONIO				N
15. MARY J TOWERS	CITIZEN				N

VIA Destination 2012

Shaping the future of Bus Rapid Transit

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1. LOUIS NANEZ					NET
2. DOLORES PEREZ					✓
3. Katienne Cain					?
4. Dianne Simpson					N
5. RON HUBBERT					
6. ANGUS JONES					N
7. Donald Kearney					N
8. [illegible]					NO
9. FRAN Schroeder					NO
10.					
11.					
12.					
13.					
14.					
15.					

Destination 2012

Shaping the future of Bus Rapid Transit

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2. Jesse L. Lara					N
3. JESSE REYES					NO
4. MEL FELDMAN	CITIZEN				NO
5. G. M MENDEZ	E.M. Auto Repair				NO
6. Thomas Guerra					N
7. RICHARD HIGBY	BEXAR COUNTY				No
8. Bianca Maldonado	MDNA / citizen				Yes
9. Julia Reyna	JNA				No
10. Larry DeLeon					NO
11. Robert Malone					NO
12. Philip Howlett	TXDOT				NO
13. Robert Everett					
14. Robin M. Ellis	78585/2				NO
15.					

VIA Destination 2012

Shaping the future of Bus Rapid Transit

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7. Donald Kearney					N
8. [illegible]					NO
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2. Gabriel A. Zapata	Citizen				No
3. MISAEL BRETON	CITIZEN				yes
4. Angela Sanchez					NO
5. Jose Sanchez					No
6. Chantal Harrison	citizen				Yes
7. Gil Austin	"				NO
8. Estella Gallegos	"				NO
9. Charlotte Kahl	OLD SPANISH TRAIL				No
10. Arnold Kierum					NO
11. Evangelina Obregon					no
12. Ruby Garni	2302 Frum				NO
13. Sherri D. Gonzalez Menchaca	League of Women Vot ~~530 Lorraine~~ SAA				Yes
14. Ron Valentin	GKW-Engineers				NO
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Destination 2012

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1. MILES VANDEWALLE	WEST EAST DESIGN				No
2. JEFF RODRIGUEZ	WEST EAST DESIGN				No.
3. MARGO COWAN	DECO DIST				N
4. Roberto Zamora					no
5. JUAN Jimenez					No
6. Tony Sanchez	St. Luke's Baptist ~~Hosp.~~				No
7. Alan Monk	Deco Dist				no
8. Susana Alvarado					NO
9. JOANNE WALSH	Flying Scottie				NO
10. John Selden	PATE GUGGS				N
11. Tony & Anna Cantu	Halisco Cafe				NO
12. Judy Jackman	JNA				No
13. Earline Valdez	MPNA				No
14. Kay Woods	"				No
15. John Woolsey	"				No

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5. [illegible]	Commission				N
6. Monica Yoas	"				N
7. Barb McMillen					N
8. Efrain Barrera					N
9. Ed Ramon					Y
10. GABE CASTILLO	City Council D-7				N
11. HOMER CADENA	LITTLE FLOWER				N
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6. ANGUS JONES					N
7. Donald Kearney					N
8. [illegible]					NO
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8. Bianca Maldonado	MDNA / citizen				Yes
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10. Larry DeLeon					NO
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6. Chantal Harrison	citizen				Yes
7. Gil Quotin	"				NO
8. Estella Gallegos	"				NO
9. Charlotte Kahl	OLD SPANISH TRAIL				No
10. Arnold Kierum					NO
11. Evangelina Obregon					no
12. Ruby Garni	2302 Frum				NO
13. Sherri D. Gonzalez Menchaca	League of Women Vot ~~530 Lorraine~~ SAA				Yes
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5. JUAN Jimenez					No
6. Tony Sanchez	St. Luke's Baptist ~~Hosp.~~				No
7. Alan Monk	Deco Dist				No
8. Susana Alarado					NO
9. JOANNE WALSH	Flying Scottie				NO
10. John Selden	PATE GUGGS				N
11. Tony & Anna Cantu	Halisco Cafe				NO
12. Judy Jackman	JNA				No
13. Earline Valdez	MPNA				No
14. Kay Woods	"				No
15. John Woolsey	"				No

VIA Destination 2012

Shaping the future of Bus Rapid Transit

BUS RAPID TRANSIT (BRT) PUBLIC MEETING

Monday, July 28, 2008 – 6:00 p.m.
Woodlawn Theater – 1920 Fredericksburg Rd.

SIGN-IN SHEET

Name (Please Print)	Organization	Address	Phone/ Fax	e-mail address	Do you wish to speak?
1. David Mary Guerrero					[illegible]
2. PATRICK MAYO					NO
3. SYLVIA OZUNA					No
4. TED OZUNA					No
5. Geriame Montero					No
6. ROSALIA ROBLES					NO
7. Rosemary Guzale					NO
8. Mimi Obregon Sanchez	Sen Vandi Pachte				1
9. KOUROS BAHRAMI	DEANOS high				NO
10. NORMA MESQUITI					NO
11. Elena Guzmade					NO
12. Jonathan Ashkenaze	BHANA				YES
13. DR. JACK LEIFER					MAYBE
14. CARR HORNBUCKLE					No
15. Melissa Clark					NO

VIA Destination 2012

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Woodlawn Theater – 1920 Fredericksburg Rd.

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Name (Please Print)	Organization	Address	Phone/ Fax	e-mail address	Do you wish to speak?
1. David Mary Guerrero					[illegible]
2. PATRICK MAYO					NO
3. SYLVIA OZUNA					No
4. TED OZUNA					No
5. Geriame Montero					No
6. ROSALIA ROBLES					NO
7. Rosemary Guzale					NO
8. Mimi Obregon Sanchez	Sen Vandi Paulte				I
9. KOUROS BAHRAMI	DEANOS high				NO
10. NORMA MESQUITI					NO
11. Elena Guzmade					NO
12. Jonathan Ashkenaze	BHANA				YES
13. DR. JACK LEIFER					MAYBE
14. CARR HORNBUCKLE					No
15. [illegible]					NO

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Shaping the future of Bus Rapid Transit

BUS RAPID TRANSIT (BRT) PUBLIC MEETING

Monday, July 28, 2008 – 6:00 p.m.
Woodlawn Theater – 1920 Fredericksburg Rd.

SIGN-IN SHEET

Name (Please Print)	Organization	Address	Phone/ Fax	e-mail address	Do you wish to speak?
1. BRYAN HENDRYX	MARRIOTT				N
2. Gail Collins	MPNA				
3. Edith Cuellar +	Amador				N
4. Galen/Sandee Gibson	MPNA				N
5. MARIO Aguilar	SELF				N
6. Diane Lang	NZC				N
7. Allen Townsend	NZC				N
8. JULIANA GARCIA	MPNA				N
9. Dave/Ludwig	citizen				N
10. K.C. & Rebecca Mertens	CITIZEN				?
11. ROBERT SIPES	MPNA				
12. Michelle Kleiss	—				Yes
13. Rebecca Paskos	COSA/Citizen				or No
14. Jesse S. Covarrubias	SEA				NO
15. Eric & Shari Weitzel	Citizen				

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Shaping the future of Bus Rapid Transit

BUS RAPID TRANSIT (BRT) PUBLIC MEETING

Monday, July 28, 2008 – 6:00 p.m.
Woodlawn Theater – 1920 Fredericksburg Rd.

SIGN-IN SHEET

Name (Please Print)	Organization	Address	Phone/ Fax	e-mail address	Do you wish to speak?
1.	MPNC				No
2.					
3.	Citizen (neighborhood				NO
4.	citizen "				NO
5.					
6.					N
7.					N
8.	Tuggey Rosenthal				
9.					n
10.					
11.					N
12.	Neighborhood				N
13.					Y
14.					Y
15.					Y

Rose Cortez Y
TONY SANCHEZ Y
Sidney Mitchell Y
Barbara McMillan Y
Daniel Ludwig
MARIO AGUILAR

VIA Destination 2012

Shaping the future of Bus Rapid Transit

BUS RAPID TRANSIT (BRT) PUBLIC MEETING

Wednesday, July 30, 2008 – 1:30 p.m.

Norris Conference Center at Crossroads Mall – 4522 Fredericksburg Rd.

SIGN-IN SHEET

Name (Please Print)	Organization	Address	Phone/ Fax	e-mail address	Do you wish to speak?
1. HERMINIA RIOS					NO
2. DAVID PLYLAR	N/A				NO
3. Lydia Kelly	MPO				NO
4. Mary Giles	citizen				
5. Jose Castillo	Citizen				No
6. Charlotte Kahl ✓	Old Spanish Trail				yes
7. PATRICIA M. ROBICHAUD	N/A				NO
8. TONY LOPEZ	Bear AV				NO
9. Paul Mendoza	VIA / LAN				No
10. DEVIN WILLIAMSON	RABA KISTNER				No
11. Pamela Hodges	BHCVB				NO
12. Ellen Sue Turner					No
13. Priscilla Piña	City of SA.				ou No
14. Sherman P Crosp	City of S.A.				NO
15. Robert A. Rieder	SA Resident				

Destination 2012

Shaping the future of Bus Rapid Transit

BUS RAPID TRANSIT (BRT) PUBLIC MEETING

Wednesday, July 30, 2008 – 1:30 p.m.

Norris Conference Center at Crossroads Mall – 4522 Fredericksburg Rd.

SIGN-IN SHEET

Name (Please Print)	Organization	Address	Phone/ Fax	e-mail address	Do you wish to speak?
1. Joe von Merveldt	Self				NO
2. Renee Storrie	LBTE				m NO
3. Suzanne de Leon, Mayor	Balcones Heights				NO
4. Linda Pohl, Council Person	Balcones Heights				NO
5. Mary Loyd	Self				NO
6. R Flores Perez	Self				No
7. Zenon Solis	CoSA-TIF Program				No
8. JAMES P ROLAND ✓	SELF				?
9. Jesus Vargas	St. Gregory the Great				NO
10. Pam Leissner	SAmedical Foundation				NO
11. Steve Enders	University Health Sys				No
12. Elizabeth Ortiz					NO
13. Stefanie Knorr	Self				NO
14. MILES VANDEWALLE	WEST EAST DESIGN				NO.
15. ERICK SCULLATCHER	INCAP FUND				NO

VIA Destination 2012

Shaping the future of Bus Rapid Transit

BUS RAPID TRANSIT (BRT) PUBLIC MEETING

Wednesday, July 30, 2008 – 1:30 p.m.

Norris Conference Center at Crossroads Mall – 4522 Fredericksburg Rd.

SIGN-IN SHEET

Name (Please Print)	Organization	Address	Phone/ Fax	e-mail address	Do you wish to speak?
1. Keith Graff	SELF				
2. JERRY GRAY	SELF				
3. Nicholas					
4. Hermina Aguilar	Self				No
5. Evangelina N. Garza	✓				
6. Rosa E. Rodriguez	✓				
7. Charles Matthies	City of Balcones Hts				
8. Jeanne Geiger	SA-BCMPO				no
9. Maryann Kinnison	City of SA				NO
10. John Friebele	Nibor Smith Assoc				No
11. EMILIO G. TORRES	SELF				
12. LILIAN F. TORRES	"				
13. Ken Zygrang	TXDOT				
14. Philip Howlett	TxDOT				NO
15. BILL MARTIN	VIA-CAC				

Destination 2012

Shaping the future of Bus Rapid Transit

BUS RAPID TRANSIT (BRT) PUBLIC MEETING

Wednesday, July 30, 2008 – 1:30 p.m.

Norris Conference Center at Crossroads Mall – 4522 Fredericksburg Rd.

SIGN-IN SHEET

Name (Please Print)	Organization	Address	Phone/ Fax	e-mail address	Do you wish to speak?
1. William White	GKWS, Inc.				~~N~~
2. Alan Cutler					Y
3. George Gaston	Pape Dawson				N
4. Arthur Garza	Citizen				N
5. Vicki Gullickson	citizen				No
6. DAVID KAPALKO	CITIZEN				NO
7. John Sanchez	citizen				NO
8. J.A. Peters	Univ Hlth Sys				no
9. Steven Dean	Pape-Dawson				NO
10. Rose M Womeldorff	citizen				No
11. Bo Gellert	USAA				NO
12. Wayne Thomas					
13. Minnie Abrego Sanchez	Re				~~te~~
14. Laurie Gruenbeck	VIA Advisory Bd.				N
15.					

Destination 2012

Shaping the future of Bus Rapid Transit

BUS RAPID TRANSIT (BRT) PUBLIC MEETING

Wednesday, July 30, 2008 – 1:30 p.m.

Norris Conference Center at Crossroads Mall – 4522 Fredericksburg Rd.

SIGN-IN SHEET

Name (Please Print)	Organization	Address	Phone/ Fax	e-mail address	Do you wish to speak?
1. Blakely Fernandez	TRPSA				no
2. Ron Valentin	GKW				NO
3. Virginia T. Mzyk	Citizen				NO
4. Maria D. Leal	Citizen				Y
5. Pete Ancira	citizen				NO
6. CHRIS GEORGES	PT Data				No
7. AL CANO	//				//
8. ~~Terri Langdon~~					
9. Terri Langdon	Methodist HC				NO
10. Becky Hinojosa	gfcu				NO
11. Frank Lozada	citizen				NO
12. Chuck Anderson	Anderson Mkt				no
13. AJ Ram	CIVILIAN				NO
14. Consuelo Lopez	—				?
15. GEORGE L BOYD					NO

VIA Destination 2012

Shaping the future of Bus Rapid Transit

BUS RAPID TRANSIT (BRT) PUBLIC MEETING

Wednesday, July 30, 2008 – 1:30 p.m.

Norris Conference Center at Crossroads Mall – 4522 Fredericksburg Rd.

SIGN-IN SHEET

Name (Please Print)	Organization	Address	Phone/ Fax	e-mail address	Do you wish to speak?
1. DAHAI I. MARTINEZ VILLALOBOS					N
2. Reba Malone					
3. DON ROBINSON					N
4. Glenn Winship	TRAMMELL CROW				N
5. Romena Rodgers					No
6. Mary DeLeon	TXDOT				
7. MANJIRI AKALKOTKAR	VIA				
8. Steve Bonnette					N
9. Richard Perez	Greater Chamber Alliance				N
10.					
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Destination 2012

Shaping the future of Bus Rapid Transit

BUS RAPID TRANSIT (BRT) PUBLIC MEETING

Wednesday, July 30, 2008 – 1:30 p.m.

Norris Conference Center at Crossroads Mall – 4522 Fredericksburg Rd.

SIGN-IN SHEET

Name (Please Print)	Organization	Address	Phone/ Fax	e-mail address	Do you wish to speak?
1. GEORGE OKATY	METHODIST HEALTHCARE				no
2. Susanne Shank	Anderson Marketing				no
3. Marin B. Villela					
4. Roland Rossini					NO
5. Sister Anita Janvier					NO
6. Deane Blair					
7. Pen Griffin	City				?
8. RICHARD CARLON	NORTH AMERICAN BUS IND				NO
9. [illegible]					
10.					
11.					
12.					
13.					
14.					
15.					

Destination 2012

Shaping the future of Bus Rapid Transit

BUS RAPID TRANSIT (BRT) PUBLIC MEETING

Wednesday, July 30, 2008 – 1:30 p.m.

Norris Conference Center at Crossroads Mall – 4522 Fredericksburg Rd.

SIGN-IN SHEET

Name (Please Print)	Organization	Address	Phone/ Fax	e-mail address	Do you wish to speak?
1. LEW COLEMAN ✓					✓
2. Mary Valdez ✓					Yes
3. Diane Cowin	LOPEZGARCIA Group				NO
4. BRENT CONLIN	TRAMMELL CROW CO.				No
5. Patricia Burns	Methodist				NO
6. ADAM SOORHOLTZ	MAS ARCHITECTURE				—
7. CHUCK TOUSOUZE	TOUSOUZE INC				no
8.					
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Destination 2012

Shaping the future of Bus Rapid Transit

BUS RAPID TRANSIT (BRT) PUBLIC MEETING

Wednesday, July 30, 2008 – 1:30 p.m.

Norris Conference Center at Crossroads Mall – 4522 Fredericksburg Rd.

SIGN-IN SHEET

Name (Please Print)	Organization	Address	Phone/ Fax	e-mail address	Do you wish to speak?
1. "The Tourist"					yes
2.					
3.					
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Destination 2012

Shaping the future of Bus Rapid Transit

BUS RAPID TRANSIT (BRT) PUBLIC MEETING

Wednesday, July 30, 2008 – 1:30 p.m.

Norris Conference Center at Crossroads Mall – 4522 Fredericksburg Rd.

SIGN-IN SHEET

Name (Please Print)	Organization	Address	Phone/ Fax	e-mail address	Do you wish to speak?
1. Florinda Jimenez					N
2. Lilly Bradley	TXDOT				N
3. Rudy Rivera	RJRIVERA Assocs				N
4. GLORIA SCHILLING					
5.					
6.					
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Destination 2012

Shaping the future of Bus Rapid Transit

BUS RAPID TRANSIT (BRT) PUBLIC MEETING

Wednesday, July 30, 2008 – 6:00 p.m.

Norris Conference Center at Crossroads Mall – 4522 Fredericksburg Rd.

SIGN-IN SHEET

Name (Please Print)	Organization	Address	Phone/ Fax	e-mail address	Do you wish to speak?
1. Rogelio Lopez	LAW OFFICES				?
2. Celia Luna	S.A.I.S.D.				No
3. RASHED ISLAM	HDR/WHM				NO
4. Pete Handman	Citizen				
5. Sam Wayne	URBAN ONE 30				
6. Greg Brockhouse	Little Flower CDC				No
7. LAMAR GILLIAN	BALCONES HTS. CITY COUNCIL				No
8. CHRIS RILEY	CITY OF LEON VALLEY MAYOR				Yes
9. Deborah Sheppard	Jackson & Luja				maybe
10. Alicia Alcala	" "				"
11. Richard De La Fuente	self				
12. Lynn Anderson					✓
13. VICTOR SCHLEDT	USAA				No
14. Jason Resendez	GKW				No
15. David Williams	SELF				No

Destination 2012

Shaping the future of Bus Rapid Transit

BUS RAPID TRANSIT (BRT) PUBLIC MEETING

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SIGN-IN SHEET

Name (Please Print)	Organization	Address	Phone/ Fax	e-mail address	Do you wish to speak?
1. Susan Cobarrubias					no
2. Alejandro Soto	Woodlawn Lake Comm AS				NO
3. Abel Ruiz	citizen				Y
4. Robert Solis	cit.				No
5.					
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VIA Destination 2012

Shaping the future of Bus Rapid Transit

BUS RAPID TRANSIT (BRT) PUBLIC MEETING

Wednesday, July 30, 2008 – 6:00 p.m.

Norris Conference Center at Crossroads Mall – 4522 Fredericksburg Rd.

SIGN-IN SHEET

Name (Please Print)	Organization	Address	Phone/ Fax	e-mail address	Do you wish to speak?
1. Theresa Young	Deer Oaks HOA				Yes
2. Sharon Davis	Deer Oaks HOA				Yes
3. Charles R Roberts	SSSSF'burg Rd HOA				Maybe ?
4. Jack M. Finger					Yes
5. Joan Taylor					Yes
6. Nettie Hinton	Dignity Nable				
7.					
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13.					
14.					
15.					

VIA Destination 2012

Shaping the future of Bus Rapid Transit

BUS RAPID TRANSIT (BRT) PUBLIC MEETING

Wednesday, July 30, 2008 – 6:00 p.m.

Norris Conference Center at Crossroads Mall – 4522 Fredericksburg Rd.

SIGN-IN SHEET

Name (Please Print)	Organization	Address	Phone/ Fax	e-mail address	Do you wish to speak?
1. JUAN JIMENEZ	N/A				NO
2. AL UVIETTA	CITY OF LEON VALLEY				
3. Dr. Maria Olson	Olson, Lofberg & Ass				NO
4. EG Ybarbo	[illegible]				
5. BRUCE DAUS	N/A				NO
6. Joe Herrera	NISD				No
7. Gloria C. Arriaga	AACOG				NO
8. Tommy Atkinson	Bexar County				No
9. Charlotte Kahl	OLD SPANISH TRAIL				
10. Rebecca Malone	SAM				NO
11. Richard Carlon	North American Bus Ind				NO
12. Gwen Young	N/A				NO
13. John & Mary Ann Markovetz	N/A				No
14. MIKE GREENBERG					NO
15. Fari Hodge, Jr	N/A				yes

VIA Destination 2012

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Norris Conference Center at Crossroads Mall – 4522 Fredericksburg Rd.

SIGN-IN SHEET

Name (Please Print)	Organization	Address	Phone/ Fax	e-mail address	Do you wish to speak?
1. Grace H. Villarreal	—				—
2. MICHAEL BENITEZ	WHATABURGER				No.
3. Monica Hernandez	Whataburger				NO
4. Andrew Ballard	HDR Engineering				No
5. Thomas L. Potts	—				
6. Emil R. Moncivais	Town & Plain Design				NO
7. Phil Mendez	VIA / LAN				No.
8. Randy Bear	—				NO
9. Laurie Zertuche					No
10. SAMUEL + CARMEN URBINA	URBINA CHIROPRACTIC				NO
11. Eigenio Rodriguez					YES
12. MICHAEL BURKE	PARSONS CORP.				NO
13. Danielle DOMSKI	McDonalds				NO
14. MEREDITH SIEGEL	~~[illegible]~~ PRIVATE PARTY				NO
15. Rachael Smith					

Destination 2012

Shaping the future of Bus Rapid Transit

BUS RAPID TRANSIT (BRT) PUBLIC MEETING

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Norris Conference Center at Crossroads Mall – 4522 Fredericksburg Rd.

SIGN-IN SHEET

Name (Please Print)	Organization	Address	Phone/ Fax	e-mail address	Do you wish to speak?
1. Dan Morgan					[illegible]
2. Bard Lechoff					
3. David Marquez	Bexar County				N
4. Bill Johnson	Balcones Heights				N
5. Richard Higby	Bexar County				N
6. Scott Ericksen	SA-BC MPO				N
7. Charl Everson					
8. Kirstin Wells					N
9. Ernest Mendoza	Resident				N
10. Todd Freeman	Resident				Y
11. Gabriel Shelton ~~Sharon Davis~~	Baker Risk				
12. Paul M Foutz	Resident				No
13. Tony Arredondo					No
14. James Rieking	Resident				No
15. Michael A Canty	Univision				

Destination 2012

Shaping the future of Bus Rapid Transit

BUS RAPID TRANSIT (BRT) PUBLIC MEETING

Wednesday, July 30, 2008 – 6:00 p.m.

Norris Conference Center at Crossroads Mall – 4522 Fredericksburg Rd.

SIGN-IN SHEET

Name (Please Print)	Organization	Address	Phone/ Fax	e-mail address	Do you wish to speak?
1. Emil Moreivais	Town Planning + Design				yes
2. Reba Malone					Yes
3. Haven Young	UTHSCSA				Yes
4. Sam Urbina	Business Owner				yes
5.					
6.					
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13.					
14.					
15.					

MEETING DATE/TIME/LOCATION:

1: July 28, 2008, 6-8 p.m.: Woodlawn Theater, 1920 Fredericksburg Rd.,
2: July 30, 2008, 1:30-3:30 p.m.: Norris Conference Center, Crossroads Mall, 4522 Fredericksburg Road and 6-8 p.m.
3: July 30, 2008, 6-8 p.m.: Norris Conference Center, Crossroads Mall, 4522 Fredericksburg Road

PURPOSE:

The purpose of the public scoping meeting was to provide information about the proposed Bus Rapid Transit (BRT) project and to receive comments and questions from the public regarding the proposed project.

FORMAT:

The public scoping meetings each consisted of an open house followed by a PowerPoint presentation and public comment session. Displays showing the project area and other project information were available for review and comment. Project team members were available to interact with the public and agency representatives, and answer questions. Members of the public were given an opportunity to make verbal and written comments or record a comment with the court reporter at the meeting.

PUBLIC NOTICE:

Print advertisements for the public meetings were placed in eight local publications as follows:

1. San Antonio Express News (English): Sunday July 13, Thursday July 17, Wednesday July 23, Sunday July 27, Wednesday July 30, 2008
2. Cancha (Spanish): Friday July 18, Monday July 21, 2008
3. Conexion (English): Thursday July 17 and Thursday July 24, 2008
4. SA Current (English): Wednesday July 23 and Wednesday July 30
5. Southside Reporter: Thursday July 17, 2008
6. Northwest Weekly: Thursday July 17, 2008
7. Rumbo: Thursday July 31, 2008
8. La Prensa: Sunday July 13, Wednesday July 16 and Wednesday July 30, 2008

Print notices were placed on VIA buses and paratransit vans (600 copies) and a flyer was distributed at all VIA Information Centers (9) and on buses (12,000 + copies).

A postcard meeting invitation was mailed to a total list of 5,312 stakeholders along the Fredericksburg Road corridor. The list of stakeholders includes residents and business owners along and adjacent to the corridor, to include Balcones Heights, South Texas Medical Center and Westside Multimodal areas. A bilingual summer 2008 BRT newsletter was developed to be an informational piece about the proposed project, the

environmental assessment process, and forthcoming public meetings. The newsletter was mailed to the 5,312 stakeholders listed above. A pdf version of the newsletter was placed on the BRT website and extra copies were made available at the nine VIA information centers and meetings.

The VIA website was launched on July 18, 2008 and provided further information about the public meetings.

Other outreach activities included a merchant outreach in which VIA staff visited with and distributed meeting invitations to 367 businesses along Fredericksburg Road on July 12, 22, and 24, 2008. A press conference on July 25, 2008 was held at a local business on Fredericksburg Road to announce the BRT public meetings. A BRT information table at the Balcones Heights Jazz Festival on Fredericksburg Road was staffed on July 11, 18, and 25, August 1 and 8, 2008, and contained information about the public meetings.

ATTENDANCE:

Meeting 1: Woodlawn Theater, 6-8 p.m., July 28, 2008. One-hundred and nine people attended.

Meeting 2: Norris Conference Center at the Crossroads Mall, 1:30-3:30 p.m. July 30, 2008. One-hundred and one people attended.

Meeting 3: Norris Conference Center at the Crossroads Mall, 6-8 p.m., July 30, 2008
Seventy-four people attended.

Recording/Transcription:

Public comments were recorded and transcribed by Ms. Vickie Lee Garza and Michelle Kuhlmann, certified court reporters. The certified transcripts are attached.

Meeting Materials:

Information was distributed at the public scoping meeting. This information included a fact sheet and comment card, as well as a copy of the BRT Summer 2008 newsletter and other VIA informational material. Most handouts were printed in Spanish and English. Copies of the fact sheet and comment card are attached**.**

The following displays were available for viewing: a project location map and preliminary environmental constraints map. Copies of these displays are attached.

Introduction:

The meeting facilitator Ed Garza and VIA Vice President for Public Affairs, Priscilla Engle welcomed meeting participants at all three meetings.

Presentation:

At all three meetings, Jesse Balleza, Vice President of VIA's Strategic Planning and Project Development Division, began the meetings by introducing VIA's consultants on the project: Lockwood, Andrews & Newnam (the general engineering contractor) and URS Corporation (the environmental assessment and preliminary engineering contractor). Mr. Balleza provided information on VIA's partners in the funding of this project, the Texas Department of Transportation (TxDOT), which owns the right-of-way in the Fredericksburg Road corridor, and the City of San Antonio. The City of San Antonio's bond project, which has been approved by the voters, includes congestion mitigation, which involves installing a new traffic signal system throughout the city. The Fredericksburg Road corridor will be part of this effort.

Mr. Balleza's presentation continued, stating that VIA is working with cooperating and participating agencies as part of the environmental assessment. Because this project is federally funded, the co-lead agencies are the Federal Transit Administration (since this is primarily a transit project) and the Federal Highway Administration (because of TxDOT's involvement in this project). TxDOT is also a lead agency. VIA is also working with the City of Balcones Heights because a portion of this proposed project, about a mile, will go through their city limits. Another partner is the San Antonio/Bexar County Metropolitan Planning Organization, the local entity made up of elected officials and staff from transportation agencies that decides which transportation projects in our region are going to get funded and built. VIA will also be working with various state and federal resource agencies on the environmental assessment. These agencies include Texas Parks and Wildlife, the Texas Commission on Environmental Quality (TCEQ), U.S. Fish & Wildlife, and the Environmental Protection Agency.

Mr. Balleza noted that this meeting represented the beginning of the public involvement effort associated with the environmental assessment and the first of many meetings that will occur in the corridor. Mr. Balleza stated that the scoping meetings were being held because VIA wants to hear from the public about any concerns and questions on the project, and he also explained that scoping is part of the environmental process that is prescribed by federal law.

Mr. Balleza provided history about the BRT project. In 2000, VIA had a referendum for a light rail vote, which failed. After that, VIA conducted a comprehensive service plan for the bus system, and then an alternatives analysis was conducted in this corridor. This analysis considered alignment and other types of transportation options for the corridor. VIA used the preferred alternative from the MPO's study that established a bus rapid transit alignment on the Fredericksburg Road corridor. Subsequently, VIA has performed additional studies to establish the location of the proposed transit centers and station locations.

Mr. Balleza further explained that VIA completed another implementation study last year (2007) that further defined some of the elements within the proposed project in terms of the routing. The study closer identified implications of the routing alternative,

concluding that the Bus Rapid Transit (BRT) would lose its reliability by running on Fredericksburg Road from the Five Points area segment to Woodlawn due to two at-grade railroad crossings. Therefore, the route was re-evaluated, and that portion of the proposed alignment was changed. It was determined that more reliable service could be derived from a re-alignment that subsequently was adopted, routing from the downtown area to the entrance at IH-10 with travel on IH-10, and exiting on Woodlawn to complete service on the northern end. VIA also made some refinements in the proposed transit center locations as well as the transfer centers.

The elements of BRT were also provided in the presentation. A description of similarities and differences between BRT and light rail was made. BRT has the same components or elements of a light rail system. It is a permanent system even though it would not have tracks. The magnitude of the improvements in transit and overall infrastructure was provided. BRT combines the attractive features of a light rail system with the flexibility of a bus vehicle at a much lower cost. BRT enables VIA to provide a better travel time and level of service between the downtown area and the medical center. The service is poised to serve VIA customers better by offering more reliable frequency and shorter trip times. The BRT service would be accessible and would be fully ADA compliant in terms of vehicles, the stations, and every feature that is part of the project. It would allow for more capacity and therefore VIA will operate fewer vehicles on the corridor. Last, the system is using green technology because it uses a vehicle with a hybrid engine (clean diesel and electric). VIA also anticipates an increase in ridership and an increased opportunity for economic development.

Mr. Balleza displayed a map that indicated the project limits and study area for the proposed project; the project limits also include the downtown segment where BRT will operate. The study area is a nine-mile corridor from the Westside Multimodal Transit Center, which is in the Cattleman Square historic area, immediately west of the Central Business District, and then extends along the entire length of the corridor, culminating at the intersection of Babcock and Medical Drive, where another transit center is being planned. During the environmental assessment, VIA will be using these maps for study. There will not be any environmental assessment work associated with the central business district; the area is already built out and no environmental impacts are anticipated, as VIA does not intend to construct in the downtown area, but would use existing streets and existing infrastructure.

The project study area includes the Central Business District, Deco District, Monticello Historic District, the City of Balcones Heights, and South Texas Medical Center. These are all major destinations in the corridor, and are the areas that VIA will study as part of the environmental assessment.

Mr. Balleza continued to explain the components of the BRT system which noted that BRT vehicles are distinctive vehicles and look much like light rail vehicles. They are 60 feet long and are called articulated buses. The buses have low floor-level boarding, making them ADA accessible. VIA's BRT vehicles will use hybrid fuel technology.

One of the features that make this vehicle or this type of system faster and more reliable is the off-board fare collection system. Customers will pay at the station or use a pass. VIA is studying "smart card" technology (similar to debit cards) for use at the stations.

Mr. Balleza explained that in the environmental assessment/preliminary engineering evaluation, VIA will evaluate "docking," for BRT vehicles, which is a technology that allows the vehicle operator to almost automatically line the vehicle with the station. VIA will also evaluate door configurations—having doors on one or both sides of the vehicles—to determine what works best at the station locations. This would be the first BRT project in the city and VIA hopes to use this technology or other technologies in the future in other parts of San Antonio. BRT would also have bicycle accommodations.

Other potential BRT components further explained included the Intelligent Transportation System components, which are features such as displays in stations that provide information on vehicle arrival and departure times. The BRT stations would be attractive and comfortable, while meeting all ADA requirements. Design features would be incorporated to discourage or prevent crime and vandalism. VIA would also plan to have xeriscaping to effectively use limited water resources.

Balleza displayed artists' renderings of the South Texas Medical Center Transit Center and the West Side Multimodal Transit Center. VIA currently has a transfer center in the Medical Center on Merton Minter between the Veterans Administration Hospital and University Hospital, but it is not optimal because of safety issues. The new 7.5-acre transit center property in the Medical Center can address these concerns, and provide for joint development opportunities.

The Westside Multimodal Transit Center, at the southern end of the BRT line, would not only serve BRT patrons but would also be a transfer location for VIA's westside bus routes that come into the downtown area, enabling riders to transfer to the BRT and then on to the medical center without having to go downtown. This location was originally the International Great Northern Train Station. The historic building has already been fully restored and is ideal for transportation use. This pedestrian and bike friendly transit center could eventually serve the planned commuter rail between Austin and San Antonio and could also be used for Amtrak and Greyhound service.

Mr. Balleza went on to explain that there are many redevelopment projects taking place in the area around the proposed Westside Multimodal Transit Center. The County is building the Haven for Hope in this area and the City of San Antonio has a number of redevelopment projects that are targeted for the Cattleman Square historic district.

BRT vehicles would have an off-board fare collection system. The guideways and lanes for BRT would be either median run, where the bus would operate in the center of the road in bus-only lanes, or would run in mixed traffic, using the curbside lanes. These possibilities will be studied during the preliminary engineering process. As far as intelligent transportation systems, the City is implementing a new traffic system that

would include traffic signal priority that would allow a BRT vehicle, when approaching a traffic signal, to receive a green light which will enable the bus to move forward without delay.

BRT service would be frequent; 10-minute service is planned. The BRT would be linked to the rest of the VIA system as one network. BRT could make intermodal connections in the downtown area and could be expanded in the future to meet changing needs.

Mr. Balleza closed his presentation noting that, with BRT, redevelopment is expected near the station locations. This is called transit oriented development, in which the transit system encourages development that promotes walkability among surrounding residential and local commercial areas (stores, restaurants, entertainment, etc.).

Next Mr. Don Yuratovac, URS Corporation project manager for the environmental assessment and preliminary engineering under contract with VIA, described the upcoming steps in the project. He stressed the importance of public input for meeting VIA's goals and objectives for BRT in San Antonio.

Mr. Yuratovac was formerly with the Greater Cleveland Regional Transit Authority, which undertook a similar BRT project now scheduled to open on October 25th. Mr. Yuratovac went on to explain the economic impact BRT has had in Cleveland, San Antonio's similar potential, and the URS Corporation's role in the BRT project. BRT is a combination of public transportation, urban renewal, and economic development. On the Cleveland project, they currently have $5 billion worth of projects under construction and committed for development of the corridor. BRT in San Antonio represents an opportunity for citizens to provide their input on the corridor and improvements.

Mr. Balleza noted that URS has three major charges in the scope of work - the environmental assessment, preliminary engineering, and public involvement to make sure all of the public's concerns are understood, identified, and addressed throughout the planning and design process.

With respect to environmental assessment, the process will consider all of the different impacts that the project will have on the surrounding community in terms of socio-economic, cultural resources, and natural resources. Twenty-two different potential impacts on the project will be reviewed. This work involves not only identifying those potential impacts but also determining different ways to mitigate the impact and minimize the impact on the surrounding environment.

Preliminary engineering can generally be defined as a 30 percent design solution - the design is prepared to the extent that most of the potential impacts can be identified, as well as ways to mitigate those impacts. Also, preliminary engineering provides an opportunity to identify costs so that when the project goes into the next stages of development, all of the unknowns have been addressed.

As part of this process, VIA is considering ways to redesign the roadway and amenities within the existing public right-of-way. Currently, conceptual station and transit center designs are being developed. Preliminary engineering also involves traffic analysis. Some of the general circulation lanes would be replaced with exclusive BRT lanes, so there would be potential traffic impacts. VIA will be analyzing all of those impacts to see how they can make sure that the general flow of traffic through the community is not significantly impacted.

There is an opportunity for VIA and the community to identify some potential economic development opportunities where the project can perform as more than a BRT line, by acting as a catalyst for additional development in the community, similar to way that BRT stimulated new development in Cleveland.

Preliminary engineering will also involve surveying, geotechnical investigations, and consideration of drainage issues. The project is not only a transportation improvement, but also an urban redevelopment enhancement where some existing infrastructure issues, e.g., a drainage system in the corridor, along with innovative solutions to correct those deficiencies, can be developed as part of the BRT project.

Mr. Balleza noted that, this project involves a significant amount of coordination with the City of San Antonio, TxDOT, the MPO, and the different communities, including Balcones Heights. In addition, there will be significant levels of outreach to local neighborhood groups to make sure again that VIA 1) is made aware of all issues on the corridor, 2) understands the impact of its assistance, and that 3) the BRT project does not have any negative impact. In terms of public involvement, VIA is leading this effort with support from the URS team, and their subconsultants. There will be considerable local neighborhood and stakeholder involvement that will take place throughout the study process.

In terms of project schedule, the project began in May of this year and the initial public meetings took place this end of July. In the Draft Environmental Assessment, the issues and proposed solutions will be identified and then the public has one more opportunity to raise any additional issues before the document becomes final, in terms of the federal process. The goal is to complete the draft EA document in March 2009 so it can go to the federal review and approval process, allowing VIA to begin the final design and construction elements, with the goal of being fully operational in 2012.

Deadline for Comments:

Comments received and/or postmarked on or before August 13, 2008 are included in this public scoping meeting report.

Verbal Comments

Meeting 1: Twenty-three comments were received from the public and one comment was received from an elected official.
Meeting 2: Six comments were received from the public.
Meeting 3: Thirteen comments were received from the public and two comments were received from elected officials.

All of these comments are summarized by category in Table 1: Summary of Public Comments.

Written Comments

Sixteen written comments were received from the public during the public meetings on July 28 and 30, 2008. These comments are included in Table 1: Summary of Public Comments. Another 11 written comments were submitted by email or on the VIA BRT website by the comment deadline of August 13, 2008. These comments are also included in Table 1.

Table 1 Summary of Public Scoping Meeting Comments on VIA BRT for Fredericksburg Road Corridor July 28 and 30, 2008						
Name	**Category**	**No.**	**Affiliation**	**Method of Comment Submission/ Date**	**Comment**	**Response**
JULY 28						
K.C. McMains	General: support	PC#1		Verbal comment at July 28, 2008 public meeting	I take the bus to work at the Health Science Center and support this project.	Comment noted.
Michelle Kleiss	BRT Route	PC#2		Verbal comment at July 28, 2008 public meeting	How will the BRT work in the Deco District where the street is very narrow and buses have to move into the other lane already. How will it work with the traffic in one lane? There is not enough room for stops at Zarzamora and Mulberry—it's very narrow there.	We understand your concern and will work to address this concern during preliminary engineering. In the Deco District the BRT would run in mixed traffic, but we're looking at right-turn only lanes for access to businesses. We will also be looking at station locations during the preliminary engineering and environmental assessment.
Robert Sipes	BRT Route	PC#3		Verbal comment at July 28, 2008 public meeting	Why considering a multimodal center rather than a downtown station? It would still be faster to take the #92 into downtown rather than going to a Westside Multimodal Center.	VIA is planning a multimodal center because of the anticipated commuter rail service as well as Greyhound service that would also use the facility. The BRT would stop for a very short time at this transit center before going downtown. There are no affordable or available parcels in the downtown area for a multimodal center.
Jonathan Ashkencze	BRT route	PC#4		Verbal comment at July 28, 2008 public meeting	Consider BRT route to accommodate the neighborhoods of Alta Vista, Monte Vista, Beacon Hill, etc.	Comment noted. VIA will consider this in the preliminary engineering.

Table 1 Summary of Public Scoping Meeting Comments on VIA BRT for Fredericksburg Road Corridor July 28 and 30, 2008 (Continued)						
Name	**Category**	**No.**	**Affiliation**	**Method of Comment Submission/ Date**	**Comment**	**Response**
Dr. Jack Leifer	BRT route	PC#5; WC#2		Written/verbal comment at July 28, 2008, public meeting	Running BRT on IH-10 is a horrible idea. What keeps BRT on schedule if IH-10 has traffic? If this is a flexible system, BRT should have ability to reroute on Fred. Rd. when IH-10 is tied up with traffic.	VIA will consider this during preliminary engineering.
Angela M. Garcia	Public Involvement	PC#6		Verbal comment at July 28, 2008 public meeting	Concerned about the need to get public involvement, including input from local business owners. I want to make sure that all factors are considered regarding economic development.	Comment noted.
Chantal Harrison	Pedestrian, Bicycle, Handicap access	PC#7		Verbal comment at July 28, 2008 public meeting	Support project but make sure sidewalks and drainage along route are addressed. Connecting lines should also be convenient	Comment noted.

Table 1 Summary of Public Scoping Meeting Comments on VIA BRT for Fredericksburg Road Corridor July 28 and 30, 2008 (Continued)						
Name	**Category**	**No.**	**Affiliation**	**Method of Comment Submission/ Date**	**Comment**	**Response**
Sher Gonzales Menchaca	BRT project funding	PC#8		Written/verbal comments at July 28, 2008, public meeting	What are the sources of the money for this project? Also concerned about economic redevelopment in the area and the need to talk with local businesses.	VIA has been conducting outreach activities with local businesses and will continue to do so.
Bianca Maldonado	Utilities/ zoning	PC#9		Verbal comment at July 28, 2008 public meeting	I live four blocks off Fredericksburg Rd. Do you have plans to bury utility lines in the Balcones Heights area? Do you plan to seek zoning changes to make the corridor more pedestrian friendly? Are you looking at all the impacts on residential areas?	VIA is working with utilities and the City of San Antonio to see what can be done about burying utilities. VIA does not believe that zoning changes would be required.
Louis Nanez	General: Support	PC#10		Verbal comment at July 28, 2008 public meeting	San Antonio turned down light rail but it works well in other cities. If BRT works, there will be less traffic. I'm for it, but wish that it could go to UTSA.	VIA hopes that the BRT is the start of a system of high capacity transit. BRT is much more cost effective and costs $10 million/mile whereas a light rail system costs between $40 and 80 million/mile depending on what you do.

Table 1 Summary of Public Scoping Meeting Comments on VIA BRT for Fredericksburg Road Corridor July 28 and 30, 2008 (Continued)						
Name	**Category**	**No.**	**Affiliation**	**Method of Comment Submission/ Date**	**Comment**	**Response**
Dolores Perez	Parking/ General Support	PC#11; WC#1	AARP and NARFE and APW 21 Auxiliary	Verbal comment/written comment at July 28, 2008 public meeting	Will there be adequate parking/security at the Medical Center transit center? BRT is long overdue. Favor project. BRT is needed as well as light rail from airport to downtown and out to UTSA.	Comment noted.
Patience Cain	Pedestrian, Bicycle, Handicap access	PC#12		Verbal comment at July 28, 2008 public meeting	What provisions are you making for bicycles and for handicapped access to the BRT? Please provide access to USAA.	BRT vehicles would allow bicyclists to put their bikes onboard the vehicle (generally two-three bikes per vehicle). There would also be racks at the stations. Stations and BRT vehicles would be ADA accessible.
Rose Cortez	BRT Route	PC#13		Verbal comment at July 28, 2008 public meeting	Please address lights and flooding in Balcones Heights area	Comment noted.

Table 1 Summary of Public Scoping Meeting Comments on VIA BRT for Fredericksburg Road Corridor July 28 and 30, 2008 (Continued)						
Name	**Category**	**No.**	**Affiliation**	**Method of Comment Submission/ Date**	**Comment**	**Response**
Tony Sanchez	General: economic development and support	PC#14		Verbal comment at July 28, 2008 public meeting	Thank you for proposed route to medical center. How will this project promote economic development? What types of businesses will benefit?	In Cleveland economic development is taking place on the lower parts of Euclid Ave., which is equivalent to the Fredericksburg corridor. In Cleveland, the area is becoming converted to residential use with residential-supported businesses such as grocery stores and dry cleaners. As you go into higher density uses such as around one of the major employers (Cleveland Clinic), there are more restaurants and student-supported activities.
Barbara McMillan	General: Opposition (Light Rail)	PC#15		Verbal comment at July 28, 2008 public meeting	Light rail would be preferable to BRT for many reasons. Light rail may be less expensive to operate over the long term than BRT, even though BRT is cheaper to install.	Comment noted.
John Woolsey	BRT route	PC#16		Verbal comment at July 28, 2008 public meeting	Support project but need to do project right—provide access to SAC, UTSA, USAA. Do the trains stop in the flow of traffic?	A portion of the Cleveland BRT is in mixed traffic, very similar to what is being proposed here.

Table 1 Summary of Public Scoping Meeting Comments on VIA BRT for Fredericksburg Road Corridor July 28 and 30, 2008 (Continued)						
Name	**Category**	**No.**	**Affiliation**	**Method of Comment Submission/ Date**	**Comment**	**Response**
Daniel Ludwig	Environmental	PC#17		Verbal comment at July 28, 2008 public meeting	Will BRT result in improved air quality? What are ridership expectations?	Ridership would increase. VIA is expecting its current 8-9,000 riders per day to increase to 15,000 riders a day. The BRT vehicle is hybrid electric and would help reduce emissions of pollutants.

Table 1 Summary of Public Scoping Meeting Comments on VIA BRT for Fredericksburg Road Corridor July 28 and 30, 2008 (Continued)						
Name	**Category**	**No.**	**Affiliation**	**Method of Comment Submission/ Date**	**Comment**	**Response**
Mario Aguilar	BRT Route	PC#18		Verbal comment at July 28, 2008 public meeting	How will BRT route connect to others? Is there a fare estimate? Dedicated lane in Deco District? Number of parking spaces in Medical Center? Time of trip from Medical Center to downtown? EA vs. EIS?	BRT would run in the downtown area. VIA is considering the route to be Dolorosa, Market, and then Commerce after it goes through St. Paul Square. There would be opportunities for riders to transfer downtown or at the West Side Multimodal Center or over in the St. Paul Square to access BRT. The fare would be similar to that for the rest of the system but hasn't been decided yet. There would be no dedicated lane in the Deco District. We do not know how much parking there will be at the Medical Center. The trip from the Medical Center to downtown would be 35 minutes. The government agreed with VIA that, since this is an urban environment with few expected environmental impacts, it was appropriate for VIA to do an EA rather than an Environmental Impact Statement. In terms of the analysis that we'll be doing, it will be the same as that done for an EIS except for the public hearing process.

Table 1 Summary of Public Scoping Meeting Comments on VIA BRT for Fredericksburg Road Corridor July 28 and 30, 2008 (Continued)						
Name	**Category**	**No.**	**Affiliation**	**Method of Comment Submission/ Date**	**Comment**	**Response**
Ed O'Banion	General: Concern	PC#19	Lost Angeles Heights/Keystone Association	Verbal comment at July 28, 2008 public meeting	Concern about lack of traffic engineers on the project; drainage issues. Please contact Lost Angeles Heights/Keystone Association	We have traffic engineers working on this project. VIA understands that there are drainage issues and will address them.

Table 1 Summary of Public Scoping Meeting Comments on VIA BRT for Fredericksburg Road Corridor July 28 and 30, 2008 (Continued)						
Name	**Category**	**No.**	**Affiliation**	**Method of Comment Submission/ Date**	**Comment**	**Response**
Abel Ruiz	BRT route	PC#20; WC#3		Written/verbal comments at July 28, 2008, public meeting	Streets close to Haven for Hope area considered? Will Buena Vista and Commerce St. bridges remain? Will new roads be created and will they be tolled? Were other tax exempt areas considered, such as the Transportation Oriented District in the San Antonio Port Authority? Traffic impact analysis done? Does it address new probationary building, health service center for detox? Is existing infrastructure from [Woodlawn Theater] to General McMullen already in place to handle additional traffic? Haven for Hope, UTSA? List of project supporters available? Do these individuals live and work in project area?	The cost of this project is about $10 million/mile. This budget figure will be evaluated throughout the preliminary engineering and final design process. VIA is not planning to do anything with the bridges and is not planning to close any streets.
Gabriel Mendez	BRT Service	PC#21	G.M. Automotive	Verbal comment at July 28, 2008, public meeting	What happens when BRT bus breaks down on route?	VIA would have an operation plan if that occurs.

Table 1 Summary of Public Scoping Meeting Comments on VIA BRT for Fredericksburg Road Corridor July 28 and 30, 2008 (Continued)						
Name	**Category**	**No.**	**Affiliation**	**Method of Comment Submission/ Date**	**Comment**	**Response**
Jay Taylor	BRT Service	PC#22		Comment recorded by court reporter at July 28, 2008 public meeting	Will BRT vehicles be fully street legal? What is location of car barn for equipment? Is there an EA for the status quo?	
Bianca Maldonado	BRT Service	PC#23		Comment recorded by court reporter at July 28, 2008 public meeting	Is there a maintenance plan for the BRT project? There is a proposed 100-yr floodplain on the 3500 block of Fredericksburg Rd. There is always standing water at 3316 Fredericksburg Rd. The Hot Donuts Shop on the 3300 block of Fredericksburg Rd always has customers in line. Concern about no bathrooms in stations.	

Table 1 Summary of Public Scoping Meeting Comments on VIA BRT for Fredericksburg Road Corridor July 28 and 30, 2008 (Continued)						
Name	**Category**	**No.**	**Affiliation**	**Method of Comment Submission/ Date**	**Comment**	**Response**
Charlotte Kahl	BRT Route; Bicycle and Pedestrian Access	WC#4	Old Spanish Trail Centennial	Written comment at July 28, 2008, public meeting	Fredericksburg Rd and Houston St. are part of the Old Spanish Trail transcontinental auto highway. Please include bicycle lanes in streetscape (parallel streets in Deco Dist). Help pedestrians cross Fredericksburg Rd. Parking garages instead of flat parking needed at stations. Prepare for Park and Ride facility at Medical Center.	
Mel Feldman	BRT stations	WC#5		Written comment at July 28, 2008, public meeting	New bus shelters should be practical and functional.	
Unidentified writer	Light Rail Alternative	WC#6		Written comment at July 28, 2008, public meeting	Light rail will not be promoted while San Antonio is in growth mode because light rail revitalizes inner city. Light rail has cheaper maintenance/operating costs than BRT.	

Table 1 Summary of Public Scoping Meeting Comments on VIA BRT for Fredericksburg Road Corridor July 28 and 30, 2008 (Continued)						
Name	**Category**	**No.**	**Affiliation**	**Method of Comment Submission/ Date**	**Comment**	**Response**
Linda Wilson	BRT Route	WC#7		Written comment at July 28, 2008, public meeting	BRT is great idea but it should go down Fredericksburg Rd from Woodlawn to the West Side Multimodal Center. That provides access to SAC and would increase ridership.	
JULY 30: 1:30 p.m.						
Alan Cutler	BRT Service	PC#24		Written comment at July 30, 2008 1:30 p.m. public meeting	I request that the BRT service be available in the evenings so people can use it to attend downtown events	VIA plans to have BRT service mirror the current service. Current service operates until midnight and until 1 a.m. with special services.
Wayne Thomas	General: Concern/Opposition	PC#25		Verbal comment at July 30, 2008, 1:30 p.m. meeting	Concern about VIA "overselling" BRT when it hasn't been proven in other cities yet. Evidence of TOD?	The Cleveland BRT will open on October 25, 2008. That corridor is very similar to the corridor in San Antonio. Los Angeles has about 100 miles of BRT and in Boston the third phase of BRT is under construction.
Maria Leal	BRT Route	PC#26		Verbal comment at July 30, 2008 1:30 p.m. public meeting	Please consider extending route to UTSA.	VIA is considering that extension in the future.

Table 1 Summary of Public Scoping Meeting Comments on VIA BRT for Fredericksburg Road Corridor July 28 and 30, 2008 (Continued)						
Name	**Category**	**No.**	**Affiliation**	**Method of Comment Submission/ Date**	**Comment**	**Response**
James Boland	BRT Route; Pedestrian, Bicycle, Handicap access	PC#27		Verbal comment at July 30, 2008 1:30 p.m. public meeting	What will you do about the railroad tracks at IH-10 and Fredericksburg Rd and near Blanco and Fredericksburg Rd? Do you plan to increase the number of bike racks on the BRT vehicles?	VIA does not plan to operate BRT in that section of Fredericksburg Rd. because of the delays associated with frequent train crossings. There will be up to three bike racks on the BRT. This will be evaluated during the preliminary engineering.
Charlotte Kahl	BRT Service; Utilities; Redevelopment	PC#28: WC#8	Old Spanish Trail Centennial	Verbal/Written comment at July 30, 2008, 1:30 p.m. public meeting	Underground utilities need to go in at onset of this project. Relocating utilities after reconstruction nearly impossible. CPS, AT&T, and cable should be on "cooperating agency" list to ensure underground utility Curb lane BRT could end up behind slow buses (91, 92, etc.) and even with lights turning green, riders are slow to allow regular vehicles to move out quickly Build in a manner to limit negative impact on present businesses.	Comment noted.

Table 1 Summary of Public Scoping Meeting Comments on VIA BRT for Fredericksburg Road Corridor July 28 and 30, 2008 (Continued)						
Name	**Category**	**No.**	**Affiliation**	**Method of Comment Submission/ Date**	**Comment**	**Response**
"The Tourist"	General: Aesthetics/Design	PC#29		Verbal comment at July 30, 2008 1:30 p.m. public meeting	Add tourist friendly features to BRT: bus design to reflect Old Spanish Trail; tourist amenities at Crossroads	Comment noted.
Sandee Gibson	Public Involvement	WC#9		Written comment at July 30, 2008, public meeting	Thank you for the presentation. Presenters should talk to the audience rather than to the slides, which is distracting to the audience.	Comment noted.
Vicki Guillickson	General: support	WC# 10		Written comment at July 30, 2008, 1:30 p.m. public meeting	We need this. San Antonio can remain a historical city and preserve its past while also being a part of the future. Thanks for a job well done.	Comment noted.
San Antonio Residents originally from Panama	General: support	WC# 11		Transcribed from Spanish at July 20, 2008, 1:30 p.m. public meeting	It is time for San Antonio to do this. Buses should run after 12 midnight. It takes several buses to get to Fiesta Texas.	Comment noted.

Table 1 Summary of Public Scoping Meeting Comments on VIA BRT for Fredericksburg Road Corridor July 28 and 30, 2008 (Continued)						
Name	**Category**	**No.**	**Affiliation**	**Method of Comment Submission/ Date**	**Comment**	**Response**
Chris Georges	Pedestrian, Bicycle, Handicap access; Traffic Impact	WC# 12		Written comments at July 30, 2008 1:30 public meeting	Bicycle accommodations are needed especially if BRT goes to UTSA. What is being done to determine the costs to vehicular traffic of such a [BRT] system?	Comment noted.
JULY 30: 6 pm						
Rojelio Lopez	BRT Route	PC#30		Verbal comment at July 30, 2008, 6 p.m. public meeting	As business owner on the route, when and how will I be notified about BRT?	During the preliminary engineering and environmental assessment, VIA will be pinpointing the location of the stations. At that time, VIA will contact any business that might be impacted and talk with you about the project. At this time, it does not appear that any businesses would be relocated.
Abel Ruiz	BRT route	PC#31		Verbal comments at July 38, 2008, 6 p.m. public meeting	Can you verify that this will cost $10 million/mile? It appears that you will be taking more right-of-way than originally indicated.	Yes, that approximate number is correct. It is correct that VIA does not plan to take any right of way. The corridor from IH-10 to Fredericksburg Rd. would not be widened. At the station locations, there may be minimal need to take some right of way. There are no plans to remove bridges.

Table 1 Summary of Public Scoping Meeting Comments on VIA BRT for Fredericksburg Road Corridor July 28 and 30, 2008 (Continued)						
Name	**Category**	**No.**	**Affiliation**	**Method of Comment Submission/ Date**	**Comment**	**Response**
Theresa Young	BRT Transit Center	PC#32; WC# 13	Deer Oaks Homeowners Association President	Verbal/written comments at July 30, 2008, 6 p.m. public meeting	Our community, Deer Oaks Townhomes, is adjacent to the Medical Center transit center. Why is economic development needed adjacent to Medical Dr. when the transit center is so near us? We need a large buffer between the parking area and the transit center.	The rendering of the Medical Center Transit Center is just a concept. Nothing can be designed or built until the environmental assessment is completed. VIA would like to see some transit oriented development in that area to provide some income to help maintain and operate the station. Parking will be determined as part of preliminary engineering and the environmental assessment. There will be many more public meetings and VIA will be meeting with your homeowners association. You are also invited to the Bus Rapid Transit Corridor Council monthly meetings.

Table 1 Summary of Public Scoping Meeting Comments on VIA BRT for Fredericksburg Road Corridor July 28 and 30, 2008 (Continued)						
Name	**Category**	**No.**	**Affiliation**	**Method of Comment Submission/ Date**	**Comment**	**Response**
Sharon Davis	Parking	PC#33 WC# 14		Verbal/written comments at July 30, 2008, 6 p.m. public meeting	I am concerned about the Medical Center parking. How are they supposed to get the transit center if parking is limited? Why can't the transit center be next to the road and leave the trees and open space next to the homeowners? Also concerned about janitorial service at transit center.	VIA is working with the medical foundation and the Medical Center Alliance to address moving people around in the Medical Center. Maintenance workers would be cleaning the transit center.
Jack Finger	General	PC#34		Verbal comments at July 30, 2008, 6 p.m., public meeting	Would you move forward with this project if the community didn't support it? Have you already made arrangements on Fredericksburg Rd? If the BRT can make the lights turn green, won't the other drivers have to wait longer at red lights? What will be the speed of the BRT vehicle.	No, VIA would not move forward without community support. VIA is still in the preliminary engineering phase so many decisions have not been made.
Nettie Hinton	BRT Bus Service	PC#35		Verbal comments at July 30, 2008, 6 p.m., public meeting	How will the downtown circulator work with the BRT?	It will be seamless; you can transfer from a bus route to the BRT without paying an additional fee.

Table 1 Summary of Public Scoping Meeting Comments on VIA BRT for Fredericksburg Road Corridor July 28 and 30, 2008 (Continued)						
Name	**Category**	**No.**	**Affiliation**	**Method of Comment Submission/ Date**	**Comment**	**Response**
Faris Hodge, Jr.	General : opposition	PC#36; WC# 15; EA#9		Verbal/written comment at July 30, 2008, 6 p.m. public meeting	BRT will not work on Fredericksburg Rd. and I do not support it. We already have good bus service on Fredericksburg Rd. Indicated 99 percent of the people he surveyed do not want the BRT and asked that the project be scrapped.	Comment noted. Response submitted by VIA after the public meeting: As with any transportation project there are those that favor that a project be completed and those that oppose it. Not knowing the particulars of Mr. Hodge's survey, it is not possible to provide a response to his comment. The majority of people who attended the recent public meetings for the BRT project indicated a positive response to the project.
Todd Freeman	General: support	PC#37		Verbal comments at July 30, 2008, 6 p.m., public meeting	I've been a VIA rider for years and I support this new BRT wholeheartedly. I'm a veteran and I will ride the BRT to the Medical Center where I need to go.	Comment noted.

Table 1 Summary of Public Scoping Meeting Comments on VIA BRT for Fredericksburg Road Corridor July 28 and 30, 2008 (Continued)						
Name	**Category**	**No.**	**Affiliation**	**Method of Comment Submission/ Date**	**Comment**	**Response**
Eiginio Rodriguez	Security at Transit Center	PC#38		Verbal comments/comments dictated to court reporter at July 30, 2008, 6 p.m., public meeting	I had a private meeting with VIA in 2007. I have concerns about the area around the West Side Multimodal Transit Center, specifically about some of the services to be provided there (probationary offices and Haven for Hope) and the need for security at the transit center.	Comment noted
Emil Moncivias	General: Support	PC#39		Verbal comments at July 30, 2008, 6 p.m., public meeting	Is there demand for this route? Will all of your neighborhood meetings be public meetings? Who will pay for the project? Will you partner with the city, county, and other agencies to create incentives for redevelopment and revitalization?	Yes there is demand to connect the downtown and the Medical Center. All neighborhood meetings would be open to the public. VIA has a project website to provide useful information about BRT. Most of the funding is coming from the federal government. VIA is embarking on a long range plan that will look at future corridors and will partner with all appropriate agencies.
Reba Malone	General: support	PC#40		Verbal comments at July 30, 2008, 6 p.m., public meeting	I've served on the VIA board. I look forward to the success of BRT and believe that we can tie all of San Antonio together with BRT.	Comment noted.

Table 1 Summary of Public Scoping Meeting Comments on VIA BRT for Fredericksburg Road Corridor July 28 and 30, 2008 (Continued)						
Name	**Category**	**No.**	**Affiliation**	**Method of Comment Submission/ Date**	**Comment**	**Response**
Haven Young	General: support	PC#41		Verbal comments at July 30, 2008, 6 p.m., public meeting	I work at UTSA and live in Monticello Park. The traffic in this corridor has increased significantly. I support you 100 percent.	Comment noted.
Sam Urbina	General: Support/concerns	PC#42		Verbal comments at July 30, 2008, 6 p.m., public meeting	I support the project. Would you be tearing up the road or just land for stations? It would affect businesses. Is there a need to store diesel fuel for Greyhound service?	There would be total reconstruction from Vance Jackson north where there is basically no curb, no sidewalks, no drainage. Diesel storage for Multimodal Center would be addressed during the preliminary engineering.

Table 1 Summary of Public Scoping Meeting Comments on VIA BRT for Fredericksburg Road Corridor July 28 and 30, 2008 (Continued)						
Name	**Category**	**No.**	**Affiliation**	**Method of Comment Submission/ Date**	**Comment**	**Response**
Damon Mason	BRT service	WC# 16/EA#8		Written comment at July 30, 2008, 6 p.m. public meeting	Why don't you consider using the Sunset Station as a transit center instead of the Westside Multimodal Center? How will BRT doors be determined? How will VIA keep the BRT from being clumsy and capricious like some of the Frequent Service routes I have seen (92, 520, 524). Is it possible to set up some kind of small-scale demonstration of the TX-LP345 BRT line?	Response submitted by VIA after the public meeting: Feasibility of a Westside Multimodal Center (WSMM) has been studied since 1992. The latest study completed in August 2007 and funded by the MPO, City of San Antonio, Austin-San Antonio Inter-municipal Commuter Rail District, Downtown Alliance, San Antonio Mobility Coalition and VIA identified the WSMM to serve as a central terminal and transfer point offering seamless connections for multiple transportation modes, including bus rapid transit, numerous bus lines that converge in downtown, commuter rail, Amtrak, inter-city bus service and serve as an economic development catalyst for the west side of downtown.

Table 1 Summary of Public Scoping Meeting Comments on VIA BRT for Fredericksburg Road Corridor July 28 and 30, 2008 (Continued)						
Name	**Category**	**No.**	**Affiliation**	**Method of Comment Submission/ Date**	**Comment**	**Response**
David Labens	Pedestrian, Bicycle, handicap access	EA#1	Resident of Balcones Heights, and a participant (Chair) in the Balcones Heights Design Charrette,	BRT website, 7/ 30/08	Interested in better pedestrian access from one side of Fredericksburg Rd. to the other. Plus, Like to see a resurfacing of the road that will level the middle of the road with the edges. Would like to see crossing sign timing adequate for an elderly citizen to be able to make it across the street. Balcones Heights does not have any control over any of these things. We would really like these functional changes to be made.	Comment noted.

Table 1 Summary of Public Scoping Meeting Comments on VIA BRT for Fredericksburg Road Corridor July 28 and 30, 2008 (Continued)						
Name	**Category**	**No.**	**Affiliation**	**Method of Comment Submission/ Date**	**Comment**	**Response**
John Overstreet	Security	EA#2		BRT website, 7/30/08	With the amount of people that will be using the Multimodal Center (VIA, Greyhound, Amtrak) the Transit Police should have an office located there. An assigned transit police officer(s) would be better able to handle calls for service at the center, as well as be a visible deterrent for incidents that could occur.	Comment noted.

Table 1 Summary of Public Scoping Meeting Comments on VIA BRT for Fredericksburg Road Corridor July 28 and 30, 2008 (Continued)						
Name	**Category**	**No.**	**Affiliation**	**Method of Comment Submission/ Date**	**Comment**	**Response**
Charles Bear	BRT service	EA#3		BRT website, 7/30/08	In reviewing the corridor plan, concerned that the IH-10 segment will be subject to slowdowns resulting from rush hour traffic on IH-10. I understand the change from Fredericksburg at Woodlawn to IH-10 to avoid the rail crossings. However, the BRT will have little control over rush hour traffic once the BRT vehicle enters IH-10, negating the benefit of a rapid route. Has VIA considered this issue and how will this be mitigated?	Comment noted. This issue will be considered during preliminary engineering.

Table 1 Summary of Public Scoping Meeting Comments on VIA BRT for Fredericksburg Road Corridor July 28 and 30, 2008 (Continued)						
Name	**Category**	**No.**	**Affiliation**	**Method of Comment Submission/ Date**	**Comment**	**Response**
Diana Sandoval	BRT service	EA#4	Garcia Properties Inc.	BRT website 8/5/08	How will it be determined how many stops there will be in between stations? How will it be determined what stops the BRT will make in between the stations? We are located at 2716 Fredericksburg Rd. and 2806 Fredericksburg Rd. Will VIA continue to offer regular bus service on Fredericksburg Road.?	The proposed BRT will stop only at designated BRT stations. VIA will continue to offer regular bus service on Fredericksburg Road.
Michael Burrill	BRT route	EA#5	Architect/Urban Planner	Letter dated 8/3/08	BRT route would be more successful if the stop closest to the Crossroads Mall is used by the same buses that now go to the nearby Park and Ride	Comment noted.
Samuel Kinsey	BRT route	EA#6		BRT website/8-8-08	Object to BRT line not going to Five Points, which is closer for SAC students; it should go up North Flores, to Fred Road. 2) Ample parking is needed at the Medical Center transit center	Comment noted.

Table 1 Summary of Public Scoping Meeting Comments on VIA BRT for Fredericksburg Road Corridor July 28 and 30, 2008 (Continued)						
Name	**Category**	**No.**	**Affiliation**	**Method of Comment Submission/ Date**	**Comment**	**Response**
Steven Avalte	BRT Route	EA#7		Mailed comment; received 8/13/08	Use Express Way(s) only for BRT and lower speed limit to 50-55 mph. Improve intercity bus service in next 10 years.	Comment noted.
Danielle Dobski	BRT stations	EA#10	McDonalds store owner/operator	BRT website, 8/18/08	When will stations be identified? We have a McDonalds on corner of Balcones Heights and Fredericksburg Rd. How will store be affected?	Station locations will be identified during the EA/PE process.

Table 1 Summary of Public Scoping Meeting Comments on VIA BRT for Fredericksburg Road Corridor July 28 and 30, 2008 (Continued)						
Name	**Category**	**No.**	**Affiliation**	**Method of Comment Submission/ Date**	**Comment**	**Response**
	BRT stations	EA#11		BRT website, 8/19/08	Please address the entrance to the Deco district coming from the Fredericksburg Rd/IH-10W corridor. Right now this is not a very attractive entrance to an area that the city (and neighborhood) is trying to develop. Existing conditions, especially around the PACESETTERS building, with people sleeping or urinating outside the building makes this stretch of road very undesirable. I am wondering how you will address this area especially since it is planned to have a BRT station.	Comment noted. This issue will be addressed during the EA/PE process.

1

APPENDIX A.2

May 2009 – PUBLIC MEETING PROCESS

APPENDIX A.2.1

MAY 2009 – PUBLIC MEETINGS

Destination 2012

Shaping the future of Bus Rapid Transit

Spring 2009

Bus Rapid Transit Project on Schedule for Fredericksburg Road Corridor

Important meetings offer chance for public comments

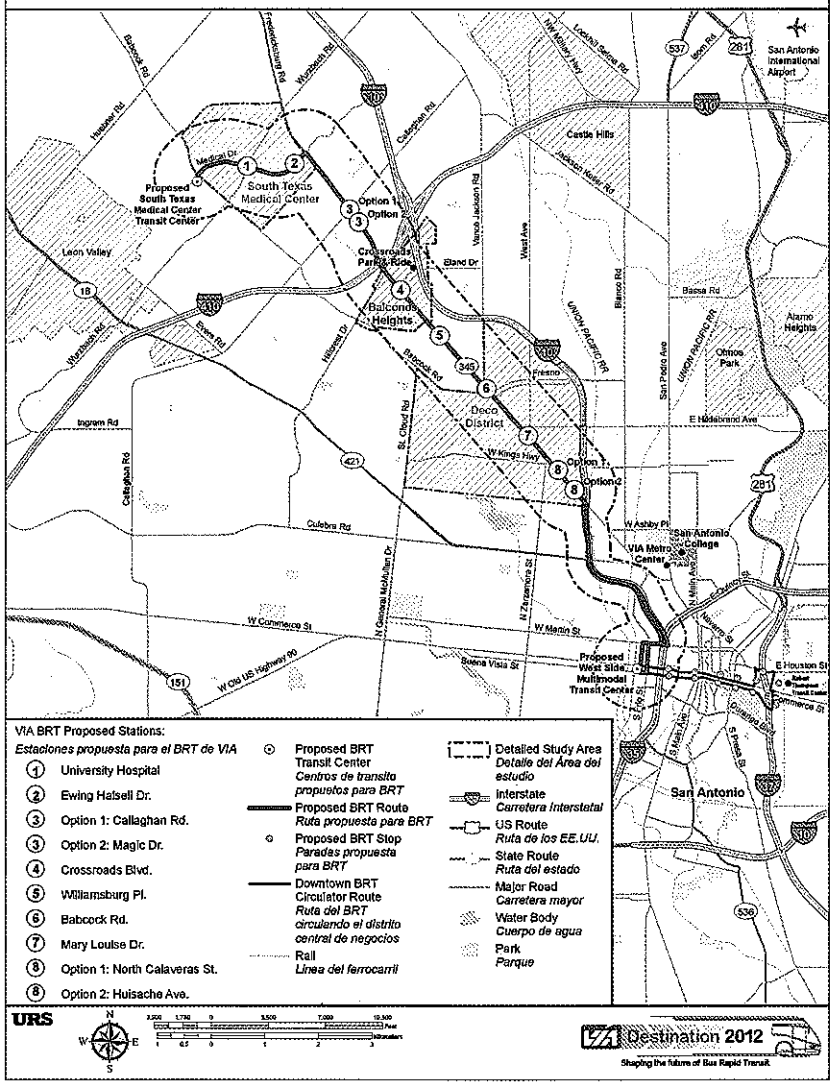
VIA Metropolitan Transit (VIA) is moving forward with its goal of having a Bus Rapid Transit (BRT) in operation on the busy Fredericksburg Road corridor by 2012. BRT is a form of public transportation that combines the best features of light rail travel with the flexibility of bus service.

As shown on the map, the BRT line would connect two major employment centers—San Antonio's central business district and the South Texas Medical Center. In addition to eight stations along the corridor, the BRT route will service transit centers on either end—the South Texas Medical Center Transit Center to the north and the Westside Multimodal Transit Center in the Cattleman Square Historic District and service into the Central Business District.

VIA began the process of designing and obtaining environmental clearance for BRT service in 2008. Three public meetings were held in late July 2008 to explain the proposed service and to obtain comments from the public. VIA received many valuable comments and suggestions, and took them into consideration in moving forward with the BRT preliminary engineering and environmental assessment (PE&EA) process. The anticipated completion of this phase of the project is by the end of 2009.

VIA is now rapidly advancing the BRT project to meet the 2012 goal for operation and to be prepared in the event that there are additional federal stimulus dollars allocated to transportation. The project consultants

BRT on Fredericksburg Road Corridor Location Map
Mapa de la Ubicación de BRT en el corredor de la calle Fredericksburg



(LAN and URS) have worked with federal, state, and local stakeholders; analyzed traffic data and models; conducted additional environmental investigations; and have made significant progress on station and transit layout plans. Potential station locations have been identified (see map) and prototype station design is underway.

Once again, it's time for additional comment from the public. VIA will begin this process by holding meetings for potentially affected property owners (those whose property is near or adjacent to proposed BRT stations) in late April. These meetings will be used to discuss any issues associated with the locations of the proposed stations and the adjacent properties.

Beginning the week of May 4, VIA will hold a series of five public workshops to explain and receive comments on the following BRT options:

- No build (without BRT)
- Curb (bus-only or mixed traffic lane next to curb) or center (bus-only lane in center of roadway) running and associated eight BRT stations
- Two proposed transit centers

These workshops will consist of an open house to allow you to review exhibits and ask questions of project team members, a short presentation, and breakout sessions to receive your comments on individual stations and/or transit centers' site layouts.

REQUEST A BRT PRESENTATION

VIA staff is available to conduct BRT presentations at neighborhood and community organization meetings. Call the VIA Public Affairs office at 210-362-2370 to schedule a visit.

For more information, visit the VIA BRT project website at www. VIABRT.net or call VIA Public Affairs at 210-362-2222.

Coming Up:

Draft Environmental Assessment Document: Available for public comment by early summer 2009

Public Meeting on Draft EA: Early summer 2009, date and location to be announced

VIA Metropolitan Transit invites you to attend public workshops to learn and provide comments about the proposed stations and transit centers serving the Fredericksburg Road Corridor Bus Rapid Transit (BRT) project.

Each workshop will cover a different group of stations or one of the transit centers (see map), as noted below.

1. **Monday, May 4, 2009**, 6 – 8 p.m.
   Topic: Stations: #3 (Magic Dr. or Callaghan Rd.), #4 (Crossroads Blvd.), #5 (Williamsburg Pl.), and #6 (Babcock Rd.)
   Norris Conference Center
   Crossroads Mall/Red Oak Room
   4522 Fredericksburg Rd., Suite A100
   San Antonio, TX 78201
   6:00 pm: Open house
   6:30 pm: VIA presentation
   7:00 pm: Breakout sessions on individual stations

2. **Tuesday, May 5, 2009**, 6 – 8 pm
   Topic: Stations: #1 (University Hospital), #2 (Ewing Halsell Dr.)
   Ecumenical Center for Religion and Health/Jones Hall
   8310 Ewing Halsell Dr. (Wurzbach)
   San Antonio, TX 78229
   Same meeting format/schedule as for meeting #1

3. **Wednesday, May 6, 2009**, 6 – 8 pm
   Topic: South Texas Medical Center Transit Center
   Bob Ross Senior Center
   4207 Babcock Rd.
   San Antonio, TX 78229
   6:00 pm: Open house
   6:30 pm: VIA presentation
   7:00 pm: Breakout sessions: transit center function and design

4. **Thursday, May 7, 2009**, 6 – 8 pm
   Topic: Stations: #7 (Mary Louise Dr.) and #8 (Calaveras St. or Huisache Ave.)
   VIA Metro Center
   1021 San Pedro
   San Antonio, TX 78212
   Same meeting format/schedule as for meeting #1

5. **Saturday, May 9, 2009**, 8:30 – 10:30 am
   Topic: Westside Multimodal Transit Center
   VIA Metro Center
   1021 San Pedro
   San Antonio, TX 78212
   8:30 am: Open house
   9:00 am: VIA presentation
   9:30 am: Breakout sessions: transit center function and design

All of the public meeting locations are wheelchair accessible. Persons with hearing disabilities may request an interpreter 48 hours before the meeting by calling TDD 362-2019 or call VIA Public Affairs at 210-362-2370.

VIA Metropolitan Transit le invita a que atienda unas reuniones publicas para aprender y proporcionar comentarios sobre las estaciones propuestas y los centros de transito que servirán el proyecto de Metrobús en el corredor de la Calle Fredericksburg (BRT).

Cada reunión cubrirá un grupo diferente de estaciones o uno de los centros de transito como indicado abajo.

1. **lunes, 4 de mayo del 2009**, 6 – 8 PM
   Tema: Estaciones: #3 (Magic Dr. o Callaghan Rd.), #4 (Crossroads Blvd.), #5 (Williamsburg Pl.), y #6 (Babcock Rd.)
   Norris Conference Center
   Crossroads Mall/Red Oak Room
   4522 Fredericksburg Rd., Suite A100
   San Antonio, TX 78201
   6:00 PM: Exhibición
   6:30 PM: Presentación de VIA
   7:00 PM: Sesiones de Grupos Pequeños sobre estaciones específicas

2. **martes, 5 de mayo del 2009**, 6 – 8 PM
   Tema: Estaciones: #1 (University Hospital), #2 (Ewing Halsell Dr.)
   Ecumenical Center for Religion and Health/Jones Hall
   8310 Ewing Halsell Dr. (Wurzbach)
   San Antonio, TX 78229
   Se utilizara el mismo formato y horario de la primera reunión.

3. **miércoles, 6 de mayo del 2009**, 6 – 8 PM
   Tema: Centro de transito del South Texas Medical Center
   Bob Ross Senior Center
   4207 Babcock Rd.
   San Antonio, TX 78229
   6:00 PM: Exhibición
   6:30 PM: Presentación de VIA
   7:00 PM: Sesiones de grupos pequeños sobre la función del centro de transito y el diseño

4. **jueves, 7 de mayo del 2009**, 6 – 8 PM
   Tema: Estaciones: #7 (Mary Louise Dr.) y #8 (Calaveras St. o Huisache Ave.)
   VIA Metro Center
   1021 San Pedro
   San Antonio, TX 78212
   Se utilizara el mismo formato y horario de la primera reunión.

5. **sábado, 9 de mayo del 2009**, 8:30 – 10:30 AM
   Tema: centro multimodal de transito del oeste
   VIA Metro Center
   1021 San Pedro
   San Antonio, TX 78212
   8:30 AM: Exhibición
   9:00 AM: Presentación de VIA
   9:30 AM: Sesiones de grupos pequeños sobre la función del centro de transito y el diseño

Todos los lugares para las reuniones públicas son accesibles para personas en sillas de ruedas. Personas con problemas de oído pueden pedir un intérprete hasta 48 horas antes de la reunión llamando al TDD 362-2019 o la oficina de relaciones publicas de VIA al 210-362-2370.

El Proyecto De Metrobus Sigue En El Plazo Previsto En El Corredor De La Calle Fredericksburg

Reuniones importantes ofrecen una oportunidad para comentarios públicos

VIA Metropolitan Transit (VIA) sigue adelante con la meta de tener un servicio de Metrobús también conocido por el acrónimo BRT *(Bus Rapid Transit)* para el 2012 a lo largo de la Calle Fredericksburg, un corredor con alta cantidad de trafico. El BRT es un tipo de transporte público que combina las mejores características de viajar por tren ligero con la flexibilidad del servicio de autobús.

Como se muestra en el mapa, la línea de BRT conecta a dos de los mayores centros de empleo – el distrito central de negocios y el centro medico de *South Texas Medical Center.* Además de ocho estaciones a lo largo del corredor, también habrá dos centros de transito en cada extremo del corredor – el centro de transito del *South Texas Medical Center* en el norte y el centro multimodal de transito del Oeste en el área del distrito histórico de *Cattleman Square* con servicio hacia el distrito central de negocios.

PARA PEDIR UNA PRESENTACION SOBRE BRT
El personal de VIA esta disponible para conducir presentaciones sobre BRT en reuniones de organizaciones de las vecindades y otros grupos comunitarios. Por favor llame a la oficina de relaciones publicas de VIA al 210-362-2370 para pedir una visita.

Para más información, por favor visítenos en el sitio Web del proyecto BRT en www.viabrt.net o llame a la oficina de relaciones públicas de VIA al 210-362-2222.

Siguientes Pasos: Borrador del documento de la evaluación del medio ambiente (EA): disponible para comentarios públicos al principio del verano del 2009.

Reunión publica sobre el Borrador EA: Principios del verano del 2009, la fecha y ubicación se anunciaran.

VIA empezó el proceso de diseño y de obtener aprobación de los estudios del medio ambiente para el servicio de BRT en el 2008. Tres juntas públicas fueron celebradas a fines de julio del 2008 para explicar el servicio propuesto y para obtener comentarios del público. VIA recibió comentarios y sugerencias valiosas, y las tomo en consideración en seguir adelante con la fase de ingeniería preeliminaría y la evaluación del medio ambiente (PE&EA). VIA espera terminar esta fase del proyecto para el fin del 2009.

VIA ahora esta rápidamente avanzando el proyecto de BRT para lograr la meta de estar en operación para el año 2012. VIA también se prepara por si acaso se hacen disponibles fondos adicionales como parte de un esfuerzo federal de estímulo. Los consultantes del proyecto (LAN y URS) han trabajado con representantes en el nivel federal, estatal, y local; han analizado los modelos y los datos de trafico; han conducido investigaciones adicionales del medio ambiente; y han hecho progreso significativo en los planes para las estaciones y los centros de transito. Ubicaciones potenciales para las estaciones han sido identificadas (vea el mapa) y el prototipo de diseño para las estaciones ya ha empezado.

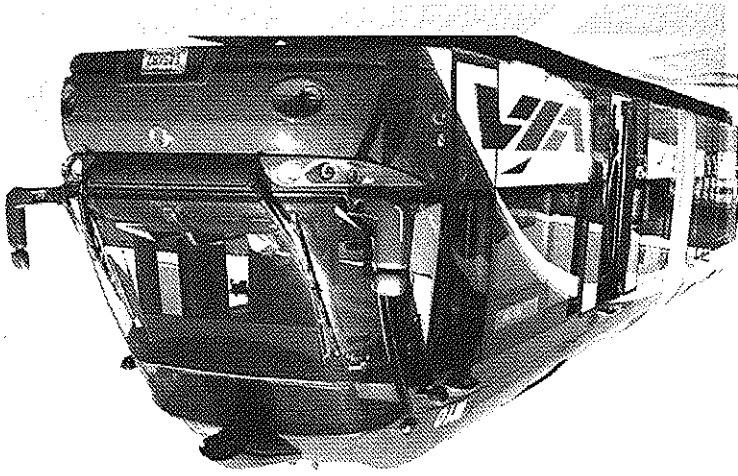
De nuevo, es tiempo para solicitar comentarios adicionales del público. VIA empezara este proceso con reuniones para propietarios que pueden ser potencialmente afectados (esas personas que tienen propiedad cerca de o a un lado de las ubicaciones potenciales para las estaciones de BRT) a finales de este abril. Estas reuniones se utilizaran para presentar información general sobre el proyecto y el estado actual del proyecto, presentar información sobre el proceso de adquisición, proporcionar un foro para comentarios públicos, y anunciar las reuniones públicas próximas.

Empezando la semana del 4 de mayo, VIA tendrá una serie de cinco reuniones públicas para explicar y recibir comentarios sobre:

- La opción de Ninguna Construcción (el corredor sin BRT)
- La opción de tener servicio de Metrobús en el borde de la banqueta (carriles en cada lado de la calle a un lado del borde de la banqueta que se utilizan solamente para autobuses o para una mezcla de autobuses y vehículos) o el centro (un carril solamente para autobuses en el centro de la carretera) y la operación del Metrobús y estaciones asociadas (8 estaciones de BRT)
- La opción de tener los dos centros de transito propuestos

Estas reuniones permitirán tiempo para revisar las exhibiciones del proyecto y preguntas al equipo del proyecto, una presentación breve, y una oportunidad para discusiones en grupos pequeños para recibir comentarios sobre estaciones individuas y/o los sitios de los centros de transito.

See details inside regarding important public meetings in May
Vea los detalles adentro con respecto a reuniones públicas importantes en mayo



VIA Metropolitan Transit
Main Administrative Office
800 W. Myrtle
San Antonio, TX 78212

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Bus Rapid Transit Workshops Offer Chance for Comments

May 4 - May 9, 2009

VIA Metropolitan Transit invites you to attend public workshops to learn and provide comments about the proposed stations and transit centers serving the Fredericksburg Road Corridor Bus Rapid Transit (BRT) project. Each workshop will cover a different group of stations or one of the transit centers (see map), as noted below.

Monday, May 4, 2009, 6:00 – 8:00 p.m.
Topic: Stations:
- ❸ (Magic Dr. or Callaghan Rd.),
- ❹ (Crossroads Blvd.),
- ❺ (Williamsburg Pl.),
- ❻ (Babcock Rd.)

Norris Conference Center
Crossroads Mall/Red Oak Room,
4522 Fredericksburg Rd., Ste. A100

Tuesday, May 5, 2009, 6:00 – 8:00 pm
Topic: Stations:
- ❶ (University Hospital),
- ❷ (Ewing Halsell Dr.)

Ecumenical Center for Religion and Health / Jones Hall
8310 Ewing Halsell Dr.

Wednesday, May 6, 2009, 6:00 – 8:00 pm
Topic: South Texas Medical Center Transit Center
Bob Ross Senior Center
4207 Babcock Rd.

Thursday, May 7, 2009, 6:00 – 8:00 pm
Topic: Stations:
- ❼ (Mary Louise Dr.)
- ❽ (Calaveras St. or Huisache Ave.)

VIA Metro Center, 1021 San Pedro

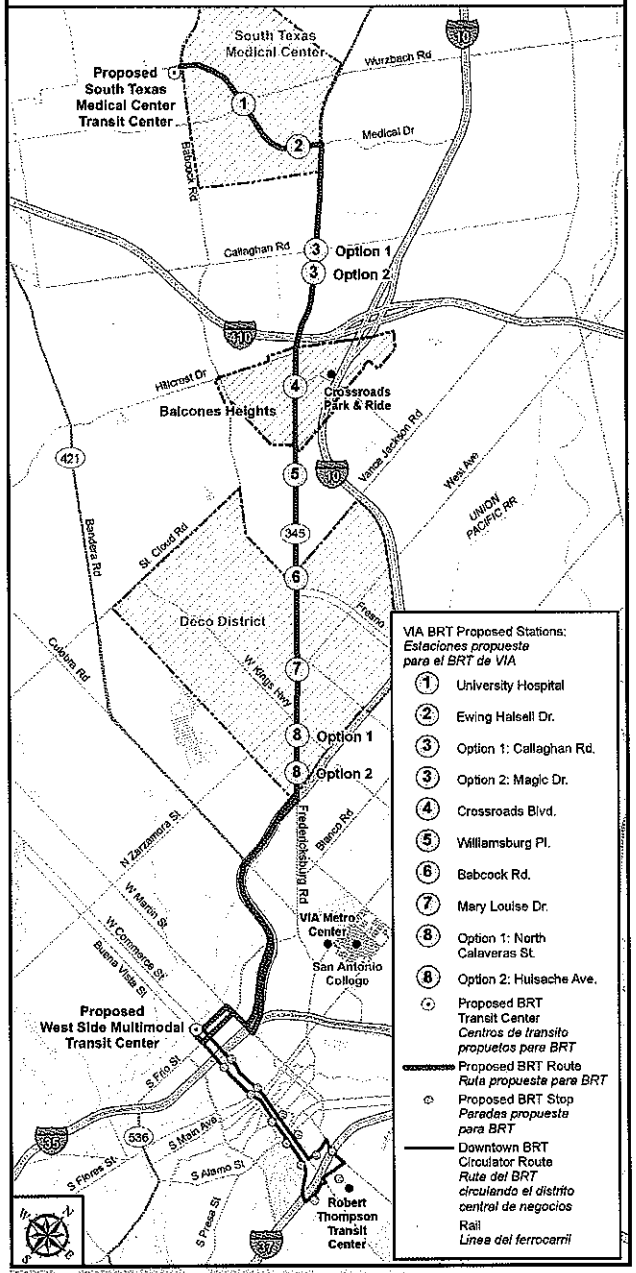
Saturday, May 9, 2009, 8:30 – 10:30 am
Topic: Westside Multimodal Transit Center
VIA Metro Center, 1021 San Pedro

Meeting format:
Open House – 30 minutes
VIA Presentation – 30 minutes
Breakout sessions focusing on specific topic – 60 minutes

All of the workshop locations are wheelchair accessible. Persons with hearing disabilities may request an interpreter 48 hours before the meeting by calling TDD 362-2019 or call VIA Public Affairs at 210-362-2370.

For more information, visit the VIA BRT website at www.VIABRT.net.

BRT on Fredericksburg Road Corridor Location Map
Mapa de la Ubicación de BRT en el corredor de la calle Fredericksburg



El Taller Sobre el Tránsito Rápido de Autobuses (Bus Rapid Transit) Ofrece la Oportunidad para Dar Sus Comentarios

4 de Mayo - 9 de Mayo, 2009

VIA Metropolitan Transit le invita a que atienda unas reuniones publicas para aprender y proporcionar comentarios sobre las estaciones propuestas y los centros de transito que servirán el proyecto de Metrobús en el corredor de la Calle Fredericksburg (BRT). Cada reunión cubrirá un grupo diferente de estaciones o uno de los centros de transito como indicado abajo.

lunes, 4 de mayo del 2009, 6:00 – 8:00 p.m.
Tema: Estaciones:
- ❸ (Magic Dr. o Callaghan Rd.),
- ❹ (Crossroads Blvd.),
- ❺ (Williamsburg Pl.),
- ❻ (Babcock Rd.)

Norris Conference Center
Crossroads Mall/Red Oak Room,
4522 Fredericksburg Rd., Ste. A100

martes, 5 de mayo del 2009, 6:00 – 8:00 pm
Tema: Estaciones:
- ❶ (University Hospital),
- ❷ (Ewing Halsell Dr.)

Ecumenical Center for Religion and Health / Jones Hall
8310 Ewing Halsell Dr.

miércoles, 6 de mayo del 2009, 6:00 – 8:00 pm
Tema: South Texas Medical Center Transit Center
Bob Ross Senior Center, 4207 Babcock Rd.

jueves, 7 de mayo del 2009, 6:00 – 8:00 pm
Tema: Estaciones:
- ❼ (Mary Louise Dr.)
- ❽ (Calaveras St. or Huisache Ave.)

VIA Metro Center, 1021 San Pedro

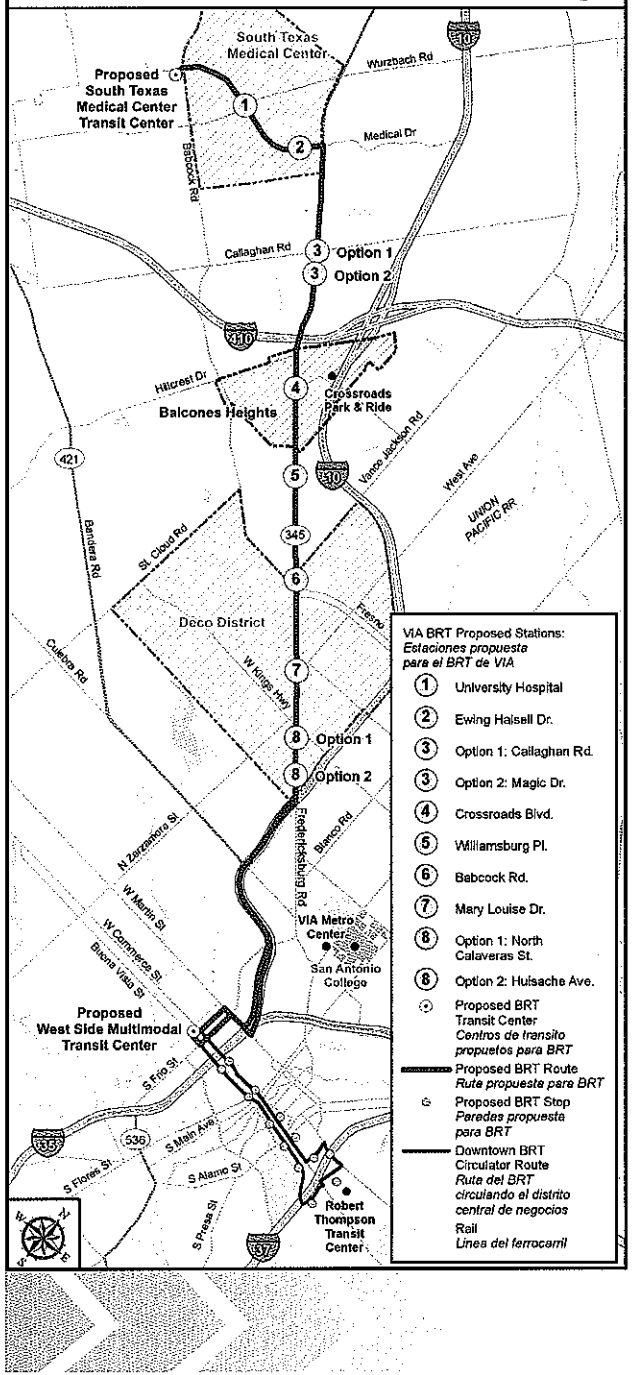
sábado, 9 de mayo del 2009, 8:30 – 10:30 am
Topic: Westside Multimodal Transit Center
VIA Metro Center, 1021 San Pedro

El formato de la junta:
Sesión Abierta – 30 minutos
Presentación de VIA – 30 minutos
Sesiones de Grupos Pequeños Sobre Temas Específicos – 60 minutos

Todos los lugares para las reuniones públicas son accesibles para personas en sillas de ruedas. Personas con problemas de oído pueden pedir un intérprete hasta 48 horas antes de la reunión llamando al TDD 362-2019 o la oficina de relaciones publicas de VIA al 210-362-2370.

Para más información, por favor visítenos en el sitio Web del proyecto BRT en www.viabrt.net.

BRT on Fredericksburg Road Corridor Location Map
Mapa de la Ubicación de BRT en el corredor de la calle Fredericksburg



VIA Metropolitan Transit invites you to attend Public Meetings to learn about and provide comments on the proposed Bus Rapid Transit (BRT) on Fredericksburg Road Corridor - Stations and Transit Centers. Each workshop will cover a different group of stations or one of the transit centers as noted below:

1. Monday, May 4, 2009, 6 – 8 p.m.
Topic; Four Stations: Magic Dr. or Callaghan Rd., Crossroads Blvd., Williamsburg Pl., and Babcock Rd.
Norris Conference Center
Crossroads Mall/Red Oak Room
4522 Fredericksburg Rd., Suite A100
San Antonio, TX 78201
6:00 pm: Open house
6:30 pm: VIA presentation
7:00 pm: Breakout sessions on individual stations

2. Tuesday, May 5, 2009, 6 – 8 pm
Topic: Two Stations: University Hospital, Ewing Halsell Dr.
Ecumenical Center for Religion and Health/Jones Hall
8310 Ewing Halsell Dr. (Wurzbach)
San Antonio, TX 78229
Same meeting format/schedule as for meeting #1

3. Wednesday, May 6, 2009, 6 – 8 pm
Topic: South Texas Medical Center Transit Center
Bob Ross Senior Center
4207 Babcock Rd.
San Antonio, TX 78229
6:00 pm: Open house
6:30 pm: VIA presentation
7:00 pm: Breakout sessions: transit center function and design

4. Thursday, May 7, 2009, 6 – 8 pm
Topic: Two Stations: Mary Louise Dr. and Calaveras St. or Huisache Ave.
VIA Metro Center
1021 San Pedro Ave.
San Antonio, TX 78212
Same meeting format/schedule as for meeting #1

5. Saturday, May 9, 2009 8:30 – 10:30 am
Topic: Westside Multimodal Transit Center
VIA Metro Center
1021 San Pedro Ave.
San Antonio, TX 78212
8:30 am: Open house
9:00 am: VIA presentation
9:30 am: Breakout sessions: transit center function and design

All of the public meeting locations are wheelchair accessible. Persons with hearing disabilities may request an interpreter 48 hours before the meeting by calling TDD **362-2019** or call VIA Public Affairs at **210-362-2370.**

For more information, visit the BRT project website at **www.VIABRT.net** or call VIA Public Affairs at

210-362-2222

El Taller Sobre el Tránsito Rápido de Autobuses (Bus Rapid Transit) Ofrece la Oportunidad para Dar Sus Comentarios

VIA Metropolitan Transit le invita a que atienda unas reuniones publicas para aprender y proporcionar comentarios sobre las estaciones propuestas y los centros de transito que servirán el proyecto de Metrobús en el corredor de la Calle Fredericksburg (BRT).
Cada reunión cubrirá un grupo diferente de estaciones o uno de los centros de transito como indicado abajo.

lunes, 4 de mayo del 2009, 6 – 8 PM
Tema: Estaciones: Magic Dr. o Callaghan Rd., Crossroads Blvd., Williamsburg Pl., y Babcock Rd.
Norris Conference Center
Crossroads Mall/Red Oak Room
4522 Fredericksburg Rd., Suite A100

martes, 5 de mayo del 2009, 6 – 8 PM
Tema: Estaciones: University Hospital, #2 Ewing Halsell Dr.
Ecumenical Center for Religion and Health/Jones Hall
8310 Ewing Halsell Dr.

miércoles, 6 de mayo del 2009, 6 – 8 PM
Tema: Centro de transito del South Texas Medical Center
Bob Ross Senior Center
4207 Babcock Rd.

jueves, 7 de mayo del 2009, 6 – 8 PM
Tema: Estaciones: Mary Louise Dr. y Calaveras St. o Huisache Ave.
VIA Metro Center
1021 San Pedro

sábado, 9 de mayo del 2009, 8:30 – 10:30 AM
Tema: centro multimodal de transito del oeste
VIA Metro Center
1021 San Pedro

El formato de la junta:
Sesión Abierta – 30 minutos
Presentación de VIA – 30 minutos
Sesiones de Grupos Pequeños Sobre Temas Específicos – 60 minutos

Todos los lugares para las reuniones públicas son accesibles para personas en sillas de ruedas. Personas con problemas de oído pueden pedir un intérprete hasta 48 horas antes de la reunión llamando al TDD 362-2019 o la oficina de relaciones publicas de VIA al 210-362-2370.

Para más información, por favor visítenos en el sitio Web del proyecto BRT en www.viabrt.net.

Bus Rapid Transit on Fredericksburg Road Corridor
Environmental Assessment and Preliminary Engineering
Public Meetings – May 4-9, 2009

COMMENTS

Providing your comments below will help VIA in preparing the Environmental Assessment for the BRT project. Please return this form with your comments or sent it to VIA at the address or fax number below by May 15, 2009.

VIA Metropolitan Transit
P.O. Box 12489
San Antonio, TX 78212
Attention: BRT Feedback
Phone: (210) 362-2222; Fax (210) 362-2572

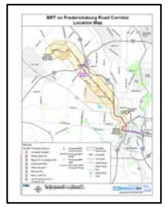
You may also submit a comment online by going to:
www.VIAbrt.net and clicking on "Your Feedback."

Name/Title: _____

Organization/Resident/Property Owner_____
Address: _____
_____
Phone:_____ Email _____

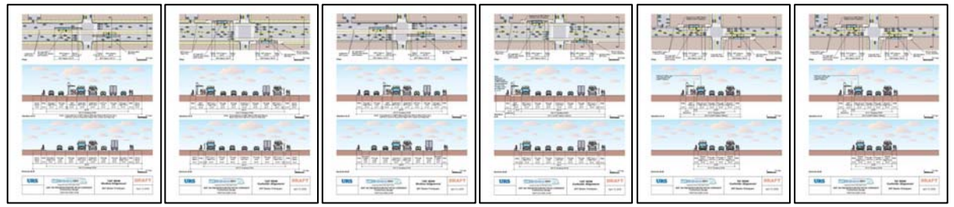
PUBLIC MEETING EXHIBITS

AREA MAP
(1@24X36)

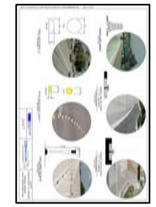


ALT. MATRIX
(1@24X36)

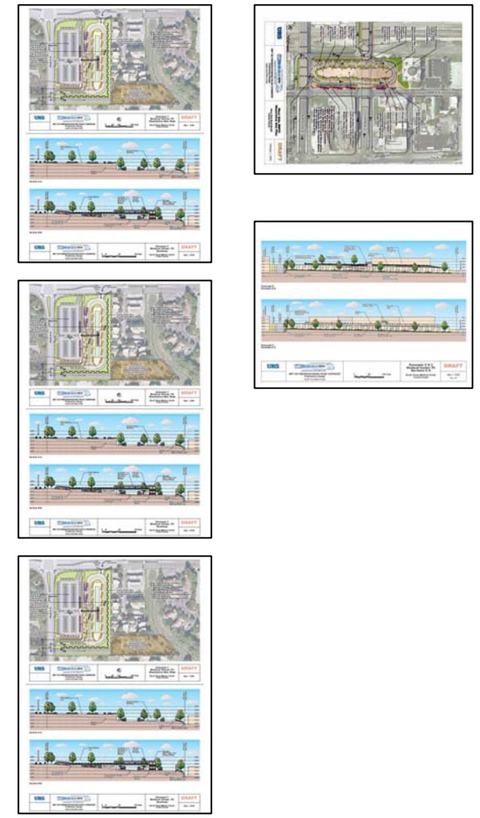
STATION PROTOTYPES
(6@24X36)



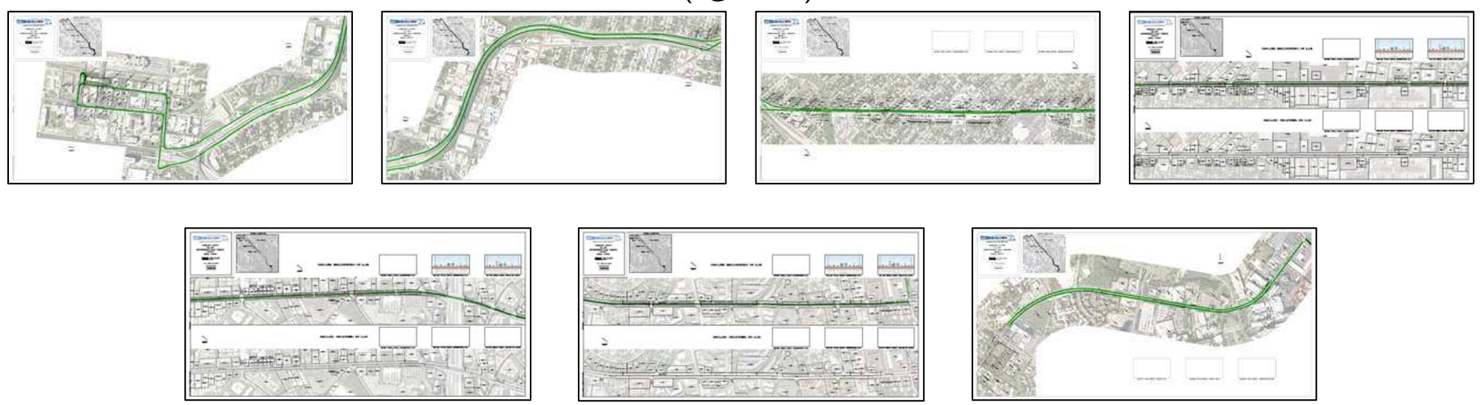
MEDIAN BARRIER CONCEPTS
(1@24X36)



TRANSIT CENTERS
(3@36X48)
(2@24X36)



SCROLL MAPS
(7@36X72)



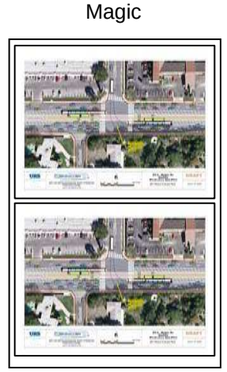
STATION ILLUSTRATIONS
(6@36X48)
(4@24X36)

Station 1
UHC

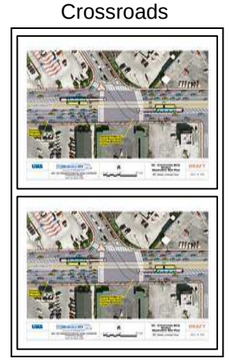
Station 2
Ewing-Halsell

Station 3 Option 1
Callaghan

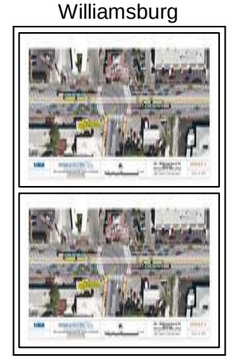
Station 3 Option 2
Magic



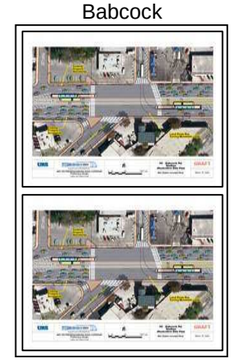
Station 4
Crossroads



Station 5
Williamsburg



Station 6
Babcock



Station 7
Mary Louise

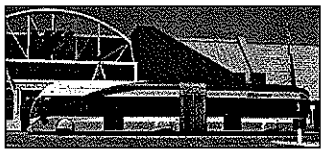
Station 8 Option 1
Calaveras

Station 8 Option 2
Huisache

URS

Bus Rapid Transit (BRT) on Fredericksburg Road Corridor

Environmental Assessment & Preliminary Engineering



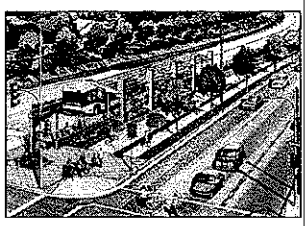
Public Meetings - May 2009

Destination 2012

Shaping the future of Bus Rapid Transit

Agenda

- Welcome
- Introductions
- Meeting Objectives
- Project Timeline
- Environmental Process / Areas of Analysis
- Alternatives
  - No Build
  - Build with Design Options
- Station Locations
- Transit Center Designs
  - Westside Multimodal Transit Center (WSMMTC)
  - South Texas Medical Center Transit Center (STMCTC)
- Breakout Sessions
- Adjourn



Destination 2012

Shaping the future of Bus Rapid Transit

Meeting Objectives

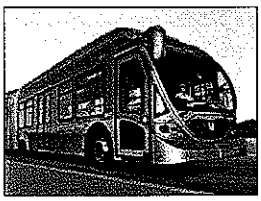
- Present project overview and status
- Provide forum for public comment
- Present alternatives, preliminary station locations and transit center site plans for public review and comment as part of Environmental Assessment (EA) process

Destination 2012

Shaping the future of Bus Rapid Transit

What is Bus Rapid Transit (BRT)?

- Combines the best features of rail travel with flexibility of bus service
- Uses specialized rubber-tired vehicles
- Faster and more frequent service
- High capacity service that can significantly improve mobility

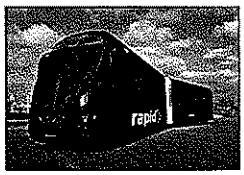


Destination 2012

Shaping the future of Bus Rapid Transit

Bus Rapid Transit (BRT)

- A permanent, integrated system using specialized vehicles
- Operates on roadways or dedicated lanes
- Often referred to as "Light Rail on Rubber Tires" or "Better Rapid Transit"
- Reduced travel times, fewer delays, and increased reliability



Destination 2012

Shaping the future of Bus Rapid Transit

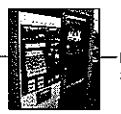
BRT Components

"Permanently integrated package with strong system identity"

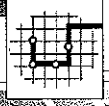
Vehicles

Running Ways

Stations & Stops



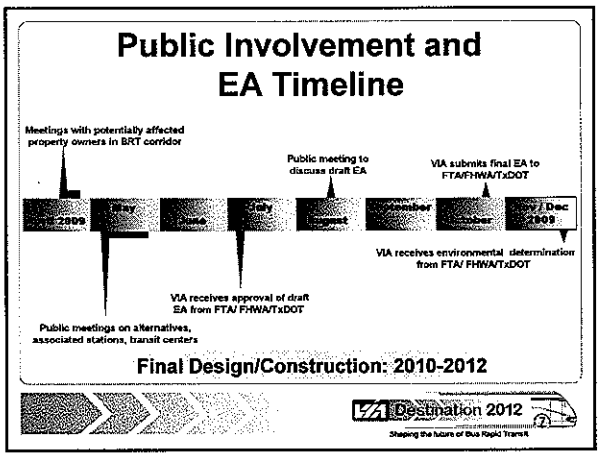
Intelligent Transportation System & Fare Payment

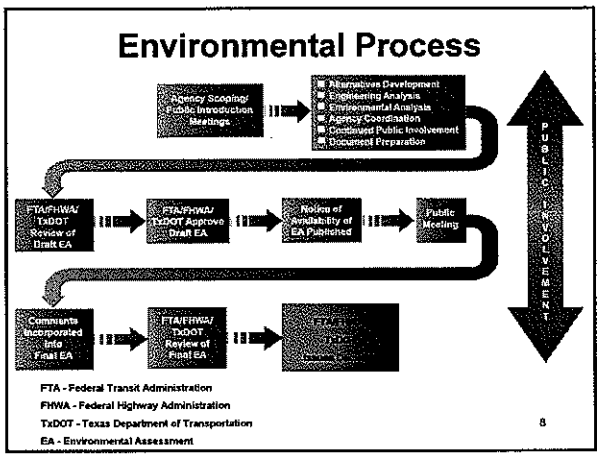


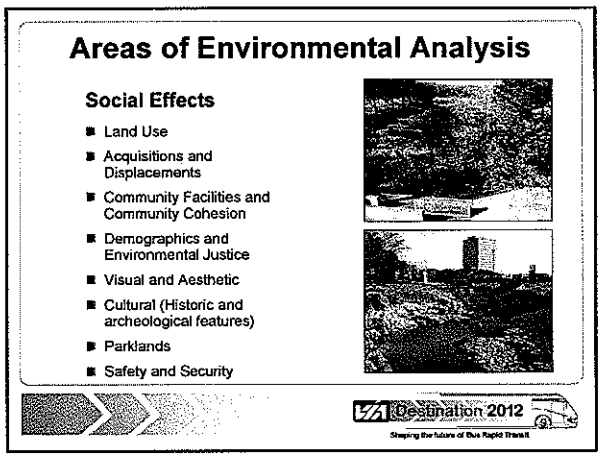
Service Plan & Branding

Destination 2012

Shaping the future of Bus Rapid Transit


Public Involvement and EA Timeline
Meetings with potentially affected property owners in BRT corridor
Public meeting to discuss draft EA
VIA submits final EA to FTA/FHWA/TxDOT
VIA receives environmental determination from FTA/ FHWA/TxDOT
VIA receives approval of draft EA from FTA/ FHWA/TxDOT
Public meetings on alternatives, associated stations, transit centers
Final Design/Construction: 2010-2012
Destination 2012
Shaping the future of Bus Rapid Transit


Environmental Process
Agency Scoping/ Public Introduction Meetings
Alternatives Development
Engineering Analysis
Environmental Analysis
Agency Coordination
Continued Public Involvement
Document Preparation
FTA/FHWA/ TxDOT Review of Draft EA
FTA/FHWA/ TxDOT Approve Draft EA
Notice of Availability of EA Published
Public Meeting
Comments Incorporated Into Final EA
FTA/FHWA/ TxDOT Review of Final EA
PUBLIC INVOLVEMENT
FTA - Federal Transit Administration
FHWA - Federal Highway Administration
TxDOT - Texas Department of Transportation
EA - Environmental Assessment
8


Areas of Environmental Analysis
Social Effects
Land Use
Acquisitions and Displacements
Community Facilities and Community Cohesion
Demographics and Environmental Justice
Visual and Aesthetic
Cultural (Historic and archeological features)
Parklands
Safety and Security
Destination 2012
Shaping the future of Bus Rapid Transit

Areas of Environmental Analysis (cont'd)

Environmental Effects

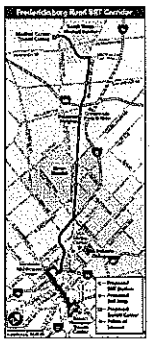
- Geology
- Water
- Biota and Habitat
- Threatened and Endangered Species
- Farmlands
- Air quality
- Noise and Vibration
- Hazardous Materials
- Energy

Destination 2012

Shaping the future of Bus Rapid Transit

BRT on Fredericksburg Road Corridor

- Service from downtown into the Medical Center
- Serves two biggest employment centers
- Downtown option and Medical Center circulation needs to be determined during design phase
- Combination of dedicated bus lane and mixed traffic operations
- Initial corridor is part of a future city- wide high capacity transit system

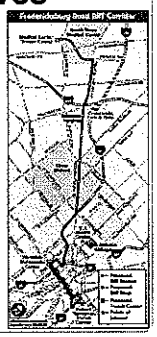


Destination 2012

Shaping the future of Bus Rapid Transit

VIA BRT - Alternatives

- **No Build Alternative**
  - No BRT
  - South Texas Medical Center Transit Center
  - Westside Multimodal Transit Center
- **Build Alternative Design Options**
  (Fredericksburg Rd between Medical Dr and Pasadena St)
  - Curbside stations
    - Bus-only lane along curb
    - In some areas, mixed traffic at intersections only
  - Median running stations
    - Bus-only lane in center of Fredericksburg Road
    - In other areas, mixed traffic at intersections only

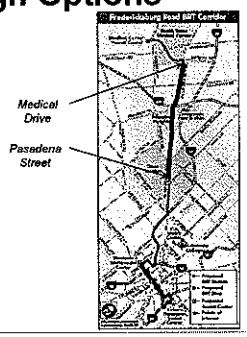


Destination 2012

Shaping the future of Bus Rapid Transit

VIA BRT – Design Options

- **Curbside and Median Running Stations**
  - Running way differs between Medical Drive and Pasadena Street *(approx. 3.9 miles)*



Destination 2012
Shaping the future of Bus Rapid Transit

VIA BRT – Design Options

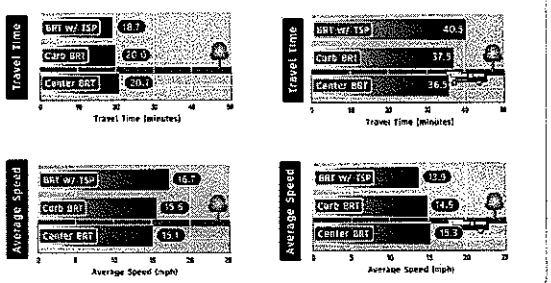
VIA BRT		Design Options		
		No Build	Curbside (Station 03 to Station 06)	Median Running (Station 03 to Station 06)
Criteria	BRT Running Time	N/A	7.7 min Northbound* 7.4 min Southbound*	7.3 min Northbound* 7.1 min Southbound*
	Property Acquisitions	N/A	Greater impact to fewer number of parcels	Lesser impact to greater number of parcels
	Traffic Impact	N/A	Private vehicles share BRT lane when making right turns. Not typical behavior for drivers	No left turns except at signalized intersections
	Safety	N/A	Safety impacts increase with intermixing of private vehicles with BRT when making right turns	Safety impacts increase with potential for illegal left turns
	Property Access	N/A	Busway used for right turns only. Consolidation of access points.	No left turns except at signalized intersections

* Times are from Vance Jackson to I410 from SAMPO Fredericksburg Road BRT Modeling Study, HDR Engineering, Inc

Destination 2012
Shaping the future of Bus Rapid Transit

Travel Time Impacts

Auto | **BRT**

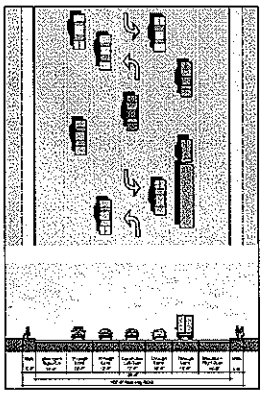


Destination 2012
Shaping the future of Bus Rapid Transit

Existing – No Build

Plan

Section



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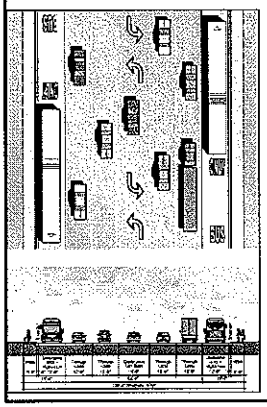
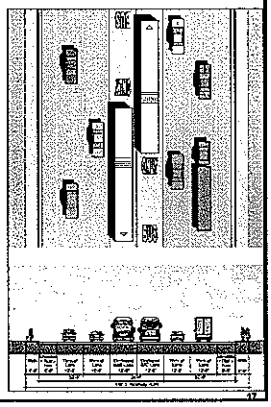
Curbside vs. Median Running

Plan

Section





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Curbside - Example

Fredericksburg Road and Medical

Viewing Northwest

11

Median Running - Example

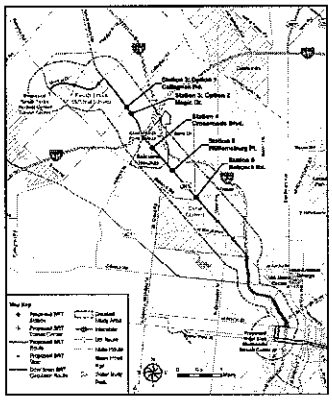
Fredericksburg Road and Loop 410

Viewing Northbound

11

Curbside Station Locations

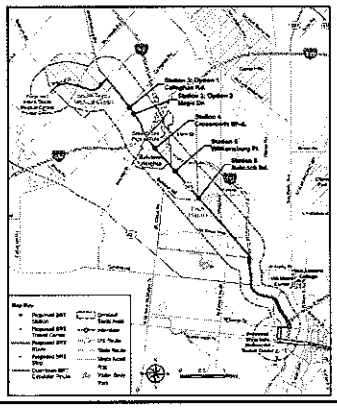
- Greater impact to fewer number of parcels
- Private vehicles will share BRT lane when making right turns
- BRT running time slightly increases by allowing right turns in BRT lane
- TTI Data shows that for every 10 access points eliminated, average speed of traffic increases by about 2.5 mph.



20

Median Station Locations

- Lesser impact to greater number of parcels
- BRT vehicles run on dedicated lane
- Left turns are only allowed at intersections
- TTI Data shows that eliminating the two way left turning lanes can decrease traffic accidents by 14%
- TTI Data also shows that for every 10 access points eliminated, average speed of traffic increases by about 2.5 mph.



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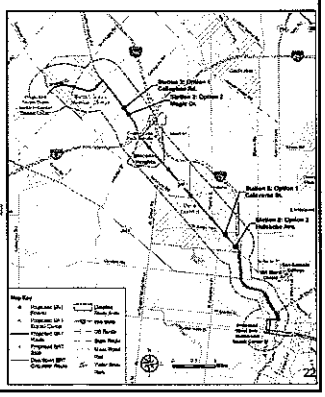
Stations #3, #8 Location Options

- Station # 3
  Callaghan Rd or Magic Dr
  - Congestion issues
- Station # 8
  Calaveras St or Huisache Ave (A/B)
  - Potential connection to Martinez Creek Hike/Bike Trail
  - Potential for economic development



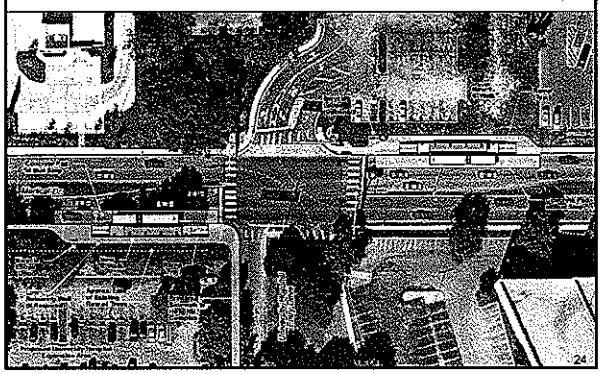
Corridor Evaluation Criteria

Criteria	No Build	Curbside	Median Running
1.0 Transportation and Mobility			
1.1 Transit Operations/Performance			
1.2 Pedestrian to Station Accessibility			
1.3 Traffic Impact			
1.4 Safety			
2.0 Economic Development Opportunity			
2.1 Consistency with Land Use Plans			
2.2 Corridor Image			
3.0 Corridor Characteristics			
3.1 Property Access			
3.2 Property Acquisition			
3.3 Resident/Neighborhood Sentiments			
3.4 Capital Cost			
3.5 Parking Impacts			

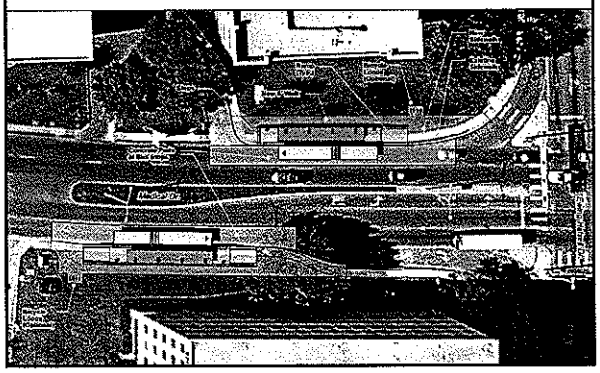
Destination 2012

Shaping the future of Bus Rapid Transit

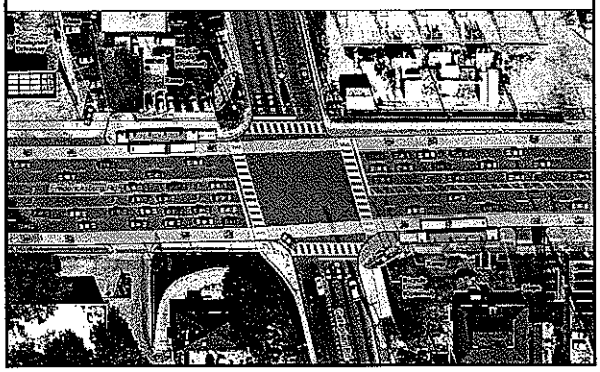
Station 01 – University Hospital



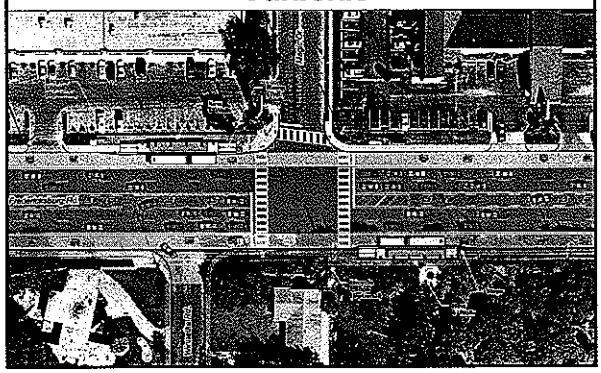
Station 02 – Ewing Halsell Drive



Station 03-1A - Callaghan Drive Curbside



Station 03-2A – Magic Drive Curbside



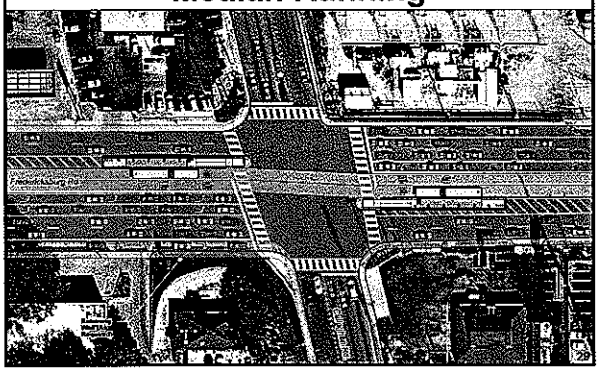
Station Area Evaluation Criteria Curbside

	Criteria	curbside Stations		
		No Build	Callaghan Road	Magic Drive
1.0 Transportation and Mobility				
1.1	Connecting Bus Interface			
1.2	Pedestrian to Station Accessibility			
1.3	Traffic Impacts			
1.4	Safety			
2.0 Economic Development Opportunity				
2.1	Proximity to Development/Redevelopment			
2.2	Consistency with Land Use Plans			
3.0 Site Characteristics				
3.1	Property Acquisition			
3.2	Resident/Neighborhood Sentiments			
3.3	Capital Cost			

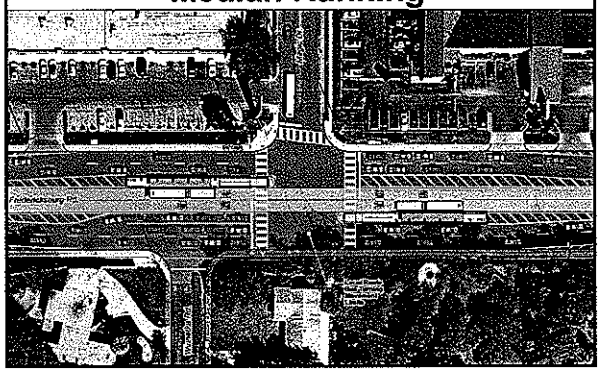
Destination 2012

Shaping the future of Bus Rapid Transit

Station 03-1B – Callaghan Road Median Running



Station 03-2B – Magic Drive Median Running



Station Area Evaluation Criteria
Median Running

Criteria		Median Running Stations		
		No Build	Gallaghan Road	Magic Drive
1.0 Transportation and Mobility				
1.1	Connecting Bus Interface			
1.2	Pedestrian to Station Accessibility			
1.3	Traffic Impacts			
1.4	Safety			
2.0 Economic Development Opportunity				
2.1	Proximity to Development/Redevelopmt.			
2.2	Consistency with Land Use Plans			
3.0 Site Characteristics				
3.1	Property Acquisition			
3.2	Resident/Neighborhood Sentiments			
3.3	Capital Cost			

Destination 2012
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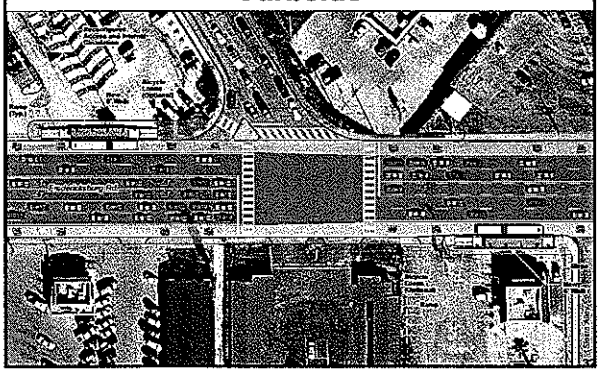
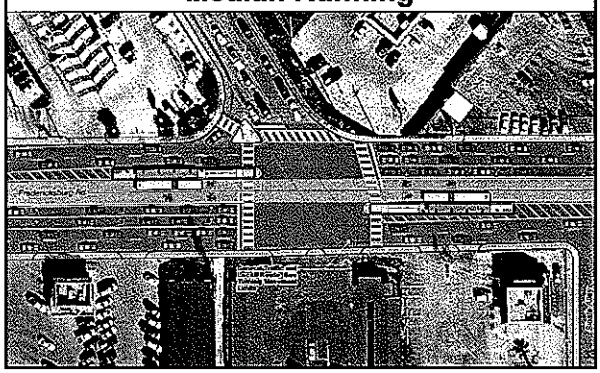
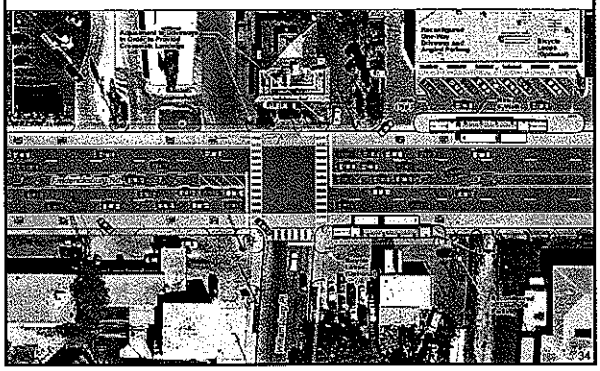
Station 04A – Crossroads Boulevard
Curbside



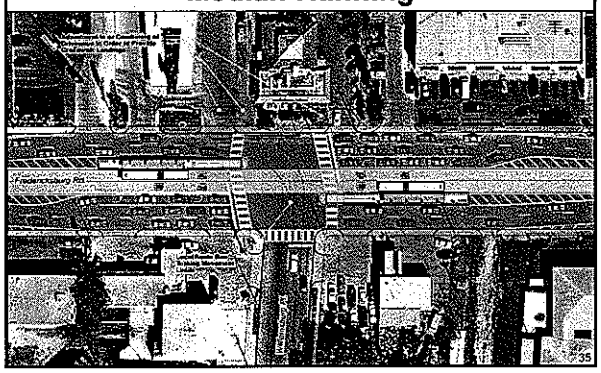
Station 04B – Crossroads Boulevard
Median Running



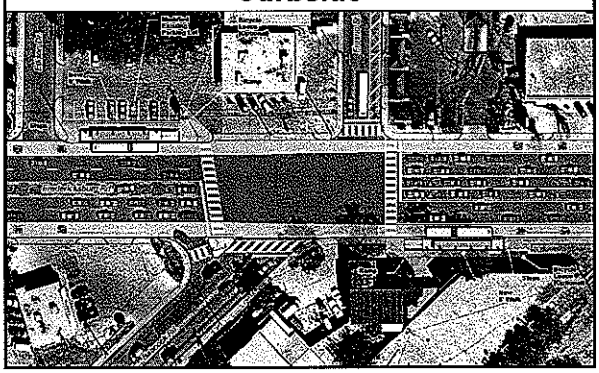
Station 05A – Williamsburg Place
Curbside



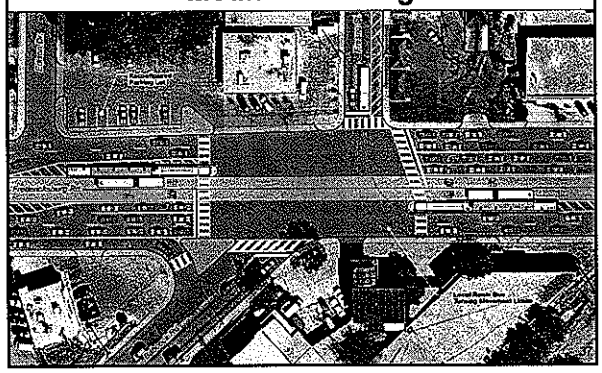
Station 05B – Williamsburg Place
Median Running



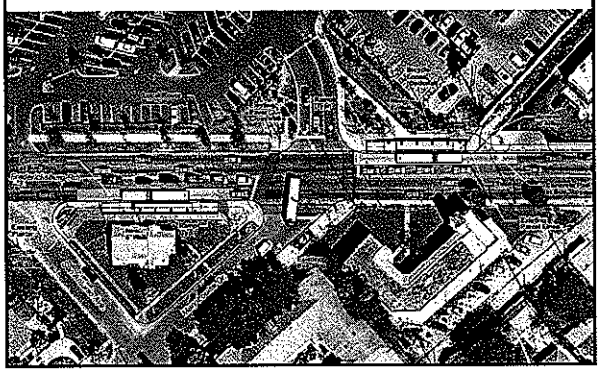
Station 06A – Babcock Road
Curbside



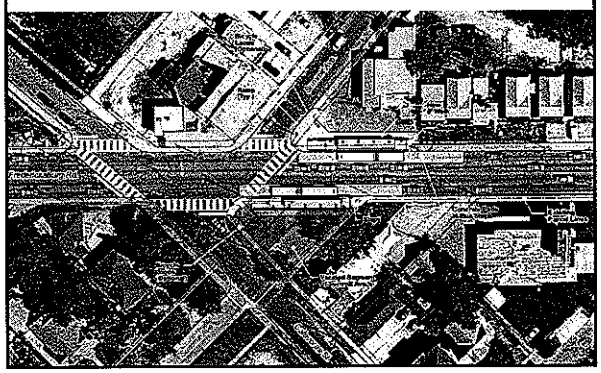
Station 06B – Babcock Road
Median Running



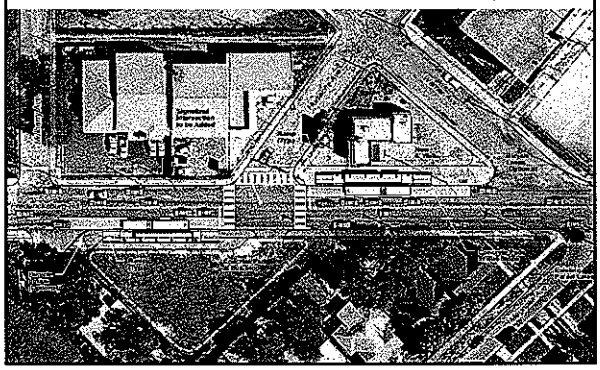
Station 07 – Mary Louise Drive



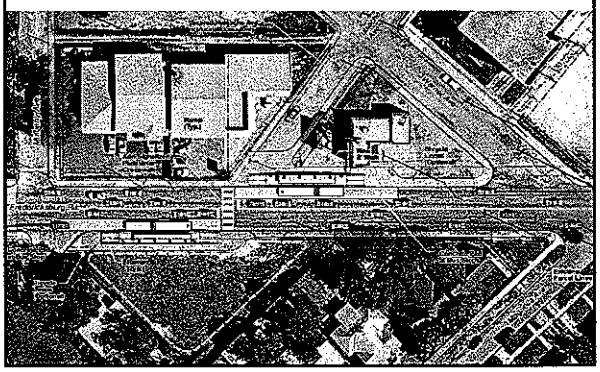
Station 08-1 – Calaveras Street



Station 08-2A – Huisache Avenue



Station 08-2B – Huisache Avenue



Station Area Evaluation Criteria

	Criteria	No Build	Calaveras Street	Huisache Avenue
1.0	Transportation and Mobility			
1.1	Connecting Bus Interface			
1.2	Pedestrian to Station Accessibility			
1.3	Traffic Impacts			
1.4	Safety			
2.0	Economic Development Opportunity			
2.1	Proximity to Development/Redevelopment			
2.2	Consistency with Land Use Plans			
3.0	Site Characteristics			
3.1	Property Acquisition			
3.2	Resident/Neighborhood Sentiments			
3.3	Capital Cost			

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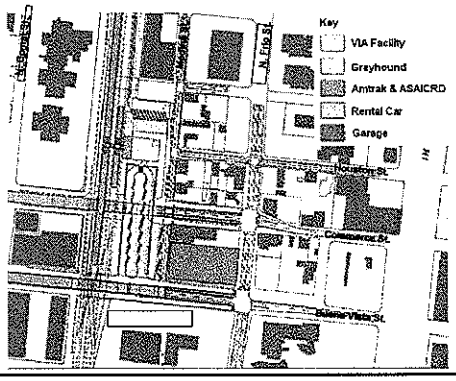
Westside Multimodal Transit Center

Initial Site Plan August 2007



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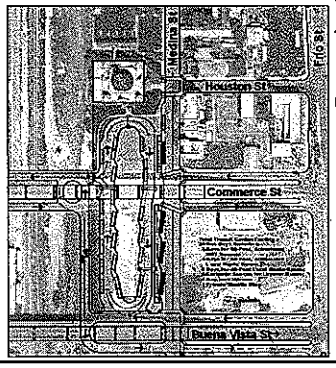
Westside Multimodal Transit Center

Current Concept Plan



Total Transit Center Facility

- 24 bus bays including:
  - 4 bays for 60-foot articulated local route buses
  - 8 bays for 40-foot local route buses
  - 6 curbside spaces for layover buses
  - 1 bay for VIAtrans
  - 1 private shuttle stop

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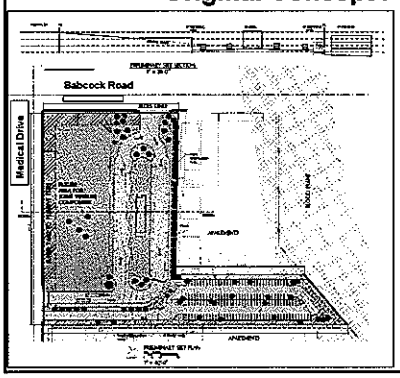
South Texas Medical Center Transit Center Original Concept Plan



Total Transit Center Facility- 2007 Funded Site

- Transit Station Platform
- 21 bus bays including 2 for BRT buses
- Transit Station Building
- Surface parking for patrons (130 sp)
- 2.3-acre site reserved for future joint development
- Site development considerations
- Tree mitigation, sound attenuation, landscape buffer, lighting

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Summary of Public Comments from Zoning Meeting held in association with STMCTC

- Desire for buffer between transit center and residences
- Need to address noise levels/air quality associated with public transit vehicles
- Concerns about area lighting
- Need to address traffic congestion/pedestrian access at Medical Drive/Babcock
- Concern about property values
- Concern about potential crime
- Desire to continue participating in the development of the project

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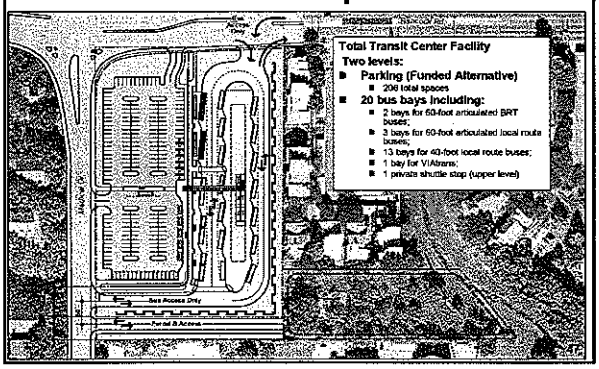
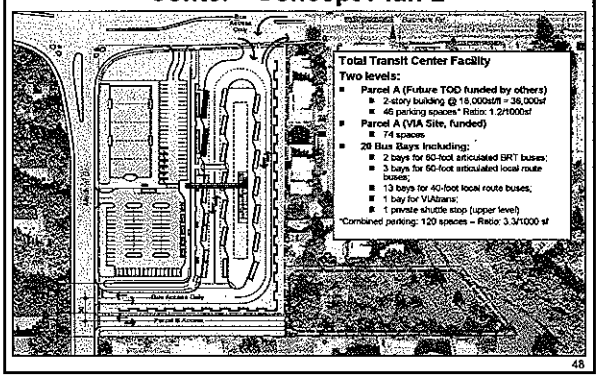
South Texas Medical Center Transit Center - Concept Plan 1



South Texas Medical Center Transit Center - Concept Plan 2



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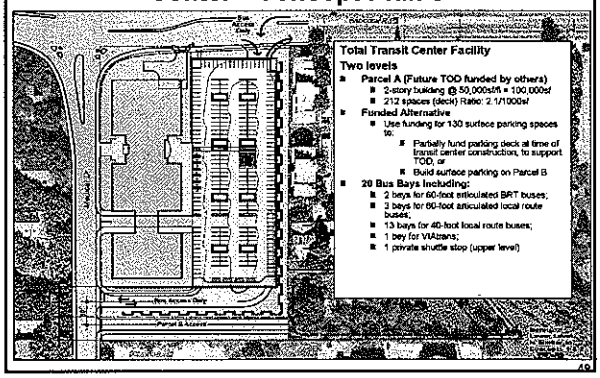
South Texas Medical Center Transit Center - Concept Plan 3



May Public Meetings

BRT Stations and Transit Centers

Monday, May 4	Norris Conference Center - Balcones Heights	#3 Magic Drive / Callaghan Street #4 Crossroads Boulevard #5 Williamsburg Place #6 Babcock Road
Tuesday, May 5	Ecumenical Center - Ewing Halsell	#1 University Hospital #2 Ewing Halsell Drive
Wednesday, May 6	Bob Ross Center	South Texas Medical Center
Thursday, May 7	VIA Metro Center	#7 Mary Louise Drive #8 Calaveras Street / Huisache Avenue
Saturday, May 9	VIA Metro Center	Westside Multimodal Transit Center

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Breakout Sessions

Destination 2012

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Public Meeting on BRT Stations and Transit Centers

Monday, May 4,2009 6:00 p.m.
Norris Conference Center, Red Oak Ballroom – Crossroads Mall
4522 Fredericksburg Rd., Suite A100

SIGN-IN SHEET

Name (Please Print)	Organization	Address	Zip Code	Phone/ Fax	e-mail address
1. Lillie LiTTRell					
2. Richard L Sims					
3. Janie & Frank Fonseca					
4. Alma L Cortes					
5. ARTHUR LEFTON					
6. LAURIE ZERTUCHE					
7. Pam Leissner	SanAntonio Medical Foth				
8. MARY JOWERS					
9. Clay Smith	TxDOT				
10. Philip Howlett	TxDOT				
11. WALTER ALARD	TERRA DESIGN GROUP				
12. LEO NICHOLS	JACOBS				
13. Lisa M. Martin	Creative Civilization				
14. John T CARROLL					
15.					

Destination 2012
Shaping the future of Bus Rapid Transit

Public Meeting on BRT Stations and Transit Centers

Monday, May 4,2009 6:00 p.m.
Norris Conference Center, Red Oak Ballroom – Crossroads Mall
4522 Fredericksburg Rd., Suite A100

SIGN-IN SHEET

Name (Please Print)	Organization	Address	Zip Code	Phone/ Fax	e-mail address
1. BENJAMIN WILLBORN					
2. CHARLES VAN SICKLEN					
3. Ruth Perez	FEAST				
4. ERICK SCHLATHER	INCAP FUND				
5. Rose SAUCEDA					
6. Olivia J. Sedgen					
7. Charles Roberts	SSSS Fitzberg Rd HOA				
8. Kathy Roberts	Self				
9. Sean Pate	Balcones Heights				
10.					
11.					
12.					
13.					
14.					
15.					

Destination 2012

Shaping the future of Bus Rapid Transit

Public Meeting on BRT Stations and Transit Centers

Monday, May 4,2009 6:00 p.m.
Norris Conference Center, Red Oak Ballroom – Crossroads Mall
4522 Fredericksburg Rd., Suite A100

SIGN-IN SHEET

Name (Please Print)	Organization	Address	Zip Code	Phone/ Fax	e-mail address
1. Gloria Kelley					
2.					
3.					
4.					
5.					
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Destination 2012
Shaping the future of Bus Rapid Transit

Public Meeting on BRT Stations and Transit Centers

Monday, May 4,2009 6:00 p.m.
Norris Conference Center, Red Oak Ballroom – Crossroads Mall
4522 Fredericksburg Rd., Suite A100

SIGN-IN SHEET

Name (Please Print)	Organization	Address	Zip Code	Phone/ Fax	e-mail address
1. Numan Omasu					
2. Charlotte Kahl	Old Spanish Trail				
3. Clark Davis	None				
4. Gary Martin	None				
5. Carolyn Holland	Homeowner				
6. Joe P. Martinez					
7. MANUEL L. Hempkins	RETIRED WARREN INN				
8. William A. MARTIN	DIA Bd				
9. [illegible]	[illegible]				
10. Edward V. DiBanion	Homeowner				
11. DAVID LEFTON	TWIN LANE				
12. Marti Crawford	McDonald's (DIDAK				
13. Luis Valencia	Boomerang's Inc.				
14. Milly Clark	Original Donut				
15. Rick Clark	"				

Destination 2012
Shaping the future of Bus Rapid Transit

Public Meeting on BRT Stations and Transit Centers

Monday, May 4,2009 6:00 p.m.
Norris Conference Center, Red Oak Ballroom – Crossroads Mall
4522 Fredericksburg Rd., Suite A100

SIGN-IN SHEET

Name (Please Print)	Organization	Address	Zip Code	Phone/ Fax	e-mail address
1. TONY CROSBY					
2. John Osten	COSA - PDSD				
3. JAMES ALLISON					
4. LORENZO NASTASI	CITY OF BAL HTS				
5. Tony DALADIZ	Self				
6. Joslyn Mendoza	SUPERMAGIC HCW				
7. MR STOLMENDOZA	SUPER MAGIC HCW				
8. Bennie F. Cash	Bd. Con. Hgts Council				
9. JACK FINGER					
10. SEDEF DOGANER	UTSA				
11. Charles MATTHIES	City of Balcones Hts				
12.					
13.					
14.					
15.					

Public Meeting on BRT Stations and Transit Centers

Destination 2012
Shaping the future of Bus Rapid Transit

Monday, May 4,2009 6:00 p.m.
Norris Conference Center, Red Oak Ballroom – Crossroads Mall
4522 Fredericksburg Rd., Suite A100

SIGN-IN SHEET

* Elected official

Name (Please Print)	Organization	Address	Zip Code	Phone/ Fax	e-mail address
* 1. Minnie Abrego Sanchez	Senator				
2. Samuel Urbina	Urbina Chiropractic				
3. Gavino Pérez Jr.	Self				
4. BETTY TOWERS	SELF				
5. Jem Rochford	Self				
6. Gilmer D. Gaston	Self				
7. Tony Galvez	Self				
8. Rebecca R. Lope					
9. Robert G. Chavez					
10. Ruth Towers	Self				
* 11. SUZANNE deLEON	MAYOR, BALCONES HTS				
12.					
13.					
14.					
15.					

MEETING DATE/TIME/LOCATION:

May 4, 2009, 6 p.m. – 8 p.m., Norris Conference Center, Crossroads Mall/Red Oak Room, 4522 Fredericksburg Rd., Suite A100, San Antonio, TX 78201

PURPOSE:

The purpose of this public meeting was to provide information about the proposed Bus Rapid Transit (BRT) station locations and transit center designs, and to receive comments and questions from the public regarding this information. The focus of this meeting was Station #3 (Magic Drive or Callaghan Road), Station #4 (Crossroads Boulevard), Station #5 (Williamsburg Place), and Station #6 (Babcock Road).

FORMAT:

The public meeting consisted of an open house followed by a PowerPoint presentation and a breakout session. Displays showing the proposed project area, proposed station locations and design options, and the proposed transit centers were available for review and comment. Project team members were available to interact with the public and agency representatives, and answer questions. Members of the public were given an opportunity to make verbal and written comments.

PUBLIC NOTICE:

Print advertisements for the public meetings were placed in two local publications as follows:

1. San Antonio Express News (English): Sunday, April 19, 2009
2. La Prensa: (Spanish): Wednesday, April 29, 2009

A bilingual BRT newsletter explaining the status of the proposed BRT project and the upcoming public meetings was mailed to a list of 24,573 residents and other stakeholders. The list of stakeholders includes residents and business owners along and adjacent to the corridor, including the areas of Balcones Heights, South Texas Medical Center and Westside Multimodal Transit Center. The newsletter described the status of the BRT project and the upcoming public meetings. A pdf version of the newsletter was placed on the BRT website and extra copies were made available at the public meetings and at VIA information centers.

The VIA website provided further information about the public meetings.

ATTENDANCE:

Sixty-one people signed in at this meeting. Of the 61, 59 were local residents or stakeholders and 2 were elected officials.

MEETING MATERIALS:

Information was distributed at the public meeting. This information included an agenda, project location map, and comment card, as well as a copy of the BRT newsletter and other VIA informational material. Most handouts were printed in Spanish and English.

The following displays were available for viewing:

- Fredericksburg Road /Medical Center BRT Corridor (seven map segments)
- Concepts 1, 2, and 3 STMCTC Plan and Sections A-A and B-B. Medical Center TC Sections A-A & B-B
- Concepts 2 & 3 STMCTC Sections C-C
- WSMMTC Concept Plan
- Location Map
- Matrix for Alternative Alignments
- Medical Drive 86' ROW Curbside Alignment
- Fredericksburg Road 120' ROW Median Alignment
- Fredericksburg Road 120" ROW Curbside Alignment
- Fredericksburg Road 100' ROW Median Alignment
- Fredericksburg Road 100' ROW Curbside Alignment
- Fredericksburg Road 50' ROW Curbside Alignment
- Median Barrier Alternatives
- Station Illustrations
- Environmental Process Illustration

These displays are attached to this summary.

PRESENTATION:

Priscilla Ingle, VIA Vice President for Public Affairs, opened the meeting by welcoming meeting participants and introducing VIA's consultants on the project: Lockwood, Andrews & Newnam (the general engineering consultant) and URS Corporation (the environmental assessment and preliminary engineering consultant). Ms. Ingle explained the format and agenda of the meeting: open house, followed by the presentation, followed by breakout groups. She noted that public input was vital to the development of the proposed BRT on Fredericksburg Road Corridor project.

Mr. Don Yuratovac, the URS project manager, explained the objectives of the meeting: to present a project overview and status; provide a forum for public comment; and to present alternatives, preliminary station locations, and transit center site plans for public review and comment as part of the Environmental Assessment (EA) process. He then gave an overview of BRT, explaining that BRT combines the best features of rail travel with the flexibility of bus service. BRT uses specialized rubber-tired vehicles and provides high capacity service that can significantly improve mobility. VIA's BRT vehicles would use hybrid fuel technology. BRT, which is often referred to as "Light Rail on Rubber Tires" or "Better Rapid Transit," operates on roadways or dedicated lanes. This permanent, integrated system results in reduced travel times, fewer delays, and increased reliability.

Mr. Yuratovac went on to discuss the components of BRT, showing pictures of a BRT bus, noting that the BRT vehicles run on either curbside or median lanes, which may be bus-only or mixed traffic. He noted that there would be stations for BRT and that the system would make use of Intelligent Transportation Systems (ITS) components, which are features such as displays in stations that provide information on vehicle arrival and departure times. One of the features that make this vehicle or this type of system faster and more reliable is the off-board fare collection system.

Mr. Yuratovac explained the public involvement and EA timeline, explaining that meetings with potentially affected property owners had been held in late April and that the five public meetings this week are aimed at providing information about and getting public input on alternatives and design options for proposed station locations and transit centers. A public meeting to discuss the results of the draft EA will be held in late summer 2009, and VIA intends to submit the final EA and receive an environmental determination from the Federal Transit Administration (FTA), Federal Highway Administration (FHWA), and the Texas Department of Transportation (TxDOT) by the end of 2009.

The environmental process has been underway since 2008. Currently, VIA and its consultants are developing alternatives, performing engineering analyses, conducting the environmental analysis, coordinating with appropriate agencies, preparing the draft EA document, and conducting ongoing public involvement activities, including the meetings being held this week.

Mr. Yuratovac explained that the areas of environmental analysis include the following: land use; acquisitions and displacements; community facilities and community cohesion; demographics and environmental justice; visual and aesthetic; cultural (historic and archeological features); parklands; safety and security; geology; water; biota and habitat; Threatened and Endangered Species; farmlands; air quality; noise and vibration; hazardous materials; and energy.

Mr. Yuratovac proceeded to explain the proposed BRT on Fredericksburg Road Corridor project. It would provide service from downtown into the Medical Center area, thus serving two of the city's biggest employment centers. During the design phase, a downtown option (extending BRT service into the downtown using existing bus stops) and circulation needs in the Medical Center will be determined. The BRT would use a combination of dedicated bus lanes and mixed traffic operations. This initial proposed BRT corridor is part of a future city-wide high capacity transit system.

As part of the engineering and environmental analysis, VIA is considering No Build and Build Alternatives. With the No Build Alternative, there would be no BRT, but the two proposed transit centers—the South Texas Medical Center Transit Center (STMCTC) and the Westside Multimodal Transit Center (WSMMTC) would be built. The Build Alternative involves constructing the BRT project on Fredericksburg Road Corridor.

Within the Build Alternative there are some design options for the proposed stations on Fredericksburg Road between Medical Drive and Pasadena Street. One option is curbside stations with bus-only lanes along the curb except in some areas where the BRT would be in mixed traffic at intersections only. The other design option is median running stations with a bus-only lane in the center of Fredericksburg Road.

The VIA BRT design options are being evaluated on the basis of five criteria: BRT running time; property acquisitions; traffic impact; safety; and property access. BRT running time for the curbside stations would be 7.7 minutes northbound and 7.4 minutes southbound in the area from Vance Jackson to IH-410 (according to the San Antonio Metropolitan Planning Organization [SAMPO] Fredericksburg Road BRT Modeling Study). On the other hand, the BRT running time in the same area for median running stations would be 7.3 minutes northbound and 7.1 minutes southbound. Where right-of-way impacts occur, the curbside stations would have a greater impact on a fewer number of land parcels whereas the median running stations would have a lesser impact on a larger number of parcels. With curbside stations, other vehicles would have to share the BRT lane when making a right turn, which would be atypical behavior for drivers. With median running, drivers of other vehicles could only make left turns at signalized intersections. In the area of safety, safety would be affected when drivers share the BRT lane to make right turns in the curbside option. Safety would also be affected in the median running option if drivers make illegal left turns. Finally, with curbside stations, the right lane would be used for the busway only and access points would be consolidated. With median running, there would only be left turns at signalized intersections.

Mr. Yuratovac then showed a graphic illustrating that automobiles would travel slightly faster with curbside BRT and the BRT vehicles would travel slightly faster with median running BRT. He then showed a series of graphics illustrating the No Build Alternative with the existing travel lanes and then the Build Alternative with the curbside and median running design options. As mentioned previously, the curbside stations would result in a greater impact to a fewer number of parcels; other vehicles having to share the BRT lane when making right turns; a BRT running time slightly increased by allowing right turns from the BRT lane; and Texas Transportation Institute (TTI) data showing that for every 10 access points eliminated, the average speed of the traffic increases by about 2.5 miles per hour.

Mr. Yuratovac explained that for median running stations there is a smaller impact to a larger number of parcels. The BRT vehicle would run on a dedicated lane and left turns for other vehicles would only be allowed at intersections. TTI data show that eliminating the two-way left turn lanes can decrease traffic accidents by 14 percent, and also that for every 10 access points eliminated, the average speed of traffic increases by about 2.5 miles per hour.

In the next portion of the presentation, Mr. Yuratovac showed each of the proposed stations (including design and location options) in the corridor. He noted that with Station

#3 (Callaghan Road or Magic Drive), there are congestion issues, and with Station #8 (Calaveras Street or Huisache Avenue A/B), there is a potential connection to the Martinez Creek Hike/Bike Trail and the potential for economic development. Mr. Yuratovac explained that the corridor is being evaluated on the basis of three main criteria: transportation and mobility (transit operations/performance, pedestrian to station accessibility, traffic impact, and safety); economic development opportunity (consistency with land use plans and corridor image); and corridor characteristics (property access, property acquisition, resident/neighborhood sentiments, capital costs, and parking impacts).

The proposed station options being considered are the following:

- 01 – University Hospital
- 02 – Ewing Halsell Drive
- 03-1A – Callaghan Drive Curbside
- 03-2A – Magic Drive Curbside
- 03-1B – Callaghan Road Median Running
- 03-2B – Magic Drive Median Running
- 04A – Crossroads Boulevard Curbside
- 04B – Crossroads Boulevard Median Running
- 05A – Williamsburg Place Curbside
- 05B – Williamsburg Place Median Running
- 06A – Babcock Road Curbside
- 06B – Babcock Road Median Running
- 07 – Mary Louise Drive
- 08-1 – Calaveras Street
- 08-2A – Huisache Avenue
- 08-2B – Huisache Avenue

The station location options are being evaluated on the basis of three main criteria: transportation and mobility (connecting bus interface, pedestrian to station accessibility, traffic impacts, and safety); economic development opportunity (proximity to development/redevelopment and consistency with land use plans); and site characteristics (property acquisition, resident/neighborhood sentiments, and capital cost).

The two proposed transit centers also were discussed by Mr. Yuratovac. He compared the original concept (developed in 2007) and current concept for the WSMMTC. The current concept includes 24 bus bays with 4 bays for 60-foot articulated local route buses (BRT), 8 bays for 40-foot local bus routes, 6 curbside spaces for layover buses, 1 bay for VIAtrans, and 1 private shuttle stop. In the original concept, the WSMMTC had a transit station platform, 21 bus bays, a transit station building, surface parking for patrons (130 spaces), 2.3-acre site reserved for joint development, site development considerations, and tree mitigation, sound attenuation, landscape buffer, and lighting.

In discussing the STMCTC, Mr. Yuratovac reviewed the comments received during a zoning meeting that was held with local residents regarding that site in 2007. At that time, the public expressed a desire for a buffer between the transit center and residences; the need to address noise levels/air quality associated with public transit vehicles; concerns about area lighting; the need to address traffic congestion/pedestrian access at Medical Drive/Babcock Street; concern about property values; concern about crime; and a desire to continue participating in the development of the project.

Mr. Yuratovac explained that these issues have been considered in developing concept plans for the proposed STMCTC. Three different plans have been developed. Concept Plan 1 is a transit facility with two levels: one for parking with 206 spaces and 20 bus bays including 2 bays for 60-foot articulated BRT buses, 3 bays for 60-foot articulated local route buses, 13 bays for 40-foot local route buses, 1 bay for VIAtrans, and 1 private shuttle stop (upper level). Concept Plan 2 also has a two-level facility with a parcel for future transit-oriented development (TOD), a two-story building with 46 parking spaces, another parcel with 74 parking spaces, and 20 bus bays including 2 bays for 60-foot articulated BRT buses, 3 bays for 60-foot articulated local route buses, 13 bays for 40-foot local route buses, 1 bay for VIAtrans, and 1 private shuttle stop (upper level).

Concept Plan 3 is a two-level facility with a 2-story building with 212 parking spaces on a deck or 130 surface parking spaces. Concept 3 has a larger TOD than Concept 2. Concept 3 has 20 bus bays including 2 bays for 60-foot articulated BRT buses, 3 bays for 60-foot articulated local route buses, 13 bays for 40-foot local route buses, 1 bay for VIAtrans, and 1 private shuttle stop (upper level).

Mr. Yuratovac concluded the presentation and encouraged meeting participants to join in the breakout sessions to ask questions and provide input. He also reminded participants to fill out comment cards at the meeting or send them in by May 15.

BREAKOUT SESSION SUMMARY

At this meeting, four breakout sessions were held—one for each of the proposed station locations: #3 (Magic Drive/Callaghan Road), #4 (Crossroads Boulevard), #5 (Williamsburg Place), and #6 (Babcock Road). In general, meeting participants expressed concern about safety, traffic and had many questions about how BRT would operate. The tables below provides additional detail on the breakout sessions.

Breakout Session Comments: 5-4-09 Babcock Rd.

Curbside vs. median running Consider curbside only throughout entire corridor. Preference for curb because it doesn't take away left turns on the median (better access to businesses). Issues with enforcement with curbside option. Issues with right turns on curbside alternative (safety) You will be wasting your money putting the bus on curbside because all it is is a glorified bus system. Of

the two, median is preferred. ***How does the transition from median to curb happen?*** Curbside BRT has issues with access to businesses because of bus/vehicle conflicts
Traffic Flow around stations ***Will traffic coming southbound on Vance Jackson still be able to head southbound on Fredericksburg?*** (Traffic issues) ***What are the traffic impacts of the pedestrian crossings?*** Plus for curbside alternative. Error on Station 6 left turn heading southbound on Fredericksburg. It's obvious that there will be traffic impacts with either option. ***How are vehicles supposed to make a right turn on the curbside alternative?*** ***Why aren't the impacts to traffic less for the curbside alternative?*** BRT will take up full lanes of traffic. ***Why are there two left turn lanes (heading north) turning onto Babcock?*** ***Will traffic be able to cross Fred Rd at the cross streets?*** ***How much traffic is on Fredericksburg Rd. currently (today)?*** Bus stops should be on the far side of intersections instead of near side.
Parking ***Will there be impact to parking at stations with either option?*** ***Will there be head-in parking at the donut shop (or anywhere else)?***
BRT Functionality ***How fast is the BRT bus planning on running?*** Buses are very large and where the ROW width decreases (south near downtown) it can become scary for vehicles. ***Are the 60 ft vehicles the only ones they sell? Can there be other sized vehicles? Possibly smaller?*** ***Will the BRT buses continue into downtown?*** ***Why not do this?*** (Drawing on comment sheet showing through traffic and BRT vehicles travelling in reverse directions – Advantage: through traffic and BRT coach can watch for each other better). ***What type of fuel do the BRT buses use?*** ***Have they looked at placing BRT on Broadway instead?***
Other Don't see what is wrong with the current system. How many people rid the bus? Current bus system works well. Money can be better spent in other ways.

Note: Questions are highlighted with ***bold, italic type***.

Breakout Session Comments: 5-4-09 Crossroads Blvd.

Connectivity ***Park and Ride at Crossroads? Available?*** ***Local buses, can I take them?*** ***Will it be stopping at certain stations? Will buses charge me if I have to take one to get to final destination?*** ***If you don't want to take the bus, can you just cross the street?*** ***Will there be a station at HEB?*** ***Will there be sidewalks on curbs?***
Curbside vs. Median ***How do passengers board when on a median run?*** We need to stay on curbs. We need to stay in the same way as we start – no transition.

Two lanes vs. four lanes question correct? ***Are the streets going to be made wider?***
Construction Impacts Reconstruction impacts: where reconstruction is done, there will be reconstruction impacts. Least amount of impact given the time. Time to construct is a concern. Length of construction is a key issue. Impact to property owner – length of time of impact. ***Will it be built in sections?*** ***Is TXDOT going to build it?*** Suggestion: do construction one block at a time.
Station Locations Hillcrest St. ends. Fred at HEB is too narrow. Access to commercial buildings (3) past Siesta Alley is a concern.
Other ***Will there be curbs?*** ***Will signs be disturbed?*** ***Will TXDOT change toll fares?*** ***Will bus fares go up?*** VIA keeps raising fares.

Note: Questions are highlighted with ***bold, italic type***.

Breakout Session Comments: 5-4-09 Magic Dr./Callaghan St.

Magic vs. Callaghan ***If it's constructed on Magic, what will happen to wall on Fred Rd.?*** (Response: That wall would have to relocated back and be 14 ft. When they put that wall there, it was when they made Fred Rd. Concerned about potential for accidents due to center-running. Speaker mentioned working hard to minimize impact to residential areas, yet Magic Dr. has more residential. ***What happens to left turn lanes at Callaghan?***
Curbside vs. Median Running We turn off Fred Rd. and we can barely get out of our complex right now. ***If you have it center running, will you allow U-turns?*** ***Why don't you just make the center-median a station?*** ***If it's curbside – it would not be in a barrier?*** ***If you do curbside on Fred Rd., how would people get into Winnetka?*** (Response: People would decelerate and turn right from bus lane.) I live in gated community with one entry/exit. ***If you do curbside running, how do you turn right?*** (Response: If it's dedicated curbside running, you would cross dedicated lanes.) I would like to see the center running. You lose a lane either way.
Need for BRT? ***Where are the riders going to come from?*** I drive behind empty busses on Fred Rd. all the time. They only get full in am/pm peaks.

Light rail or street cars are cheaper in the long run for these reasons:

- One driver for many rail cars. BRT has a driver per bus.
- Rail or street cars run on steel tracks and are electric.
- Rail or street cars carry more passengers than BRT.
- Rail or street cars result in more re-investment or redevelopment along the line, particularly at stations.
- BRT is generally taken out of cities that put in BRT and BRT is replaced by light rail.
- BRT is not as efficient or effective.
- Make good decisions at beginning.

Light rail takes more cars off corridors and that makes them more effective and efficient besides saving residents money that would use rail or street cars.
Why not avoid this by doing a monorail down center? Look at example in Miami.
Bottom line, what is this project going to cost? (Response: $110 million.)
How do you expect to increase ridership? I see buses and they're usually empty.
Is this worth the $110 million we're going to spend?
Do you increase ridership as a result of BRT? (Response: Yes.)

Traffic

Will the buses stop at stoplights? (Response: Yes, but they will talk to signal lights to request.)
Concerned about removing one lane of traffic in each direction.
Fred Rd. is not wide enough for this.
When you move left turns to intersections that are already congested, you just compound problem.
How much do you think traffic will be reduced on Fred Rd.?

Other

Concern with how a regular ticket will work with BRT.
I lived in Europe and more people like to take transit because it's convenient, clean, and regular. I take bus often to medical center.
Houston changed their lights to resolve the safety issue, because people were left turning (see drawing on session sheet).

Note: Questions are highlighted with ***bold, italic type***.

Breakout Session Comments: 5-4-09 Williamsburg Pl.

Keep left turns into businesses.
500 block of Williamsburg – buses are fast. Slow down.
Balcones/Fredericksburg connectivity to BRT (make sure there is a connection to local bus service for employees of McDonalds).
Consideration for combined platforms to load passengers on both sides and perhaps reduce ROW impacts.

Note: Questions are highlighted with ***bold, italic type***.

DEADLINE FOR COMMENTS:
Comments received and/or postmarked on or before May 15, 2009 are included in this public meeting report.

WRITTEN COMMENTS:
Eighteen written comments were received from the public during the public meeting on May 4, 2009. These comments are included in Table 1: Summary of Public Comments for May 4, 2009.

Table 1: Summary of Public Comments on VIA BRT for Fredericksburg Road Corridor
Monday, May 4, 2009

Name	Category	Affiliation	Method of Comment Submission/Date	Comment
Barb McMillan	Opposition/ preference for light rail		Written comment	Why invest in BRT when light rail is more cost effective? A comprehensive transportation plan is needed for the entire city
Damon Mason	BRT Buses Williamsburg Station Median running	Resident	Written comment	BRT buses need to be powerful enough to run in traffic. Why have a station at Williamsburg? Median running makes a lot of sense as long as it's done correctly
Janie Lonseca	Williamsburg Station	Resident	Written comment	VIA Route 524 should not go down Williamsburg Place because it is noisy and a safety hazard for residents. Please reroute to Hillcrest or Babcock.
Rebecca Lopez	Callaghan Station	Property owner	Written comment	Prefer Callaghan median running option
Anonymous	Parking Aesthetics		Written comment	Parking required at every station. Keep street names set in sidewalks on west side of Fredericksburg Road (IH-10 to Agarita)
Charles and Kathy Roberts	Traffic Curb Running	Resident	Written comment	Don't remove any traffic lanes on Fred. Road. Reduce current bus traffic. Curb running is preferable
Charles Van Siclen	Callaghan Station Opposition to project	Property owner	Written comment	Callaghan station preferred (either curb or median) Project is waste of money
Manuel Hempkins	Median running	Resident	Written comment	BRT should have dedicated median running lane on Fredericksburg Rd
Carolyn Holland	Median running	Property owner/	Written comment	BT should have dedicated median lane. Prefer station at Callaghan

	Callaghan Pedestrian access Traffic Connectivity	Resident		Need to be able to cross to center of Fredericksburg Rd safely (for median running) Need three lanes in each direction from Crossroads Mall to Huebner Want to transfer to Courthouse, Majestic Theater, Hemisphere Park/Convention Center on Market, Alamo
John Carrola	Callaghan Median	Property owner	Written comment	Prefer Callaghan median running
Benjamin and Yvonne Willborn	Callaghan Property value	Residents/ property owners	Written comment	Prefer Callaghan Concerned about property value, loss of land, increased foot traffic
Mary Towers	Median running	Resident	Written comment	Prefer median running for entire route
Martin	Curb running	Resident	Written comment	Prefer curb running only Eliminate bus stations at Williamsburg, Magic, Mary Louise
Frank Fonseca	Median running stations Williamsburg	Resident	Written comment	Consider single station to serve both directions Please move Williamsburg station to Balcones Heights Rd. Reroute bus on Williamsburg Pl. to other streets
Marta Crawford	General bus stops Connectivity	McDonald s Area Superviso r	Written comment	Concerned about future of bus stops on Fredericksburg Rd. 70% of my employees ride bus to work Transfers—will rates be the same?
Jack Finger	Opposition	Resident	Written comment	Curb and median both have problems (safety and traffic). Need more vehicle lanes not BRT
Ruth Perez	Median running Huisache	Resident/ property owner	Written	Prefer median running Prefer Huisache
Gavino Perez, Jr.	Questions on BRT buses, lane		Written comment	

	functionality, reconstruction of Fred. Rd. Median running			Median bus lane will require people to cross road

Public Meeting on BRT Stations and Transit Centers

Destination 2012

Shaping the future of Bus Rapid Transit

Tuesday, May 5,2009 6:00 p.m.
Ecumenical Center for Religion and Health – Jones Hall
8310 Ewing Halsell Dr.

SIGN-IN SHEET

Name (Please Print)	Organization	Address	Zip Code	Phone/ Fax	e-mail address
1. Yolanda Diaz	RJRA				
2. Rogelio Gonzalez	UHS				
3. Vanessa Rosales	ORS				
4. Steve Patrick	VIA				
5. Philip Howlett	TxDOT				
6. Barbara Fry	Resident				
7. Wes Russell	KENS 5 TV				
8. ED CARZA	FAULKER				
9. Pam Leissner	SA Medical Foundation				
10. MICHAEL ERETI	COSA PW				
11.					
12.					
13.					
14.					
15.					

Public Meeting on BRT Stations and Transit Centers

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SIGN-IN SHEET

Name (Please Print)	Organization	Address	Zip Code	Phone/ Fax	e-mail address
1. Linda Vela	RJRA				
2. Rudy Rivera	"				
3. MARK STILL	USAA				
4. Allan Ellis	CAN				
5.					
6.					
7.					
8.					
9.					
10.					
11.					
12.					
13.					
14.					
15.					

MEETING DATE/TIME/LOCATION:

May 5, 2009, 6 p.m. – 8 p.m., Ecumenical Center for Religion and Health, 8310 Ewing Halsell Drive, San Antonio, Texas 78229

PURPOSE:

The purpose of this public meeting was to provide information about the proposed Bus Rapid Transit (BRT) station locations and transit center designs, and to receive comments and questions from the public regarding this information. The focus of this meeting was Station #1 (University Hospital) and Station #2 (Ewing Halsell).

FORMAT:

The public meeting consisted of an open house followed by a PowerPoint presentation and a breakout session. Displays showing the proposed project area, proposed station locations and design options, and the proposed transit centers were available for review and comment. Project team members were available to interact with the public and agency representatives, and answer questions. Members of the public were given an opportunity to make verbal and written comments.

PUBLIC NOTICE:

Print advertisements for the public meetings were placed in two local publications as follows:

1. San Antonio Express News (English): Sunday, April 19, 2009
2. La Prensa: (Spanish): Wednesday, April 29, 2009

A bilingual BRT newsletter explaining the status of the proposed BRT project and the upcoming public meetings was mailed to a list of 24,573 residents and other stakeholders. The list of stakeholders includes residents and business owners along and adjacent to the corridor, including the areas of Balcones Heights, South Texas Medical Center and Westside Multimodal Transit Center. The newsletter described the status of the BRT project and the upcoming public meetings. A pdf version of the newsletter was placed on the BRT website and extra copies were made available at the public meetings and at VIA information centers.

The VIA website provided further information about the public meetings.

ATTENDANCE:

Fourteen people signed in at this meeting. Of the 14, 7 were local residents or stakeholders and 7 were with the project team.

MEETING MATERIALS:

Information was distributed at the public meeting. This information included an agenda, project location map, and comment card, as well as a copy of the BRT newsletter and other VIA informational material. Most handouts were printed in Spanish and English.

The following displays were available for viewing:

- Fredericksburg Road /Medical Center BRT Corridor (seven map segments)
- Concepts 1, 2, and 3 STMCTC Plan and Sections A-A and B-B. Medical Center TC Sections A-A & B-B
- Concepts 2 & 3 STMCTC Sections C-C
- WSMMTC Concept Plan
- Location Map
- Matrix for Alternative Alignments
- Medical Drive 86' ROW Curbside Alignment
- Fredericksburg Road 120' ROW Median Alignment
- Fredericksburg Road 120" ROW Curbside Alignment
- Fredericksburg Road 100' ROW Median Alignment
- Fredericksburg Road 100' ROW Curbside Alignment
- Fredericksburg Road 50' ROW Curbside Alignment
- Median Barrier Alternatives
- Station Illustrations
- Environmental Process Illustration

A copy of these exhibits is attached to this summary.

PRESENTATION:

Ed Garza, the meeting facilitator, opened the meeting by welcoming meeting participants and introducing VIA's consultants on the project: Lockwood, Andrews & Newnam (the general engineering consultant) and URS Corporation (the environmental assessment and preliminary engineering consultant). Mr. Garza explained the format and agenda of the meeting: open house, followed by the presentation, followed by breakout groups. He noted that public input was vital to the development of the proposed BRT on Fredericksburg Road Corridor project.

Mr. Don Yuratovac, the URS project manager, explained the objectives of the meeting: to present a project overview and status; provide a forum for public comment; and to present alternatives, preliminary station locations, and transit center site plans for public review and comment as part of the Environmental Assessment (EA) process. He then gave an overview of BRT, explaining that BRT combines the best features of rail travel with the flexibility of bus service. BRT uses specialized rubber-tired vehicles and provides high capacity service that can significantly improve mobility. VIA's BRT vehicles would use hybrid fuel technology. BRT, which is often referred to as "Light Rail on Rubber Tires" or "Better Rapid Transit," operates on roadways or dedicated lanes. This permanent, integrated system results in reduced travel times, fewer delays, and increased reliability.

Mr. Yuratovac went on the discuss the components of BRT, showing pictures of a BRT bus, noting that the BRT vehicles run on either curbside or median lanes, which may be bus-only or mixed traffic. He noted that there would be stations for BRT and that the system would make use of Intelligent Transportation Systems (ITS) components, which are features such as displays in stations that provide information on vehicle arrival and departure times. One of the features that make this vehicle or this type of system faster and more reliable is the off-board fare collection system.

Mr. Yuratovac explained the public involvement and EA timeline, explaining that meetings with potentially affected property owners had been held in late April and that the five public meetings this week are aimed at providing information about and getting public input on alternatives and design options for proposed station locations and transit centers. A public meeting to discuss the results of the draft EA will be held in late summer 2009, and VIA intends to submit the final EA and receive an environmental determination from the Federal Transit Administration (FTA), Federal Highway Administration (FHWA), and the Texas Department of Transportation (TxDOT) by the end of 2009.

The environmental process has been underway since 2008. Currently, VIA and its consultants are developing alternatives, performing engineering analyses, conducting the environmental analysis, coordinating with appropriate agencies, preparing the draft EA document, and conducting ongoing public involvement activities, including the meetings being held this week.

Mr. Yuratovac explained that the areas of environmental analysis include the following: land use; acquisitions and displacements; community facilities and community cohesion; demographics and environmental justice; visual and aesthetic; cultural (historic and archeological features); parklands; safety and security; geology; water; biota and habitat; Threatened and Endangered Species; farmlands; air quality; noise and vibration; hazardous materials; and energy.

Mr. Yuratovac proceeded to explain the proposed BRT on Fredericksburg Road Corridor project. It would provide service from downtown into the Medical Center area, thus serving two of the city's biggest employment centers. During the design phase, a downtown option (extending BRT service into the downtown using existing bus stops) and circulation needs in the Medical Center will be determined. The BRT would use a combination of dedicated bus lanes and mixed traffic operations. This initial proposed BRT corridor is part of a future city-wide high capacity transit system.

As part of the engineering and environmental analysis, VIA is considering No Build and Build Alternatives. With the No Build Alternative, there would be no BRT, but the two proposed transit centers—the South Texas Medical Center Transit Center (STMCTC) and the Westside Multimodal Transit Center (WSMMTC) would be built. The Build Alternative involves constructing the BRT project on Fredericksburg Road Corridor.

Within the Build Alternative there are some design options for the proposed stations on Fredericksburg Road between Medical Drive and Pasadena Street. One option is curbside stations with bus-only lanes along the curb except in some areas where the BRT would be in mixed traffic at intersections only. The other design option is median running stations with a bus-only lane in the center of Fredericksburg Road.

The VIA BRT design options are being evaluated on the basis of five criteria: BRT running time; property acquisitions; traffic impact; safety; and property access. BRT running time for the curbside stations would be 7.7 minutes northbound and 7.4 minutes southbound in the area from Vance Jackson to IH-410 (according to the San Antonio Metropolitan Planning Organization [SAMPO] Fredericksburg Road BRT Modeling Study). On the other hand, the BRT running time in the same area for median running stations would be 7.3 minutes northbound and 7.1 minutes southbound. Where right-of-way impacts occur, the curbside stations would have a greater impact on a fewer number of land parcels whereas the median running stations would have a lesser impact on a larger number of parcels. With curbside stations, other vehicles would have to share the BRT lane when making a right turn, which would be atypical behavior for drivers. With median running, drivers of other vehicles could only make left turns at signalized intersections. In the area of safety, safety would be affected when drivers share the BRT lane to make right turns in the curbside option. Safety would also be affected in the median running option if drivers make illegal left turns. Finally, with curbside stations, the right lane would be used for the busway only and access points would be consolidated. With median running, there would only be left turns at signalized intersections.

Mr. Yuratovac then showed a graphic illustrating that automobiles would travel slightly faster with curbside BRT and the BRT vehicles would travel slightly faster with median running BRT. He then showed a series of graphics illustrating the No Build Alternative with the existing travel lanes and then the Build Alternative with the curbside and median running design options. As mentioned previously, the curbside stations would result in a greater impact to a fewer number of parcels; other vehicles having to share the BRT lane when making right turns; a BRT running time slightly increased by allowing right turns from the BRT lane; and Texas Transportation Institute (TTI) data showing that for every 10 access points eliminated, the average speed of the traffic increases by about 2.5 miles per hour.

Mr. Yuratovac explained that for median running stations there is a smaller impact to a larger number of parcels. The BRT vehicle would run on a dedicated lane and left turns for other vehicles would only be allowed at intersections. TTI data show that eliminating the two-way left turn lanes can decrease traffic accidents by 14 percent, and also that for every 10 access points eliminated, the average speed of traffic increases by about 2.5 miles per hour.

In the next portion of the presentation, Mr. Yuratovac showed each of the proposed stations (including design and location options) in the corridor. He noted that with Station

#3 (Callaghan Road or Magic Drive), there are congestion issues and with Station #8 (Calaveras Street or Huisache Avenue A/B), there is a potential connection to the Martinez Creek Hike/Bike Trail and the potential for economic development. Mr. Yuratovac explained that the corridor is being evaluated on the basis of three main criteria: transportation and mobility (transit operations/performance, pedestrian to station accessibility, traffic impact, and safety); economic development opportunity (consistency with land use plans and corridor image); and corridor characteristics (property access, property acquisition, resident/neighborhood sentiments, capital costs, and parking impacts).

The proposed station options being considered are the following:

- 01 – University Hospital
- 02 – Ewing Halsell Drive
- 03-1A – Callaghan Drive Curbside
- 03-2A – Magic Drive Curbside
- 03-1B – Callaghan Road Median Running
- 03-2B – Magic Drive Median Running
- 04A – Crossroads Boulevard Curbside
- 04B – Crossroads Boulevard Median Running
- 05A – Williamsburg Place Curbside
- 05B – Williamsburg Place Median Running
- 06A – Babcock Road Curbside
- 06B – Babcock Road Median Running
- 07 – Mary Louise Drive
- 08-1 – Calaveras Street
- 08-2A – Huisache Avenue
- 08-2B – Huisache Avenue

The station location options are being evaluated on the basis of three main criteria: transportation and mobility (connecting bus interface, pedestrian to station accessibility, traffic impacts, and safety); economic development opportunity (proximity to development/redevelopment and consistency with land use plans); and site characteristics (property acquisition, resident/neighborhood sentiments, and capital cost).

The two proposed transit centers also were discussed by Mr. Yuratovac. He compared the original concept (developed in 2007) and current concept for the WSMMTC. The current concept includes 24 bus bays with 4 bays for 60-foot articulated local route buses (BRT), 8 bays for 40-foot local bus routes, 6 curbside spaces for layover buses, 1 bay for VIAtrans, and 1 private shuttle stop. In the original concept, the WSMMTC had a transit station platform, 21 bus bays, a transit station building, surface parking for patrons (130 spaces), 2.3-acre site reserved for joint development, site development considerations, and tree mitigation, sound attenuation, landscape buffer, and lighting.

In discussing the STMCTC, Mr. Yuratovac reviewed the comments received during a zoning meeting that was held with local residents regarding that site in 2007. At that time, the public expressed a desire for a buffer between the transit center and residences; the need to address noise levels/air quality associated with public transit vehicles; concerns about area lighting; the need to address traffic congestion/pedestrian access at Medical Drive/Babcock Street; concern about property values; concern about crime; and a desire to continue participating in the development of the project.

Mr. Yuratovac explained that these issues have been considered in developing concept plans for the proposed STMCTC. Three different plans have been developed. Concept Plan 1 is a transit facility with two levels: one for parking with 206 spaces and 20 bus bays including 2 bays for 60-foot articulated BRT buses, 3 bays for 60-foot articulated local route buses, 13 bays for 40-foot local route buses, 1 bay for VIAtrans, and 1 private shuttle stop (upper level). Concept Plan 2 also has a two-level facility with a parcel for future transit-oriented development (TOD), a two-story building with 46 parking spaces, another parcel with 74 parking spaces, and 20 bus bays including 2 bays for 60-foot articulated BRT buses, 3 bays for 60-foot articulated local route buses, 13 bays for 40-foot local route buses, 1 bay for VIAtrans, and 1 private shuttle stop (upper level).

Concept Plan 3 is a two-level facility with a 2-story building with 212 parking spaces on a deck or 130 surface parking spaces. Concept 3 has a larger TOD than Concept 2. Concept 3 has 20 bus bays including 2 bays for 60-foot articulated BRT buses, 3 bays for 60-foot articulated local route buses, 13 bays for 40-foot local route buses, 1 bay for VIAtrans, and 1 private shuttle stop (upper level).

Mr. Yuratovac concluded the presentation and encouraged meeting participants to join in the breakout sessions to ask questions and provide input. He also reminded participants to fill out comment cards at the meeting or send them in by May 15.

BREAKOUT SESSION SUMMARY:

Because of the small number of attendees, one breakout session was facilitated by VIA. In general, meeting participants expressed the most interest about safety and expressed a preference for curb running rather than median running. They also had some questions about connectivity, how the BRT would connect with other routes, and access for pedestrians and wheelchairs. The table below provides additional detail on the breakout session.

Breakout Session Comments: 5-5-09 Ewing Halsell Dr.
Barbara Fry
Safety Right now it's very dangerous to come out on Fred Rd. Concerned about having to look out for something coming fast. ***Will they be going the speed limit?*** (Response: Yes.) Emailed Steven on website and asked if they had done a safety study. ***Has study team actually driven area?*** (Response: We are required to do a safety analysis. Planners and engineers always look at safety issues. We also went out to make sure we allowed clear line of sight for drivers.) Looks like there's a right turn lane – you'd still have to cross into BRT lane. (Response: Right turns are shared.) Also concerned about not being able to turn left. (Response: Then signals would have to allow U-turns) ***Would you be able to do U-turns at all intersection?*** (Response: Only at signalized intersections.)
Curbside vs. Median Prefers curbside over median option. Concerned about construction impacts of center running option. (Response: Fred Rd. will be totally reconstructed.) Another concern is due to size of blocks, you have to go pretty far to turn left. I've seen in New Orleans where you have to turn right to go left, but it is not more than 1 block. This seems too circuitous. Center-running BRT will impact businesses and residents in area – will have to go far out of their way.
Other ***What new noise would there be?*** (Response: Vehicles are hybrid electric, which produce 1/10 the noise.) ***Will all buses allow wheelchairs?*** (Response: Yes, everything will be ADA compliant.)
Mark Still (USAA)
Safety Intuitively, it looks like the center median is more dangerous. ***Is that true?*** ***Are there any safety issues associated with having a station at Callaghan vs. Magic?*** (Response: No.) ***Any studies on safety impacts of having U-turns at signalized intersections?*** (Response: Not that we know of.)
Multimodal centers will link to local routes. ***Have there been studies to redesign local route structures around BRT?*** (Response: Yes.)
As part of studies associated with BRT, how far from corridor did you analyze traffic impacts? (Response: We looked out ¼ mile from corridor.)
I assume VIA has done financial studies to see what revenue etc will be. (Response: Yes, separate consultant.)
Rogelio Gonzales (University Hospital)
Will there be a local route to get people from VA/University Hospital station to South TX Medical Center transit center?
Will these buses accommodate bikes? (Response: Yes, racks on front.)

Note: Questions are highlighted with ***bold, italic type***.

DEADLINE FOR COMMENTS:

Comments received and/or postmarked on or before May 15, 2009 are included in this public meeting report.

WRITTEN COMMENTS:

One written comments was received from the public during the public meeting on May 5, 2009. This comment is included in Table 1: Summary of Public Comments for May 5, 2009.

Table 1: Summary of Public Comments on VIA BRT for Fredericksburg Road Corridor
Tuesday, May 5, 2009

Name	Category	Affiliation	Method of Comment Submission/Date	Comment
Barbara Fry	Curbside vs. Median Running Traffic General BRT	Resident	Written comment	Curbside will cause less disruption of traffic and will be safer. Have you determined the impact on drivers using businesses along BRT route? Have you assessed potential usage of BRT?

Public Meeting on BRT Stations and Transit Centers

Destination 2012

Shaping the future of Bus Rapid Transit

Wednesday, May 6,2009 6:00 p.m.
Bob Ross Senior Center – 4207 Babcock

SIGN-IN SHEET

* = elected official

Name (Please Print)	Organization	Address	Zip Code	Phone/ Fax	e-mail address
1. John C. Norton					
2. NARDELIO MEDINA	Diamond Head Owners Assoc				
3. Linda Vela	RJRA				
4. RAYMOND M. OLIVERA	RESIDENT				
* 5. CHRIS RILEY (mayor)	City of Leon Valley				
6. Betsy Erne	Resident				
7. Christine Chavez	Diamond Head				
8. Vicki Miguez	Resident				
9. Chas T Everson	Interested resident				
10. CAROL PRESTON	RESIDENT				
11. EDGARDA	CONSULTANT				
12.					
13.					
14.					
15.					

Public Meeting on BRT Stations and Transit Centers

Destination 2012

Shaping the future of Bus Rapid Transit

Wednesday, May 6,2009 6:00 p.m.
Bob Ross Senior Center – 4207 Babcock

SIGN-IN SHEET * = elected official

Name (Please Print)	Organization	Address	Zip Code	Phone/ Fax	e-mail address
1. Yohana Diaz	RJRA				
2. AL UVIETTA	CITY OF LEON VALLEY				
3. Carolyn Smith	VHS				
4. Jim REED	SAMF				
5. Natalie Barajas	Creative Civilization				
6. JO Anna Gutierrez	Resident				
* 7. Irene Baldridge	City of Leon Valley				
8. Theresa Young	Deerbaks HOA				
9. ~~Teresa~~ Janie Rickinger	Diamond Hill				
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Destination 2012

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Wednesday, May 6,2009 6:00 p.m.
Bob Ross Senior Center – 4207 Babcock

SIGN-IN SHEET

Name (Please Print)	Organization	Address	Zip Code	Phone/ Fax	e-mail address
1. MARIA VELZOR	Diamond Head				
2. Sharon Davis	Deer Oaks				
3. Pam Leissner	S Ameda Foundation				
4. ERIC HON					
5. SAVITRI-FRIZZELL	DIAMOND HEAD				
6. JAMES ALLISON					
7.					
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MEETING DATE/TIME/LOCATION:

May 6, 2009, 6 p.m. – 8 p.m., Bob Ross Senior Center, 2219 Babcock Road, San Antonio, Texas 78229

PURPOSE:

The purpose of this public meeting was to provide information about the proposed Bus Rapid Transit (BRT) station locations and transit center designs, and to receive comments and questions from the public regarding this information. The focus of this meeting was the South Texas Medical Center Transit Center (STMCTC).

FORMAT:

The public meeting consisted of an open house followed by a PowerPoint presentation and a breakout session. Displays showing the proposed project area, proposed station locations and design options, and the proposed transit centers were available for review and comment. Project team members were available to interact with the public and agency representatives, and answer questions. Members of the public were given an opportunity to make verbal and written comments.

PUBLIC NOTICE:

Print advertisements for the public meetings were placed in two local publications as follows:

1. San Antonio Express News (English): Sunday, April 19, 2009
2. La Prensa: (Spanish): Wednesday, April 29, 2009

A bilingual BRT newsletter explaining the status of the proposed BRT project and the upcoming public meetings was mailed to a list of 24,573 residents and other stakeholders. The list of stakeholders includes residents and business owners along and adjacent to the corridor, including the areas of Balcones Heights, South Texas Medical Center and Westside Multimodal Transit Center. The newsletter described the status of the BRT project and the upcoming public meetings. A pdf version of the newsletter was placed on the BRT website and extra copies were made available at the public meetings and at VIA information centers.

The VIA website provided further information about the public meetings.

ATTENDANCE:

Thirty-eight people signed in at the public meeting on May 6, 2009. Of these 38, 34 were residents and other stakeholders and two were elected officials.

MEETING MATERIALS:

Information was distributed at the public meeting. This information included an agenda, project location map and comment card, as well as a copy of the BRT newsletter and other VIA informational material. Most handouts were printed in Spanish and English.

The following displays were available for viewing:

- Fredericksburg Road /Medical Center BRT Corridor (seven map segments)
- Concepts 1, 2, and 3 STMCTC Plan and Sections A-A and B-B. Medical Center TC Sections A-A & B-B
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- WSMMTC Concept Plan
- Location Map
- Matrix for Alternative Alignments
- Medical Drive 86' ROW Curbside Alignment
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- Median Barrier Alternatives
- Station Illustrations
- Environmental Process Illustration
-

A copy of these exhibits is attached to this summary.

Presentation:

Jesse Balleza, Vice President of VIA's Strategic Planning and Project Development Division, opened the meeting by welcoming meeting participants and introducing VIA's consultants on the project: Lockwood, Andrews & Newnam (the general engineering consultant) and URS Corporation (the environmental assessment and preliminary engineering consultant). Mr. Ed Garza, the meeting facilitator, explained the format and agenda of the meeting: open house, followed by the presentation, followed by breakout groups. He noted that public input was vital to the development of the proposed BRT on Fredericksburg Road Corridor project.

Mr. Balleza explained the objectives of the meeting: to present a project overview and status; provide a forum for public comment; and to present alternatives, preliminary station locations, and transit center site plans for public review and comment as part of the Environmental Assessment (EA) process. He then gave an overview of BRT, explaining that BRT combines the best features of rail travel with the flexibility of bus service. BRT uses specialized rubber-tired vehicles and provides high capacity service that can significantly improve mobility. VIA's BRT vehicles would use hybrid fuel technology. BRT, which is often referred to as "Light Rail on Rubber Tires" or "Better

Rapid Transit," operates on roadways or dedicated lanes. This permanent, integrated system results in reduced travel times, fewer delays, and increased reliability.

Mr. Balleza went on the discuss the components of BRT, showing pictures of a BRT bus, noting that the BRT vehicles run on either curbside or median lanes, which may be bus-only or mixed traffic. He noted that there would be stations for BRT and that the system would make use of Intelligent Transportation Systems (ITS) components, which are features such as displays in stations that provide information on vehicle arrival and departure times. One of the features that make this vehicle or this type of system faster and more reliable is the off-board fare collection system.

Mr. Don Yuratovac, URS Project Manager, explained the public involvement and EA timeline, explaining that meetings with potentially affected property owners had been held in late April and that the five public meetings this week are aimed at providing information about and getting public input on alternatives and design options for proposed station locations and transit centers. A public meeting to discuss the results of the draft EA will be held in late summer 2009, and VIA intends to submit the final EA and receive an environmental determination from the Federal Transit Administration (FTA), Federal Highway Administration (FHWA), and the Texas Department of Transportation (TxDOT) by the end of 2009.

The environmental process has been underway since 2008. Currently, VIA and its consultants are developing alternatives, performing engineering analyses, conducting the environmental analysis, coordinating with appropriate agencies, preparing the draft EA document, and conducting ongoing public involvement activities, including the meetings being held this week.

Mr. Yuratovac explained that the areas of environmental analysis include the following: land use; acquisitions and displacements; community facilities and community cohesion; demographics and environmental justice; visual and aesthetic; cultural (historic and archeological features); parklands; safety and security; geology; water; biota and habitat; Threatened and Endangered Species; farmlands; air quality; noise and vibration; hazardous materials; and energy.

Mr. Yuratovac proceeded to explain the proposed BRT on Fredericksburg Road Corridor project. It would provide service from downtown into the Medical Center area, thus serving two of the city's biggest employment centers. During the design phase, a downtown option (extending BRT service into the downtown area using existing bus stops) and circulation needs in the Medical Center will be determined. The BRT would use a combination of dedicated bus lanes and mixed traffic operations. This initial proposed BRT corridor is part of a future city-wide high capacity transit system.

As part of the engineering and environmental analysis, VIA is considering No Build and Build Alternatives. With the No Build Alternative, there would be no BRT, but the two proposed transit centers—the South Texas Medical Center Transit Center (STMCTC) and

the Westside Multimodal Transit Center (WSMMTC) would be built. The Build Alternative involves constructing the BRT project on Fredericksburg Road Corridor. Within the Build Alternative there are some design options for the proposed stations on Fredericksburg Road between Medical Drive and Pasadena Street. One option is curbside stations with bus-only lanes along the curb except in some areas where the BRT would be in mixed traffic at intersections only. The other design option is median running stations with a bus-only lane in the center of Fredericksburg Road.

The VIA BRT design options are being evaluated on the basis of five criteria: BRT running time; property acquisitions; traffic impact; safety; and property access. BRT running time for the curbside stations would be 7.7 minutes northbound and 7.4 minutes southbound in the area from Vance Jackson to IH-410 (according to the San Antonio Metropolitan Planning Organization [SAMPO] Fredericksburg Road BRT Modeling Study). On the other hand, the BRT running time in the same area for median running stations would be 7.3 minutes northbound and 7.1 minutes southbound. Where right-of-way impacts occur, the curbside stations would have a greater impact on a fewer number of land parcels whereas the median running stations would have a lesser impact on a larger number of parcels. With curbside stations, other vehicles would have to share the BRT lane when making a right turn, which would be atypical behavior for drivers. With median running, drivers of other vehicles could only make left turns at signalized intersections. In the area of safety, safety would be affected when drivers share the BRT lane to make right turns in the curbside option. Safety would also be affected in the median running option if drivers make illegal left turns. Finally, with curbside stations, the right lane would be used for the busway only and access points would be consolidated. With median running, there would only be left turns at signalized intersections.

Mr. Yuratovac then showed a graphic illustrating that automobiles would travel slightly faster with curbside BRT and the BRT vehicles would travel slightly faster with median running BRT. He then showed a series of graphics illustrating the No Build Alternative with the existing travel lanes and then the Build Alternative with the curbside and median running design options. As mentioned previously, the curbside stations would result in a greater impact to a fewer number of parcels; other vehicles having to share the BRT lane when making right turns; a BRT running time slightly increased by allowing right turns from the BRT lane; and Texas Transportation Institute (TTI) data showing that for every 10 access points eliminated, the average speed of the traffic increases by about 2.5 miles per hour.

Mr. Yuratovac explained that for median running stations there is a smaller impact to a larger number of parcels. The BRT vehicle would run on a dedicated lane and left turns for other vehicles would only be allowed at intersections. TTI data show that eliminating the two-way left turn lanes can decrease traffic accidents by 14 percent, and also that for every 10 access points eliminated, the average speed of traffic increases by about 2.5 miles per hour.

In the next portion of the presentation, Mr. Yuratovac showed each of the proposed stations (including design and location options) in the corridor. He noted that with Station #3 (Callaghan Road or Magic Drive) there are congestion issues, and with Station #8 (Calaveras Street or Huisache Avenue A/B), there is a potential connection to the Martinez Creek Hike/Bike Trail and the potential for economic development. Mr. Yuratovac explained that the corridor is being evaluated on the basis of three main criteria: transportation and mobility (transit operations/performance, pedestrian to station accessibility, traffic impact, and safety); economic development opportunity (consistency with land use plans and corridor image); and corridor characteristics (property access, property acquisition, resident/neighborhood sentiments, capital costs, and parking impacts).

The proposed station options being considered are the following:

- 01 – University Hospital
- 02 – Ewing Halsell Drive
- 03-1A – Callaghan Drive Curbside
- 03-2A – Magic Drive Curbside
- 03-1B – Callaghan Road Median Running
- 03-2B – Magic Drive Median Running
- 04A – Crossroads Boulevard Curbside
- 04B – Crossroads Boulevard Median Running
- 05A – Williamsburg Place Curbside
- 05B – Williamsburg Place Median Running
- 06A – Babcock Road Curbside
- 06B – Babcock Road Median Running
- 07 – Mary Louise Drive
- 08-1 – Calaveras Street
- 08-2A – Huisache Avenue
- 08-2B – Huisache Avenue.

The station location options are being evaluated on the basis of three main criteria: transportation and mobility (connecting bus interface, pedestrian to station accessibility, traffic impacts, and safety); economic development opportunity (proximity to development/redevelopment and consistency with land use plans); and site characteristics (property acquisition, resident/neighborhood sentiments, and capital cost).

The two proposed transit centers also were discussed by Mr. Yuratovac. He compared the original concept (developed in 2007) and current concept for the WSMMTC. The current concept includes 24 bus bays with 4 bays for 60-foot articulated local route buses (BRT), 8 bays for 40-foot local bus routes, 6 curbside spaces for layover buses, 1 bay for VIAtrans, and 1 private shuttle stop. In the original concept, the WSMMTC had a transit station platform, 21 bus bays, a transit station building, surface parking for patrons (130 spaces), 2.3-acre site reserved for joint development, site development considerations, and tree mitigation, sound attenuation, landscape buffer, and lighting.

In discussing the STMCTC, Mr. Yuratovac reviewed the comments received during a zoning meeting that was held with local residents regarding that site in 2007. At that time, the public expressed a desire for a buffer between the transit center and residences; the need to address noise levels/air quality associated with public transit vehicles; concerns about area lighting; the need to address traffic congestion/pedestrian access at Medical Drive/Babcock Street; concern about property values; concern about crime; and a desire to continue participating in the development of the project.

Mr. Yuratovac explained that these issues have been considered in developing concept plans for the proposed STMCTC. Three different plans have been developed. Concept Plan 1 is a transit facility with two levels: one for parking with 206 spaces and 20 bus bays including 2 bays for 60-foot articulated BRT buses, 3 bays for 60-foot articulated local route buses, 13 bays for 40-foot local route buses, 1 bay for VIAtrans, and 1 private shuttle stop (upper level). Concept Plan 2 also has a two-level facility with a parcel for future transit-oriented development (TOD), a two-story building with 46 parking spaces, another parcel with 74 parking spaces, and 20 bus bays including 2 bays for 60-foot articulated BRT buses, 3 bays for 60-foot articulated local route buses, 13 bays for 40-foot local route buses, 1 bay for VIAtrans, and 1 private shuttle stop (upper level).

Concept Plan 3 is a two-level facility with a 2-story building with 212 parking spaces on a deck or 130 surface parking spaces. Concept 3 has a larger TOD than Concept 2. Concept 3 has 20 bus bays including 2 bays for 60-foot articulated BRT buses, 3 bays for 60-foot articulated local route buses, 13 bays for 40-foot local route buses, 1 bay for VIAtrans, and 1 private shuttle stop (upper level).

Mr. Yuratovac concluded the presentation and encouraged meeting participants to join in the breakout sessions to ask questions and provide input. He also reminded participants to fill out comment cards at the meeting or send them in by May 15.

BREAKOUT SESSION SUMMARY

Two breakout sessions were facilitated by VIA and consultant staff members. In general, meeting participants expressed the most interest in the need for a buffer between the proposed STMCTC and the adjacent residences, noise coming from the center, and access (including traffic issues) to the center from the nearby roadways. They also had some questions about the projected TOD. The table below provides additional detail on the breakout sessions.

Breakout Session Comments: 5-6-09 Bob Ross Senior Center

Group 1
Buffering ***Will there be a wall between condos on south and VIA property?*** (Response: Yes.) As long as it's away from where we live. Concerned about security. (Response: Will have 24/7 security,

Breakout Session Comments: 5-6-09 Bob Ross Senior Center

cameras.)
Would the green median be added? (Response: No, it's existing.)
There will be landscaping around perimeter.
What's happening now that you've cleared land they cut across the field across condos on south?
There's a lot more vagrants living on property. We call the cops and they do…

Access

Getting out of Medical Dr. is hard. You will be adding to traffic.
There are a lot of wrecks at Medical Ctr/Babcock. (Response: Intersection is slated for improvements.)

Other

I live in Deer Oaks. ***With TOD, will we get any input – of what TOD could be? Or would it depend on who leases?*** (Response: A combination of both.)
Are just BRT buses using station or will VIA buses be there as well?
How much will cost be weighed when deciding which one will be picked? (Response: Cost is a factor.)
How many years of construction are we looking at? (Response: 12-18 months.)
Tree ordinance

Group 2

Noise

Resident Deer Park: Concerned about noise pollution. Told these were new buses. (Response: Some existing buses will run. The BRT is a back-bone. Some smaller buses. Then along Fred you will have 60' articulated hybrid buses that are more effective.)
Make sure there is a fence/wall at the transit center because of noise issues.
Will there still be regular buses 8' from my door? Upset because of noise and other pollution. (Response: Traffic is mitigated.)
Swap bus circulating area with TOD area. Back yard backs up next to bus circulator. (Response: See above. Mitigating sound wall and barrier and landscaping.)

Access

Why are buses at transit center divided? (Response: We had to focus on a corner and two access points.)
Can buses pull away over …? (Response: Access points have to be on the opposite end for buses to make turns. Also highlights TOD.)
Need big parking lot at Babcock and Wurzbach so Leon Valley can park there to the transit station and utilize it.
Still would like to make left turns on the median of Fredericksburg.

Buffer

Wants buses moved away from residential areas.
Resident adjacent to TC: 1. Have bus corridor closest to the property line be exclusive to BRT Buses to alleviate pollution (noise and other) to the residents. 2. Landscaping between the retaining wall and the property to alleviate noise. Wants retaining wall far from the residences
Will there be buses parked overnight? (Response: No.)
More tiered parking, but need to be cognizant of privacy of residents.
Light pollution. Too much light could be harmful.
What are you going to do about the people currently living on the STMC transit center?

TOD

2nd option preferred. Don't need huge TOD area.
What is the difference in speed between center and median? (Response: Center actually moves faster

Breakout Session Comments: 5-6-09 Bob Ross Senior Center

because they don't have left turning lane.) ***What is the purpose of the area dedicated to TOD?*** (Response: For maybe another Starbucks.) ***We need another Starbucks?***
Curb vs. Median Running Re: curb or center – for trans-corridor safety. Overhead or underground conveyance is too expensive. But I see a big problem regarding safety for the passenger that could become a traffic issue getting people from the center median. (Response: The user will have to cross the roadway at some point. Having the station in the center would make it a shorter crossing.)
Traffic ***Are we stuck with this so people can get downtown 7 minutes faster?*** (Response: We are here to get input.) Resident of Leon Valley: Great idea and will be using it, but will not be affected by the route. Light at Medical and Babcock needs to be looked at. Left turns from Medical onto Babcock not dedicated.
BRT Route ***Will BRT continue to DT?*** (Response: Yes, will stop at al the regular stops DT and will go to the Robert Thompson Transit Center.) ***Is this just going from downtown to Medical? What kind of people will be riding on these buses?***
Other Wants information on the whole BRT. The Dallas BRT worked pretty well. ***Would VIA consider conveyance underground?*** (Response: One option at Huisache.) ***What are the hours of operation?*** (Response: Runs 4 am to 1 am currently and will also be for the proposed BRT. Will maintain 10 min throughout the day.) Residents live in complex south of STMC TC: Wildlife. 60+ deer at the transit center. ***Will it be automated, or will there be people selling tickets?***

Note: Questions are highlighted with ***bold, italic type***.

DEADLINE FOR COMMENTS:

Comments received and/or postmarked on or before May 15, 2009 are included in this public meeting report.

WRITTEN COMMENTS:

Nine written comments were received from the public during the public meeting on May 6, 2009. One written comment was received from an elected official. In general, the comments addressed how the STMCTC will function within the neighborhood (e.g., security, light and noise issues, and aesthetics); the impact of the STMCTC on local traffic; and connectivity between the transit center and other modes of transit. These comments are included in Table 1: Summary of Public Comments for May 6, 2009.

Table 1: Summary of Public Comments on VIA BRT for Fredericksburg Road Corridor
Wednesday, May 6, 2009

Name	Category	Affiliation	Method of Comment Submission/Date	Comment
John Norton	Connectivity	Property Owner	Written comment	My bus is 534 from Ingram headed to VA Hospital. If 534 goes to new transit center, how will I get to the VA Hospital from the center?
Irene Baldridge*	Support for project	City Council, Leon Valley	Written comment	We hope that next project will connect to Bandera Road.
Carol Preston	Wildlife Noise Security and Lighting at STMCTC Contact person at VIA	resident	Written comment	Relocation of wildlife is a concern Noise, security, lighting, types of buffer walls on SW side are all concerns
Jim Reed	Traffic congestion (entering/ leaving S. Texas Medical Center	President, San Antonio Medical Foundation and Medical Center Alliance	Written comment	Effect of BRT bus only lanes on congestion; connectivity with other transportation; patient, employee, and visitor access to STMC facilities; net effect of adding BRT and eliminating other routes on Medical Drive
Vicky Migura	Opposition to project	Property owner/ resident	Written comment	Support No Build because of noise, crime, lighting, environmental issues associated with Build Alternative
Anonymous Deer Oaks resident	TOD	Resident	Written comment	Will residents have any input on what TOD should be?
Anonymous	Security	Resident	Written comment	Concerns about people coming onto property
Anonymous	Traffic Aesthetics	Resident	Written comment	Many wrecks at Medical and Babcock. Would green median be added? Landscaping?
Anonymous	Cost of BRT		Written comment	How much will cost be considered in selecting transit center option?
Anonymous	Construction of BRT STMCTC		Written comment	How long will it take to construct STMCTC?

*Elected official

Public Meeting on BRT Stations and Transit Centers

Destination 2012

Shaping the future of Bus Rapid Transit

Thursday, May 7,2009 6:00 p.m.
VIA Metro Center – 1021 San Pedro

SIGN-IN SHEET

Name (Please Print)	Organization	Address	Zip Code	Phone/ Fax	e-mail address
1. William G. Witte					
2. Yoana Diaz	RJRA				
3. Debra Huerta	SHANA				
4. Teri Hatch Aguilar					
5. Rob Sipes	Monticello Park NA				
6. Gabriel Cervera	La Prensa				
7. Yvonne Wood	Public				
8. Carr Hornbuckle					
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SIGN-IN SHEET

Name (Please Print)	Organization	Address	Zip Code	Phone/ Fax	e-mail address
1. Duncan Omeson					
2. JAMES P BOLAND	RESIDENT				
3. Cosima Colvin	Resident - BWANA				
4. John Munson	Resident				
5. Bernie Cantu	Centro San Antonio				
6. GRACE ROSALES	Resident				
7. WILLIAM GAY	~~PRESIDENT~~				
8. Tony Galavia	Resident				
9. Arturo Lopez	BSR				
10. Della Garcia	"				
11. JOAN KORTE	DOWNTOWN RES. ASSN.				
12. Edward Mendoza.	Resident				
13. Miguel Bonnegu	VIA				
14. JACK Lester	Resident				
15. Charlotte Kahl	old Spanish Trail				

Public Meeting on BRT Stations and Transit Centers

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SIGN-IN SHEET

Name (Please Print)	Organization	Address	Zip Code	Phone/ Fax	e-mail address
1. Mary Galaviz					
2. E. CAMERON TREVINO					
3. Gavino Perez					
4. Bianca Maldonado	SWL CDC				
5. Louise Shaw	Rapid Trip Rider				
6. Charles Mazuca	City Council District 7				
7. Cassy Lewis	Beacon Hill				
8. Ruth Perez	FEAST				
9. Judy Jackman	SWL CDC JNA				
10. Alanna Avant					
11. JOANNE WALSH	Strategic Urban				
12. Maria Torres	Home Owner				
13.					
14.					
15.					

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Shaping the future of Bus Rapid Transit

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VIA Metro Center – 1021 San Pedro

SIGN-IN SHEET

Name (Please Print)	Organization	Address	Zip Code	Phone/ Fax	e-mail address
1. John Phillip Smith	Telepsia Labs				
2. Jack M. Finger	Beacon Hill Neighborhood A.				
3. Christina C Perez	VIA				
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MEETING DATE/TIME/LOCATION:

May 7, 2009, 6 p.m. – 8 p.m., VIA Metro Center, 1021 San Pedro, San Antonio, Texas 78212

PURPOSE:

The purpose of this public meeting was to provide information about the proposed Bus Rapid Transit (BRT) station locations and transit center designs, and to receive comments and questions from the public regarding this information. The focus of this meeting was Stations #7 (Mary Louise Drive) and #8 (Calaveras Street or Huisache Avenue).

FORMAT:

The public meeting consisted of an open house followed by a PowerPoint presentation and a breakout session. Displays showing the proposed project area, proposed station locations and design options, and the proposed transit centers were available for review and comment. Project team members were available to interact with the public and agency representatives, and answer questions. Members of the public were given an opportunity to make verbal and written comments.

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ATTENDANCE:

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MEETING MATERIALS:

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- Station Illustrations
- Environmental Process Illustration

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the Westside Multimodal Transit Center (WSMMTC) would be built. The Build Alternative involves constructing the BRT project on Fredericksburg Road Corridor. Within the Build Alternative there are some design options for the proposed stations on Fredericksburg Road between Medical Drive and Pasadena Street. One option is curbside stations with bus-only lanes along the curb except in some areas where the BRT would be in mixed traffic at intersections only. The other design option is median running stations with a bus-only lane in the center of Fredericksburg Road.

The VIA BRT design options are being evaluated on the basis of five criteria: BRT running time; property acquisitions; traffic impact; safety; and property access. BRT running time for the curbside stations would be 7.7 minutes northbound and 7.4 minutes southbound in the area from Vance Jackson to IH-410 (according to the San Antonio Metropolitan Planning Organization [SAMPO] Fredericksburg Road BRT Modeling Study). On the other hand, the BRT running time in the same area for median running stations would be 7.3 minutes northbound and 7.1 minutes southbound. Where right-of-way impacts occur, the curbside stations would have a greater impact on a fewer number of land parcels whereas the median running stations would have a lesser impact on a larger number of parcels. With curbside stations, other vehicles would have to share the BRT lane when making a right turn, which would be atypical behavior for drivers. With median running, drivers of other vehicles could only make left turns at signalized intersections. In the area of safety, safety would be affected when drivers share the BRT lane to make right turns in the curbside option. Safety would also be affected in the median running option if drivers make illegal left turns. Finally, with curbside stations, the right lane would be used for the busway only and access points would be consolidated. With median running, there would only be left turns at signalized intersections.

Mr. Yuratovac then showed a graphic illustrating that automobiles would travel slightly faster with curbside BRT and the BRT vehicles would travel slightly faster with median running BRT. He then showed a series of graphics illustrating the No Build Alternative with the existing travel lanes and then the Build Alternative with the curbside and median running design options. As mentioned previously, the curbside stations would result in a greater impact to a fewer number of parcels; other vehicles having to share the BRT lane when making right turns; a BRT running time slightly increased by allowing right turns from the BRT lane; and Texas Transportation Institute (TTI) data showing that for every 10 access points eliminated, the average speed of the traffic increases by about 2.5 miles per hour.

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The proposed station options being considered are the following:

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The two proposed transit centers also were discussed by Mr. Yuratovac. He compared the original concept (developed in 2007) and current concept for the WSMMTC. The current concept includes 24 bus bays with 4 bays for 60-foot articulated local route buses (BRT), 8 bays for 40-foot local bus routes, 6 curbside spaces for layover buses, 1 bay for VIAtrans, and 1 private shuttle stop. In the original concept, the WSMMTC had a transit station platform, 21 bus bays, a transit station building, surface parking for patrons (130 spaces), 2.3-acre site reserved for joint development, site development considerations, and tree mitigation, sound attenuation, landscape buffer, and lighting.

In discussing the STMCTC, Mr. Yuratovac reviewed the comments received during a zoning meeting that was held with local residents regarding that site in 2007. At that time, the public expressed a desire for a buffer between the transit center and residences; the need to address noise levels/air quality associated with public transit vehicles; concerns about area lighting; the need to address traffic congestion/pedestrian access at Medical Drive/Babcock Street; concern about property values; concern about crime; and a desire to continue participating in the development of the project.

Mr. Yuratovac explained that these issues have been considered in developing concept plans for the proposed STMCTC. Three different plans have been developed. Concept Plan 1 is a transit facility with two levels: one for parking with 206 spaces and 20 bus bays including 2 bays for 60-foot articulated BRT buses, 3 bays for 60-foot articulated local route buses, 13 bays for 40-foot local route buses, 1 bay for VIAtrans, and 1 private shuttle stop (upper level). Concept Plan 2 also has a two-level facility with a parcel for future transit-oriented development (TOD), a two-story building with 46 parking spaces, another parcel with 74 parking spaces, and 20 bus bays including 2 bays for 60-foot articulated BRT buses, 3 bays for 60-foot articulated local route buses, 13 bays for 40-foot local route buses, 1 bay for VIAtrans, and 1 private shuttle stop (upper level).

Concept Plan 3 is a two-level facility with a 2-story building with 212 parking spaces on a deck or 130 surface parking spaces. Concept 3 has a larger TOD than Concept 2. Concept 3 has 20 bus bays including 2 bays for 60-foot articulated BRT buses, 3 bays for 60-foot articulated local route buses, 13 bays for 40-foot local route buses, 1 bay for VIAtrans, and 1 private shuttle stop (upper level).

Mr. Yuratovac concluded the presentation and encouraged meeting participants to join in the breakout sessions to ask questions and provide input. He also reminded participants to fill out comment cards at the meeting or send them in by May 15.

Breakout Session Summary

Two breakout sessions were facilitated by VIA and consultant staff members. In general, meeting participants expressed the most opinions about curbside vs. median running, the decision between Huisache and Calaveras station location alternatives/design options (there was more support for Huisache than for Calaveras), and bicycle access to BRT. The table below provides additional detail on the breakout sessions.

Breakout Session Comments: 5-7-09 Mary Louise Station

Curbside vs. Median Running Would prefer to see median running where possible. Prefer option with no traffic light on Huisache.

Traffic

Traffic gets backed up behind VIA at existing bus stop.

Access

Will it just be bicycle loops or bicycle lockers?
We are really concerned about ADA accessibility to/from stop because we are not ADA accessible in area.

Other BRT

What steps are VIA doing to work with Historical Design Review Commission?
Need to coordinate with historic preservation.
Do you know what the timeframe is for design elements?
Will drastically reduce frontage of storefront.
Need to have a sense of responsibility for stations. Need to have proper maintenance. Current stop has problems with maintenance. Vandalism on phone booth and other amenities. If you're going to invest, don't let others junk it up with stands, booths etc.
VIA has had no dialogue with property owner at Mary Louise. He has no parking on property. He relies on on-street parking. He is a major stakeholder in this area and VIA need to start discussions.
Councilman Rodriguez really wants historical aspects to be considered because they will limit what can be done even at a conceptual level. Would look to see what plans are. Needs to be delineated through restrictions of historic district.
Will the shelters be larger than existing shelters? (Response: Yes, about 50-60'.)
It seems counter-intuitive to not provide parking. ***How will people get there?***
Is this expected to increase your ridership or just replace what's there?
What about properties within a certain range of corridor?
Why does BRT jump on IH 10 and not go down Fred Rd.?

Other

Move local stop to Stone Shelter at Hildebrand and Fred Rd.
I would ride 509 if it would come more frequently. It's a waste of money to run it so infrequently. You would get more people if it was more frequent.
Just got notice for this meeting – 1 week ago.
VIA should buy Pacesetters building.

Note: Questions are highlighted with ***bold, italic type***.

Breakout Session Comments: 5-7-09 Calaveras and Huisache

Calaveras vs. Huisache
Grace (neighborhood member): 08-01 – Calaveras is a safer option. There are speed concerns at Calaveras now and this station will hope to make the intersection safer because it will slow down traffic.
Grace (neighborhood member): 08-02 – To the north is an elevation that is a concern to pedestrians crossing the intersection.
Calaveras, closing that part of Summit, that part helps to us turn there and we would not want to lose that little piece of Summit. Several schools feed off of there.
Blind corner south of Calaveras Station.
What is the purpose for shutting off Huisache St.? (Response: Better for pedestrians.)
I go to church near there and it is very awkward already. Not in favor of shutting down Huisache (see sketch on session sheet).
Joanne Walsh – Supports Huisache vs. Calaveras. Prefers not closing Huisache access.
Beacon Hill prefers Huisache.
Likes Huisache better because the stations are farther apart than at Mary Louise.
Huisache is an area that really needs economic stimulus and development.
I'm for not closing Warner or Huisache. There is enough room in the triangle.
Leaving Huisache open would be beneficial because there are limited options to get access to church in the

area if that were closed.
I am for leaving Huisache and the other small streets open to allow for more options to get to Fred Rd.
Please do not close off Huisache Ave. because I use it to go to church.
Huisache Ave. and Baptist: Look at access.
One member prefers the station closer to Woodlawn.

Curb running vs. median running

Why not have center station serving both sinistral (see sketch)? If done in the proper area, the oval could be a very productive station. I prefer a sinistral two-way BRT corridor because motorists and the BRT coach can spot each other and avoid colliding.
What about car traffic? Would they lose? (Response: In this section, it is not a dedicated lane.)
It would be confusing for motorists if they can follow the bus in one section but not in other sections.
Mixed use and restricted use – we're back to mixed use again.
How do motorists learn where to turn right? It says buses only but they have to use it and can use it. They will think they can't go in that lane.
Side-running option: Concern about driver interference into the bus lanes for right turns.
General confusion about when vehicles can enter the bus's lane.
With the bus system in Eugene, Oregon, you have a designated area for bikes. (Response: There have been safety concerns with that set up.)
I prefer center running in the center section where that is an option.

Bicycle Access

I love the idea of bicycle loops.
What about any kind of bike lanes? (Response: That was Martinez Creek project.)
It would be more pleasant to be able to bike to the station rather than walk there.
It would be easier to take your bike on the bus. (Response: They are thinking about allowing folding bikes.)
Seriously implement support for bike facilities such as dedicated bike lanes on Fredericksburg (BMAC master plan 2030), bike lockers (not just U racks), and on boarding with a couple of bikes (bike racks are already over-crowded on buses).
How does it connect to the bike area near Huisache Ave?
Discussion to put folded bikes on buses.
Bikes on the front of buses.

Other
Beacon Hill is a conservation district that is seeing new residents and infill development that would represent potential ridership.
By vacating the street behind green part (potential), it removes a widely used alternative to get on Fred Rd. (see map for illustration).
BRT will cost over $100 M for only a little improvement to travel time. My thing is to spend that money to widen the roadway.
It will only work if people use it.
One member wants a roads only approach with no BRT.
We need a comprehensive transportation plan for city that addresses these concerns: 1) future escalating costs for BRT vs. rail; 2) connecting major destinations; 3) integrating bike network that is connected to rail stations; and 4) figuring long-term costs of BRT (more salaries, bus replacement, and asphalt costs 20 years out).

Note: Questions are highlighted with ***bold, italic type***.

DEADLINE FOR COMMENTS:

Comments received and/or postmarked on or before May 15, 2009 are included in this public meeting report.

WRITTEN COMMENTS:

Sixteen written comments were received from the public during the public meeting on May 7, 2009. These comments are included in Table 1: Summary of Public Comments for May 7, 2009. The comments echo the breakout sessions in that commenters generally preferred the Huisache station and several did not want to see Huisache Ave. closed. They also expressed interest in participating in the design selection for the individual stations.

Summary of Public Comments on VIA BRT for Fredericksburg Road Corridor
Thursday, May 7, 2009

Name	Category	Affiliation	Method of Comment Submission/Date	Comment	Response
Barb McMillin	Opposition/ preference for light rail Bicycle access		Written comment	Why invest in BRT when light rail is more cost effective? A comprehensive transportation plan is needed for the entire city Safe bike lanes (with barriers/full size) needed to connect with rail stations	Comment noted
Bianca Maldonado	Historic preservation BRT Route/Stations	Property owner/Board member Jefferson Woodlawn Lake CDC	Written comment	Significant impacts to existing commercial building San Antonio Ave. one way south would provide safer interaction with Fred. Rd. traffic Move local bus stop at Mary Louise/Fred to stone shelter @Fred/Hildebrand Notify homeowners of design for Mary Louise stop	Comment noted
Carr Hornbuckle and Jack Leifer	Mary Louise Station Curbside vs. median Running	Property owner	Written comment	Prefer to see more combination between BRT and bus stops at Mary Louise, i.e., Placina BRT stops on far side of intersection Prefer median stations along entire BRT	Comment noted

	Public involvement			Would like public involvement in station design in Deco District	
James Boland	Curbside vs. median Running Public Involvement	resident	Written comment	Prefer curbside Would like to be contacted regarding Crossroads, Williamsburg Pl, Babcock, and Mary Louise, and two transit centers	Comment noted
E. Cameron Trevino	Mary Louise station		Written comment	Would like to be contacted regarding this station	Comment noted
Rob Sipes	Mary Louise	Resident	Written comment	Like to be invited to design meeting on Mary Louise If station (local route?) is placed 200' north of current location, problems with destruction of trees, safety. Use stone shelter at Hildebrand with accessible route to HEB.	Comment noted
Debbie Huerta	Huisache	President, Beacon Hill Neighborhood Assn.	Written comment	Prefer Huisache option 8 2B—closer to Beacon Hill, has more development potential; future link to Martinez Creek; better pedestrian/bike access; better potential for connectivity with other modes of transportation	Comment noted
Alana Avant	Bicycle access Aesthetics	resident	Written comment	Bike facilities needed throughout Fred. Rd corridor and BRT Fred. Rd needs beautification (e.g., trees, plazas)	Comment noted
Gavino Perez, Jr.	Huisache Curbside vs. median running	Huisache Ave. Baptist Church	Written comment	Prefer Huisache Option 8A (better pedestrian access); do not close Huisache access to Fred Rd.; favor demolition of the Pacesetter Bldg at Huisache/Fred Rd. Concerned about limited left turns	Comment noted
Anonymous	Curbside vs. median running Parking		Written comment	Center running preferred Parking needed at all stations	Comment noted

	BRT general			Underground route at Medical is good, comprehensive plan needed	
Beacon Hill Resident	Huisache	Resident	Written comment	Have nearby property owners been contacted?	Comment noted
Anonymous	BRT general		Written comment	Why does BRT run on I-10? Bicycle lockers available? Coordination with historic preservation?	Comment noted
Ruth Perez	Huisache Bicycle Access	Resident	Written comment	Prefer Huisache station; do not close Huisache Bike trail should enter Martinez Creek off Warner St.	Comment noted
Grace Rosales	Calaveras	Resident/ Property Owner	Written comment	Prefer Calaveras—more central; not a problem to close Huisache	Comment noted
Damon Mason	Emergency response BRT route		Written comment	What will be effect of BRT on emergency response in corridor? Northbound BRT should go on the upper level of McDermott Freeway to reach #567B and reverse course at Fulton before turning north on TX- Loop 345.	Comment noted
Jack Finger	Opposition	Resident	Written comment	Need wider vehicle lanes not BRT	Comment noted

Public Meeting on BRT Stations and Transit Centers

Saturday, May 9,2009 - 9:00 a.m.
VIA Metro Center – 1021 San Pedro

VIA Destination 2012
Shaping the future of Bus Rapid Transit

SIGN-IN SHEET

Name (Please Print)	Organization	Address	Zip Code	Phone/ Fax	e-mail address
1. NETTIE HINTON	Dignity Hill				
2. J. Moncada (Moncada)	ce Agency				
3. Ben Brewer	DT Alliance				
4. Jeanne Geiger	SA-BC MPO				
5. Sylvia Miller	IAMA Coffee House				
6. Daniel Du	Alamo Cycling Team				
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15.					

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Name (Please Print)	Organization	Address	Zip Code	Phone/ Fax	e-mail address
1. E. CAMERON TREVINO					
2.					
3.					
4.					
5.					
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7.					
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12.					
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15.					

MEETING DATE/TIME/LOCATION:

May 9, 2009, 6 p.m. – 8 p.m., VIA Metro Center, 1021 San Pedro, San Antonio, Texas 78212

PURPOSE:

The purpose of this public meeting was to provide information about the proposed Bus Rapid Transit (BRT) station locations and transit center designs, and to receive comments and questions from the public regarding this information. The focus of this meeting was the Westside Multimodal Transit Center (WSMMTC).

FORMAT:

The public meeting consisted of an open house followed by a PowerPoint presentation and a breakout session. Displays showing the proposed project area, proposed station locations and design options, and the proposed transit centers were available for review and comment. Project team members were available to interact with the public and agency representatives, and answer questions. Members of the public were given an opportunity to make verbal and written comments.

PUBLIC NOTICE:

Print advertisements for the public meetings were placed in two local publications as follows:

1. San Antonio Express News (English): Sunday, April 19, 2009
2. La Prensa: (Spanish): Wednesday, April 29, 2009

A bilingual BRT newsletter explaining the status of the proposed BRT project and the upcoming public meetings was mailed to a list of 24,573 residents and other stakeholders. The list of stakeholders includes residents and business owners along and adjacent to the corridor, including the areas of Balcones Heights, South Texas Medical Center and Westside Multimodal Transit Center. The newsletter described the status of the BRT project and the upcoming public meetings. A pdf version of the newsletter was placed on the BRT website and extra copies were made available at the public meetings and at VIA information centers.

The VIA website provided further information about the public meetings.

ATTENDANCE:

Seven people signed in at the public meeting on May 9, 2009. All of the seven were residents and other stakeholders.

MEETING MATERIALS:

Information was distributed at the public meeting. This information included an agenda, project location map and comment card, as well as a copy of the BRT newsletter and other VIA informational material. Most handouts were printed in Spanish and English.

The following displays were available for viewing:

- Fredericksburg Road /Medical Center BRT Corridor (seven map segments)
- Concepts 1, 2, and 3 STMCTC Plan and Sections A-A and B-B. Medical Center TC Sections A-A & B-B
- Concepts 2 & 3 STMCTC Sections C-C
- WSMMTC Concept Plan
- Location Map
- Matrix for Alternative Alignments
- Medical Drive 86' ROW Curbside Alignment
- Fredericksburg Road 120' ROW Median Alignment
- Fredericksburg Road 120" ROW Curbside Alignment
- Fredericksburg Road 100' ROW Median Alignment
- Fredericksburg Road 100' ROW Curbside Alignment
- Fredericksburg Road 50' ROW Curbside Alignment
- Median Barrier Alternatives
- Station Illustrations
- Environmental Process Illustration

A copy of these exhibits is attached to this summary.

Presentation:

Art Herrera, VIA Strategic Planner, opened the meeting by welcoming meeting participants and introducing VIA's consultants on the project: Lockwood, Andrews & Newnam (the general engineering consultant) and URS Corporation (the environmental assessment and preliminary engineering consultant). Mr. Herrera explained the format and agenda of the meeting: open house, followed by the presentation, followed by breakout groups. He noted that public input was vital to the development of the proposed BRT on Fredericksburg Road Corridor project.

Mr. Herrera explained the objectives of the meeting: to present a project overview and status; provide a forum for public comment; and to present alternatives, preliminary station locations, and transit center site plans for public review and comment as part of the Environmental Assessment (EA) process. He then gave an overview of BRT, explaining that BRT combines the best features of rail travel with the flexibility of bus service. BRT uses specialized rubber-tired vehicles and provides high capacity service that can significantly improve mobility. VIA's BRT vehicles would use hybrid fuel technology. BRT, which is often referred to as "Light Rail on Rubber Tires" or "Better Rapid Transit," operates on roadways or dedicated lanes. This permanent, integrated system results in reduced travel times, fewer delays, and increased reliability.

Mr. Herrera went on the discuss the components of BRT, showing pictures of a BRT bus, noting that the BRT vehicles run on either curbside or median lanes, which may be bus-only or mixed traffic. He noted that there would be stations for BRT and that the system would make use of Intelligent Transportation Systems (ITS) components, which are features such as displays in stations that provide information on vehicle arrival and departure times. One of the features that make this vehicle or this type of system faster and more reliable is the off-board fare collection system.

Mr. Brent Kyler, URS Deputy Project Manager, explained the public involvement and EA timeline, explaining that meetings with potentially affected property owners had been held in late April and that the five public meetings this week are aimed at providing information about and getting public input on alternatives and design options for proposed station locations and transit centers. A public meeting to discuss the results of the draft EA will be held in late summer 2009, and VIA intends to submit the final EA and receive an environmental determination from the Federal Transit Administration (FTA), Federal Highway Administration (FHWA), and the Texas Department of Transportation (TxDOT) by the end of 2009.

The environmental process has been underway since 2008. Currently, VIA and its consultants are developing alternatives, performing engineering analyses, conducting the environmental analysis, coordinating with appropriate agencies, preparing the draft EA document, and conducting ongoing public involvement activities, including the meetings being held this week.

Mr. Kyler explained that the areas of environmental analysis include the following: land use; acquisitions and displacements; community facilities and community cohesion; demographics and environmental justice; visual and aesthetic; cultural (historic and archeological features); parklands; safety and security; geology; water; biota and habitat; Threatened and Endangered Species; farmlands; air quality; noise and vibration; hazardous materials; and energy.

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The two proposed transit centers also were discussed by Mr. Kyler. He compared the original concept (developed in 2007) and current concept for the WSMMTC. The current concept includes 24 bus bays with 4 bays for 60-foot articulated local route buses (BRT), 8 bays for 40-foot local bus routes, 6 curbside spaces for layover buses, 1 bay for VIAtrans, and 1 private shuttle stop. In the original concept, the WSMMTC had a transit station platform, 21 bus bays, a transit station building, surface parking for patrons (130 spaces), 2.3-acre site reserved for joint development, site development considerations, and tree mitigation, sound attenuation, landscape buffer, and lighting.

In discussing the STMCTC, Mr. Kyler reviewed the comments received during a zoning meeting that was held with local residents regarding that site in 2007. At that time, the public expressed a desire for a buffer between the transit center and residences; the need to address noise levels/air quality associated with public transit vehicles; concerns about area lighting; the need to address traffic congestion/pedestrian access at Medical Drive/Babcock Street; concern about property values; concern about crime; and a desire to continue participating in the development of the project.

Mr. Kyler explained that these issues have been considered in developing concept plans for the proposed STMCTC. Three different plans have been developed. Concept Plan 1 is a transit facility with two levels: one for parking with 206 spaces and 20 bus bays including 2 bays for 60-foot articulated BRT buses, 3 bays for 60-foot articulated local route buses, 13 bays for 40-foot local route buses, 1 bay for VIAtrans, and 1 private shuttle stop (upper level). Concept Plan 2 also has a two-level facility with a parcel for future transit-oriented development (TOD), a two-story building with 46 parking spaces, another parcel with 74 parking spaces, and 20 bus bays including 2 bays for 60-foot articulated BRT buses, 3 bays for 60-foot articulated local route buses, 13 bays for 40-foot local route buses, 1 bay for VIAtrans, and 1 private shuttle stop (upper level).

Concept Plan 3 is a two-level facility with a 2-story building with 212 parking spaces on a deck or 130 surface parking spaces. Concept 3 has a larger TOD than Concept 2. Concept 3 has 20 bus bays including 2 bays for 60-foot articulated BRT buses, 3 bays for 60-foot articulated local route buses, 13 bays for 40-foot local route buses, 1 bay for VIAtrans, and 1 private shuttle stop (upper level).

Mr. Kyler concluded the presentation and encouraged meeting participants to join in the breakout sessions to ask questions and provide input. He also reminded participants to fill out comment cards at the meeting or send them in by May 15.

Breakout Session Summary

Because of the small number of attendees, one breakout session was facilitated by VIA. In general, meeting participants expressed the most opinions about the WSMMTC, curbside vs. median running, traffic, connectivity, and bicycle access to BRT. The table below provides additional detail on the breakout session.

Breakout Session Comments: 5-9-09 VIA Metro Center

Westside Multimodal Transit Center ***Earlier schemes showed parking at the WSMMTC. What is the plan now?*** The initial phase of the project does not include parking; this may happen in future phases. ***Assuming that people from the west side will ride from WSMMTC to Medical Center, what is the parking situation?*** Response: We are using it more as a transfer facility. You will still have people who will want to drive to the facility. Response: We are also working with the City of San Antonio to allow people to park at the Alamodome and catch BRT. ***You're going to be using the old international station. Does this include commuter rail?*** Response: Yes. ***Judge Wolff would like to use the railroad track for light rail. Is this part of your plan?*** Yes, this is

planned as a multimodal center.
The name of the center does not work for the community. Response: What about Cattleman Square Transit Center?

Curbside vs. Median Running

Do shaded areas represent ROW needed?
Will sidewalks be improved even if it is center running?
How will BRT interact with Crossroads Park & Ride? Will there be some sort of trolley connecting the two? Why not have a regular bus that goes from Park & Ride straight into BRT station? Response: Regular buses can't access BRT stations.
Can't you loop BRT into Crossroads Park & Ride? You should use an existing facility.
What about buying property and creating a park & ride? Good idea because some people might park at businesses and get towed.

I'm really concerned because this is the first I've heard of the IH-10 portion of the BRT.
Are you going on IH-10 to go over railroad tracks? Response: Yes.
Also I want to make sure that the Robert Thompson station is done.

Any studies done on integrating BRT with Crossroads? How much time would it take to get to Crossroads and back to Fredericksburg Road? This should be easier than implementing a shuttle system between the two.
Crossroads already has an express bus that picks up people and zips them to the downtown.

Why not keep the bridges and have pretty lights like on the east side? Response: We're not taking away bridges.

Traffic

What is your approach for getting the BRT buses past traffic jams? Response: Dispatchers would advise drivers to reroute.
Traffic currently impacts express bus routes 92, 93. Response: If there is a blockage, VIA will reroute.
Traffic jams typically don't result in rerouting.
BRT will have signal prioritization.
How will the BRT affect cars driving on the route? Response: We will have a sign education program.

Connectivity

Where would the street car system interact with BRT? We are doing a feasibility study on an inner city street car that would potentially be an alternative to BRT going over to the east side. This is still very preliminary. We are just starting that feasibility study.

How will you get people to UTSA's main campus? Response: There is an express bus to USAA and UTSA.

Bicycle Access

How will bikes be accommodated on the BRT bus? Response: There will be about three bike racks on the front of the bus. We are considering the use of bike lockers.
Would you be able to provide a bike trail along abandoned tracks? The land belongs to the railroad so we can't do that.
We would like to see a Comprehensive Transportation Plan for San Antonio that includes a network of bike lanes with access to transit. Bring in experts to turn many streets into bike friendly roadways with

dedicated/separated bike lanes. Light rail would need to be coordinated with bike lanes.

Other BRT
I oppose consolidation of VIA with ARMA.

Are there any plans for light rail?
Response: We will be starting a long-term planning process later this summer. We will be looking at various corridors.
In the long term, it might be less expensive to have light rail, when fuel prices climb for example. In 2025, they had a plan to provide a streetcar into UTSA.
In the future, is it better to use light rail or street car because it will cost less? Response: Perhaps it could be funded as it is in Houston. Light rail is $40-100 million/mile. BRT is $5-10 million/mile and half of that is for road construction.

People prefer rail because they know that the rail route causes property values to increase along the route; that won't happen with BRT.

How much ridership do you have on a street car vs. BRT? Response: It varies from city to city, based on various factors such as cost of parking and fuel, and time savings.

Can the BRT use other fuels? Response: BRT allows flexibility in fuel choice.

How many people are anticipated to ride BRT? Response: 8500 passengers/day with 100/bus (50 seated).
Do you anticipate that the 8500 passengers would be existing riders? Response: About 25% would be new riders.
What happens if you have higher numbers? Response: The system can handle up to 18,000.
What fare are you going to charge? Response: Still determining this. Other cities charge the same for BRT as for other buses.
How long will it take to construct BRT? Response: Construction would begin in late 2010 and be completed in late 2011.

What will BRT stations look like? Response: The basic canopy will be the same for all the stations. However, VIA will work with the neighborhoods near the stations to make sure the station fits in with the surrounding area.

Will you be installing trees especially in Balcones Heights? Response: We are still working on the details. Balcones Heights has its own master plan.
How much reinvestment is expected along the BRT route? Response: We don't yet have a figure. We see a lot of opportunities in Balcones Heights. There are a lot of vacant properties along the route.

Note: Questions are highlighted with ***bold, italic type***.

DEADLINE FOR COMMENTS:

Comments received and/or postmarked on or before May 15, 2009 are included in this public meeting report.

WRITTEN COMMENTS:

Four written comments were received from the public during the public meeting on May 7, 2009. The comments covered the WSMMTC, the BRT route, access, and parking. These comments are included in Table 1: Summary of Public Comments for May 9, 2009.

Summary of Public Comments on VIA BRT for Fredericksburg Road Corridor
Saturday, May 9, 2009

Name	Category	Affiliation	Method of Comment Submission/Date	Comment
Nettie Hinton	BRT Route General – VIA	Resident	Written comment	Disapprove of BRT using IH-10. You will bypass hundreds, perhaps thousands of riders along Fredericksburg Road. Rush hour on IH-10 is congested and dangerous. VIA administration appears to be responding to special interests. This started with 3-month delay of BRT project and continued with talk of land swap involving sale of Market Square.
E. Cameron Trevino	Name for WSMMTC		Written comment	Name change needed for WSMMTC because of connotations of name "West Side"
Daniel Day	STMCTC Access from Crossroads Park & Ride Curbside vs. median running	Moderator of Alamo Cycling Scene	Written comment	Prefer the third STMCTC option with the parking garage over the buses. Protects riders from rain. Also would like to see trolley through the Medical Center Consider purchasing a property for parking so people can use BRT as they would current park & ride As a bicyclist, prefer median running bus lane

Sylvia Miller	Parking Public Involvement	IAMA	Written comment	Need small park & ride at mid-point on BRT route (Babcock/Fredericksburg Road) VIA needs to communicate more about bus routes/parking. Information directories of surrounding businesses will prompt local businesses to support the BRT project.

APPENDIX A.2.2

SUMMARY OF PUBLIC COMMENTS

Note: Comments and responses reflect the proposed VIA Primo project as it existed in May 2009, except where noted otherwise.

Table 1: Summary of Public Comments on VIA Primo - Fredericksburg Road Bus Rapid Transit Project Monday, May 4 – Saturday May 9, 2009					
Name	**Category**	**Affiliation**	**Method of Comment Submission/Date**	**Comment**	**Response**
May 4 Meeting					
Barb McMillan	Opposition/ preference for light rail		Written comment	Why invest in BRT when light rail is more cost effective? A comprehensive transportation plan is needed for the entire city	Studies have shown that BRT is more cost effective than light rail. VIA has estimated that the cost of BRT is approximately $10 million per mile versus $40-80 million per mile for light rail. Through the Alternative Analysis process in 2007, VIA determined that BRT would be the most cost-effective mode for this corridor. The SA-BC's Comprehensive Transportation Plan (CTP) 2035, currently in progress, will analyze various multi-modal options for improving mobility within the San Antonio/Bexar County area. In addition, VIA's Long Range Comprehensive Transportation Plan has been initiated, and will address a variety of transit modes, for high-capacity corridors throughout the region.

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Table 1: Summary of Public Comments on VIA Primo - Fredericksburg Road Bus Rapid Transit Project Monday, May 4 – Saturday May 9, 2009					
Name	**Category**	**Affiliation**	**Method of Comment Submission/Date**	**Comment**	**Response**
Damon Mason	BRT Buses Williamsburg Station Median running	Resident	Written comment	BRT buses need to be powerful enough to run in traffic. Why have a station at Williamsburg? Median running makes a lot of sense as long as it's done correctly.	The proposed diesel-electric hybrid BRT buses would be powerful enough to run in mixed flow traffic with the added benefit of incorporating environmentally friendly technology. Note: A station is no longer proposed at Williamsburg Place. Replacing it is a proposed station at De Chantel Road. This station is proposed because it was determined to be a location that would be appropriate in terms of connectivity with other VIA bus routes and local land uses. Proposed BRT stations would be located at heavy transfer locations and regular VIA local service would be located within 1/8 of a mile or less from a BRT station. Comment noted.
Janie Lonseca	Williamsburg Station	Resident	Written comment	VIA Route 524 should not go down Williamsburg Place because it is noisy and a safety hazard for residents. Please reroute to Hillcrest or Babcock.	Comment noted. See comment above about the proposed De Chantel Road Station that replaces the proposed Williamsburg Place Station.

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Name	**Category**	**Affiliation**	**Method of Comment Submission/Date**	**Comment**	**Response**
Rebecca Lopez	Callaghan Station	Property owner	Written comment	I prefer the Callaghan median running option.	Comment noted.
Anonymous	Parking Aesthetics		Written comment	Parking is required at every station. Keep street names set in sidewalks on west side of Fredericksburg Rd (IH-10 to Agarita)	Providing for parking at stations generally encourages more traffic through a neighborhood and neighborhood street parking. Therefore no parking is proposed at BRT stations. However, stations would be designed to encourage appropriate pedestrian/cyclist access. The proposed multimodal transit centers may include some limited parking, and enhanced cyclist facilities. Comment noted.
Charles and Kathy Roberts	Traffic Curbside Running	Resident	Written comment	Don't remove any traffic lanes on Fredericksburg Rd. Reduce current bus traffic. Curb running is preferable.	The same total number of traffic lanes would remain but could be aligned differently to accommodate the BRT lanes. Comment noted.
Charles Van Siclen	Callaghan Station Opposition to project	Property owner	Written comment	Callaghan station is preferred (either curb or median). The project is a waste of money.	Comment noted. Comment noted.
Manuel Hempkins	Median running	Resident	Written comment	BRT should have a dedicated median running lane on Fredericksburg Rd.	Comment noted.

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Name	**Category**	**Affiliation**	**Method of Comment Submission/Date**	**Comment**	**Response**
Carolyn Holland	Median running	Property owner/ Resident	Written comment	BRT should have a dedicated median lane.	Comment noted.
	Callaghan			I prefer a station at Callaghan.	Comment noted.
	Pedestrian access			We need to be able to cross to the center of Fredericksburg Rd safely (for median running).	Safety is one of the criteria that is being considered in determining whether BRT stations should be median or curbside running. BRT stations would be located next to intersections and pedestrian crossing features will be included in the design.
	Traffic			We need three lanes in each direction from Crossroads Mall to Huebner.	The same total number of traffic lanes would remain but could be aligned differently to accommodate the BRT lanes. Fredericksburg Rd north of IH-410 would have one less through traffic lane in each direction, in order to accommodate a dedicated BRT lane.
	Connectivity			I want to transfer to Courthouse, Majestic Theater, Hemisphere Park/Convention Center on Market, Alamo.	The proposed BRT would provide service in the downtown area although there would be no dedicated BRT stations in that area.

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Name	**Category**	**Affiliation**	**Method of Comment Submission/Date**	**Comment**	**Response**
John Carrola	Callaghan Median	Property owner	Written comment	I prefer Callaghan median running.	Comment noted.
Benjamin and Yvonne Willborn	Callaghan Property value	Residents/ property owners	Written comment	I prefer Callaghan. I am concerned about property value, loss of land, increased foot traffic	Comment noted. Generally, properties located near transit stops increase in value, however, VIA is preparing an environmental assessment (EA) to determine the proposed project impacts on adjacent properties. The EA will address the topics listed by the commenter, and will be available for public comment in the fall of 2009.
Mary Towers	Median running	Resident	Written comment	I prefer median running for the entire route.	Comment noted.
Martin	Curb running	Resident	Written comment	I prefer curb running only. Eliminate bus stations at Williamsburg, Magic, Mary Louise.	Comment noted To encourage pedestrian accessibility to stations, the distance between station locations is being evaluated and finalized as part of the preliminary engineering design and documented in the EA.

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Name	**Category**	**Affiliation**	**Method of Comment Submission/Date**	**Comment**	**Response**
Frank Fonseca	Median running stations	Resident	Written comment	Consider single station to serve both directions	VIA has performed an analysis to investigate the operational issues and effects of using a dedicated BRT lane for northbound and southbound travel north of IH-410. As a result of this analysis, VIA has determined that such a configuration is not feasible at this time.
	Williamsburg Place Station			Please move Williamsburg station to Balcones Heights Rd. Reroute bus on Williamsburg Pl. to other streets	Note: A station is no longer proposed at Williamsburg Place. Replacing it is a proposed station at De Chantel Road. This station is proposed because it was determined to be a location that would be appropriate in terms of connectivity with other VIA bus routes and local land uses. Proposed BRT stations would be located at heavy transfer locations and regular VIA local service would be located within 1/8 of a mile or less from a BRT station. Comment noted.

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Table 1: Summary of Public Comments on VIA Primo - Fredericksburg Road Bus Rapid Transit Project Monday, May 4 – Saturday May 9, 2009					
Name	**Category**	**Affiliation**	**Method of Comment Submission/Date**	**Comment**	**Response**
Marta Crawford	General bus stops/connectivity	McDonalds Area Supervisor	Written comment	I'm concerned about the future of bus stops on Fredericksburg Rd. Seventy percent of my employees ride bus to work. Will transfers cost the same?	Many of the current routes will continue to run in this area, so service will be enhanced. The rates will be the same for BRT and local bus routes so transferring will not involve any additional cost.
Jack Finger	Opposition	Resident	Written comment	Curb and median both have problems (safety and traffic). Need more vehicle lanes not BRT	Comment noted.
Ruth Perez	Median running Huisache	Resident/ property owner	Written	I prefer median running. I prefer the Huisache station.	Comment noted. Comment noted.
Gavino Perez, Jr.	Questions on BRT buses, lane functionality, reconstruction of Fred. Rd.		Written comment	Will BRT be the only bus running on Fredericksburg Rd? Will the existing bus lanes and new bus lanes be the same size? What prevents the right-turn only lane from being used as a straight-through lane? Will Fredericksburg Rd be reconstructed? What type of bus will be used? What type of fuel will the bus use?	No, VIA will continue to have local bus service on Fredericksburg Rd. All lane widths will meet TxDOT standards. Some lane widths would be slightly reduced at intersections. The right-turn lane would be offset from the continuation lanes across an intersection, and, would be marked as right-turn only. The proposed BRT vehicle is a high-capacity, 60-ft hybrid vehicle that is powered by diesel/electricity.

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Name	**Category**	**Affiliation**	**Method of Comment Submission/Date**	**Comment**	**Response**
	Median running			Median bus lane will require people to cross the road.	BRT stations would be located next to intersections and pedestrian crossing features would be included in the design.
May 5 Meeting					
Barbara Fry	Curbside vs. Median Running	Resident	Written comment	Curbside will cause less disruption of traffic and will be safer. Have you determined the impact on drivers using businesses along BRT route? Have you assessed potential usage of BRT?	Comment noted. In evaluating curbside versus median running, VIA is using four criteria: property acquisition, traffic impact, safety, and property access. The main impact to drivers using businesses would be the elimination of the continuous left turn lane if the median running option were selected. In addition, some access points would be consolidated in the reconstructed portion of Fredericksburg Rd. VIA has projected the usage of the proposed BRT project at 6,850/day in 2015 and 8,100/day in 2032.
May 6 Meeting					
John Norton	Connectivity	Property Owner	Written Comment	My bus is 534 from Ingram headed to VA Hospital. If 534 goes to new transit center, how will I get to the VA Hospital from the center?	The new transit centers will serve both the BRT and the existing bus service with full transfer facilities will be available at each center.

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Name	**Category**	**Affiliation**	**Method of Comment Submission/Date**	**Comment**	**Response**
Irene Baldridge*	Support for project	City Council, Leon Valley	Written comment	We hope that next project will connect to Bandera Rd.	Comment noted. VIA's long range plan will address additional high-capacity corridors.
Carol Preston	Wildlife Noise security and lighting; Contact person at VIA	Resident	Written comment	Relocation of wildlife is a concern. Noise, security, lighting, types of buffer walls on SW side are all concerns.	To comply with National Environmental Policy Act (NEPA) requirements for gaining project approval, VIA must conduct an EA to determine direct, indirect, and cumulative effects of the proposed project. All of these topics listed by the commenter will be addressed in the Draft EA, which will be available for public comment in 2010.
Jim Reed	Traffic congestion (enter/leave S. Texas Medical Ctr)	President, San Antonio Medical Foundation and Medical Center Alliance	Written comment	Have you considered the effect of BRT bus-only lanes on congestion; connectivity with other transportation; patient, employee, and visitor access to STMC facilities; net effect of adding BRT and eliminating other routes on Medical Drive?	There are no bus-only lanes along the Medical Drive section of the BRT Route. To comply with NEPA requirements for gaining project approval, VIA must conduct an EA to determine direct, indirect, and cumulative effects of the proposed project. All of the topics listed by the commenter will be addressed in the Draft EA, which will be available for public comment in 2010.
Vicky Migura	Opposition to project	Property owner /resident	Written comment	I support No Build because of noise, crime, lighting, environmental issues associated with Build Alternative	Comment noted.

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Name	**Category**	**Affiliation**	**Method of Comment Submission/Date**	**Comment**	**Response**
Anonymous Deer Oaks resident	Transit Oriented Development (TOD)	Resident	Written comment	Will residents have any input on what TOD should be?	During preliminary engineering for the proposed BRT project, only the potential sites for TOD will be identified. Future TOD uses will be a joint effort on the part of numerous entities, including the immediate residential communities.
Anonymous	Security	Resident	Written comment	I have concerns about people coming onto my property.	VIA would maintain security at its proposed transit centers by having a VIA transit police presence and closed-circuit TV to monitor activity.
Anonymous	Traffic Aesthetics	Resident	Written comment	There are many wrecks at Medical and Babcock. Would green median be added? Landscaping?	A Traffic Impact Analysis was conducted at this intersection and traffic safety is being considered within the design of the transit center. This intersection will also be reconstructed, prior to the opening of the Transit Center. Design features will be evaluated during the preliminary engineering evaluation process.
Anonymous	Cost of BRT	Resident	Written comment	How much will cost be considered in selecting transit center option?	Cost is one factor being considered in determining the transit center design. Traffic impacts, noise impacts, safety, community input and other factors are being considered as well.

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Name	**Category**	**Affiliation**	**Method of Comment Submission/Date**	**Comment**	**Response**
Anonymous	Construction of BRT STMCTC		Written comment	How long will it take to construct? STMCTC?	The proposed STMCTC is proposed to be constructed by 2012.
May 7 Meeting					
Barb McMillin	Opposition/ preference for light rail		Written comment	Why invest in BRT when light rail is more cost effective?	Studies have shown that BRT is more cost effective than light rail. VIA has estimated that the cost of BRT is approximately $10 million per mile versus $40-80 million per mile for light rail. Through the Alternative Analysis process in 2007, VIA determined that BRT would be the most cost-effective mode for this corridor.
	Need for transportation planning			A comprehensive transportation plan is needed for the entire city.	The Comprehensive Transportation Plan (CTP) 2035, currently in progress, will analyze various multi-modal options for improving mobility within the San Antonio/Bexar County area.
	Bicycle access			Safe bike lanes (with barriers/full size) are needed to connect with rail stations.	There are no current plans for bike lanes in the proposed project because of lack of space for these lanes, especially at intersections. However, VIA is currently looking at various ways of making the proposed BRT

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Name	**Category**	**Affiliation**	**Method of Comment Submission/Date**	**Comment**	**Response**
					route accessible to those traveling by bicycle, including the possible use of lockers/showers at transit centers, and the ability to carry bicycles on board the BRT vehicle.
Bianca Maldonado	Historic preservation	Property owner/ Board member, Jefferson Woodlawn Lake CDC	Written comment	There will be significant impacts to existing commercial buildings.	To comply with NEPA requirements for gaining project approval, VIA must conduct an EA to determine direct, indirect, and cumulative effects of the proposed project. The topic listed by the commenter will be addressed in the Draft EA, which will be available for public comment in 2010.
	BRT Route/Stations			San Antonio Ave. one way south would provide safer interaction with Fredericksburg Rd. traffic. Move the local bus stop at Mary Louise/Fred to the stone shelter @Fred/Hildebrand Notify homeowners of design for Mary Louise stop.	Comment noted.

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Name	**Category**	**Affiliation**	**Method of Comment Submission/Date**	**Comment**	**Response**
Carr Hornbuckle and Jack Leifer	Mary Louise Station Curbside vs. median Running Public Involvement	Property owners	Written comment	We prefer to see more coordination between BRT and bus stops at Mary Louise, i.e., placing BRT stops on far side of intersection. I prefer median stations along the entire BRT. I would like public involvement in station design in Deco District	Comment noted. BRT stations have a different height platform than local bus stops, so coordinating stops is more complicated. Comment noted. Comment noted. VIA plans to offer the public an opportunity to provide input on station design.
James Boland	Curbside vs. median Running Public involvement	Resident	Written comment	I prefer curbside. I would like to be contacted regarding Crossroads, Williamsburg Pl, Babcock, and Mary Louise, and two transit centers.	Comment noted. VIA plans to offer the public an opportunity to provide input on station design.
E. Cameron Trevino	Public Involvement - Mary Louise Station		Written comment	I would like to be contacted regarding this station.	VIA plans to offer the public an opportunity to provide input on station design.
Rob Sipes	Public involvement – Mary Louise station	Resident	Written comment	I would like to be invited to a design meeting on Mary Louise.	VIA plans to offer the public an opportunity to provide input on station design.

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Name	**Category**	**Affiliation**	**Method of Comment Submission/Date**	**Comment**	**Response**
Debbie Huerta	Huisache station	President, Beacon Hill Neighbor-hood Assn.	Written comment	I prefer Huisache option 8B—it is closer to Beacon Hill, has more development potential; provides a future link to Martinez Creek; better pedestrian/bike access; and better potential for connectivity with other modes of transportation.	Comment noted.
Alana Avant	Bicycle Access Aesthetics	Resident	Written comment	Bike facilities are needed throughout Fredericksburg Rd. corridor and BRT. Fredericksburg Rd. needs beautification (e.g., trees, plazas).	There are no current plans for bike lanes in the proposed project because of lack of space for these lanes, especially at intersections. However VIA is currently looking at various ways of making the proposed BRT accessible to those traveling by bicycle, including the possible use of lockers/showers at transit centers, and the ability to carry bicycles on board the BRT vehicle. Comment noted.
Gavino Perez, Jr.	Huisache Curbside vs. median running	Huisache Ave. Baptist Church	Written comment	I prefer Huisache Option 8A (better pedestrian access); do not close Huisache access to Fredericksburg Rd.; favor demolition of the Pacesetter Bldg at Huisache/Fredericksburg Rd. I am concerned about limited left turns.	Comment noted. A Traffic Impact Analysis was conducted and the results will be used to determine how to serve existing intersections

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					and left turning traffic. VIA is using several evaluation criteria to evaluate median versus curbside running. These criteria are property acquisition, traffic impact, safety, and property access.
Anonymous	Curbside vs. median running Parking BRT general		Written comment	Center running is preferred. Parking is needed at all stations. Underground route at Medical Drive is good; comprehensive plan is needed	Comment noted. Providing for parking at stations generally encourages more traffic through the neighborhood and neighborhood street parking. Therefore there is no parking proposed at BRT stations. However, stations would be designed to encourage appropriate pedestrian/cyclist access. The proposed multimodal transit centers may include some limited parking, and enhanced cyclist facilities. Comment noted.

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Name	**Category**	**Affiliation**	**Method of Comment Submission/Date**	**Comment**	**Response**
Beacon Hill Resident	Huisache	Resident	Written comment	Have nearby property owners been contacted?	As part of the public involvement process, VIA has contacted all known property owners within the detailed project study area regarding the proposed project. In addition, VIA has established a BRT Corridor Council that meets monthly for updates on the proposed BRT project.
Anonymous	BRT general		Written comment	Why does BRT run on I-10? Bicycle lockers available? Coordination with historic preservation?	The proposed BRT on Fredericksburg Road Corridor project would run on IH – 10 to avoid delays associated with the railroad crossings on the lower portion of Fredericksburg Rd. Bicycle lockers are currently being considered for the transit centers. During the EA and Preliminary Engineering portion of the proposed project, VIA is coordinating with the City of San Antonio's historic preservation office as well as with the Texas Historical Commission, regarding historic properties within the project study area.

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Name	**Category**	**Affiliation**	**Method of Comment Submission/Date**	**Comment**	**Response**
Ruth Perez	Huisache Bicycle Access	Resident	Written comment	I prefer the Huisache station; do not close Huisache. Bike trail should enter Martinez Creek off Warner St.	Comment noted.
Grace Rosales	Calaveras	Resident/Property owner	Written comment	I prefer Calaveras—more central; not a problem to close Huisache.	Comment noted.
Damon Mason	Emergency response		Written comment	What will be the effect of BRT on emergency response in corridor?	VIA understands the importance of ensuring that emergency response takes place in a timely fashion in the Fredericksburg Rd corridor. The proposed BRT project should not adversely affect emergency response.
	BRT route			Northbound BRT should go on the upper level of McDermott Freeway to reach #567B and reverse course at Fulton before turning north on TX-Loop 345.	Comment noted.
Jack Finger	Opposition	Resident	Written comment	We need wider vehicle lanes, not BRT.	Comment noted.
Nettie Hinton	BRT Route	Resident	Written comment	I disapprove of BRT using IH-10. You will bypass hundreds, perhaps thousands of riders along Fredericksburg Rd. Rush hour on IH-10 is congested and dangerous.	The proposed VIA Primo would run on IH – 10 to avoid delays associated with the railroad crossings on the lower portion of Fredericksburg Rd.

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Table 1: Summary of Public Comments on VIA Primo - Fredericksburg Road Bus Rapid Transit Project Monday, May 4 – Saturday May 9, 2009					
Name	**Category**	**Affiliation**	**Method of Comment Submission/Date**	**Comment**	**Response**
	General – VIA			VIA administration appears to be responding to special interests. This started with 3-month delay of BRT project and continued with talk of land swap involving sale of Market Square.	Comment noted.
May 9, 2009					
E. Cameron Trevino	Name for WSMMTC		Written comment	A name change is needed for WSMMTC because of the connotations of the name "West Side."	Comment noted.
Daniel Day	STMCTC	Moderator of Alamo Cycling Scene	Written comment	I prefer the third STMCTC option with the parking garage over the buses. It protects riders from rain. I also would like to see a trolley through the Medical Center.	Comment noted.
	Access from Crossroads Park & Ride			Consider purchasing a property for parking so people can use BRT as they would current park & ride.	Providing for parking at stations generally encourages more traffic through the neighborhood and neighborhood street parking. Therefore, there is no parking proposed at BRT stations. However, stations would be designed to encourage appropriate pedestrian/cyclist access. The proposed multimodal transit centers would include some limited parking, and enhanced cyclist facilities.
	Curbside vs. median running			As a bicyclist, I prefer the median running bus lane.	Comment noted.

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Table 1: Summary of Public Comments on VIA Primo - Fredericksburg Road Bus Rapid Transit Project Monday, May 4 – Saturday May 9, 2009					
Name	**Category**	**Affiliation**	**Method of Comment Submission/Date**	**Comment**	**Response**
Sylvia Miller	Parking Public Involvement	IAMA	Written comment	We need small a park & ride at the mid-point on BRT route (Babcock/Fredericksburg Rd). VIA needs to communicate more about bus routes/parking. Information directories of surrounding businesses will prompt local businesses to support the BRT project.	Comment noted. Providing for parking at stations generally encourages more traffic through the neighborhood and neighborhood street parking. Therefore, there is no parking proposed at BRT stations. Public involvement is a key element in the development of the proposed BRT project. VIA is making information available on its website and through various meetings with neighborhoods and its ridership. Maps with vicinity amenities/businesses would be located at the transit stops.
Comments received after May 9, 2009					
Chris Riley	Support for BRT project	Mayor, City of Leon Valley	Written comment	Congratulations on your forward thinking for a future mass transportation option. We would like to work with you to explore how to partner with the City of San Antonio, District 7, City of Leon Valley on consideration of second leg of BRT. We hope to increase ridership by attracting professionals who live along this corridor and work at the Medical Center or downtown. I've spoken with Councilman Rodriquez and he is interested in this idea.	Comment noted. VIA's long range plan will provide a process for community input in identifying additional high-capacity corridors.

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Table 1: Summary of Public Comments on VIA Primo - Fredericksburg Road Bus Rapid Transit Project Monday, May 4 – Saturday May 9, 2009					
Name	**Category**	**Affiliation**	**Method of Comment Submission/Date**	**Comment**	**Response**
Todd O'Neill	Bicycle access		Email received May 14, 2009	These buses require bicycle access to be a complete and efficient multi-modal service.	Comment noted. The Comprehensive Transportation Plan (CTP) 2035, currently in progress, will analyze various multi-modal options for improving mobility within the San Antonio/Bexar County area.
Cosima Colvin	Support for Huisache Station	VP/Committee Member, BHANA/Martinez Creekway	Email received May 13, 2009	I support Station 8 at Huisache. Adding a crosswalk with a pedestrian signal at Huisache would improve safety. The Huisache location has potential to encourage economic development.	Comment noted.
Patsy Robles	Bicycle access		Email received May 14, 2009	BRT and any bike lanes should be on right-hand side of street as in other cities. Bikes should be able to access interior of BRT buses.	Comment noted. At this time, VIA is evaluating the possibility of allowing bikes inside BRT vehicles, based on experiences in other cities.
Alana Avant	Bicycle access		Email received May 18, 2009	I would like option to ride bike to work and have option of using BRT with the bicycle. Fredericksburg Rd should include bike lanes.	Comment noted. There are no current plans for bike lanes in the proposed project because of lack of space for these lanes, especially at intersections. However VIA is currently looking at various ways of making the proposed BRT accessible to those traveling by bicycle, including the possible use of lockers/showers at transit centers, and the ability to carry bicycles on board the BRT vehicle.

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Table 1: Summary of Public Comments on VIA Primo - Fredericksburg Road Bus Rapid Transit Project Monday, May 4 – Saturday May 9, 2009					
Name	**Category**	**Affiliation**	**Method of Comment Submission/Date**	**Comment**	**Response**
Marc Toppel	Median Running Bicycle Access		Email received May 17, 2009	I recommend center lanes because they allow more flexibility for future transportation options. I suggest use of bicycle racks on buses.	Comment noted. VIA is evaluating the options for bicycle storage on proposed BRT vehicles.
Barb McMillin	Comprehensive Transportation Plan Bicycle access Streetcars		Email received May 15, 2009	I would like to see a comprehensive transportation plan for San Antonio that addresses rail/BRT/bus/bike/pedestrian issues. I would like to see a bicycle network with connections at rail stations. I would also like to see bicycle amenities at stations. I would like to see a streetcar system used in San Antonio.	SA-BC's Comprehensive Transportation Plan (CTP) 2035, currently in progress, will analyze various multi-modal options for improving mobility within the San Antonio/Bexar County area. VIA works with the City of San Antonio on its Bicycle Plan, which addresses future network connectivity, and considers the on/off pavement and transit network. VIA is currently looking at various ways of making the proposed BRT accessible to those traveling by bicycle, including possible the use of lockers/showers at transit centers, and the ability to carry bicycles on board the BRT vehicle. VIA's Comprehensive Transportation Plan (CTP) 2035, will analyze streetcar as

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Table 1: Summary of Public Comments on VIA Primo - Fredericksburg Road Bus Rapid Transit Project Monday, May 4 – Saturday May 9, 2009					
Name	**Category**	**Affiliation**	**Method of Comment Submission/Date**	**Comment**	**Response**
					part of the various multi-modal options.
J. Tuttle	Dedicated lane for BRT		Email received May 14, 2009	BRT would need a dedicated lane.	Comment noted. As part of the preliminary engineering analysis, VIA is analyzing areas within the project corridor where it is appropriate to use a dedicated lane for the proposed BRT. (Note the dedicated lane is no longer under consideration.)
Anonymous	Bicycle access		Email received May 15, 2009	Consider using alleys in older neighborhoods as bicycle/pedestrian paths.	Comment noted.
Felecia Briscoe	Support for BRT		Email received April 12, 2009**	We need BRT between Austin and San Antonio	Comment noted. Generally, the range of a BRT line is within __ to __ miles. However, other options such as the Lone Star District (formerly Austin-San Antonio Commuter Rail District) is proposed a rail project between the two cities.
Raquel Ramos	Concern about STMCTC		Email received May 7, 2009	Deer Oaks Townhomes will be affected by STMCTC. We have concerns about drainage, noise level, pollution, and buffer between STMCTC and our property.	To comply with National NEPA requirements for gaining project approval, VIA must conduct an EA to determine direct, indirect, and cumulative effects of the proposed project. All of these topics listed by the commenter will be addressed in the Draft EA, which will be available for

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Table 1: Summary of Public Comments on VIA Primo - Fredericksburg Road Bus Rapid Transit Project Monday, May 4 – Saturday May 9, 2009					
Name	**Category**	**Affiliation**	**Method of Comment Submission/Date**	**Comment**	**Response**
					public comment in the fall of 2009. VIA is committed to working with adjacent stakeholders to ensure buffers are adequately and aesthetically designed.
Anonymous	Bicycle access		Email received May 15, 2009	I'm concerned about the lack of bicycle lanes.	There are no current plans for bike lanes in the proposed project because of lack of space for these lanes, especially at intersections. However VIA is currently looking at various ways of making the proposed BRT accessible to those traveling by bicycle, including the possible use of lockers/showers at transit centers, and the ability to carry bicycles on board the BRT vehicle.
Linc Avant	Bicycle access		Email received May 15, 2009	I'm concerned about lack of bicycle lanes.	There are no current plans for bike lanes in the proposed project because of lack of space for these lanes, especially at intersections. However VIA is currently looking at various ways of making the proposed BRT accessible to those traveling by bicycle, including the possible use of lockers/showers at transit centers, and the ability to carry

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Table 1: Summary of Public Comments on VIA Primo - Fredericksburg Road Bus Rapid Transit Project Monday, May 4 – Saturday May 9, 2009					
Name	**Category**	**Affiliation**	**Method of Comment Submission/Date**	**Comment**	**Response**
					bicycles on board the BRT vehicle.
Anonymous	Support for median running and bicycle access		Email received May 14, 2009	Please place BRT in median with safe bicycle lanes included.	Comment noted. There are no current plans for bike lanes in the proposed project because of lack of space for these lanes, especially at intersections. However VIA is currently looking at various ways of making the proposed BRT accessible to those traveling by bicycle, including the possible use of lockers/showers at transit centers, and the ability to carry bicycles on board the BRT vehicle.
Daniel Day	Support for median running Bicycle access		Email received May 13, 2009	Place BRT in median to minimize construction impact on businesses and plan for future light rail. Bike racks will not work; need to bring bikes onboard BRT vehicles. Make room for bike lanes between Medical Drive and Pasadena Street on Fredericksburg Rd.	Comment noted. There are no current plans for bike lanes in the proposed project because of lack of space for these lanes, especially at intersections. However VIA is currently looking at various ways of making the proposed BRT accessible to those traveling by bicycle, including the possible use of

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Table 1: Summary of Public Comments on VIA Primo - Fredericksburg Road Bus Rapid Transit Project Monday, May 4 – Saturday May 9, 2009					
Name	**Category**	**Affiliation**	**Method of Comment Submission/Date**	**Comment**	**Response**
					lockers/showers at transit centers, and the ability to carry bicycles on board the BRT vehicle.
Anonymous	Support for light rail		Email received May 10, 2009	Build a light rail system.	Comment noted.
Al Uvietta	Extension of proposed BRT route	COLV	Email received May 7, 2009	Consider extending BRT from Medical Center to City of Leon Valley and out Bandera Rd to 1604.	Comment noted. The SA-BC MPO's Comprehensive Transportation Plan (CTP) 2035, currently in progress, will analyze various multi-modal options for improving mobility within the San Antonio/Bexar County area.
David Spitsen	Opposition to BRT		Email received April 26, 2009**	BRT is a waste of money. San Antonio should build a monorail.	Comment noted.
Michael Thomas	Opposition to BRT		Email received May 4, 2009	BRT is lame; we need light rail. BRT is not green.	Comment noted.

*Elected official

**Comment received before public meetings in May 2009

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APPENDIX A.3

AGENCY COORDINATION MEETINGS

Agency Coordination Meetings 2008-2009					
DATE	**ORGANIZATION**	**LOCATION**	**MEETING FORMAT**	**ATTENDEES**	**TOPIC**
Monday, June 02, 2008 9:00 AM-11:00 AM	BRT Agency Scoping Meeting	VIA Admin Board Room (800 W Myrtle) San Antonio, TX	Presentation and comment session	See Agency Scoping Meetings in Appendix A	Project scoping
Monday, June 02, 2008	BRT Agency Scoping Meeting	VIA Admin Board Room (800 W Myrtle) San Antonio, TX	Presentation and comment session	See Agency Scoping Meetings in Appendix A	Project scoping
Tuesday, June 03, 2009	Agency Scoping Meeting	LAN Offices, Austin, TX	Presentation and comment session	See Agency Scoping Meetings in Appendix A	Project scoping
Tuesday, June 03, 2009	Agency Scoping Meeting	LAN Offices, Austin, TX	Presentation and comment session	See Agency Scoping Meetings in Appendix A	Project scoping
28-Jul-08	City of San Antonio (COSA) data request	VIA Metro Center (1021 San Pedro), San Antonio, TX	Discussion	VIA, City of San Antonio (COSA)	Request for data
28-Jul-08	SA-BC MPO - VISSIM Oversight Committee Meeting	SA- BC MPO, San Antonio, TX-	Discussion	VIA, SA-BC MPO	Traffic modeling coordination

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Agency Coordination Meetings 2008-2009					
DATE	**ORGANIZATION**	**LOCATION**	**MEETING FORMAT**	**ATTENDEES**	**TOPIC**
6-Aug-08	TxDOT Data Collection Meeting	San Antonio, TX	Discussion	VIA, TxDOT	Request for data
18-Aug-08	SA-BC MPO - VISSIM Oversight Committee Meeting	San Antonio - Bexar County MPO, San Antonio, TX	Discussion	VIA, SA-BC MPO, AACOG, COSA, TxDOT, San Antonio District, Bexar County	Fredericksburg Rd. microsimulation study
21-Aug-08	Agency Coordination Meeting	San Antonio	Discussion	VIA, TxDOT San Antonio District, COSA	Agency Coordination
3-Sep-08	Preliminary Engineering Coordination Meeting	VIA, San Antonio	Discussion	VIA, TxDOT, San Antonio District, COSA	Agency Coordination
8-Sep-08	SA-BC MPO - VISSIM Oversight Committee Meeting	San Antonio, TX	Presentation/Discussion	VIA, SA-BC MPO	Agency Coordination
10-Sep-08	SA-BC MPO - Ridership Forecasting Meeting	SA-BC MPO, San Antonio, TX	Presentation/Discussion	VIA, SA-BC MPO	Agency Coordination
19-Sep-08	SA-BC MPO - VIA BRT Geometrics Meeting	SA-BC MPO, San Antonio, TX	Discussion	VIA, SA-BC MPO, TxDOT San Antonio District	BRT Geometrics
25-Sep-08	VIA - Siemens - COSA Communication Systems Meeting	San Antonio, TX	Discussion	VIA, COSA, Siemens, Continental	Agency Coordination

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Agency Coordination Meetings 2008-2009					
DATE	**ORGANIZATION**	**LOCATION**	**MEETING FORMAT**	**ATTENDEES**	**TOPIC**
26-Sep-08	Meeting to discuss cultural resources with THC	Austin, TX	Discussion	VIA, TxDOT-San Antonio District, TxDOT Environmental Affairs (ENV), Texas Historical Commission (THC), Federal Transit Administration (FTA), Federal Highway Administration (FHWA)	Overview/explanation of BRT project
8-Oct-08	Agency Coordination Meeting: Environmental	VIA Admin Board Room (800 W. Myrtle), San Antonio, TX		VIA, TxDOT-San Antonio District, City of Balcones Heights, COSA	Agency Coordination
8-Oct-08	Agency Coordination Meeting: Engineering/Design	VIA Admin Board Room (800 W. Myrtle), San Antonio, TX	Discussion	VIA, TxDOT-San Antonio District, City of Balcones Heights, COSA	Agency Coordination

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Agency Coordination Meetings 2008-2009					
DATE	ORGANIZATION	LOCATION	MEETING FORMAT	ATTENDEES	TOPIC
15-Oct-08	Historic Design Commission Meeting				
21-Nov-08	SA-BC MPO - VISSIM Oversight Committee Meeting	SA-BC MPO, San Antonio, TX	Discussion	VIA, SA-BC MPO	Agency Coordination
9-Dec-08	VIA - COSA - Medical-Babcock Intersection Meeting	VIA Admin Board Room (800 W Myrtle)	Discussion	VIA, COSA	Agency Coordination
23-Dec-08	VIA - COSA - STMCTC Meeting	COSA	Discussion	VIA, COSA	Agency Coordination

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Agency Coordination Meetings 2008-2009			
LOCATION	**MEETING FORMAT**	**ATTENDEES**	**TOPIC**
VIA, San Antonio, TX	Workshop	VIA, COSA, City of Balcones Heights, TxDOT- San Antonio District	
Bexar County	Discussion	VIA, Bexar County	WSMMTC Coordination
VIA Admin Board Room (800 W Myrtle)	Discussion	VIA, COSA, City of Balcones Heights, TxDOT- San Antonio District	Proposed BRT stations
San Antonio, TX	Discussion	VIA, TXDOT- San Antonio District	Agency Coordination
	Discussion	VIA, TXDOT ENV	Renovation of the I&GN Building at the WSMMTC
VIA Admin Board Room, 800 W Myrtle	Workshop	VIA, TxDOT - San Antonio District	Review of Schematics
San Antonio River Authority, 100 E Guenther	Presentation/Discussion	VIA, San Antonio River Authority	Proposed BRT stations
VIA, 800 W Myrtle, San Antonio, TX	Discussion	VIA, Medical Center Foundation	Agency Coordination
COSA, Public Works Offices	Discussion	VIA, COSA, TxDOT, Bexar County	Agency Coordination
COSA, Public Works Offices	Discussion	VIA, COSA, TxDOT, Bexar County	Agency Coordination
COSA, Public Works Offices	Discussion	VIA, COSA, TxDOT, Bexar County	Agency Coordination
COSA, Public Works Offices	Discussion	VIA, COSA	Agency Coordination
COSA, Economic Development Office	Discussion	VIA, COSA, City Public Service (utility)	Agency Coordination
COSA, Public Works Offices	Discussion	VIA, COSA, TxDOT, Bexar County	Agency Coordination
VIA, 800 W Myrtle, San Antonio, TX	Discussion	VIA, COSA, TxDOT, Bexar County	Agency Coordination
COSA, Public Works Offices	Discussion	VIA, COSA	Medical Center Transit Center
San Antonio Water System Offices	Discussion	VIA, San Antonio Water System	BRT Project

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Agency Coordination Meetings 2008-2009			
LOCATION	**MEETING FORMAT**	**ATTENDEES**	**TOPIC**
VIA, 800 W Myrtle, San Antonio, TX	Discussion	VIA, AMTRAK	Westside Mulitmodal Center
Medical Center Foundation Offices	Discussion	VIA, TXDOT, COSA, Bexar County, Medical Center Foundation	Medical Center Transit Center

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APPENDIX B

POTENTIALLY AFFECTED HAZARDOUS MATERIALS SITES

Potentially Affected Hazardous Materials Sites

Map ID	Distance from Corridor (ft)	Location	Risk to Corridor	Risk to Station / Transit Center	Comments
1	2112 NW	Unlisted Hamilton Wolfe at Oakdale Road	Low	Low	CALF: The site ID # is 2617. The site was opened and closed at an unknown date. The size of the CALF is unknown. The site was identifed in 1989 Bexar County Survey.
2	2692 NW	Unlisted Babcock and Hamilton Wolfe Road	Low	Low	CALF: The site ID # is 2616. The site was opened and closed at an unknown date. The size of the CALF is unknown.
3	528 NW	Christus Santa Rosa Medical Center 2827 Babcock Road	Low	Low	PST: One tank was reported for the site. One 25000-gallon PST is reported as still in use at the site.
					IHW: The activity type is listed as Hospital. The EPA ID is TXR000033969. The facility registration date is listed as 9/13/07. The facility type is listed as non-industrial and / or municipal CESQG. The state status is reported to be active.
4	1056 N	Warm Springs Rehabilitation Hospital 5101 Medical Drive	Low	Low	LPST: Final concurrence and closure have been issued by the TCEQ. The release was reported in 1992. The quantity and contents were not reported for the release. No Groundwater impact, no apparent threats or impacts to receptors.
					PST: Two tanks were reported for the site. One 6000-gallon UST was removed from the ground in 1999. One 4000-gallon PST is reported as still in use.
5	1108 N	McDermott Reasearch Center, North Campus 8403 Floyd Curl Drive	Low	Low	PST: One tank was reported for the site. One 2500-gallon PST is reported as still in use on the site. There are Two, in use above ground PSTs reported for the site, which are still in use.
6	792 NE	University of Texas Health Science Center 8403 Floyd Curl Drive	Low	Low	TIERII: This facility has 5 reportable chemicals stored onsite. This facility has passed all valadation checks
7	5 N	Rowland Texas Diabetes & Grandular Disease Clinic 5107 Medical Drive	Low	Low	FRS: The site's Registry ID is 110035330549. The program listed for this site is Agency Central Registry. There are no SICs or NAICSs for this site.
8	5 W	Walgreens 1624 5282 Medical Drive, Suite 125	Low	Low	FRS: The site's Registry ID is 110005180865. The program listed for this site is RCRAINFO. There are no SICs or NAICSs for this site.
					IHW: The activity type is listed as General Merchandise. The EPA ID is TXR000026039. The facility registration date is listed as 6/17/03. The facility type is listed as non-industrial and / or municipal SQG. The state status is reported to be inactive.
9	739 S	Brake Works 2466 Babcock Road	Low	Low	LPST: Final concurrence and closure have been issued by the TCEQ. The release was reported in 1991. The quantity and contents were not reported for the release. Minor Soil Contamination - Does not require a RAP.
10	844 S	Diamond Shamrock 2251 2444 Babcock Road	Low	Low	LPST: Final concurrence and closure have been issued by the TCEQ. The release was reported in 2004. The quantity and contents were not reported for the release. Groundwater impacted, no apparent threats or impacts to receptors.
					PST: Three tanks were reported for the site. Three 9816-gallon USTs were removed from the ground in 2004.
11	1267 S	Comet One-Hour Cleaners, Store 5 2414 Babcock Road	Low	Low	IHW: The activity type is listed as Dry Cleaning Store. The EPA ID is TXD988085452. The facility registration date is listed as 4/23/03. The facility type is listed as non-industrial and / or municipal CESQG. The state status is reported to be active.
					DCR: The site Registration number is RN102951209. The site class is Drycleaner Facility.
12	1689 SE	Mobil Staion 12C87 2311 Babcock Road	Low	Low	LPST: Final concurrence and closure have been issued by the TCEQ. The release was reported in 1992. The quantity and contents were not reported for the release. Groundwater impacted, no apparent threats or impacts to receptors.
13	1953 SE	San Antonio Fire Station 32 2235 Babcock Road	Low	Low	LPST: This site has been reviewed for closure, unable to locate responsible party. The release was reported in 1991. The quantity and contents were not reported for the release. Minor Soil Contamination - Does not require a RAP.
14	1003 E	AT&T Telephone Facility 4949 Von Scheele Drive	Low	Low	PST: One tank was reported for the site. One 2000-gallon UST was removed from the ground in 1998. There are two above ground PSTs reported for the site, one in use and one out of use.
					TIERII: This facility has 2 reportable chemicals stored onsite.
					TIERII: This facility has 2 reportable chemicals stored onsite.
15	3696 N	HDJ Holding Waste Processing Facility 1102 W Laurel Street	Low	Low	MSWLF: The site permit number is 2254. The facility type listed is Grease and Grit Trap Waste Processing Facility. The facility status reported is Not Constructed. The permitted acreage is .61. The estimated closure date is not reported.
16	686 S	Audie L. Murphy Memorial Veterans Hospital 7400 Merton Minter Boulevard	Low	Low	LPST: Final concurrence and closure have been issued by the TCEQ. The release was reported in 1990. The quantity and contents were not reported for the release. GW other than drinking water aquifer, site characterization incomplete.

Potentially Affected Hazardous Materials Sites

Map ID	Distance from Corridor (ft)	Location	Risk to Corridor	Risk to Station / Transit Center	Comments
					PST: Two tanks were reported for the site. Two 15,000 - 500-gallon UST were removed from the ground in 1990. There is one above ground PST reported for the site which is still in use.
					IHW: The activity type is listed as unknown. The EPA ID is not reported. The facility registration date is listed as 9/27/02. The facility type is listed as non-industrial and / or municipal CESQG. The state status is reported to be inactive.
					IHW: The activity type is listed as unknown. The EPA ID is TX9360020011. The facility registration date is listed as 11/4/02. The facility type is listed as non-industrial and / or municipal SQG. The state status is reported to be inactive.
					MSWLF: The site permit number is 2187. The facility type listed is Solid Waste Incineration Facility w/o Energy Recovery. The facility status reported is Closed. The permitted acreage is .2. The estimated closure date is 1/1/01.
					TIERII: This facility has 51 reportable chemicals stored onsite. This facility has passed all valadation checks.
17	5 S	University Hospital 4502 Medical Drive	High	High	PST: Three tanks were reported for the site. Two 4,000 -3,000-gallon USTs were removed from the ground in 1998. One 10000-gallon PST is reported as still in use.
					PST: One tank was reported for the site. One 12000-gallon PST is reported as still in use at the site.
					SPILLS: The spill was reported to consist of unknown pounds of ethylene oxide. The soil and / or groundwater impacts were not reported. The release occurred on 9/16/96.
					SPILLS: The spill was reported to consist of 85 gallons of ethylene Glycol. The soil and / or groundwater impacts were reported to the Storm Sewer System. The release occurred on 9/1/02.
					SPILLS: The spill was reported to consist of 85 gallons of ethylene Glycol. The soil and / or groundwater impacts were reported to the Storm Sewer System to Zarzamora Creek. The release occurred on 9/1/02. SAFD Hazmat Unit conducted initial response.
					SPILLS: The spill was reported to consist of 20 gallons of Xylene. The soil and / or groundwater impacts were reported to the San Antonio River.
					SPILLS: The spill was reported to consist of 20 pounds of Chlorine. The soil and / or groundwater impacts were reported to the San Antonio River. The release occurred on 6/19/20?. Class of this spill is Open.
					SPILLS: The spill was reported to consist of 0 gallons of Chlorine. The soil and / or groundwater impacts were reported to San Antonio River.
					RCRAG: The EPA identification number is TXD037318359. The facility registration date is not reported. The site is registered as a SQG. One violation is reported.
					FRS: The site's Registry ID is 110011449469. The programs listed for this site are NCDB and RCRAINFO. There are no SICs or NAICSs for this site.
					IHW: The activity type is listed as Clinical Hospital performing tests. The EPA ID is TXD037318359. The facility registration date is listed as 4/24/07. The facility type is listed as non-industrial and/or municipal small quantity generator.
					NFRAP: The violation date was 10/26/06. The category of violation was Moderate. The media violated was Water. The status of the violation is Resolved. The violation was failure to obtain autherorization to discharge storm water related with industrial processes.
18	5 N	Chick-Fil-A CFA 4715 Medical Drive	Low	Low	FRS: The site's Registry ID is 110034315195. The program listed for this site is Agency Central Registry. There are no SICs or NAICSs for this site.
19	52 NE	Grossman Cancer Center 7979 Wurzbach Road	Low	Low	FRS: The site's Registry ID is 110005174328. The program listed for this site is RCRAINFO. There are no SICs or NAICSs for this site.
					IHW: The activity type is listed as outpatient cancer treatment facility. The EPA ID is TXR000016741. The facility registration date is listed as 5/22/03. The facility type is listed as non-industrial and / or municipal CESQG.
20	686 NE	Methodist Specialty and Transplant Hospital 8026 Floyd Curl Drive	Low	Low	RCRAG: The EPA identification number is TXD092902261. The facility registration date is not reported. The site is registered as a SQG. No violations were reported.

Potentially Affected Hazardous Materials Sites

Map ID	Distance from Corridor (ft)	Location	Risk to Corridor	Risk to Station / Transit Center	Comments
					TIERII: This facility has 3 reportable chemicals stored onsite.
21	5 NE	San Antonio Regional Hospital 8026 Floyd Curl Drive	High	Low	LPST: Final concurrence and closure have been issued by the TCEQ. The release was reported in 1991. The quantity and contents were not reported for the release. No Groundwater impact, no apparent threats or impacts to receptors.
					PST: Two tanks were reported for the site. One 2000-gallon UST was removed from the ground in 1991. One 4000-gallon PST is reported as still in use.
					IHW: The activity type is listed as . The EPA ID is TXD092902261. The facility registration date is listed as 7/8/03. The facility type is listed as non-industrial and / or municipal SQG. The state status is reported to be active.
22	5 E	Nichols Institute 7940 Floyd Curl Drive	Low	Low	FRS: The site's Registry ID is 110005153582. The program listed for this site is RCRAINFO. There are no SICs or NAICSs for this site.
					RCRAG: The EPA identification number is TXD9888077830. The facility registration date is not reported. The site is registered as a CESQG. No violations were reported.
					IHW: The activity type is listed as unknown. The EPA ID is TXD988077830. The facility registration date is listed as 9/5/97. The facility type is listed as non-industrial and / or municipal CESQG. The state status is reported to be inactive.
23	5 E	St. Lukes Baptist Hospital 7930 Floyd Curl Drive	High	Low	PST: One tank was reported for the site. One 2000-gallon PST is reported as still in use at the site.
					FRS: The site's Registry ID is 110005161564. The program listed for this site is RCRAINFO. There are no SICs or NAICSs for this site.
					IHW: The activity type is listed as Hospital. The EPA ID is TXD988089991. The facility registration date is listed as3/26/04 . The facility type is listed as industrial CESQG. The state status is reported to be inactive.
24	5 S	University of Texas Health Science Center 7703 Floyd Curl Drive	Low	Low	LPST: Final concurrence and closure are pending documentation of well plugging. The release was reported in 1995. The quantity and contents were not reported for the release. No Groundwater impact, no apparent threats or impacts to receptors.
					PST: Four tanks were reported for the site. Four 4,300 -2,016-gallon PST were removed from the ground in 1995. There are six above ground PSTs reported for the site, three are still in use and there are three out of use.
					SPILLS: The spill was reported to consist of 30 gallons of hydraulic fluid. The soil and / or groundwater impacts were not reported. The release occurred on 3/14/97.
					SPILLS: The spill was reported to consist of unknown amount of diesel fuel. The soil and / or groundwater impacts were not reported. The release occurred on 12/26/98.
					FRS: The site's Registry ID is 110017310033. The programs listed for this site are NCDB and RCRAINFO. There are no SICs or NAICSs for this site.
					RCRAG: The EPA identification number is TXD093742229. The facility registration date is not reported. The site is registered as a SQG. No violations were reported.
					IHW: The activity type is listed as not reported. The EPA ID is TXD093742229. The facility registration date is listed as 2/20/07. The facility type is listed as non-industrial and / or municipal small quantity generator.
					TIERII: This facility has 25 reportable chemicals stored onsite. This facility has passed all valadation checks.
25	475 E	Southwest Texas Methodist Hospital 7700 Floyd Curl Drive	Low	Low	LPST: Final concurrence and closure have been issued by the TCEQ. The release was reported in 1998. The quantity and contents were not reported for the release. No Groundwater impact, no apparent threats or impacts to receptors.
					PST: Four tanks were reported for the site. Two 20000-gallon USTs were removed from the ground in 1998. Two 10000-gallon PSTs are reported as still in use.
					RCRAG: The EPA identification number is TXD981052525. The facility registration date is not reported. The site is registered as a SQG. No violations were reported.
					IHW: The activity type is listed as unknown. The EPA ID is TXD981052525. The facility registration date is listed as6/12/07 . The facility type is listed as non-industrial and / or municipal SQG. The state status is reported to be active.

Potentially Affected Hazardous Materials Sites

Map ID	Distance from Corridor (ft)	Location	Risk to Corridor	Risk to Station / Transit Center	Comments
					TIERII: This facility has 3 reportable chemicals stored onsite. This facility has passed all valadation checks.
26	52 E	Cancer Therapy and Research Center 4450 Medical Drive	Low	Low	FRS: The site's Registry ID is 110005039840. The program listed for this site is RCRAINFO. There are no SICs or NAICSs for this site.
					IHW: The activity type is listed as unknown. The EPA ID is TXD010550366. The facility registration date is listed as 4/23/08. The facility type is listed as CESQG. The state status is reported to be inactive.
27	1425 NE	Exxon Station 6 8443 Fredericksburg Road	Low	Low	LPST: Final concurrence and closure have been issued by the TCEQ. The release was reported in 1991. The quantity and contents were not reported for the release. Groundwater impacted, no apparent threats or impacts to receptors.
28	1636 NE	Cheveron Station 161669 8516 Fredericksburg Road	Low	Low	LPST: Final concurrence and closure have been issued by the TCEQ. The release was reported in 1989. The quantity and contents were not reported for the release. Soil Contamination Only, requires full site assessment and RAP.
29	1795 NE	Pilgrim Cleaners, Store 317 8438 Fredericksburg Road	Low	Low	VCP: The application was received at the VCP on 9/11/95. The completion date is 4/23/99. The facility type is listed as Dry Cleaners. It is reported to be in the Conditional phase. The remedy type is Pump/Treat, Vapor Extraction, On-Site Disposal.
30	2112 NE	San Antonio Water System - Turtle Creek 8523 Datapoint Drive	Low	Low	TIERII: This facility has 2 reportable chemicals stored onsite. This facility has passed all valadation checks.
31	1003 NE	Comet One-Hour Cleaners, Store 3 8126 Fredericksburg Road	Low	Low	IHW: The activity type is listed as Dry Cleaning. The EPA ID is TXD981609746. The facility registration date is listed as 8/13/03. The facility type is listed as non-industrial and / or municipal CESQG. The state status is reported to be inactive.
					DCR: The site Registration number is RN102798527. The site class is Drycleaner Facility.
32	844 E	Bionumerick Pharmaceuticals 8122 Datapoint Drive	Low	Low	IHW: The activity type is listed as Research and Development of Pharmaceutical Agents. The EPA ID is TX0000040741. The facility registration date is listed as 12/1/05. The facility type is listed as industrial SQG. The state status is reported to be active.
33	633 E	Datapoint Corporation 4201 Medical Drive	Low	Low	IHW: The activity type is listed as unknown. The EPA ID is not reported. The facility registration date is listed as 8/1/03. The facility type is listed as not reported. The state status is reported to be inactive.
34	475 E	Broadway National Bank 8114 Datapoint Drive	Low	Low	LPST: Final concurrence and closure have been issued by the TCEQ. The release was reported in 1990. The quantity and contents were not reported for the release. Soil Contamination Only, requires full site assessment and RAP.
					PST: One tank was reported for the site. One 2000-gallon UST was removed from the ground in 1990.
35	686 E	Valero Corner Store, Store 2469 8108 Fredericksburg Road	Low	Low	PST: Three tanks were reported for the site. Three 11627-gallon PSTs are reported as still in use on the site.
36	897 E	Methodist Healthcare System 8109 Fredericksburg Road	Low	Low	PST: One tank was reported for the site. One 10000-gallon PST is reported as still in use at the site.
					IHW: The activity type is listed as unknown. The EPA ID is not reported. The facility registration date is listed as 10/14/03. The facility type is listed as not reported. The state status is reported to be inactive.
					TIERII: This facility has 2 reportable chemicals stored onsite. This facility has passed all valadation checks.
37	105 E	Unlisted 8032 Fredericksburg Road	Low	Low	FRS: The site's Registry ID is 110033288886. The program listed for this site is TX-TCEQ ACR. There are no SICs or NAICSs for this site.
					ERNS: The affected body was reported to be the air. The incident reportedly occurred on 10/08/03. The reported source a gas burner that was left on overnight. The spill material reported was an unknown amount of natural gas.
38	5 SW	Brake Check 8003 Fredericksburg Road	High	Low	Facility observed during site visit and was not listed in Radius Report.
39	52 E	Datapoint Corporation 4319 Medical Drive	Low	Low	IHW: The activity type is listed as unknown. The EPA ID is not reported. The facility registration date is listed as 1/23/04. The facility type is listed as not reported. The state status is reported to be inactive.
40	5 E	Femina Food Mart 7979 Fredericksburg Road	High	Low	LPST: Final concurrence and closure have been issued by the TCEQ. The release was reported in 1995. The quantity and contents were not reported for the release. Groundwater impacted, no apparent threats or impacts to receptors.

Potentially Affected Hazardous Materials Sites

Map ID	Distance from Corridor (ft)	Location	Risk to Corridor	Risk to Station / Transit Center	Comments
					PST: Four tanks were reported for the site. Four 12000-gallon PSTs are reported as still in use on the site.
					FRS: The site's Registry ID is 110033889692. The program listed for this site is TX-TCEQ ACR. There are no SICs or NAICSs for this site.
					NFRAP: The violation date was 11/19/02. The category of violation was Moderate. The media violated was Waste. The status of the violation is Resolved. The violation was a failure to provide records for SIR and inventory control and others.
41	105 E	Slater-White Cleaners 7946 Fredericksburg Road	Low	Low	FRS: The site's Registry ID is 110005145413. The program listed for this site is RCRAINFO. There are no SICs or NAICSs for this site.
					IHW: The activity type is listed as unknown. The EPA ID is TXD988059531. The facility registration date is listed as 4/25/03. The facility type is listed as non-industrial and / or municipal. The state status is reported to be inactive.
42	5 E	Unlisted 7959 Fredericksburg Road	High	Low	SPILLS: The spill was reported to consist of 50-75 gallons of Mineral Oil. The soil and / or groundwater impacts were not reported. The release occurred on 7/7/94.
					SPILLS: The spill was reported to consist of 80 gallons of Mineral Oil. The soil and / or groundwater impacts were not reported. The release occurred on 7/7/94.
43	5 E	Uropath, LLC 7909 Fredericksburg Road	Low	Low	FRS: The site's Registry ID is 1100031302374. The program listed for this site is RCRAINFO. There are no SICs or NAICSs for this site.
					RCRAG: The EPA identification number is TXR000069567. The facility registration date is not reported. The site is registered as a LQG. No violations were reported.
					IHW: The activity type is listed as Medical Laboratory. The EPA ID is TXR000069567. The facility registration date is listed as 6/5/07. The facility type is listed as industrial LQG. The state status is reported to be active.
44	5 E	Hooks Exxon Mobil 7903 Fredericksburg Road	High	Low	LPST: Final concurrence and closure have been issued by the TCEQ. The release was reported in 1989. The quantity and contents were not reported for the release. GW other than drinking water aquifer, site characterization incomplete.
					PST: Four tanks were reported for the site. Four 8,000 - 550-gallon USTs were removed from the ground in 1989.
					FRS: The site's Registry ID is 110033951463. The program listed for this site is TX-TCEQ ACR. There are no SICs or NAICSs for this site.
					IHW: The activity type is listed as non-industrial and / or municipal CESQG. The EPA ID is not reported. The facility registration date is listed as 9/27/02. The facility type is listed as . The state status is reported to be inative.
45	5 E	Medical Center Shell 5643 Fredericksburg Road	High	Low	LPST: Final concurrence and closure have been issued by the TCEQ. The release was reported in 1996. The quantity and contents were not reported for the release. Groundwater impacted, no apparent threats or impacts to receptors.
					PST: Five tanks were reported for the site. Four 8,000 - 500-gallon USTs were removed from the ground in 1999. One 20000-gallon PST is reported as still in use.
					RCRAG: The EPA identification number is TXR000002519. The facility registration date is not reported. The site is registered as a CESQG. No violations were reported.
					FRS: The site's Registry ID is 110005164179. The program listed for this site is RCRAINFO. There are no SICs or NAICSs for this site.
46	5 E	Unlisted 7880 Fredericksburg Road	Low	Low	CDL: Seizure Date was 3/3/07.
47	1003 E	Oak Hills Country Club 5403 Fredericksburg Road	Low	Low	PST: One tank was reported for the site. One 1000-gallon UST was removed from the ground in 1991.
					IHW: The activity type is listed as unknown. The EPA ID is not reported. The facility registration date is listed as 9/27/02. The facility type is listed as non-industrial and / or municipal CESQG. The state status is reported to be inactive.
48	264 E	South Texas Dermatopathology Lab 5430 Fredericksburg Road	Low	Low	IHW: The activity type is listed as unknown. The EPA ID is TXD981149610. The facility registration date is listed as 2/9/04. The facility type is listed as non-industrial and / or municipal SQG. The state status is reported to be inactive.

Potentially Affected Hazardous Materials Sites

Map ID	Distance from Corridor (ft)	Location	Risk to Corridor	Risk to Station / Transit Center	Comments
49	2164 E	Unlisted Donore and Tupolo Road	Low	Low	CALF: The site ID # is 2782. The site was opened and closed at an unknown time. The size of the CALF is 29 acres. The site was identified in 1989 Bexar County Survey.
50	52 E	Sunglo, Store 28 5222 Fredericksburg Road	High	High	LPST: Final concurrence and closure have been issued by the TCEQ. The release was reported in 1993. The quantity and contents were not reported for the release. Assessment incomplete, no apparent receptors impacted.
					LPST: Final concurrence and closure have been issued by the TCEQ. The release was reported in 2000. The quantity and contents were not reported for the release. Groundwater impacted, no apparent threats or impacts to receptors.
					PST: Five tanks were reported for the site. Three 12,000 - 6,000-gallon USTs were removed from the ground in 1998 - 2000. Two 12000-gallon PSTs are reported as still in use.
51	5 NE	Electric Substation SW corner of Fredericksburg Road and Callaghan Road	Low	Low	Facility observed during site visit and was not listed in Radius Report.
52	5 NE	Pilgrim Cleaners, Store 317 5100 Fredericksburg Road	Low	Low	DCR: The site Registration number is RN103967592. The site class is a Drop Station.
53	1320 E	Fredericksburg Brush Site North of Loop 410 on Fred	Low	Low	CALF: The site ID # is 86. The site was opened in unknown and closed in 1969. The size of the CALF is 3 acres. The site was reported in 1981 AACOG Survey as a brush burning site.
54	52 E	Tetco, Store 35 4938 Fredericksburg Road	Low	Low	PST: Seven tanks were reported for the site. Three 12000-gallon UST were removed from the ground in 1994. Four (three 12,000 and one 6,000-gallon) PSTs are still in use reported for the site.
55	52 SE	Fred C Minica Texaco 4903 Fredericksburg Road	High	Low	LPST: Final concurrence and closure have been issued by the TCEQ. The release was reported in 1990. The quantity and contents were not reported for the release. Soil Contamination Only, requires full site assessment and RAP.
					PST: Five tanks were reported for the site. Five 10,000 - 500-gallon USTs were removed from the ground in 1990.
56	5 SE	K Mart, Store 7301 4902 Fredericksburg Road	High	Low	LPST: Final concurrence and closure have been issued by the TCEQ. The release was reported in 1991. The quantity and contents were not reported for the release. Minor Soil Contamination - Does not require a RAP.
					PST: One tank was reported for the site. One 1000-gallon UST was removed from the ground in 1991.
57	264 SE	Builder's Square, Store 1401 100 Gill Road	Low	Low	IHW: The activity type is listed as unknown. The EPA ID is TXD173732371. The facility registration date is listed as 10/31/05. The facility type is listed as non-industrial and / or municipal SQG. The state status is reported to be inactive.
58	105 SE	Cheveron, Store 108500 4714 Fredericksburg Road	Low	Low	LPST: Final concurrence and closure have been issued by the TCEQ. The release was reported in 1989. The quantity and contents were not reported for the release. Groundwater impacted, no apparent threats or impacts to receptors.
					PST: Four tanks were reported for the site. Four 10,000 - 4,000-gallon USTs were removed from the ground in 1992.
59	140 W	Unlisted West Bound Access Road of Loop 410 just West of Fredericksburg Road	Low	Low	SPILLS: The spill was reported to consist of 35 gallons of Hydraulic Fluid. No soil impacts were reported; however, no amount was released to a waterway and no amount in water . The release occurred on 4/6/1994.
60	105 SE	San Antonio West Loop 410 and Fredericksburg Road	Low	Low	CALF: The site ID # is 2624. The site was opened on unknown date and closed on unknown date. The size of the CALF is unknown. The site was identified in 1989 Bexar County Survey.
61	5 SE	BMS Center 4623 Fredericksburg Road	High	Low	LPST: Final concurrence and closure have been issued by the TCEQ. The release was reported in 1990. The quantity and contents were not reported for the release. Soil Contamination Only, requires full site assessment and RAP.
					PST: One tank was reported for the site. One 300-gallon UST was removed from the ground in 1990.
					FRS: The site's Registry ID is 110005045076. The program listed for this site is RCRAINFO . There are no SICs or NAICSs for this site.
					IHW: The activity type is listed as 11/3/03. The EPA ID is TXD027048164. The facility registration date is listed as CESQG. The facility type is listed as not reported. The state status is reported to be inactive.
62	52 SE	Target, Store 1523 4522 Fredericksburg Road	Low	Low	PST: One tank was reported for the site. One 10,000-gallon UST was removed from the ground in 1990.
					RCRAG: The EPA identification number is TXR000066993. The facility registration date is not reported. The site is registered as a CESQG. No violations were reported.

Potentially Affected Hazardous Materials Sites

Map ID	Distance from Corridor (ft)	Location	Risk to Corridor	Risk to Station / Transit Center	Comments
					FRS: The site's Registry ID is 110024442129. The program listed for this site is RCRAINFO. There are no SICs or NAICSs for this site.
63	1848 SE	Texaco Service Station 4209713 201 N Crossroads Court	Low	Low	LPST: Final concurrence and closure have been issued by the TCEQ. The release was reported in 1989. The quantity and contents were not reported for the release. Groundwater impacted, no apparent threats or impacts to receptors.
64	739 SE	Firestone Mastercare Center 200 Gill Road	Low	Low	LPST: Final concurrence and closure have been issued by the TCEQ. The release was reported in 1992. The quantity and contents were not reported for the release. Minor Soil Contamination - Does not require a RAP.
					PST: One tank was reported for the site. One 250-gallon UST was removed from the ground in 1992.
					DCR: The site Registration number is RN104087077. The site class is Drop Station.
65	52 SE	Montgomery Ward, Crossroads Center 200 Crossroads Court	High	High	LPST: Final concurrence and closure have been issued by the TCEQ. The release was reported in 1989. The quantity and contents were not reported for the release. Soil Contamination Only, requires full site assessment and RAP.
66	52 SE	Western Auto Store 4515 Fredericksburg Road	High	High	LPST: Final concurrence and closure have been issued by the TCEQ. The release was reported in 1990. The quantity and contents were not reported for the release. Soil Contamination Only, requires full site assessment and RAP.
					PST: One tank was reported for the site. One 9999-gallon UST was removed from the ground in 1990.
					FRS: The site's Registry ID is 110033417130. The program listed for this site is TX-TCEQ ACR. There are no SICs or NAICSs for this site.
67	52 SE	Unlisted 4447 Fredericksburg Road	Low	Low	ERNS: The affected body was reported to be the air. The incident reportedly occurred on 11/11/02. The reported source was a passanger car that hit a gas meter. The spill material reported was an unknown amount of Natural Gas.
68	5 SE	Tuneup Masters, Store 1003 4488 Fredericksburg Road	Low	Low	PST: One tank was reported for the site. One 500-gallon UST was removed from the ground in 1991.
					FRS: The site's Registry ID is 110005102281. The program listed for this site is RCRAINFO. There are no SICs or NAICSs for this site.
					IHW: The activity type is listed as not reported. The EPA ID is TXD982286239. The facility type is listed as non-industrial and / or municipal CESQG. The state status is reported to be inactive.
69	5 SE	Texas Car Wash 4474 Fredericksburg Road	High	High	LPST: Final concurrence and closure have been issued by the TCEQ. The release was reported in 1991. The quantity and contents were not reported for the release. Soil Contamination Only, requires full site assessment and RAP.
70	1003 SE	Texsan Heart Hospital 6700 IH 10 W	Low	Low	PST: One tank was reported for the site. One 15000-gallon PST is reported as still in use at the site.
71	52 SE	KJK Industries, Inc 4427 Fredericksburg Road	High	Low	LPST: Final concurrence and closure have been issued by the TCEQ. The release was reported in 1991. The quantity and contents were not reported for the release. Minor Soil Contamination - Does not require a RAP.
					PST: Three tanks were reported for the site. Three 2,000 - 550-gallon USTs were removed from the ground in 1991.
72	52 SE	Comet One-Hour Cleaners 4421 Fredericksburg Road	Low	Low	FRS: The site's Registry ID is 110005095413. The programs listed for this site are AIRS/AFS and RCRAINFO . There are no SICs or NAICSs for this site.
					FRS: The site's Registry ID is 110034072385. The program listed for this site is TX-TCEQ ACR. There are no SICs or NAICSs for this site.
					IHW: The activity type is listed as unknown. The EPA ID is TXD981607864. The facility registration date is listed as 9/18/07. The facility type is listed as non-industrial and / or municipal CESQG. The state status is reported to be inactive.
					DCR: The site Registration number is RN102321981. The site class is a Drycleaner Facility.
					APAR: The ID # is reported as 480296E002. The site classification is as a potential uncontrolled emissions < 100 tons/year. Primary SIC Code is 7216. The site is in compliance. On 12/02/96 the site had as Enforcement Action by the MACT Program.

Potentially Affected Hazardous Materials Sites

Map ID	Distance from Corridor (ft)	Location	Risk to Corridor	Risk to Station / Transit Center	Comments
73	52 SE	The Right Choice Food Mart, Store 1 4301 Fredericksburg Road	High	Low	LPST: Final concurrence and closure have been issued by the TCEQ. The release was reported in 2001. The quantity and contents were not reported for the release. Groundwater impacted, no apparent threats or impacts to receptors.
					PST: One tank was reported for the site. One 500-gallon UST was removed from the ground in 1988.
					PST: Three tanks were reported for the site. Three 10,000-gallon PSTs are reported as still in use.
					NFRAP: The violation date was 10/14/04. The category of violation was Moderate. The media violated was Waste. The status of the violation is Resolved. The violation was a failure to label, tag or mark tank fill-ports according to registration.
74	2587 SE	Park Ten / NCB 14987 Off First ark Ten, Lot 4	Low	Low	CALF: The site ID # is 2795. The site was opened and closed at an unknown date. The size of the CALF is unknown. The site was identified in 1989 Bexar County Survey.
75	1425 SE	PS Buisness Center 6800 Park Ten Boulevard, Suite 135	Low	Low	LPST: Final concurrence and closure have been issued by the TCEQ. The release was reported in 1992. The quantity and contents were not reported for the release. Minor Soil Contamination - Does not require a RAP.
76	739 SE	Kawasai of San Antonio 6400 NW Expressway	Low	Low	IHW: The activity type is listed as unknown. The EPA ID is not reported. The facility registration date is listed as 9/26/03. The facility type is listed as non-industrial and / or municipal CESQG. The state status is reported to be inactive.
77	580 SE	Park Ten Volvo 4220 Fredericksburg Road	Low	Low	LPST: Group 1 Groundwater, plume has / likely to migrate off-site - 1990. Final concurrence issued, case closed.
					PST: One tank was reported for the site. One 2000-gallon UST was removed from the ground in 1990.
					IHW: The activity type is listed as unknown. The EPA ID is TXD080264815. The facility registration date is listed as 9/13/07. The facility type is listed as non-industrial and / or municipal SQG. The state status is reported to be inactive.
78	105 SE	Jiffy Lube, Store 2290 4119 Fredericksburg Road	Low	Low	FRS: The site's Registry ID is 110033825822. The program listed for this site is TX-TCEQ ACR. There are no SICs or NAICSs for this site.
79	264 SE	Balcones Heights Fire Department 111 Altgelt Avenue	Low	Low	PST: One tank was reported for the site. One 1000-gallon UST was removed from the ground in 1997.
80	5 SE	Diamond Shamrock 20 3944 Fredericksburg Road	High	Low	LPST: Final concurrence and closure have been issued by the TCEQ. The release was reported in 2000. The quantity and contents were not reported for the release. No Groundwater impact, no apparent threats or impacts to receptors.
					PST: Six tanks were reported for the site. Three 12098-gallon USTs were removed from the ground in 2005. Three 15,000 -10,000-gallon PSTs are reported as still in use.
					GWCC: The contamination was reported to be Gasoline. The contamination occurred on 1/27/00. The activity status is Action Completed: The remedy is considered complete and no further regulatory action is required.
81	5 SE	AAA Muffler and Tire 3938 Fredericksburg Road	High	Low	LPST: Final concurrence and closure have been issued by the TCEQ. The release was reported in 1988. The quantity and contents were not reported for the release. Soil Contamination Only, requires full site assessment and RAP.
					SPILLS: The spill was reported to consist of unknown gallons of Gasoline. The soil and / or groundwater impacts were not reported. The release occurred on 1/26/88.
82	5 SE	A Acme Rents 3934 Fredericksburg Road	High	Low	PST: Two tanks were reported for the site. Two 6000-gallon PSTs were permanently filled in place in 1988.
83	1000 E	Mr. Rooter of San Antonio 323 Spencer Lane	Low	Low	IHW: The activity type is listed as plumbing, septic and vacuum services. The EPA ID was not reported. The facility registration is 88581. The facility type is listed as a waste transporter. The state status is reported to be active with the last upda
84	5 SE	Pride Cleaners and Laundry 3904 Fredericksburg Road	Low	Low	RCRAG: The EPA identification number is TXD057583148. The facility registration date is not reported. The site is registered as a SQG. No violations were reported.
					FRS: The site's Registry ID is 110005054680. The program listed for this site is RCRAINFO. There are no SICs or NAICSs for this site.
85	52 SE	Sterling McCall Toyota 3842 Fredericksburg Road	High	Low	LPST: Final concurrence and closure have been issued by the TCEQ. The release was reported in 1993. The quantity and contents were not reported for the release. Minor Soil Contamination - Does not require a RAP.
					PST: Two tanks were reported for the site. Two 8000-gallon USTs were removed from the ground in 1993.

Potentially Affected Hazardous Materials Sites

Map ID	Distance from Corridor (ft)	Location	Risk to Corridor	Risk to Station / Transit Center	Comments
86	52 SE	Farash Auto 3840 Fredericksburg Road	Low	Low	FRS: The site's Registry ID is 110033825449. The program listed for this site is TX-TCEQ ACR. There are no SICs or NAICSs for this site.
87	5 NE	Affordable Transmission 3840 Fredericksburg Road	High	Low	Facility observed during site visit and was not listed in Radius Report.
88	105 SE	Red McCombs Toyota 3834 Fredericksburg Road	Low	Low	IHW: The activity type is listed as unknown. The EPA ID is TXD980877658. The facility registration date is listed as 2/26/04. The facility type is listed as non-industrial and / or municipal CESQG. The state status is reported to be inactive.
					IHW: The activity type is listed as unknown. The EPA ID is TXD980877658. The facility registration date is listed as 10/15/01. The facility type is listed as non-industrial and / or municipal CESQG. The state status is reported to be not reported.
					FRS: The site's Registry ID is 110005081062. The program listed for this site is RCRAINFO. There are no SICs or NAICSs for this site.
					BF: The Handler Identification is TXD980877658. The site has a LQG status. There is no permitted storage or treatment on site. There was 4.0 tons generated.
89	5 SW	Midas Station 3819 Fredericksburg Road	High	Low	Facility observed during site visit and was not listed in Radius Report.
90	422 SE	Ultrafryer Systems 302 Spencer Lane	Low	Low	IHW: The activity type is listed as Manufacturing of Food Process Equipment. The EPA ID is not reported. The facility registration date is listed as 12/1/06. The facility type is listed as CESQG. The state status is reported to be inactive.
91	316 SE	Alamo Tee's and Advertising 3700 Fredericksburg Road	Low	Low	IHW: The activity type is listed as Screen Printing. The EPA ID is not reported. The facility registration date is listed as 11/21/03. The facility type is listed as industrial CESQG. The state status is reported to be inactive.
92	1108 SE	San Antonio Water System - Loma Linda 5218 Loma Linda Street	Low	Low	TIERII: This facility has 2 reportable chemicals stored onsite. This facility has passed all valadation checks
93	105 SE	Star Automotive Service 3803 Fredericksburg Road	Low	Low	PST: One tank was reported for the site. One 10000-gallon UST was removed from the ground in 1990.
94	52 SE	Gunderson and Harwood 3743 Fredericksburg Road	Low	Low	FRS: The site's Registry ID is 110031303809. The program listed for this site is RCRAINFO. There are no SICs or NAICSs for this site.
					FRS: The site's Registry ID is 110033786080. The program listed for this site is TX-TCEQ ACR. There are no SICs or NAICSs for this site.
95	52 SE	Unlisted 3822 Fredericksburg Road	Low	Low	SPILLS: The spill was reported to consist of 11 gallons of Mineral Oil. The soil and / or groundwater impacts were not reported. The release occurred on 3/27/94.
					ERNS: The affected body was reported to be the ground water. The incident reportedly occurred on 3/27/94. The reported source were 2 transformers that broke during a tornado. The spill material reported was 11 gallons of Polychlorinated Biphenyls (PCBs
96	5 W	Apartments 3737 Fredericksburg Road	Low	Low	ERNS: The incident reportedly occurred on 12/31/1984. The reported source was a natural gas explosion. The spill material reported was an unknown amount of Natural Gas.
97	264 SE	Gary's Frame and Auto Body, Inc 3682 Fredericksburg Road	High	High	LPST: Final concurrence and closure have been issued by the TCEQ. The release was reported in 1989. The quantity and contents were not reported for the release. GW other than drinking water aquifer, site characterization incomplete.
					PST: One tank was reported for the site. One 560-gallon UST was removed from the ground in 1990.
98	264 SE	White's Home and Auto Store 3680 Fredericksburg Road	Low	Low	IHW: The activity type is listed as unknown. The EPA ID is not reported. The facility registration date is listed as 3/11/04. The facility type is listed as non-industrial and / or municipal CESQG. The state status is reported to be mailing address in
99	2376 SE	Texaco Station 1119 Vance Jackson Road	Low	Low	LPST: Final concurrence and closure have been issued by the TCEQ. The release was reported in 1990. The quantity and contents were not reported for the release. Groundwater impacted, no apparent threats or impacts to receptors.
					LPST: Final concurrence and closure have been issued by the TCEQ. The release was reported in 1996. The quantity and contents were not reported for the release. No Groundwater impact, no apparent threats or impacts to receptors.

Potentially Affected Hazardous Materials Sites

Map ID	Distance from Corridor (ft)	Location	Risk to Corridor	Risk to Station / Transit Center	Comments
100	2587 SE	Mobil, Store 12D94 1118 Vance Jackson Road	Low	Low	LPST: Final concurrence and closure have been issued by the TCEQ. The release was reported in 1992. The quantity and contents were not reported for the release. Groundwater impacted, no apparent threats or impacts to receptors.
					LPST: Final concurrence and closure have been issued by the TCEQ. The release was reported in 1992. The quantity and contents were not reported for the release. Groundwater impacted, no apparent threats or impacts to receptors.
101	1320 SE	Garden Food Mart 1302 Gardenia Street	Low	Low	PST: Three tanks were reported for the site. Two 8000-gallon USTs were removed from the ground in 1998. One 15000-gallon PST is reported as still in use.
102	5 W	Southwest Décor 3645 Fredericksburg Road	Low	Low	FRS: The site's Registry ID is 110035088437. The program listed for this site is Agency Central Registry. There are no SICs or NAICSs for this site.
103	105 SE	AutoZone, Store 1371 3579 Fredericksburg Road	Low	Low	FRS: The site's Registry ID is 110033457612. The program listed for this site is TX-TCEQ ACR. There are no SICs or NAICSs for this site.
104	52 SE	The Goodyear Tire and Rubber Company 3566 Fredericksburg Road	High	Low	LPST: Final concurrence and closure have been issued by the TCEQ. The release was reported in 1995. The quantity and contents were not reported for the release. No Groundwater impact, no apparent threats or impacts to receptors.
					PST: Two tanks were reported for the site. Two 1,000 - 500-gallon USTs were permanently filled in place in 1984.
					PST: One tank was reported for the site. One 350-gallon UST was removed from the ground in 1994.
					FRS: The site's Registry ID is 110005075177. The program listed for this site is RCRAINFO. There are no SICs or NAICSs for this site.
					FRS: The site's Registry ID is 110033417130. The program listed for this site is TX - TCEQ ACR. There are no SICs or NAICSs for this site.
					IHW: The activity type is listed as unknown. The EPA ID is not reported. The facility registration date is listed as 4/1/03. The facility type is listed as non-industrial and / or municipal CESQG. The state status is reported to be inactive.
					IHW: The activity type is listed as unknown. The EPA ID is TXD149982654. The facility registration date is listed as 4/1/03. The facility type is listed as non-industrial and / or municipal CESQG. The state status is reported to be inactive.
105	5 SE	Meyer Acquisition Corporation, Inc 3528 Fredericksburg Road	Low	Low	RCRAG: The EPA identification number is TXD008116329. The facility registration date is not reported. The site is registered as a SQG. No violations were reported.
106	316 SE	Meyer Acquisition Corporation, Inc 3528 Fredericksburg Road	Low	Low	IHW: The activity type is listed as unknown. The EPA ID is not reported. The facility registration date is listed as 10/23/03. The facility type is listed as not reported. The state status is reported to be inactive.
					IHW: The activity type is listed as unknowm. The EPA ID is TXD008116329. The facility registration date is listed as 10/23/03. The facility type is listed as industrial SQG. The state status is reported to be active.
107	105 SE	The Shermin-Williams Company 3453 Fredericksburg Road	Low	Low	FRS: The site's Registry ID is 110005031731. The program listed for this site is RCRAINFO. There are no SICs or NAICSs for this site.
					IHW: The activity type is listed as unknown. The EPA ID is TXD001687144. The facility registration date is listed as 3/14/03. The facility type is listed as not a HW generator. The state status is reported to be inactive.
108	5 SE	Nside Building Materials and Supply 3400 Fredericksburg Road	High	Low	PST: Three tanks were reported for the site. Three 8000-gallon PSTs are reported as still in use on the site.
109	5 SE	Jesse Villarreal Electric Contractor, Inc. 3360 Fredericksburg Road	High	Low	LPST: Final concurrence and closure have been issued by the TCEQ. The release was reported in 1994. The quantity and contents were not reported for the release. No Groundwater impact, no apparent threats or impacts to receptors.
					PST: One tank was reported for the site. One 3000-gallon UST was removed from the ground in 1994.
110	5 SE	Walgreens 3634 3326 Fredericksburg Road	Low	Low	IHW: The activity type is listed as unknown. The EPA ID is TXR000024414. The facility registration date is listed as 4/16/03. The facility type is listed as non-industrial and / or municipal SQG. The state status is reported to be inactive.
111	158 SE	Eagle Stop 3315 Fredericksburg Road	Low	Low	PST: Two tanks were reported for the site. Two 15,000 - 10,000-gallon PSTs are reported as still in use on the site.

Potentially Affected Hazardous Materials Sites

Map ID	Distance from Corridor (ft)	Location	Risk to Corridor	Risk to Station / Transit Center	Comments
112	5 SE	Joe's Auto Detail 3304 Fredericksburg Road	High	High	LPST: Final concurrence and closure have been issued by the TCEQ. The release was reported in 1989. The quantity and contents were not reported for the release. Soil Contamination Only, requires full site assessment and RAP.
					PST: Three tanks were reported for the site. Three 10,000 - 4,000-gallon USTs were removed from the ground in 1989.
113	5 SW	Historic Gas Station 3301 Fredericksburg Road	High	High	Facility visible on Sanborn map 548 in 1964
114	52 SE	Stop N Go, Store 2455 107 Babcock Road	Low	Low	PST: One tank was reported for the site. One 550-gallon UST was removed from the ground in 1994.
115	105 SE	Teledyne Blu-White 102 Babcock Road	Low	Low	RCRAG: The EPA identification number is TXD981606353. The facility registration date is not reported. The site is registered as a SQG. No violations were reported.
					FRS: The site's Registry ID is 110000824261. The programs listed for this site are ICIS and RCRAINFO. There are no SICs or NAICSs for this site.
					IHW: The activity type is listed as Dental instrument manufacturer. The EPA ID is TXD981606353. The facility registration date is listed as 8/6/04. The facility type is listed as industrial. The state status is reported to be 8/6/04.
					ICIS: The site has civil court case 06-1988-0150. Case Status is closed. The violation was a violation of a permit requirement: the improper disposal of process wastewater into the sewage system.
					BF: The Handler Identification is TXD981606353. The site has a LQG status. There is no permitted storage or treatment on site. There are .03 tons of B110 - Caustinc Aqueous Waste, 15.34 tons of B119 - Other Inorganic Liquids and 1.44 tons of B203 - Non
					DOCKETS: The site has civil court case 06-1988-0150 filed 11/16/88. The penalty decided was $41,000 with $0 awarded for Superfund Cost. The Docket Number was not reported.
116	5 SW	Historic Gas Station 3207 Fredericksburg Road	High	High	Facility visible on Sanborn map 548 in 1964
117	5 NE	Historic Gas Station 3200 Fredericksburg Road	High	High	Facility visible on Sanborn map 548 in 1964
118	100 SW	Historic Gas Station 3119 Fredericksburg Road	High	High	Facility visible on Sanborn map 526 in 1952
119	105 SE	Valero Corner Store, Store 90 3015 Fredericksburg Road	Low	Low	LPST: Final concurrence and closure have been issued by the TCEQ. The release was reported in 1990. The quantity and contents were not reported for the release. Minor Soil Contamination - Does not require a RAP.
					PST: Seven tanks were reported for the site. Four 12,000 - 6,000-gallon USTs were removed from the ground in 1990. Three 12098-gallon PSTs are reported as still in use.
120	50 NE	Historic Gas Station 3018 Fredericksburg Road	High	Low	Facility visible on Sanborn map 525 in 1952
121	200 SW	Historic Gas Station 3011 Fredericksburg Road	High	Low	Facility visible on Sanborn map 525 in 1952
122	50 NE	Historic Gas Station 2900 block of Fredericksburg Road	High	Low	Facility visible on Sanborn map 33 in 1952
123	5 W	Former Auto Parts Supply 2907 Fredricksburg Road	Low	Low	FRS: The site's Registry ID is 110038202780. The program listed for this site is Agency Central Registry. There are no SICs or NAICSs for this site.
124	2587 SE	Alamo Battery and Electric 1504 West Avenue	Low	Low	LPST: Final concurrence and closure have been issued by the TCEQ. The release date was not reported. The quantity and contents were not reported for the release. Groundwater impacted, no apparent threats or impacts to receptors.
125	2270 SE	Star Food Mart, Store 2 1318 West Avenue	Low	Low	LPST: This site reported status is monitoring. The release was reported in 1998. The quantity and contents were not reported for the release. Groundwater impacted, no apparent threats or impacts to receptors.
126	5 SE	Sparrow Brothers Automotive 2602 Fredericksburg Road	Low	Low	IHW: The activity type is listed as unknown. The EPA ID is not reported. The facility registration date is listed as 3/26/04. The facility type is listed as non-industrial and / or municipal CESQG. The state status is reported to be inactive.
127	50 NE	Historic Gas Station 2600 Fredericksburg Road	High	Low	Facility visible on Sanborn map 35 in 1952
128	5 SE	LH McCoy Enterprises 2510 Fredericksburg Road	High	Low	LPST: Soil Contamination Only, requires full site assessment and remdial action plan (RAP) - 1988. Final concurrence issued, case closed.

Potentially Affected Hazardous Materials Sites

Map ID	Distance from Corridor (ft)	Location	Risk to Corridor	Risk to Station / Transit Center	Comments
					PST: Four tanks were reported for the site. Four 6,000 - 4,000-gallon PSTs were removed from the ground in 1988.
129	5 E	O'Reilly Auto Parts 2400 Fredericksburg Road	Low	Low	FRS: The site's Registry ID is 110035301161. The program listed for this site is Agency Central Registry. There are no SICs or NAICSs for this site.
130	1400 NE	Historic Dry Cleaner 919 West Avenue	High	Low	Facility visible on Sanborn map unlisted in unknown year
131	1108 SE	West Ave Grocery 803 West Avenue	Low	Low	PST: Two tanks were reported for the site. Two 8000-gallon PSTs are reported as still in use on the site.
132	1200 NE	Historic Dry Cleaner E-side West south of Pasadena Street	High	Low	Facility visible on Sanborn map unlisted in 1971
133	897 SE	Ridgewood Cleaners 610 West Avenue	Low	Low	DCR: The site Registration number is RN104543848. The site class is Drycleaner Facility.
134	50 SW	Historic Gas Station 2301 Fredericksburg Road	High	Low	Facility visible on Sanborn map unlisted in unknown year
135	50 NE	Historic Gas Station 2318-22 Fredericksburg Road	High	Low	Facility visible on Sanborn map 535 in 1952
136	105 SE	Nielsen Garage 115 Angeles Street	Low	Low	PST: One tank was reported for the site. One (temporarily out of use) 500-gallon PST is reported as still in use at the site.
137	5 SE	Gus Mann Conoco 2202 Fredericksburg Road	High	Low	LPST: Final concurrence and closure have been issued by the TCEQ. The release was reported in 1998. The quantity and contents were not reported for the release. No Groundwater impact, no apparent threats or impacts to receptors.
					PST: Eight tanks were reported for the site. Eight 8,000 - 0-gallon USTs were removed from the ground in 1962-1998.
138	5 W	Los Angeles Heights Water Main and Sanitary Sewer Replacement Phase I Intersection of Fredericksburg Road and San Antonio Avenue	Low	Low	FRS: The site's Registry ID is 110038316337. The program listed for this site is Agency Central Registry. There are no SICs or NAICSs for this site.
139	105 SE	HEB, Store 556 2118 Fredericksburg Road	Low	Low	PST: One tank was reported for the site. One 23000-gallon PST is reported as still in use at the site.
					FRS: The site's Registry ID is 110033776484. The program listed for this site is TX-TCEQ ACR. There are no SICs or NAICSs for this site.
140	369 SE	LA Heights Substation 1907 W Hildebrand Avenue	Low	Low	TIERII: This facility has 1 reportable chemicals stored onsite. This facility has passed all valadation checks
141	475 SE	Churches Chicken 1839 W Hildebrand Avenue	Low	Low	LPST: Assessment Incomplete, no apparent receptors impacted - 2008. Preassessment / release determination
					PST: One tank was reported for the site. One (temporarily out of use) 0-gallon PST is reported as still in use at the site.
142	700 NE	Historic Gas Station 1853 W Hildebrand Avenue	High	Low	Facility visible on Sanborn map 524 in 1950
143	500 NE	Historic Dry Cleaner 1659 W Hollywood Street	High	Low	Facility visible on Sanborn map 536 in 1952
144	5 SE	Former Churches Chicken (Little Caesars Pizza) 2002 Fredericksburg Road	High	High	LPST: Final concurrence and closure have been issued by the TCEQ. The release was reported in 1992. The quantity and contents were not reported for the release. Minor Soil Contamination - Does not require a RAP.
145	250 NE	Historic Gas Station 1655 Rosewood Drive	High	Low	Facility visible on Sanborn map 55 in 1964
146	50 SW	Historic Gas Station 2005 Fredericksburg Road	High	Low	Facility visible on Sanborn map 535 in 1952
147	5 SE	MD Sultan Abu Nasser 2001 Fredericksburg Road	High	Low	PST: Six tanks were reported for the site. Three 8000-gallon USTs were removed from the ground in 1988. Three temporarily out of use 10027-gallon PSTs are reported on the site.
148	5 SE	Unlisted Fredericksburg Road and Elmendorf	High	Low	SPILLS: The spill was reported to consist of unknown amount of gallons of gasoline. Possible groundwater impacts were reported. The release occurred on 9/16/87.
149	50 SW	Historic Gas Station 1925 Fredericksburg Road	High	Low	Facility visible on Sanborn map 535 in 1952
150	100 SW	Historic Dry Cleaner 1909-11 Fredericksburg Road	High	Low	Facility visible on Sanborn map 524 in 1950
151	5 SE	Qwik Kar Auto 1901 Fredericksburg Road	High	Low	LPST: Final concurrence and closure have been issued by the TCEQ. The release was reported in 1992. The quantity and contents were not reported for the release. Groundwater impacted, no apparent threats or impacts to receptors.
					PST: Three tanks were reported for the site. Three 6,000 - 3,000-gallon PSTs were permanently filled in place in 1974.

Potentially Affected Hazardous Materials Sites

Map ID	Distance from Corridor (ft)	Location	Risk to Corridor	Risk to Station / Transit Center	Comments
					IHW: The activity type is listed as unknown. The EPA ID is TXD988033890 The facility registration date is listed as 3/17/04. The facility type is listed as CESQG. The state status is reported to be inactive.
152	5 SE	Walker Odis 1921 Fredericksburg Road	Low	Low	FRS: The site's Registry ID is 110005133792. The program listed for this site is RCRAINFO. There are no SICs or NAICSs for this site.
					IHW: The activity type is listed as unknown. The EPA ID is not reported. The facility registration date is listed as 10/17/02. The facility type is listed as non-industrial and / or municipal CESQG. The state status is reported to be inactive.
153	5 E	Finish Master Inc. 1900 Fredericksburg Road	Low	Low	RCRAG: The EPA identification number is TXR000079383. The facility registration date is not reported. The site is registered as a CESQG. No violations were reported.
154	2692 SE	Exxon, Store 64531 1303 W Hildebrand Avenue	Low	Low	LPST: Minor Soil Contamination, does not require a remedial action plan (RAP) - 1986. Final concurrence issued, case closed.
155	2217 SE	Closed Auto Repair Shop 1430 Hildebrand Avenue	Low	Low	LPST: Final concurrence and closure have been issued by the TCEQ. The release was reported in 1991. The quantity and contents were not reported for the release. Minor Soil Contamination - Does not require a RAP.
					LPST: Final concurrence and closure have been issued by the TCEQ. The release was reported in 1991. The quantity and contents were not reported for the release. Minor Soil Contamination - Does not require a RAP.
156	1953 SE	7 Eleven, Store 20392 1502 Hildebrand Avenue	Low	Low	LPST: Final concurrence and closure have been issued by the TCEQ. The release was reported in 1990. The quantity and contents were not reported for the release. Groundwater impacted, no apparent threats or impacts to receptors.
157	2640 SE	C & J Air Conditioning and Heating 1215 W Rosewood Street	Low	Low	LPST: Final concurrence and closure have been issued by the TCEQ. The release was reported in 1991. The quantity and contents were not reported for the release. Soil Contamination Only, requires full site assessment and RAP.
158	2323 SE	Lynwood Building Materials, Inc 1201 W Elsmere Street	Low	Low	LPST: Final concurrence and closure have been issued by the TCEQ. The release was reported in 1991. The quantity and contents were not reported for the release. Minor Soil Contamination - Does not require a RAP.
159	2164 SE	Alleged Ammonia Release Fulton Ave and Capital Street	Low	Low	CERCLIS: The site was discovered in 2004. The site is not on the NPL. The site is reported as an Alleged Ammonia Release. The Non-NPL Status is RO - Removal Only Site (No Site Assessment).
160	1200 NE	Historic Dry Cleaner 1308-10 N Sabinas Street	High	Low	Facility visible on Sanborn map 530 in 1952
161	5 SE	Brannens Fastners 1835 Fredericksburg Road	Low	Low	IHW: The activity type is listed as unknown. The EPA ID is not reported. The facility registration date is listed as 9/27/02. The facility type is listed as non-industrial and / or municipal CESQG. The state status is reported to be inactive.
162	150 SW	Historic Dry Cleaner 1723 W Gramercy Road	High	Low	Facility visible on Sanborn map 403 in 1971
163	5 SE	Former Texaco 1815 Fredericksburg Road	High	Low	LPST: Final concurrence and closure have been issued by the TCEQ. The release was reported in 1989. The quantity and contents were not reported for the release. Minor Soil Contamination - Does not require a RAP.
					LPST: Final concurrence and closure have been issued by the TCEQ. The release was reported in 1991. The quantity and contents were not reported for the release. Group 1 groundwater, plume has / likely to migrate off-site.
					PST: Four tanks were reported for the site. Four 1,000 - 750-gallon USTs were removed from the ground in 1992.
164	5 SE	Firestone, Store 4364 1822 Fredericksburg Road	High	Low	LPST: Final concurrence and closure have been issued by the TCEQ. The release was reported in 1991. The quantity and contents were not reported for the release. Soil Contamination Only, requires full site assessment and RAP.
					PST: One tank was reported for the site. One 500-gallon UST was removed from the ground in 1991.
165	5 SE	Stop and Go, Store 2287 1743 Fredericksburg Road	High	Low	LPST: Final concurrence and closure have been issued by the TCEQ. The release was reported in 1991. The quantity and contents were not reported for the release. Assessment incomplete, no apparent receptors impacted.
					PST: Three tanks were reported for the site. Three 6,043 -4,028-gallon USTs were removed from the ground in 2005.

Potentially Affected Hazardous Materials Sites

Map ID	Distance from Corridor (ft)	Location	Risk to Corridor	Risk to Station / Transit Center	Comments
					PST: Seven tanks were reported for the site. Seven 2,000 - 500-gallon USTs were removed from the ground in 1991 to 1992.
166	300 SW	Historic Photo NW corner of W King's Highway and N Zarzamora Street	Low	Low	Facility visible on Sanborn map 56 in 1952
167	100 SW	Historic Gas Station 1739 Fredericksburg Road	High	Low	Facility visible on Sanborn map 48 in 1964
168	100 W	Historic Dry Cleaner 1125 W Travis Street	High	Low	Facility visible on Sanborn map unlisted in 1971
169	50 NE	Historic Gas Station 1606 Fredericksburg Road	High	Low	Facility visible on Sanborn map 54 in 1952
170	5 SE	San Antonio Transmission 1516 Fredericksburg Road	High	Low	LPST: Final concurrence and closure have been issued by the TCEQ. The release was reported in 1988. The quantity and contents were not reported for the release. Soil Contamination Only, requires full site assessment and RAP.
171	50 NE	Historic Gas Station 1510 Fredericksburg Road	High	Low	Facility visible on Sanborn map 46 in 1952
172	5 SE	Kendrick Automotive 1424 Fredericksburg Road	Low	Low	IHW: The activity type is listed as unknown. The EPA ID is not reported. The facility registration date is listed as 9/26/03. The facility type is listed as non-industrial and / or municipal CESQG. The state status is reported to be inactive.
173	316 SE	Oak Farms Dairy 1314 Fredericksburg Road	Low	Low	LPST: Final concurrence and closure have been issued by the TCEQ. The release was reported in 1991. The quantity and contents were not reported for the release. Minor Soil Contamination - Does not require a RAP.
					PST: Two tanks were reported for the site. One 7000-gallon UST was permanently filled in place in 1991. One 7000-gallon UST was removed from the ground in 2005. There are two above ground PSTs reported for the site, which are still in use.
					IHW: The activity type is listed as unknown. The EPA ID is TXD981593114. The facility registration date is listed as 5/21/04. The facility type is listed as non-industrial and / or municipal CESQG. The state status is reported to be inactive.
					SPILLS: The spill was reported to consist of 0 gallons of Ammonia. The affected waterway was reported to be the Upper San Antonio River. The affected basin was reported to be the San Antonio River Basin. The release occurred on 5/6/1999.
					TIERII: This facility has 5 reportable chemicals stored onsite. This facility has passed all valadation checks
174	1108 SE	Center for Healthcare Services 3031 IH 10 W	Low	Low	LPST: Final concurrence and closure have been issued by the TCEQ. The release was reported in 1990. The quantity and contents were not reported for the release. Minor Soil Contamination - Does not require a RAP.
					PST: Two tanks were reported for the site. Two 12,000 - 10,000-gallon USTs were removed from the ground in 1990.
175	300 NE	Historic Dry Cleaner 311 Warner Avenue	Low	Low	Facility visible on Sanborn map 525 in 1952
176	50 NE	Historic Auto Repair shop 1220 Fredericksburg Road	High	High	Facility visible on Sanborn map 33 in 1952
177	50 NE	Historic Auto Repair shop 1216 Fredericksburg Road	High	High	Facility visible on Sanborn map unlisted in unknown year
178	50 NE	Historic Gas Station 1210 Fredericksburg Road	High	High	Facility visible on Sanborn map unlisted in 1952
179	50 NE	Historic Gas Station 1202 Fredericksburg Road	High	High	Facility visible on Sanborn map unlisted in unknown year
180	158 SE	AT&T Telephone Facility 110 Warner Street	Low	Low	LPST: Final concurrence and closure have been issued by the TCEQ. The release was reported in 1992. The quantity and contents were not reported for the release. Minor Soil Contamination - Does not require a RAP.
					PST: One tank was reported for the site. One 0-gallon UST were removed from the ground in 1994. There was one above ground PSTs reported for the site, which is still in use.
					TIERII: This facility has 3 reportable chemicals stored onsite. This facility has not passed valadation checks reported
181	5 SE	Pacesetter Personnel 1212 Fredericksburg Road	High	High	PST: Two tanks were reported for the site. Two 5,000 - 3,000-gallon USTs were removed from the ground in 1998.
182	2006 SE	Sunshine Food Mart, Store 43 2423 Zarzamora Street	Low	Low	LPST: Final concurrence and closure have been issued by the TCEQ. The release was reported in 1998. The quantity and contents were not reported for the release. Groundwater impacted, no apparent threats or impacts to receptors.

Potentially Affected Hazardous Materials Sites

Map ID	Distance from Corridor (ft)	Location	Risk to Corridor	Risk to Station / Transit Center	Comments
183	2217 SE	Pioneer Oil Company 2320 N Zarzamora Street	Low	Low	LPST: Final concurrence and closure have been issued by the TCEQ. The release was reported in 1988. The quantity and contents were not reported for the release. GW other than drinking water aquifer, site characterization incomplete.
184	50 NE	Historic Gas Station 1104 Fredericksburg Road	High	Low	Facility visible on Sanborn map unlisted in unknown year
185	5 SE	Former Buy Rite Food Mart 1102 Fredericksburg Road	High	Low	PST: One tank was reported for the site. One 4000-gallon UST was removed from the ground in 1997.
186	5 SE	Exxon Mobil Corporation 1100 Fredericksburg Road	Low	Low	FRS: The site's Registry ID is 110005132597. The program listed for this site is RCRAINFO. There are no SICs or NAICSs for this site.
					IHW: The activity type is listed as a Service Station. The EPA ID is TXD988032199. The facility registration date is listed as 12/1/05. The facility type is listed as non-industrial and / or municipal CESQG . The state status is reported to be inactiv
187	475 SE	Alamo Mini Dumpster Service 1204 W Magnolia Street	Low	Low	IHW: The activity type is listed as unknown. The EPA ID is not reported. The facility registration date is listed as 7/28/03. The facility type is listed as not reported. The state status is reported to be active.
188	250 NW	Historic Gas Station 802-822 Fredericksburg Road	High	Low	Facility visible on Sanborn map unlisted in 1952
189	264 SE	Arts Conoco 934 Fredericksburg Road	Low	Low	LPST: Final concurrence and closure have been issued by the TCEQ. The release was reported in 1989. The quantity and contents were not reported for the release. GW other than drinking water aquifer, site characterization incomplete.
					PST: Three tanks were reported for the site. Three 6,000 - 2,000-gallon USTs were removed from the ground in 2002.
190	650 NE	Historic Dry Cleaner 1325 N Flores Road	High	Low	Facility visible on Sanborn map 506 in 1964
191	800 E	Historic Dry Cleaner 811 Fredericksburg Road	High	Low	Facility visible on Sanborn map unlisted in 1971
192	850 E	Historic Dry Cleaner 805 Fredericksburg Road	High	Low	Facility visible on Sanborn map unlisted in 1969
193	844 SE	Flores and Son Automotive Service 820 Fredericksburg Road	Low	Low	IHW: The activity type is listed as unknown. The EPA ID is not reported. The facility registration date is listed as 9/27/08. The facility type is listed as non-industrial and / or municipal CESQG. The state status is reported to be inactive.
194	105 SE	Samuel Dean Sheet Metal 429 Cincinnati Avenue	Low	Low	LPST: Final concurrence and closure have been issued by the TCEQ. The release was reported in 2005. The quantity and contents were not reported for the release. Assessment incomplete, no apparent receptors impacted.
					PST: One tank was reported for the site. One 250-gallon UST was removed from the ground in 1987.
195	1200 E	Colombo Auto Clinic 601 Fredericksburg Road	Low	Low	IHW: The activity type is listed as non-industrial and/or municipal. The EPA ID was not reported. The facility registration is 61766. The facility type is listed as a waste generator. The state status is reported to be inactive because this facility w
		Exxon Mobil Corporation 601 Fredericksburg Road			PST: Four tanks were reported for the site. All four USTs were removed from the ground on 8/20/1986 and tank releases were not reported. No AST are reported for this site.
196	1425 SE	Circle K Store, 912 551 Fredericksburg Road	Low	Low	LPST: Final concurrence and closure have been issued by the TCEQ. The release was reported in 1991. The quantity and contents were not reported for the release. Group 1 groundwater, plume has / likely to migrate off-site.
197	2534 SE	Koplan Kitchens, Inc 1018 W Ashby	Low	Low	LPST: Final concurrence and closure have been issued by the TCEQ. The release date was not reported. The quantity and contents were not reported for the release. Assessment incomplete, no apparent receptors impacted.
198	792 SE	D. Pickard Pecans Highway 16, 5.8 miles south of Loop 410	Low	Low	NFRAP: The EPA ID is TXD981523939. The site is listed as NF - NFRAP.
199	900 W	Historic Chrome Plating 1620 N Sabinas Street	High	Low	Facility visible on Sanborn map 53 in 1952
200	369 SE	Natwell Supply Corporation 702 Culebra Road	Low	Low	TIERII: This facility has 11 reportable chemicals stored onsite. This facility has passed all valadation checks
201	5 E	M&M Marble Company 110 Jon Ann	Low	Low	FRS: The site's Registry ID is 110034928997. The program listed for this site is Agency Central Registry. There are no SICs or NAICSs for this site.

Potentially Affected Hazardous Materials Sites

Map ID	Distance from Corridor (ft)	Location	Risk to Corridor	Risk to Station / Transit Center	Comments
202	369 SE	Coastal Mart, Store 54 553 Culebra Road	Low	Low	LPST: Final concurrence and closure have been issued by the TCEQ. The release was reported in 2001. The quantity and contents were not reported for the release. Impacted Groundwater within 500' - .25 miles to SW used by humans, endagered species.
					PST: Four tanks were reported for the site. Four 8000 - 4000-gallon PSTs are reported as still in use on the site.
203	369 SE	Ingram Manufactoring 1343 W Laurel Street	Low	Low	PST: One tank was reported for the site. One 1000-gallon UST was removed from the ground in 1990.
204	158 SE	Rogers Properties 1407 W Laurel Street	Low	Low	LPST: Final concurrence and closure have been issued by the TCEQ. The release was reported in 1992. The quantity and contents were not reported for the release. No Groundwater impact, no apparent threats or impacts to receptors.
					PST: Two tanks were reported for the site. Two 1,000 - 100-gallon USTs were removed from the ground in 1992.
205	300 SW	Historic Chrome Plating 635 Lombrano Street	High	Low	Facility visible on Sanborn map unlisted in 1952
206	1500 SW	Historic Dry Cleaner 1302-04 N Sabinas Street	High	Low	Facility visible on Sanborn map 530 in 1952
207	950 SE	Shop N Save 1302 N Trinity Street	Low	Low	PST: Three tanks were reported for the site. Three 10,000 - 8,000-gallon PSTs are reported as still in use on the site.
208	475 SE	Bolner's Fiesta Products 426 Mencha Street	Low	Low	LPST: Final concurrence and closure have been issued by the TCEQ. The release was reported in 1990. The quantity and contents were not reported for the release. Soil Contamination Only, requires full site assessment and RAP.
					PST: Two tanks were reported for the site. Two 2000-gallon USTs were removed from the ground in 1990.
209	500 S	Historic Paint Spray 1537 W Poplar Street	Low	Low	Facility visible on Sanborn map 52 in 1952
210	500 S	Historic Candle Mfg 1531 W Poplar Street	Low	Low	Facility visible on Sanborn map 55 in 1971
211	580 SE	Unlisted 1524 W Poplar Street	Low	Low	PST: One tank was reported for the site. One 8000-gallon UST was removed from the ground in 1993.
212A	950 SE	Pyndus Steel and Aluminum 1219 San Jacinto Street	Low	Low	PST: One tank was reported for the site. One 1000-gallon PST was permanently filled in place in 1997.
212B	1108 SE	Body Work 445 Culebra Road	Low	Low	IHW: The activity type is listed as unknown. The EPA ID is not reported. The facility registration date is listed as 4/23/04. The facility type is listed as non-industrial and / or municipal CESQG. The state status is reported to be inactive.
213	897 SE	Royall Mattaiessen Equipment 446 Culebra Road	Low	Low	PST: One tank was reported for the site. One 1000-gallon UST was removed from the ground in 1986.
214	844 SE	Black & Decker 500 Culebra Avenue	Low	Low	IHW: The activity type is listed as unknown. The EPA ID is not reported. The facility registration date is listed as 12/10/03. The facility type is listed as non-industrial and / or municipal CESQG. The state status is reported to be inactive.
215	475 SE	Gulf Latin American District Council 1246 W Laurel Street	Low	Low	LPST: Final concurrence and closure have been issued by the TCEQ. The release was reported in 1999. The quantity and contents were not reported for the release. No Groundwater impact, no apparent threats or impacts to receptors.
					PST: One tank was reported for the site. One 0-gallon UST was removed from the ground in 1999.
216	369 SE	Texas Hunter Products 1310 W Laurel Street	Low	Low	IHW: The activity type is listed as Metal Fabrication and Electronic Assembly. The EPA ID is TXR000016048. The facility registration date is listed as 9/28/06. The facility type is listed as not reported. The state status is reported to be active.
217	316 SE	Ameripath, Inc 301 N Frio Street	Low	Low	RCRAG: The EPA identification number is TX000012203. The facility registration date is not reported. The site is registered as a SQG. Two violations were reported.
					IHW: The activity type is listed as unknown. The EPA ID is TX0000012203. The facility registration date is listed as 8/6/07. The facility type is listed as non-industrial and / or municipal SQG. The state status is reported to be active.
218	264 SE	Croft Trailer and Truck Equipment, Inc 1503 N Brazos Avenue	Low	Low	RCRAG: The EPA identification number is TXR000043026. The facility registration date is not reported. The site is registered as a CESQG. No violations were reported.
219	369 SE	Harris Elieller Typograph 427 1/2 Lomrano Street	Low	Low	IHW: The activity type is listed as unknown. The EPA ID is TXD981906050. The facility registration date is listed as 8/1/03. The facility type is listed as SQG. The state status is reported to be inactive.

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Map ID	Distance from Corridor (ft)	Location	Risk to Corridor	Risk to Station / Transit Center	Comments
					IHW: The activity type is listed as unknown. The EPA ID is TXD049744857. The facility registration date is listed as 2/2/04. The facility type is listed as not a HW Generator. The state status is reported to be mailing address incorrect.
220	580 SE	R W Jones and Sons 1210 W Laurel Street	Low	Low	PST: Three tanks were reported for the site. Two (one is temporarily out of use) 10,000 - 3,000-gallon PSTs are reported as still in use on the site.
221	1003 SE	Sempco X Ray 414 Culebra Road	Low	Low	IHW: The activity type is listed as Medical X-ray Equipment Sales, Service and Supplies. The EPA ID is TXD988064705. The facility registration date is listed as 1/12/07. The facility type is listed as not reported. The state status is reported to be active.
222	1108 SE	Bakery Equipment and Service 1623 N San Marcos Street	Low	Low	IHW: The activity type is listed as unknown. The EPA ID is not reported. The facility registration date is listed as 11/3/03. The facility type is listed as industrial SQG. The state status is reported to be inactive.
223	400 N	Historic Paint Spray 321-345 Lombrano Street	Low	Low	Facility visible on Sanborn map 403 in 1971
224	580 SE	Tampo Manufacturing 1146 W Laurel Street	Low	Low	LPST: Final concurrence and closure have been issued by the TCEQ. The release was reported in 1994. The quantity and contents were not reported for the release. No Groundwater impact, no apparent threats or impacts to receptors.
225	400 N	Historic Gas Station SW corner of Lombrano and San Marcos Street	High	Low	Facility visible on Sanborn map 524 in 1952
226	316 SE	Halo Distributing Company 320 Lombrano Street	Low	Low	PST: Two tanks were reported for the site. Two 12000-gallon PSTs are reported as still in use on the site.
227	100 N	Historic Gas Station 1423 N Colorado Street	High	Low	Facility visible on Sanborn map 52 in 1950
228	316 SE	The Stephen's Company 1441 W Poplar Street	Low	Low	LPST: Final concurrence and closure have been issued by the TCEQ. The release was reported in 1991. The quantity and contents were not reported for the release. No Groundwater impact, no apparent threats or impacts to receptors.
229	158 SE	Alamo Concrete Products, LTD 1323 W Poplar	Low	Low	PST: One tank was reported for the site. One 10000-gallon PST is reported as still in use at the site.
					TIERII: This facility has 7 reportable chemicals stored onsite. This facility has passed all valadation checks
230	580 SE	Universal Bookbindery 1200 N Colorado Street	Low	Low	IHW: The activity type is listed as unknown. The EPA ID is not reported. The facility registration date is listed as 4/23/04. The facility type is listed as non-industrial and / or municipal SQG. The state status is reported to be inactive.
231	200 S	Historic Gas Station 1337 W Poplar Street	High	Low	Facility visible on Sanborn map 48 in 1964
232	264 SE	Blanco Towing 915 W Houston Street	Low	Low	LPST: Final concurrence and closure have been issued by the TCEQ. The release was reported in 1991. The quantity and contents were not reported for the release. Minor Soil Contamination - Does not require a RAP.
					PST: One tank was reported for the site. One 6000-gallon UST was removed from the ground in 1991.
233	950 SE	Alazan Apache Property 1109 N Colorado Street	Low	Low	APAR: The program ID for this site is T1970. The type of contaminants on this site are not reported. This site is listed as part of the IHW program. The status of this site is Completed Workload. This site is listed as inactive. The receive date for
234	1108 SE	Robert E Collins 539 Delgado Street	Low	Low	PST: Two tanks were reported for the site. Two 0-gallon USTs were removed from the ground in 1976.
235	2164 SE	Rainbow Baking Company 1919 Comal Street	Low	Low	LPST: Final concurrence and closure have been issued by the TCEQ. The release was reported in 1989. The quantity and contents were not reported for the release. Minor Soil Contamination - Does not require a RAP.
236	264 SE	Halo Distributing Company 200 Lombrano Street	Low	Low	PST: Three tanks were reported for the site. Three 10000-gallon USTs were removed from the ground in 2000.
					IHW: The activity type is listed as unknown. The EPA ID is not reported. The facility registration date is listed as 10/16/02. The facility type is listed as non-industrial and / or municipal CESQG. The state status is reported to be inactive.
237	633 SE	Slater Automotive 1631 N Laredo Street	Low	Low	PST: Two tanks were reported for the site. Two temporarily out of use 0-gallon PSTs are reported on the site.
238	686 SE	Croft Trailer and Truck Equipment, Inc 1423 N Flores	Low	Low	LPST: Final concurrence and closure have been issued by the TCEQ. The release was reported in 1992. The quantity and contents were not reported for the release. Group 1 groundwater, plume has / likely to migrate off-site.

Potentially Affected Hazardous Materials Sites

Map ID	Distance from Corridor (ft)	Location	Risk to Corridor	Risk to Station / Transit Center	Comments
					PST: One tanks were reported for the site. One 500-gallon PSTs were permanently filled in place in 1981.
					IHW: The activity type is listed as MFG & Fabricatin of Trailers. The EPA ID is TXD988033973. The facility registration date is listed as unknown. The facility type is listed as industrial not a HW generator. The state status is reported to be inactiv
239	792 SE	Checker Cab 1010 W Laurel Street	Low	Low	PST: One tank was reported for the site. One 10000-gallon UST was removed from the ground in 1999.
240	897 SE	Former Murf's Better Burger 1507 N Flores Street	Low	Low	LPST: Final concurrence and closure have been issued by the TCEQ. The release was reported in 1995. The quantity and contents were not reported for the release. No Groundwater impact, no apparent threats or impacts to receptors.
241	1003 SE	A J Monier and Company 1446 N Flores Street	Low	Low	PST: One tank was reported for the site. One 600-gallon PST was permanently filled in place in 1985.
242	1003 SE	First Quality Cylinders 931 W Laurel Street	Low	Low	IHW: The activity type is listed as unknown. The EPA ID is TXD982557217. The facility registration date is listed as 9/21/04. The facility type is listed as SQG. The state status is reported to be inactive.
					SF: The First Quality Cylinders State Superfund Site is located on approximately 1.3 acres. Activities at the site included the rebuilding of aircraft cylinders utilizing a chromium plating process from 1986 until the site was abandoned in January of 199
					CERCLIS: The site was discovered in 1995 and the site is listed as RP - Non-NPL potentially responsible party search. The site is not on the NPL. The Non-NPL Status is NF - NFRAP.
243	1003 SE	The Corbo Electric Company 1436 N Flores Street	Low	Low	LPST: Final concurrence and closure have been issued by the TCEQ. The release date was not reported. The quantity and contents were not reported for the release. Groundwater impacted, no apparent threats or impacts to receptors.
					PST: Three tanks were reported for the site. Three 8,000 - 1,000-gallon USTs were removed from the ground in 1996.
244	1003 SE	Alamo Hardwoods 1 Fredericksburg Road	Low	Low	PST: One tank was reported for the site. One 1000-gallon UST was removed from the ground in 1998.
245	1161 SE	Hick's Parking and Service Area 1729 N Comal Street	Low	Low	LPST: Minor Soil Contamination, does not require a remedial action plan (RAP) - 1991. Final concurrence issued, case closed.
					PST: One tank was reported for the site. One 10000-gallon UST was removed from the ground in 1993.
246	1214 SE	B & G Chemical and Equipment Company 214 Fredericksburg Road	Low	Low	VCP: The application was received at the VCP on 5/1/98. The completion date is 9/26/01. The facility type is listed as Chemical. It is reported to be in the Completed phase. The remedy type is not reported. The site has >1 acres. Soils are affected
247	1267 SE	Sunglo, Store 5 126 Fredericksburg Road	Low	Low	LPST: Final concurrence and closure have been issued by the TCEQ. The release was reported in 2006. The quantity and contents were not reported for the release. Assessment incomplete, no apparent receptors impacted.
					PST: Five tanks were reported for the site. Three 1065 - 576-gallon USTs were removed from the ground in 1976. Two 8,000 and 6,000-gallon PSTs are reported as still in use.
248	1320 SE	Sara Surplus 1701 and 1709 N Flores Street	Low	Low	BF: The site ID # is 10912. The reported Environmental Assessment Activity on site is a Phase II. The site has no reported contamination or contaminates
					BSA: The site ID # is G042. The facility type is Residential. The contaminates listed are Pesticides and Metals. The media affected is soils. Remedy is not reported.
249	1900 SE	Tuneup Masters, Store 1013 725 San Pedro Avenue	Low	Low	LPST: Final concurrence and closure have been issued by the TCEQ. The release was reported in 1999. The quantity and contents were not reported for the release. No Groundwater impact, no apparent threats or impacts to receptors.
250	1953 SE	VIA Metropolitan Transit Facility 1720 N Flores Street	Low	Low	LPST: Final concurrence and closure have been issued by the TCEQ. The release was reported in 1996. The quantity and contents were not reported for the release. Assessment incomplete, no apparent receptors impacted.
					LPST: Final concurrence and closure have been issued by the TCEQ. The release was reported in 2001. The quantity and contents were not reported for the release. Impacted Groundwater within 500' - .25 miles to SW used by humans, endagered species.

Potentially Affected Hazardous Materials Sites

Map ID	Distance from Corridor (ft)	Location	Risk to Corridor	Risk to Station / Transit Center	Comments
					LPST: Final concurrence and closure have been issued by the TCEQ. The release was reported in 2001. The quantity and contents were not reported for the release. Impacted Groundwater within 500' - .25 miles to SW used by humans, endagered species.
					LPST: Final concurrence and closure have been issued by the TCEQ. The release was reported in 2005. The quantity and contents were not reported for the release. Assessment incomplete, no apparent receptors impacted.
251	2059 SE	VIA Metropolitan Transit Facility 800 W Myrtle Street	Low	Low	TIERII: This facility has 15 reportable chemicals stored onsite. This facility has passed all valadation checks
252	2164 SE	Exxon, Store 63280 802 San Pedro Avenue	Low	Low	LPST: Final concurrence and closure have been issued by the TCEQ. The release was reported in 1989. The quantity and contents were not reported for the release. Soil Contamination Only, requires full site assessment and RAP.
253	2323 SE	Former Maintenance Area Unlisted	Low	Low	APAR: The program ID for this site is T1795. The type of contaminants on this site are not reported. This site is listed as part of the IHW program. The status of this facility is Completed Workload. This site is listed as inactive. The receive date for the APAR is 7/6/01.
254	2534 SE	Pioneer Oil Company 1020 San Pedro	Low	Low	LPST: Final concurrence and closure have been issued by the TCEQ. The release was reported in 1988. The quantity and contents were not reported for the release. Minor Soil Contamination - Does not require a RAP.
					LPST: Final concurrence and closure have been issued by the TCEQ. The release was reported in 1988. The quantity and contents were not reported for the release. GW other than drinking water aquifer, site characterization incomplete.
					LPST: Final concurrence and closure have been issued by the TCEQ. The release was reported in 1991. The quantity and contents were not reported for the release. Minor Soil Contamination - Does not require a RAP.
255	1000 NE	Historic Dry Cleaner 906 W Laurel Street	High	Low	Facility visible on Sanborn map 105 in 1950
256	2300 ne	Historic Auto Repair shop 337 W Poplar Street	High	Low	Facility visible on Sanborn map 52 in 1952
257	316 SE	Wintel Communications 1203 N Frio Street	Low	Low	PST: One tank was reported for the site. There is one above ground PST reported for the site, which is still in use.
					TIERII: This facility has 4 reportable chemicals stored onsite. This facility has passed all valadation checks
258	528 SE	Five Points Substation 1111 N Frio Street	Low	Low	TIERII: This facility has 1 reportable chemicals stored onsite. This facility has passed all valadation checks
259	633 SE	Polunsky Seafood Market 1224 N Flores Street	Low	Low	PST: One tank was reported for the site. One 500-gallon UST was removed from the ground in 1996.
260	739 SE	Weiner News Company 1011 N Frio Street	Low	Low	LPST: Final concurrence and closure have been issued by the TCEQ. The release was reported in 1991. The quantity and contents were not reported for the release. Soil Contamination Only, requires full site assessment and RAP.
					PST: One tank was reported for the site. One 4000-gallon UST was removed from the ground in 1990.
261	897 SE	Mid-Tex Distributing 911 N Frio Street	Low	Low	PST: One tank was reported for the site. One 2000-gallon UST was removed from the ground in 1994.
					IHW: The activity type is listed as unknown. The EPA ID is TX0000040741. The facility registration date is listed as 12/01/05. The facility type is listed as industrial SQG. The state status is reported to be active.
262	950 SE	Burton Riebe Facility 926 N Flores Street	Low	Low	PST: Two tanks were reported for the site. Two 500-gallon USTs were removed from the ground in 1993.
263	1003 SE	Austin Bridge and Road 835 N Flores Street	Low	Low	PST: One tank was reported for the site. There is one above ground PST reported for the site, which is out of use.
264	1161 NE	Checker Cab Company 611 N Main Avenue	Low	Low	LPST: Final concurrence and closure have been issued by the TCEQ. The release was reported in 1992. The quantity and contents were not reported for the release. Minor Soil Contamination - Does not require a RAP.
					PST: Four tanks were reported for the site. Four 0-gallon USTs were removed from the ground in 1992.
265	1320 SE	Garbage Gobbler 602 Leal Street	Low	Low	LPST: The site has a status code of Site Assessment. The release was reported in 1989. The quantity and contents were not reported for the release. Assessment incomplete, no apparent receptors impacted.

Potentially Affected Hazardous Materials Sites

Map ID	Distance from Corridor (ft)	Location	Risk to Corridor	Risk to Station / Transit Center	Comments
					LPST: Final concurrence and closure have been issued by the TCEQ. The release was reported in 1989. The quantity and contents were not reported for the release. Soil Contamination Only, requires full site assessment and RAP.
					LPST: Final concurrence and closure have been issued by the TCEQ. The release was reported in 1989. The quantity and contents were not reported for the release. Soil Contamination Only, requires full site assessment and RAP.
					LPST: The site's initial directives issued are awaiting initial response. The release was reported in 1991. The quantity and contents were not reported for the release. Minor release to ground surface.
					PST: Nine tanks were reported for the site. Three 1000-gallon USTs were permanently filled in place in 1988. Six 20,000 - 12,000-gallon USTs were removed from the ground in 1993 - 1988.
					IHW: The activity type is listed as unknown. The EPA ID is TXD056313406. The facility registration date is listed as 5/7/03. The facility type is listed as non-industrial and / or municipal CESQG. The state status is reported to be inactive.
					IHW: The activity type is listed as . The EPA ID is . The facility registration date is listed as . The facility type is listed as . The state status is reported to be .
					IHW: The activity type is listed as Unknown. The EPA ID is not reported. The facility registration date is listed as 9/24/03. The facility type is listed as not reported. The state status is reported to be active.
					NFRAP: The EPA ID is TXD056313406. The site is listed as Non-NPL.
266	1320 SE	Alamo Welding and Boiler Works 816 N Flores Street	Low	Low	LPST: Final concurrence and closure have been issued by the TCEQ. The release was reported in 1998. The quantity and contents were not reported for the release. Groundwater impacted, no apparent threats or impacts to receptors.
					PST: One tank was reported for the site. One 1000-gallon UST was removed from the ground in 1998.
267	1531 SE	San Antonio, TX PCS Switch 217 Warren Street	Low	Low	TIERII: This facility has 3 reportable chemicals stored onsite. This facility has passed all valadation checks
268	1848 SE	Pik Nik Foods 500 Ruiz Street	Low	Low	LPST: Final concurrence and closure have been issued by the TCEQ. The release was reported in 2002. The quantity and contents were not reported for the release. Groundwater impacted, no apparent threats or impacts to receptors.
269	2164 SE	Cheveron, Store 108529 701 N Main	Low	Low	LPST: Final concurrence and closure have been issued by the TCEQ. The release was reported in 1987. The quantity and contents were not reported for the release. Groundwater impacted, no apparent threats or impacts to receptors.
					LPST: Final concurrence and closure have been issued by the TCEQ. The release was reported in 1991. The quantity and contents were not reported for the release. Groundwater impacted, no apparent threats or impacts to receptors.
270	2006 SE	Reagan Davis Sadn Pedro Property 115 San Pedro	Low	Low	VCP: The application was received at the VCP on 8/29/00. The completion date is 2/6/03. The facility type is listed as Lead Acid Battery Manufacturing. It is reported to be in the Completed phase. The remedy type is not reported. The site has .39 acr
					APAR: The program ID for this site is 1255. The type of contaminants on this site are Metals. This site is listed as part of the VCP program. The status of this facility is Completed. This site is listed as inactive. The receive date for the APAR is
271	2112 SE	Former Okrent Floor Covering 300 San Pedro Avenue	Low	Low	LPST: Final concurrence and closure have been issued by the TCEQ. The release was reported in 2007. The quantity and contents were not reported for the release. Groundwater impacted, no apparent threats or impacts to receptors.
272	2164 SE	Unlisted 717 N Main Avenue	Low	Low	VCP: The application was received at the VCP on 7/2/04. The completion date is 2/13/06. The facility type is listed as Commercial Parking Facility. It is reported to be in the Completed phase. The remedy type is not reported. The site has 1.04 acres.
					APAR: The program ID for this site is 1717. The type of contaminants on this site are not reported. This site is listed as part of the VCP program. The status of this facility is Completed. This site is listed as inactive. The receive date for the AP

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Map ID	Distance from Corridor (ft)	Location	Risk to Corridor	Risk to Station / Transit Center	Comments
273	1000 NE	Historic Dry Cleaner 855 N Flores Street	High	Low	Facility visible on Sanborn map 529 in 1952
274	250 SW	Historic Gas Station 225 Ruiz Street	High	Low	Facility visible on Sanborn map 524 in 1952
275	5 SW	Historic Rug Drying 1413 N Laredo Street	Low	Low	Facility visible on Sanborn map 48 in 1950
276	50 SW	Historic Gas Station 1319 N Laredo Street	High	Low	Facility visible on Sanborn map 506 in 1952
277	50 SW	Historic Auto Repair shop 1131 N Laredo Street	High	Low	Facility visible on Sanborn map 530 in 1952
278	700 NE	Historic Gas Station 1035 N Flores Road	High	Low	Facility visible on Sanborn map unlisted in unknown year
279	50 SW	Historic Junkyard 101 Arbor Road	High	Low	Facility visible on Sanborn map unlisted in unknown year
280	5 NE	Brady Green Community Health Center 527 N Leona Street	High	Low	LPST: Final concurrence and closure have been issued by the TCEQ. The release was reported in 1990. The quantity and contents were not reported for the release. Minor Soil Contamination - Does not require a RAP.
					PST: Two tanks were reported for the site. One 1000-gallon UST was removed from the ground in 1990. One 1000-gallon PST is reported as still in use.
					FRS: The site's Registry ID is 110033399089. The program listed for this site is TX-TCEQ ACR. There are no SICs or NAICSs for this site.
					PST: Two tanks were reported for the site. Two 10000-gallon USTs were removed from the ground in 1991.
281	5 SE	TXDOT IH 35 and IH 10	High	Low	PST: One tank was reported for the site. One 500-gallon UST was removed from the ground in 1991.
282	369 SE	Alamo Diagnositic Imaging Center 414 San Saba Road	Low	Low	IHW: The activity type is listed as unknown. The EPA ID is TXR000033977. The facility registration date is listed as 1/06/06. The facility type is listed as a LQG. The state status is reported to inactive.
283	475 E	Christus Santa Rosa Health Care Corporation 519 W Houston Street	Low	Low	LPST: Final concurrence and closure have been issued by the TCEQ. The release was reported in 1996. The quantity and contents were not reported for the release. No Groundwater impact, no apparent threats or impacts to receptors.
284	475 E	Christus Santa Rosa Hospital 333 N Santa Rosa Street	Low	Low	PST: Two tanks were reported for the site. One 6000-gallon UST was removed from the ground in 1993. One 5000-gallon PST is reported as still in use.
					RCRAG: The EPA identification number is TXD981608102. The facility registration date is not reported. The site is registered as a SQG. No violations were reported.
					IHW: The activity type is listed as Hospital. The EPA ID is TXD981608102. The facility registration date is listed as 8/21/07. The facility type is listed as non-industrial and / or municipal SQG. The state status is reported to be active.
285	580 SE	Cattleman Square 700 W Commerce Street	Low	Low	LPST: Final concurrence and closure have been issued by the TCEQ. The release was reported in 1996. The quantity and contents were not reported for the release. Groundwater impacted, no apparent threats or impacts to receptors.
286	844 SE	Fiesta Plaza 211 S Pecos Street	Low	Low	LPST: Final concurrence and closure have been issued by the TCEQ. The release was reported in 1992. The quantity and contents were not reported for the release. Group 1 groundwater, off-site migration unlikely.
287	844 SE	TXDOT IH 35	Low	Low	LPST: Soil Contamination Only, requires full site assessment and remdial action plan (RAP) - 1991. Final concurrence issued, case closed.
288	1425 SE	Sunshine Laundry 617 N Flores Street	Low	Low	LPST: Final concurrence and closure have been issued by the TCEQ. The release was reported in 1990. The quantity and contents were not reported for the release. Soil Contamination Only, requires full site assessment and RAP.
289	1584 SE	San Antonio Gas Company SE Corner of N Laredo and W Houston Street	Low	Low	NFRAP: The EPA ID is TXD981918196. The site is listed as NFRAP.
290	1742 SE	Unlisted 513 N Flores Street	Low	Low	LPST: Final concurrence and closure have been issued by the TCEQ. The release date was not reported. The quantity and contents were not reported for the release. No Groundwater impact, no apparent threats or impacts to receptors.
291	2006 SE	Firestone Mastercare Center 445 N Main Avenue	Low	Low	LPST: Final concurrence and closure have been issued by the TCEQ. The release was reported in 1992. The quantity and contents were not reported for the release. Minor Soil Contamination - Does not require a RAP.

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Map ID	Distance from Corridor (ft)	Location	Risk to Corridor	Risk to Station / Transit Center	Comments
292	2534 SE	Downtown Venture RTC 119 E Martin Street	Low	Low	LPST: Final concurrence and closure have been issued by the TCEQ. The release was reported in 1992. The quantity and contents were not reported for the release. Minor Soil Contamination - Does not require a RAP.
293	2587 SE	Baptist Memorial Hospital 111 Dallas Street	Low	Low	LPST: Final concurrence and closure have been issued by the TCEQ. The release was reported in 1991. The quantity and contents were not reported for the release. Minor Soil Contamination - Does not require a RAP.
					APAR: The program ID for this site is 67260. The type of contaminants on this site are not reported. This site is listed as part of the IHW program. The status of this facility is Completed Workload. This site is listed as inactive. The receive date for the APAR is 7/13/05.
294	5 N	Historic Gas Station 501 Buena Vista Road	High	Low	Facility visible on Sanborn map 55 in 1952
295	5 S	Historic Gas Station 500 Buena Vista Road	High	Low	Facility visible on Sanborn map 52 in 1952
296	5 SE	Missouri Pacific Railroad 1002 W Commerce Street	High	High	PST: One tank was reported for the site. One 0-gallon PST was permanently filled in place in 1986.
297	5 W	Bexar County Adult Detention Facility 200 N Comal Street	High	Low	PST: Two tanks were reported for the site. Two 2,000 -1,000-gallon PSTs are reported as still in use on the site.
					FRS: The site's Registry ID is 110033493949. The program listed for this site is TX-TCEQ ACR. There are no SICs or NAICSs for this site.
					ERNS: The affected body was reported to be Sewer water. The incident reportedly occurred on 12/15/93. The reported source was unknown photo lab dumps all of their chemicals into the sinks. The spill material reported was an unknown amount of Acetic Aci
298	52 SE	National Wholesale Grocery 421 N Medina Street	Low	Low	PST: One tank was reported for the site. One 0-gallon UST was removed from the ground in 1996.
299	105 SE	Imperial Bedding Company 1114 W Commerce Street	Low	Low	LPST: Final concurrence and closure have been issued by the TCEQ. The release was reported in 1990. The quantity and contents were not reported for the release. Soil Contamination Only, requires full site assessment and RAP.
					PST: One tank was reported for the site. One 12000-gallon PST is reported as still in use at the site.
					FRS: The site's Registry ID is 110033725075. The program listed for this site is TX - TCEQ ACR. There are no SICs or NAICSs for this site.
300	158 SE	Universal Fixtures and Display 203 S Frio Street	Low	Low	IHW: The activity type is listed as unknown. The EPA ID is TXD008114803. The facility registration date is listed as 8/12/02. The facility type is listed as not a HW generator. The state status is reported to be inactive.
301	158 SE	Medina Packaging and Drum 301 Medina Street	Low	Low	IHW: The activity type is listed as unknown. The EPA ID is TXD082159252. The facility registration date is listed as 6/4/04. The facility type is listed as non-industrial and / or municipal CESQG. The state status is reported to be inactive.
302	158 SE	Scobey Moving Servies 315 N Medina Street	Low	Low	LPST: Final concurrence and closure have been issued by the TCEQ. The release was reported in 1996. The quantity and contents were not reported for the release. No Groundwater impact, no apparent threats or impacts to receptors.
					PST: One tank was reported for the site. One 0-gallon UST was removed from the ground in 1997.
303	158 SE	Smith Kline Beecham Clinical Laboratory 601 N Frio	Low	Low	IHW: The activity type is listed as unknown. The EPA ID is TXD988000972. The facility registration date is listed as 4/23/04. The facility type is listed as non-industrial and / or municipal CESQG. The state status is reported to be inactive.
304	211 SE	Nationwide Papers 519 N Medina Street	Low	Low	PST: One tank was reported for the site. One 2000-gallon UST was removed from the ground in 1991.
					NFRAP: The EPA ID is TXD987989415. The site is listed as Non-NPL.
305	264 SE	Union Pacific Railroad Site 1323 W Martin Street	Low	Low	APAR: The program ID for this site is T2041. The type of contaminants on this site are not reported. This site is listed as part of the IHW program. The status of this site is listed as Completed Workload. This site is listed as inactive. The receive
306	316 SE	Pik Nik Foods, Store 11 907 W Commerce Street	Low	Low	PST: Four tanks were reported for the site. Three 5,000 - 3,000-gallon USTs were removed from the ground in 1993. One 16000-gallon PST is reported as still in use.

Potentially Affected Hazardous Materials Sites

Map ID	Distance from Corridor (ft)	Location	Risk to Corridor	Risk to Station / Transit Center	Comments
307	422 SE	Unlisted 825 Morales Street	Low	Low	LPST: Final concurrence and closure have been issued by the TCEQ. The release was reported in 1991. The quantity and contents were not reported for the release. Minor Soil Contamination - Does not require a RAP.
					PST: Four tanks were reported for the site. Four 10,000 - 0-gallon USTs were removed from the ground in 1991.
308	528 SE	General Neon Advertising 900 Buena Vista Street	Low	Low	PST: One tank was reported for the site. One 2000-gallon UST was removed from the ground in 1998.
309	580 SE	Haven for Hope 903 Morales Street	Low	Low	VCP: The application was received at the VCP on 8/14/07. The completion date is not reported. The facility registration date is not reported. The facility type is listed as a Homeless Shelter. It is reported to be in the Investigation phase. The remedy type is not reported. The site has 11 acres. Soil and Groundwater are affected.
310	1003 SE	Radio Cap 615 Perez Street	Low	Low	IHW: The activity type is listed as unknown. The EPA ID is TXD008117863. The facility registration date is listed as 10/23/06. The facility type is listed as industrial SQG. The state status is reported to be inactive.
311	1108 SE	Davis Manufacturing 1023 Morales Street	Low	Low	IHW: The activity type is listed as unknown. The EPA ID is TXD008145609. The facility registration date is listed as 10/21/03. The facility type is listed as not a HW Generator. The state status is reported to be inactive.
					IHW: The activity type is listed as unknown. The EPA ID is TXD008145609. The facility registration date is listed as 7/22/03. The facility type is listed as not a HW Generator. The state status is reported to be inactive.
312	1584 SE	International Association of Latin Arts and Culture 1202 Buena Vista	Low	Low	BF: The site ID # is 78801. The reported Environmental Assessment Activity on site is a Phase I and Phase II completed in 2007. The site reported contaminate is petroleum / petroleum products in the soil.
313	1953 SE	Diamond Shamrock, Store 2 1602 W Commerce Street	Low	Low	LPST: Final concurrence and closure have been issued by the TCEQ. The release was reported in 2004. The quantity and contents were not reported for the release. Assessment incomplete, no apparent receptors impacted.
314	2534 SE	Unlisted 1726 W Commerce Street	Low	Low	BF: The site ID # is 78841. The reported Environmental Assessment Activity on site is a Phase I and Phase II completed in 2007. The site reported contaminates are petroleum / petroleum products and lead in the soil and groundwater.
315	2692 SE	Former Trevino Funeral Home 2015 W Martin Street	Low	Low	APAR: The program ID for this site is T2307. The type of contaminants on this site are not reported. This site is listed as part of the IHW program. The status of this facility is Ongoing Workload. This site is listed as active. The receive date for
316	400 W	Historic Gas Station SW corner of Buena Vista and S Salado Street	High	High	Facility visible on Sanborn map 525 in 1964
317	400 W	Historic Gas Station NW corner of Buena Vista and S Saldo Street	High	High	Facility visible on Sanborn map 38 in 1964
318	5 E	Dry Cleaner 825 W Travis Street	High	Low	Facility visible on Sanborn map 48 in 1964
319	50 N	Historic Alamo Fuel Co 603 Buena Vista Road	High	Low	Facility visible on Sanborn map 15 in 1911
320	5 W	Historic Gas Station 421 N Frio Street	High	Low	Facility visible on Sanborn map 55 in 1964
321	700 W	Historic Oil Warehous 340 Comal Street	High	Low	Facility visible on Sanborn map 511 in 1964
322	2200 W	Historic Oil Warehous 1618 W Commerce Street	High	Low	Facility visible on Sanborn map 506 in 1964
323	50 W	Historic Dry Cleaner 1115 W Travis Street	High	Low	Facility visible on Sanborn map 37 in 1964
324	15 S	Historic Gas Station 1104 W Travis Street	High	Low	Facility visible on Sanborn map 34 in 1950
325	5 S	Historic Auto Repair shop 106 S Frio Street	High	Low	Facility visible on Sanborn map unlisted in unknown year
326	650 W	Eco Verde Recycling Facility 902 Morales Street	High	Low	MSWLF: The site permit number is 100215. The facility type listed is Resource Recovery and Recycling Facility. The facility status reported is Active. There is no permitted acreage reported. A new application was submitted on 4/22/2009 and ended on 6/

Potentially Affected Hazardous Materials Sites

Map ID	Distance from Corridor (ft)	Location	Risk to Corridor	Risk to Station / Transit Center	Comments
327	650 W	Wulfe Tract, Former Radiator Shop 1216 W. Houston Street	High	Low	APAR: The facility has a TCEQ Regulated Entity Number RN100846682 and is listed as a former Radiator Shop and Metal Salvage. It is reported to be in the Investigation phase. An Affected Property Assessment Report (APAR) was received on 5/15/2009. Impact
					VCP: The application was received at the VCP on 12/16/2008. The completion date is not reported. The facility registration date is not reported. The facility type is listed as a former Radiator Shop and Metal Salvage. It is reported to be in the Inves
328	739 SE	City of San Antonio Central Fleet Maintenance 329 S Frio Street	Low	Low	PST: Two tanks were reported for the site. Two 8000 - 4000-gallon PSTs are reported as still in use on the site.
					TIERII: This facility has 3 reportable chemicals stored onsite. This facility has passed all valadation checks
					TIERII: This facility has 1 reportable chemicals stored onsite. This facility has passed all valadation checks
329	844 SE	Guadalupe Cultural Art center 309 S Salado Street	Low	Low	LPST: Final concurrence and closure have been issued by the TCEQ. The release was reported in 1992. The quantity and contents were not reported for the release. Groundwater impacted, no apparent threats or impacts to receptors.
					PST: Three tanks were reported for the site. One 0-gallon PST was permanently filled in place in 1996. Two 1000-gallon PST were removed from the ground in 1992.
330	844 SW	Salado Street Center 511 S Salado Street	Low	Low	LPST: The site has a status code of Site Assessment. The release was reported in 1989. The quantity and contents were not reported for the release. GW other than drinking water aquifer, site characterization incomplete.
					LPST: Final concurrence and closure have been issued by the TCEQ. The release was reported in 1991. The quantity and contents were not reported for the release. Minor Soil Contamination - Does not require a RAP.
					PST: Ten tanks were reported for the site. Seven 2,000 - 560-gallon USTs were removed from the ground in 1989 - 1991. Two 70,000 and 12,000-gallon PSTs are reported as still in use and one is reported as temporarily out of use.
					IHW: The activity type is listed as unknown. The EPA ID is TXD981585185. The facility registration date is listed as 12/01/05. The facility type is listed as non-industrial and / or municipal CESQG. The state status is reported to be inactive.
					TIERII: This facility has 8 reportable chemicals stored onsite. This facility has passed all valadation checks
331	1003 SE	San Antonio Gas and Electric Plant SE Corner of Matamoras and S Comal Street	Low	Low	CERCLIS: The site was discovered in 1987 and unarchived in 2007. The site is not on the NPL. The site is reported as a Coal Gasification Plant. The Non-NPL Status is SO - SI Ongoing.
					NFRAP: The EPA ID is TXD981918204. This site is listed under the Non-NPL Status of NF - NFRAP. The site was unarchived on 7/25/07.
332	1003 SE	Meter Readers 915 Matamoras Street	Low	Low	LPST: Final concurrence and closure have been issued by the TCEQ. The release was reported in 1992. The quantity and contents were not reported for the release. Groundwater impacted, no apparent threats or impacts to receptors.
					PST: Two tanks were reported for the site. Two 10000-gallon USTs were removed from the ground in 1992.
					IHW: The activity type is listed as Municipally Owner Electric Utility. The EPA ID is not reported. The facility registration date is listed as 9/26/02. The facility type is listed as non-industrial and / or municipal CESQG. The state status is report
333	950 SE	AT&T-IS 921 Matamoras Street	Low	Low	PST: One tank was reported for the site. One 10000-gallon PST was permanently filled in place in 1983.
334	1056 SE	Vista Verde Hotel S Frio Street	Low	Low	LPST: Final concurrence and closure have been issued by the TCEQ. The release was reported in 1992. The quantity and contents were not reported for the release. Groundwater impacted, no apparent threats or impacts to receptors.
335	1900 SE	Molenco Service Center 701 San Fernando Street	Low	Low	LPST: Final concurrence and closure have been issued by the TCEQ. The release was reported in 1991. The quantity and contents were not reported for the release. Minor Soil Contamination - Does not require a RAP.

Potentially Affected Hazardous Materials Sites

Map ID	Distance from Corridor (ft)	Location	Risk to Corridor	Risk to Station / Transit Center	Comments
336	2323 SE	Imi Cornelius 702 San Fernando Street	Low	Low	VCP: The application was received at the VCP on 2/12/07. The completion date is not reported. The facility type is listed as Woodworking. It is reported to be in the Investigation phase. The remedy type is not reported. The site has 1.63 acres. Soil and Groundwater are affected
					APAR: The program ID for this site is 35752. The type of contaminants on this site are not reported. This site is listed as part of the IHW program. The status of this facility is Ongoing Workload. This site is listed as active. The receive date for the APAR is 8/18/05.
337	2587 SE	San Antonio Iron and Metal 802 El Paso Street	Low	Low	TIERII: This facility has 12 reportable chemicals stored onsite. This facility has passed all valadation checks
338	2376 E	San Antonio Police Department 214 W Nueva Street	Low	Low	LPST: Final concurrence and closure have been issued by the TCEQ. The release was reported in 1988. The quantity and contents were not reported for the release. Groundwater impacted, non-public / non-domestic H2O supply well within .25 miles.
					LPST: Final concurrence and closure have been issued by the TCEQ. The release was reported in 1989. The quantity and contents were not reported for the release. Soil Contamination Only, requires full site assessment and RAP.
					LPST: Final concurrence and closure have been issued by the TCEQ. The release was reported in 1992. The quantity and contents were not reported for the release. Minor Soil Contamination - Does not require a RAP.
					TIERII: This facility has 3 reportable chemicals stored onsite. This facility has passed all valadation checks
					TIERII: This facility has 3 reportable chemicals stored onsite. This facility has passed all valadation checks
339	2534 SE	Broadwing Communications, LLC 660 S Santa Rosa Street	Low	Low	TIERII: This facility has 3 reportable chemicals stored onsite. This facility has passed all valadation checks
340	3986 SE	San Antonio Arsenal Unlisted	Low	Low	FUDS: The Facility # is TX9799F6451.

APPENDIX C

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APPENDIX D

TREE PRESERVATION PLAN

(currently under review)