IH 35 PEL Study
Public Meeting Summary and Analysis Report – October 2012
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1. Project Background

In September 2011, the Alamo Regional Mobility Authority (Alamo RMA) and Texas Department of Transportation (TxDOT) began the IH 35 Planning and Environmental Linkages (PEL) Study to identify transportation needs and potential improvements for IH 35 from Hubertus Road/FM 1103 in Schertz to the intersection with IH 37/US 281 in downtown San Antonio, and for Loop 410 from IH 35 on the north side of San Antonio east to IH 10. The PEL Study area is shown in Figure 1-1 below.

Previous planning studies, including the 1996 Northeast (IH 35) Corridor Major Investment Study (MIS), have identified a need for transportation improvements along this section of IH 35. However, none of these efforts has advanced to the environmental study process, which identifies specific improvements to be implemented. The PEL Study will draw from these previous efforts, as well as new technical analyses and public and agency participation, to develop proposed solutions (alternative concepts) to be carried forward into a more detailed National Environmental Policy Act (NEPA) study in late 2012.

Re-engaging the public and agencies in the planning process is a key element of the IH 35 PEL Study. As part of the public and agency participation process, the Alamo RMA and TxDOT formed a Technical Advisory Committee (TAC) and Community Advisory Committee (CAC) to provide advice and recommendations regarding transportation needs and proposed improvements for IH 35 within the study area. These committees held their first meetings on October 31, 2011 and November 9, 2011, respectively, where members provided input regarding the problems, needs, and goals previously identified in the 1996 MIS. These meetings were followed by two public workshops on November 16th and 17th, respectively, to introduce the IH 35 PEL study to the public and gather input on the previously identified problems, needs, and proposed solutions within the study area.
The input gathered from the Fall 2011 public involvement activities was incorporated into the Draft IH 35 PEL Study Need and Purpose Statement. It was also used to help identify the basic concepts and values to be considered in the development and evaluation of draft alternatives. The Draft Need and Purpose Statement, as well as proposed factors and objectives to be used in the evaluation of proposed alternatives, were presented to the TAC and CAC on January 30th and February 2nd, respectively. The Draft Need and Purpose Statement and proposed evaluation factors/objectives were then refined based on input from the two committees, and were presented at two public workshops on February 22nd and 23rd, 2012.

The input gathered from the Spring 2012 public involvement activities was used to help identify, refine, and conduct an initial screening (Phase I) for several draft alternative concepts for IH 35 within the study area. These draft alternative concepts and initial screening results were presented to the TAC and CAC at two separate meetings held on May 22, 2012, and to the public at two meetings held in June 2012. Feedback from these meetings was used to refine the alternative concepts to be considered in a more detailed evaluation process (Phase II). The results of the Phase II analysis and overall PEL Study were presented to the CAC on September 18th and to the TAC on September 21st, 2012.

2. October 2012 Public Meetings

Two public meetings were held in October 2012 to present and request feedback on the results of the Phase II analysis and overall IH 35 PEL Study, as well as the alternative concepts that are being proposed for further analysis under a National Environmental Policy Act (NEPA) study. The public meeting locations, as shown in Table 2-1 and Figure 2-1, were the same locations used for the first round of public workshops in Fall 2011. The October 2012 public meeting locations catered to travelers on both the northbound and southbound sides of IH 35.
Table 2-1: IH 35 PEL Study October 2012 Public Meeting Schedule

<table>
<thead>
<tr>
<th>Date/Time</th>
<th>Location</th>
</tr>
</thead>
<tbody>
<tr>
<td>Tuesday, October 9, 2012</td>
<td>St. Patrick’s Church Community Center</td>
</tr>
<tr>
<td>5:30 PM – 8:00 PM</td>
<td>1114 Willow Street</td>
</tr>
<tr>
<td></td>
<td>San Antonio, Texas 78208</td>
</tr>
<tr>
<td>Wednesday, October 10, 2012</td>
<td>Schertz Civic Center</td>
</tr>
<tr>
<td>5:30 PM – 8:00 PM</td>
<td>1400 Schertz Parkway</td>
</tr>
<tr>
<td></td>
<td>Schertz, Texas 78154</td>
</tr>
</tbody>
</table>

Figure 2-1: IH 35 PEL Study October 2012 Public Meeting Locations

The following summary provides a brief description of the October 2012 public meetings and discusses the input received through the process.
3. Public Meeting Advertising

The IH 35 PEL Study public meetings were advertised using both traditional and non-traditional media, including the following:

- Eight legal notices (including English and Spanish language notices) ran in the *San Antonio Express-News*, the *San Antonio Observer*, the *New Braunfels Herald – Zeitung*, and *La Prensa* 30 days and 10 days prior to the first meeting on October 9, 2012 (see Table 3-1 for specific publication dates);

- Four display ads ran in the *San Antonio Express-News*, the *San Antonio Observer*, *New Braunfels Herald – Zeitung*, and *La Prensa* six to two days before the first meeting on October 9, 2012 (see Table 3-1 for specific publication dates);

- Public meeting dates, times, and locations were posted on the IH 35 PEL Study website at www.timefor35.com, on the IH 35 PEL Study Facebook page at www.Facebook.com/TimeFor35, and the IH 35 PEL Twitter page at www.Twitter.com/TimeFor35 one week prior to the October 9, 2012 meeting; follow-up information was posted to these sites immediately after the public meetings to provide online access to the public meeting materials and encourage the public to submit comments;

- The Alamo RMA sent four separate newsletter e-notifications (on September 26th, October 2nd and October 8th) to over 1600 stakeholders on its mailing list to announce the public meetings;

- The north bound portable dynamic message sign was placed in the vicinity of Walters Street before noon, Tuesday October 2, 2012. It was picked up on the morning of Thursday, October 11, 2012. The south bound portable dynamic message sign was placed on the wide shoulder at Schertz Parkway the morning of Wednesday, October 3, 2012. It was picked up the morning of Thursday, October 11, 2012.

- Directional signs were placed in various locations around each public meeting facility to help participants find the facility and to generate additional local awareness of the event;

- Email notifications via vertical response were sent out to the project database;

- The San Antonio-Bexar County Metropolitan Planning Organization announced the public meetings in its *Fast Track* newsletter starting October 1, 2012.
Table 3-1: October 2012 Public Meeting Newspaper Advertisements

<table>
<thead>
<tr>
<th>Newspaper</th>
<th>Advertisement Type</th>
<th>Publication Date</th>
</tr>
</thead>
<tbody>
<tr>
<td>San Antonio Express-News</td>
<td>English Legal Notice</td>
<td>September 9, 2012</td>
</tr>
<tr>
<td>San Antonio Observer</td>
<td>English Legal Notice</td>
<td>September 5, 2012</td>
</tr>
<tr>
<td>La Prensa</td>
<td>Spanish Legal Notice</td>
<td>September 9, 2012</td>
</tr>
<tr>
<td>San Antonio Express-News</td>
<td>English Legal Notice</td>
<td>September 30, 2012</td>
</tr>
<tr>
<td>San Antonio Observer</td>
<td>English Legal Notice</td>
<td>September 26, 2012</td>
</tr>
<tr>
<td>La Prensa</td>
<td>Spanish Legal Notice</td>
<td>September 30, 2012</td>
</tr>
<tr>
<td>New Braunfels Herald – Zeitung</td>
<td>English Legal Notice</td>
<td>September 30, 2012</td>
</tr>
<tr>
<td>San Antonio Express-News</td>
<td>English Display Ad</td>
<td>October 7, 2012</td>
</tr>
<tr>
<td>San Antonio Observer</td>
<td>English Display Ad</td>
<td>October 3, 2012</td>
</tr>
<tr>
<td>La Prensa</td>
<td>Spanish Display Ad</td>
<td>October 7, 2012</td>
</tr>
<tr>
<td>New Braunfels Herald – Zeitung</td>
<td>English Display Ad</td>
<td>October 7, 2012</td>
</tr>
</tbody>
</table>

Copies of the advertisements, flyers, online postings, press release, articles, real estate signs, e-notifications, portable dynamic message signs and door hangers are included in Appendix A.

4. Public Meeting Attendance

Excluding IH 35 PEL Study staff, 10 people participated in the October 9, 2012 public meeting at St. Patrick’s Church and 47 people participated in the October 10, 2012 public meeting at the Schertz Civic Center, bringing the total meeting attendance to 57. Participants represented a wide range of interests and included private citizens, members of community organizations, city and county staff, and other agency representatives. Copies of the sign-in sheets from both meetings are included in Appendix C.
5. Public Meeting Format and Materials

Both public meetings utilized an open-house format, which allowed members of the public to arrive, view exhibits and handouts, ask questions of staff, and provide comments any time between 5:30 PM and 8:00 PM. The exhibits and materials were identical for both meetings, and were designed to correspond with a meeting layout that included nine distinct stations. The stations were set up slightly differently at each meeting, however, to accommodate differences between the meeting room sizes and layouts. IH 35 PEL Study team members, comprised of TxDOT staff and consultants, were available at each station to provide information and answer questions from the public.

The nine stations are described below, in the order that they were intended to be viewed by the public.

**Station 1: Welcome**

At this station members of the public could sign in, learn about the workshop format, and receive introductory materials. The station included a “Welcome” display board, an IH 35 PEL Study banner, sign-in sheets, and a handout packet comprised of the following:

- “Alternative Concepts” brochure describing the development and evaluation of the draft alternative concepts for IH 35, as well as the draft results/recommendations;
- “Frequently Asked Questions” handout answering general questions about the IH 35 PEL Study process; and
- Public comment form.

Spanish-language versions of each handout were available upon request. Additionally, this station included a “Live and Work” exercise. This display was comprised of a map entitled “Show Where You Live and Work,” where project staff provided workshop attendees with colored dots and asked them to place a green dot where they live and an orange dot where they work. The intent of this exercise was to generate thoughts and discussions about how people use and interact with the transportation system, as well as to help project staff understand the public workshop participants’ perspectives and the types of input that they provide.

**Station 2: IH 35 Planning and Environmental Linkages Study Overview**

This station was intended to provide an overview and status update of the IH 35 PEL Study to workshop participants. It displayed a graphic display board showing the general IH 35 PEL Study process and an overall IH 35 PEL Regional and Study area map. It also included a presentation that provided a visual and audio overview of the entire IH 35 PEL Study.

There was also a graphic display board outlining how the public has assisted with the study. The board outlined the four rounds of public workshops/meetings.

The station was equipped with a narrated PowerPoint presentation that was projected onto a large screen, a computer and speakers, and several rows of chairs for workshop participants.
who wished to hear the presentation. The presentation was pre-recorded and looped so that everyone who wanted to hear the presentation could do so at their convenience.

The presentation was the same for both workshops, and included discussions of the following: the IH 35 PEL Study area and process; why a PEL study is being used for IH 35; input received from previous public workshops; the Draft Need and Purpose Statement; the alternative concepts development and evaluation process; and the next steps in the IH 35 PEL Study process. Staff was available nearby to answer questions about the presentation.

**Station 3: Need and Purpose**

This station was intended to present the IH 35 PEL Study Draft Need and Purpose Statement, which was a primary component in the development and initial screening of the draft alternative concepts. It displayed two exhibits that listed the current Draft Need Statement and Draft Purpose Statement for the IH 35 PEL Study. Staff was available to answer any questions.

**Station 4: Alternative Concepts Development, Screening, and Results**

This station was intended to provide information about the alternative concepts development, screening and results of the study. There was a graphic board explaining the standalone alternative concept and how it could potentially meet the Need and Purpose of the IH 35 PEL Study. It was followed by a board explaining a complementary transportation system solution, and an informational board that outlined the process for developing and evaluating the IH 35 PEL Study Alternative concepts. The following steps were displayed for participants to read and discuss with staff that was available to answer any questions:

- Step One: Develop Universe of Alternative Concepts
- Step Two: Phase I Alternative Screening
- Step Three: Grouping of Similar Alternative Concepts
- Step Four: Phase II Alternative Evaluation
- Step Five: Final Recommendation

Information displayed at this station corresponded with sections of the “Alternative Concepts” brochure provided at the sign-in table, and staff was available to answer any questions.

**Station 5: What We Accomplished**

This station was intended to present the accomplishments of the IH 35 PEL Study. The following accomplishments were displayed for participants to read and discuss with staff that was available to answer any questions:

- Need and Purpose identified
- Affected Environment identified
- Several alternative concepts eliminated from further study as standalone solutions
- Two alternative concepts identified for further study in NEPA
• Public and agencies re-engaged
• Planning process documented for use in NEPA

Station 6: Environmental Setting

This interactive station was intended to show the types of environmental and community resources that were considered in the development and evaluation of draft alternatives. The station included a large IH 35 PEL Study area maps depicting environmental resources and land use. These roll maps were laid out on tables. Project engineers, planners, and Geographic Information Systems (GIS) staff were available to answer any questions.

Station 7: IH 35 PEL Study Next Steps

The intent of this station was to inform the participants of how the project team plans to move forward after the meeting concludes. The exhibit displayed at this station explained that the project team would review the public input received, finalize technical reports, and request concurrence from the Federal Highway Administration (FHWA) prior to beginning a more detailed analysis in a National Environmental Policy Act (NEPA) study.

Station 8: Comments

This station provided four tables with a comment box on each for meeting participants to complete and submit their comment forms, if desired. Project staff collected all written comments at the end of each workshop, and documented them in the project record.

Station 9: Court Reporter

This station offered an opportunity for meeting participants to provide their comments verbally. A court reporter was available to transcribe the comments, which have been documented in the project record.

Figure 5-1 shows the general layout of the October 9, 2012 meeting, while Figure 5-2 shows the general layout of the October 10, 2012 meeting. Table 5-1 lists all of the materials presented. Copies of all materials, as well as example photos from the workshops, are included in Appendix B.
Figure 5-1: General Layout of the IH 35 PEL Study October 9, 2012 Public Meeting
Figure 5-2: General Layout of the IH 35 PEL Study October 10, 2012 Public Meeting
<table>
<thead>
<tr>
<th>Station</th>
<th>Type</th>
<th>Title</th>
</tr>
</thead>
<tbody>
<tr>
<td>Station 1: Welcome</td>
<td>Text Exhibit</td>
<td>Welcome</td>
</tr>
<tr>
<td></td>
<td>Map Exhibit</td>
<td>Regional Study Area Map – Where Do You Live/Work?</td>
</tr>
<tr>
<td></td>
<td>Handout</td>
<td>Alternative Concepts Brochure</td>
</tr>
<tr>
<td></td>
<td>Handout</td>
<td>Frequently Asked Questions</td>
</tr>
<tr>
<td></td>
<td>Handout</td>
<td>Comment Form</td>
</tr>
<tr>
<td></td>
<td>Handouts</td>
<td>All Spanish Handouts – Available on Request</td>
</tr>
<tr>
<td>Station 2: Planning and Environmental Linkages Study Overview &amp; Presentation</td>
<td>Map Exhibit</td>
<td>IH 35 Planning and Environmental Linkages Study Area Map</td>
</tr>
<tr>
<td></td>
<td>Graphic Exhibit</td>
<td>IH 35 PEL Study Process Timeline</td>
</tr>
<tr>
<td></td>
<td>Graphic/Text Exhibit</td>
<td>How You Have Helped at Each Stage</td>
</tr>
<tr>
<td></td>
<td>PowerPoint Presentation</td>
<td>IH 35 Planning and Environmental Linkages (PEL) Study Update</td>
</tr>
<tr>
<td>Station 3: Need and Purpose</td>
<td>Text Exhibit</td>
<td>Need for Improvements in the IH 35 PEL Study Area</td>
</tr>
<tr>
<td></td>
<td>Text Exhibit</td>
<td>Purpose of Improvements in the IH 35 PEL Study Area</td>
</tr>
<tr>
<td>Station 4: Alternative Concepts Development, Screening, and Results</td>
<td>Text Exhibit</td>
<td>What is a Standalone Alternative Concept?</td>
</tr>
<tr>
<td></td>
<td>Text Exhibit</td>
<td>What is a Complementary Transportation System Solution?</td>
</tr>
<tr>
<td></td>
<td>Graphic Exhibit</td>
<td>Screening Process</td>
</tr>
<tr>
<td></td>
<td>Text Exhibit</td>
<td>Step 1 – Develop Universe of Alternative Concepts</td>
</tr>
<tr>
<td></td>
<td>Text Exhibit</td>
<td>Step 2 – Phase I Alternative Screening</td>
</tr>
<tr>
<td></td>
<td>Text Exhibit</td>
<td>Step 3 – Grouping of Similar Alternative Concepts</td>
</tr>
<tr>
<td></td>
<td>Text Exhibit</td>
<td>Step 4 – Phase II Alternative Evaluation</td>
</tr>
<tr>
<td>Station</td>
<td>Type</td>
<td>Title</td>
</tr>
<tr>
<td>---------</td>
<td>------</td>
<td>--------------------------------------</td>
</tr>
<tr>
<td>(Station 4 continued)</td>
<td>Text Exhibit</td>
<td>Step 5 – Final Recommendation</td>
</tr>
<tr>
<td></td>
<td>Graphic/Text Exhibit</td>
<td>Next Steps (Alternatives)</td>
</tr>
<tr>
<td>Station 5: What We Accomplished</td>
<td>Graphic Exhibit</td>
<td>Overall Results</td>
</tr>
<tr>
<td>Station 6: Environmental Setting</td>
<td>Roll Plot</td>
<td>Environmental Resources (3)</td>
</tr>
<tr>
<td></td>
<td>Roll Plot</td>
<td>Land Use</td>
</tr>
<tr>
<td></td>
<td>Exhibit</td>
<td>Green Road Signs</td>
</tr>
<tr>
<td>Station 7: Next Steps</td>
<td>Text Exhibit</td>
<td>What Happens Next (Overall Study)</td>
</tr>
</tbody>
</table>
6. Public Meeting Comments

The official public comment period for the October 2012 public meetings opened October 9, 2012 and ended October 24, 2012. Members of the public could provide comments through a variety of methods, including the following:

- Dropping a written comment form in the public meeting comment box at Station 8;
- Providing a verbal comment to the court reporter at Station 9;
- Mailing a written comment to the IH 35 PEL Study Office; 601 NW Loop 410, Suite 410; San Antonio, Texas 78216;
- Submitting a comment through the website at www.Timefor35.org;
- Emailing a comment to IH35@rjrivera.com; and
- Faxing a comment to (210) 340-5664

In addition, members of the public could also call the IH 35 PEL Study hotline at (210) 412-3434 to speak to project staff, though comments must have been submitted in writing to be considered part of the official record.

Table 6-1 shows the number of comment submissions by meeting (where applicable) and method by which they were submitted.

<table>
<thead>
<tr>
<th>Submission Method</th>
<th>Public Meeting Comments</th>
<th>Other Comments Submitted During Comment Period</th>
<th>Total Comments</th>
</tr>
</thead>
<tbody>
<tr>
<td>Comment Drop Box (comment forms)</td>
<td>2</td>
<td>15</td>
<td>17</td>
</tr>
<tr>
<td>Court Reporter Transcriptions</td>
<td>0</td>
<td>6</td>
<td>6</td>
</tr>
<tr>
<td>Email Submissions</td>
<td>NA</td>
<td>NA</td>
<td>5</td>
</tr>
<tr>
<td>Letters</td>
<td>NA</td>
<td>NA</td>
<td>0</td>
</tr>
<tr>
<td>Total Comments</td>
<td>2</td>
<td>21</td>
<td>28</td>
</tr>
</tbody>
</table>

Table 6-1: Comment Submissions During the IH 35 PEL Study October 2012 Public Meeting Comment Period
Most of the comments submitted during the public meetings provided feedback about problems and proposed solutions for IH 35. Some of the most frequently-received comments included the following:

- Belief that additional lanes are needed, but not tolled;
- More turn-arounds are needed at certain intersections to improve traffic flow;
- Safety concerns due to speed limits, on ramps and road markings;
- Desire for additional transit/rail solutions; and
- Overall desire to expand the existing IH 35 facility and improve connecting facilities.

Table 6-2 provides a listing of and response codes for all comments received during the official comment period, while Table 6-3 provides the corresponding responses. Comments are listed verbatim, and are sorted by last name, date, and comment submission type.
### Table 6-2: Comments and Response Codes for All IH 35 PEL Study October 2012 Public Meeting Comments

<table>
<thead>
<tr>
<th>Last Name</th>
<th>First Name</th>
<th>Business with TxDOT?</th>
<th>Date</th>
<th>Submission Type</th>
<th>Comment Number</th>
<th>Comment</th>
<th>Comment Response Code</th>
</tr>
</thead>
<tbody>
<tr>
<td>Anonymous</td>
<td>No</td>
<td>10/9/12</td>
<td>Comment Form 1</td>
<td>1</td>
<td>Hike &amp; bike trail needed to connect Salado Creek Trail Head (Seguin Rd. Jack White Park) to Walters St. Bridge hike &amp; bike &amp; connect Salado Creek Trailhead to trail to be built along FM 78 toward Kirby.</td>
<td>A</td>
<td></td>
</tr>
<tr>
<td>Anonymous</td>
<td>No</td>
<td>10/9/12</td>
<td>Comment Form 2</td>
<td>2</td>
<td>Create elevated sections at some of the heaviest spots like coming into downtown or at 35/1604. This is always so heavy. The elevated sections could be used by long distance drivers who are going interstate. Right now you have all drivers local/commercial/interstate on these lanes. Not everyone is going to Austin/out of state, etc. Need some elevated sections along the way.</td>
<td>B</td>
<td></td>
</tr>
<tr>
<td>Anonymous</td>
<td>No</td>
<td>10/9/12</td>
<td>Comment Form 3</td>
<td>3</td>
<td>Also have an HOV on both the elevated and lower lanes. Even though the driving speed may be 80-85 not all drivers do this. An HOV lane could be for your fast drivers who do not slow down everyone.</td>
<td>B, C</td>
<td></td>
</tr>
<tr>
<td>Anonymous</td>
<td>No</td>
<td>10/10/12</td>
<td>Comment Form 4</td>
<td>4</td>
<td>Have safety boxes phones along the way and well lit at night.</td>
<td>D</td>
<td></td>
</tr>
<tr>
<td>Anonymous</td>
<td>No</td>
<td>10/10/12</td>
<td>Comment Form 5</td>
<td>5</td>
<td>From 35 around Walzen or Eisenhower, NB &amp; SB the ramp goes up. 410 EB at Perrin Beitel Bridge the ramp goes up and connects to 35 the NB bridge this bridge is elevated double decked to and beyond FM 1103. SB 35 is elevated double decker from north to FM 1103 and goes to Walzen/Eisenhower &amp; swings west to the Perrin Beitel Bridge. Make it high &amp; speed out at 1604 so when 1604/35 is rebuilt you have room. Make the # of entrance ramps to keep traffic moving make numerous exits so they can get off when they need to or have to because of a wreck. Do all of this, toll at $.025 to $.50 &amp; it will get used.</td>
<td>B, D, G</td>
<td></td>
</tr>
<tr>
<td>Battle</td>
<td>Cynthia</td>
<td>No</td>
<td>10/10/12</td>
<td>Comment Form 6</td>
<td>My family arrived to SCUS area in 2003 &amp; 35 has become horrendous in the past couple of years. I'm happy that there are thoughtful studies but however the most important alternative to me is the lack of public transportation in this area. This meeting was helpful &amp; addressed all my questions in this regard.</td>
<td>C, F</td>
<td></td>
</tr>
<tr>
<td>Battle</td>
<td>Cynthia</td>
<td>No</td>
<td>10/10/12</td>
<td>Comment Form 7</td>
<td>The entrance ramps, N Bound from Costco to Rudy's BBQ has been in existence for a few years &amp; it's a very dangerous ramp. Coupled with foolish drivers, rude drivers &amp; a short merge onto 35 I avoid it when I have family in the car or when it's busy. Has this ramp been studied or is there a way to get rid of it all together? Thank you!</td>
<td>D</td>
<td></td>
</tr>
</tbody>
</table>
Table 6-2: Comments and Response Codes for All IH 35 PEL Study October 2012 Public Meeting Comments

<table>
<thead>
<tr>
<th>Last Name</th>
<th>First Name</th>
<th>Business with TxDOT?</th>
<th>Date</th>
<th>Submission Type</th>
<th>Comment Number</th>
<th>Comment</th>
<th>Comment Response Code</th>
</tr>
</thead>
<tbody>
<tr>
<td>Becker</td>
<td>Randal</td>
<td>No</td>
<td>10/9/12</td>
<td>Email</td>
<td>8</td>
<td>Dear Texas Transportation Commission and Honorable Commissioners: the public has already paid for Interstate Highway 35 from Laredo to Canada. Creating toll (tax) lanes on this road, or any road, will be devastating to each and every person who uses these roads. Most of these toll (tax) dollars will come from individual incomes. Along with the gas tax, the TxDOT already collects a road and bridge tax at registration time every year. As individuals, we already pay: gas tax, road and bridge tax, bonds for road improvement tax, property tax, sales tax, federal income tax, school district tax, medical district tax, community college district tax, Medicare tax, FICA tax, city tax, capital gains tax, estate tax. And you want us to pay more tax...in the form of a toll. I say no to more taxes and absolutely no to any tolls. I urge you to stand up and say no to toll roads. Each individual car owner will have to pay an extra toll (tax) from their own personal funds to use a highway that is already paid for with previous, current and future tax dollars as well as matching federal funds. Personal incomes will suffer. Personal incomes will suffer from a toll (tax) in a good economy. They will suffer more in a bad economy. As a matter of fact, a new form of criminal will be created from toll runners that cannot afford to pay tolls. People will find a way around the toll to avoid this tax. Texas has the gas tax in place to pay for road building projects, but the Texas Legislature keeps robbing this fund because they can. Close the loopholes, put the road money where it belongs. There are other revenue sources besides a new tax (toll) from the local citizens. We have enough taxes to pay already. No more. Enough is enough. Say no to tolls. I appreciate your time and attention to this most important matter.</td>
<td>H</td>
</tr>
<tr>
<td>Broschat</td>
<td>Cyndi</td>
<td>No</td>
<td>10/10/12</td>
<td>Comment Form</td>
<td>9</td>
<td>At the 3009 exit... on the access road you need to extend the white reflective lane dividers so that the businesses at that exit can exit their businesses safely. Right now drivers exiting @ the 3009 exit go to the far right lane as soon as they get past the reflective posts that are presently there. You need to extend them a little past Cabana Dr. where La Posadita Mexican Rest. is. Thank you for your consideration.</td>
<td>D</td>
</tr>
<tr>
<td>Burke</td>
<td>Shonale</td>
<td>No</td>
<td>10/10/12</td>
<td>Comment Form</td>
<td>10</td>
<td>Very informative. Glad someone is working on the problem.</td>
<td>F</td>
</tr>
<tr>
<td>Carr</td>
<td>Donna</td>
<td>Yes</td>
<td>10/10/12</td>
<td>Comment Form</td>
<td>11</td>
<td>It seems like it has tried to cover all alternatives but still after a year comes down to needing more lanes on I-35 that we knew from the beginning. When the time comes I would like for another consideration to be made. When the subdivisions NorthCliffe and Scenic Hills were established 25+ years ago, the service road of I-35 was 2 way allowing for residents to travel south to 1103 to crossover to go south on I-35. I don’t know when or why but that was stopped and residents had to travel north 1+ miles to exit 180 Schwab road to make the turn around. This area is growing and Sysco has a large facility on Schwab road. I am requesting a crossover or under be made at Country Club Blvd. between exit 178 &amp; 180. This could be addressed when you are making the additional lanes on I-35. Thank you for looking into this.</td>
<td>B, D</td>
</tr>
<tr>
<td>Carr</td>
<td>Reed</td>
<td>No</td>
<td>10/10/12</td>
<td>Comment Form</td>
<td>12</td>
<td>Nice presentation, but the need is so obvious for more lanes on I-35 that, except to satisfy some bureaucratic regulation, this all seems a waste of time. More lanes are need all the way to New Braunfels. An overpass at Country Club is needed for the approximately 2,000 homes in the 4 separate neighborhoods that feed in &amp; out of NorthCliffe from Country Club Blvd., Covers Cove, and those who drive the &quot;back way&quot; out Chelsea to 1103. It is a 3 mile road trip to go south on I-35 from Country Club via Schwab Rd.</td>
<td>B, D, E</td>
</tr>
</tbody>
</table>
### Table 6-2: Comments and Response Codes for All IH 35 PEL Study October 2012 Public Meeting Comments

<table>
<thead>
<tr>
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<th>Comment Number</th>
<th>Comment</th>
<th>Comment Response Code</th>
</tr>
</thead>
<tbody>
<tr>
<td>Dixon</td>
<td>Don</td>
<td>No</td>
<td>10/10/12</td>
<td>Court Reporter</td>
<td>13</td>
<td>My name is Don Dixon. I’m a mechanical engineer, and I’m a past president of San Antonio Texas Association of Business. So I’ve had quite a bit of activity in the business world. And, of course, since my business was transportation related, I certainly have an interest in what they’re doing on our Interstate 35, but I’m particularly interested in the fact that this design remains completely free to all travelers. In other words, regardless of status, income, it should be completely free. In other words, there should not be any managed lanes, any HOV lanes, any HOT lanes, or any toll lanes. This project should be designed completely where it’s absolutely free and meets the purpose and need, from a freedom of access - I can’t think of the word - completely free in their study, just to make sure that those lanes are free.</td>
<td>H</td>
</tr>
<tr>
<td>Dixon</td>
<td>Don</td>
<td>No</td>
<td>10/10/12</td>
<td>Court Reporter</td>
<td>14</td>
<td>I had some problem with their dialogue, when they mentioned the word &quot;managed&quot; the congestion. I don’t think manage is a good word because, from a public standpoint, manage seems like they’re trying to control the behavior, and I’m not for any kind of activity that controls behavior. I’d like to see them use a different word on their presentation rather than manage. I don’t really know what they mean, but they had it there. And I discussed it with the consultant, and he said they might consider a different word rather than manage. Okay. That’s basically what I - I’m certainly interested in improving the Interstate 35. It’s definitely needed.</td>
<td>I</td>
</tr>
<tr>
<td>Dixon</td>
<td>Don</td>
<td>No</td>
<td>10/10/12</td>
<td>Court Reporter</td>
<td>15</td>
<td>I like the work that TxDOT is doing out here between 1604 and 3009 currently. That’s a very good project. The TxDOT engineer explained that to me. That’s going to be a tremendous help. I’d like to see them do more work like that continuously, so that when you see problems, get in there, get them solved, and it would save a lot of problem, rather than just delay, delay, delay. Okay. That’s it.</td>
<td>D, F</td>
</tr>
<tr>
<td>Dixon</td>
<td>Don</td>
<td>No</td>
<td>10/10/12</td>
<td>Comment Form</td>
<td>16</td>
<td>No Tolls. No HOV lanes. No HOT lanes. All access to our state public roads. Should be completely freely accessible. I am just an ordinary citizen.</td>
<td>C, F, H</td>
</tr>
<tr>
<td>Dossey</td>
<td>Patrick</td>
<td>No</td>
<td>10/10/12</td>
<td>Court Reporter</td>
<td>17</td>
<td>My name is Patrick Dossey. I’m a citizen of San Antonio and live in the neighborhood and work all over San Antonio. I do not have any connection with TxDOT or will not benefit from this project. I think the presentation tonight was well done, well presented. The only issue I have, of course, is I have two issues with any new improvement of the highways in Texas. I don’t want them tolled, that’s an aggressive tax on the people who work for a living, and I do want them funded and bid on with competitive bidding versus design-build contracts. Other than that, I know we need capacity and I hope it gets built as soon as possible. Thank you so much.</td>
<td>H</td>
</tr>
<tr>
<td>Earl</td>
<td>Wanda</td>
<td>No</td>
<td>10/23/12</td>
<td>Email</td>
<td>18</td>
<td>My address was 1901 N Panam, San Antonio Texas 78018...Sometimes in the past Panam was eliminated and is now 1901 N. Interstate 35. I was not given any notice that my street no longer exists. Why the BIG SECRET? We know that the highway dept is considering some changes to I35. I guess that the highway expansion will be in my front yard since the right of way is only 2 feet from my front sidewalk. I am an 80 year old widow and own my house and property. At my age I definitely do not like surprises. I could sell my house but, who would buy it knowing of the expansion. Please let me know what the heck is going on. What will happen to me?</td>
<td>B</td>
</tr>
<tr>
<td>Franklin</td>
<td>Gerry</td>
<td>No</td>
<td>10/10/12</td>
<td>Comment Form</td>
<td>19</td>
<td>I am impressed with the work that has been done. The initial work of adding lanes and turn arounds will greatly improve traffic flow. During this process, however, encouraging people to use the new 4 lane FM 3009 to FM 2252 IS NOT AVAILABLE alternative. 2252 West to Evans is only a 2 lane road with a left turn center lane. Even now, on a normal traffic day in the a.m. rush, traffic backs up west bound from the light @ Evans well into Garden Ridge, sometimes to Bat Cave. God forbid a train comes or the guards malfunction. In the evening, traffic east bound backs up nearly to Evans.</td>
<td>E</td>
</tr>
</tbody>
</table>
## Table 6-2: Comments and Response Codes for All IH 35 PEL Study October 2012 Public Meeting Comments

<table>
<thead>
<tr>
<th>Last Name</th>
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</tr>
</thead>
<tbody>
<tr>
<td>Franklin</td>
<td>Gerry</td>
<td>No</td>
<td>10/10/12</td>
<td>Comment Form</td>
<td>20</td>
<td>Please consider adding a turnaround @ Schertz Pkwy for the ease of reaching Lowes &amp; HEB.</td>
<td>D</td>
</tr>
<tr>
<td>Franklin</td>
<td>Gerry</td>
<td>No</td>
<td>10/10/12</td>
<td>Comment Form</td>
<td>21</td>
<td>The entrance ramp from the access road to NB I-35 just before Evans is very dangerous. We were told that a revamping of the ramp is under consideration. This is a good thing. Thanks to the folks who came out to inform us.</td>
<td>D</td>
</tr>
<tr>
<td>Gadsby</td>
<td>Harold</td>
<td>No</td>
<td>10/10/12</td>
<td>Comment Form</td>
<td>22</td>
<td>The problem at present is the speed come in to the city. The speed should be reduced at 1103 to 55 mph and at 3009 to 45 mph - from the hours of 6:30 a.m. to 9:00 a.m. - by reducing the speed it will reduce the number of accidents during the morning rush hour. They did this in Boston 67 years ago and it work.</td>
<td>D</td>
</tr>
<tr>
<td>Graham</td>
<td>Mary</td>
<td>No</td>
<td>10/8/12</td>
<td>Email</td>
<td>23</td>
<td>One suggestion we have for lessening the huge amount of traffic on I-35 is to legally MAKE 18-wheeler trucks use State Hwy 130/State Hwy 45 unless they can prove, though paperwork, that they have a delivery accessible only by driving on I-35. A hefty fine would be given to those who don’t cooperate. To enforce this you’d no doubt have to remove the toll from the highway. The money lost from the tolls could be made up by increasing the gas tax by one cent ONLY UNTIL the highway is paid for. Truckers are being hit hard in the wallet, like all of us with higher fuel prices, but a limited time one cent increase I think would pass any vote, to lessen the traffic on I-35. We live in Scenic Hills subdivision and find it necessary to travel that highway to get anywhere from our location. We’ve totally given up trying to travel south on I-35 any afternoon, starting around 3PM. This problem has worsened 100% since we moved here seven years ago. Population growth, I’m sure, accounts for much of the traffic, but removing the trucks from that corridor would definitely help. The two major traffic hang-ups that we see are the ‘do-is-do’ of traffic ‘exchanging’ lanes to get to 1604 from I-35 heading south, and another like situation of exchanging lands to get from 1604 on to I-35 north. Whatever engineer designed those problem areas wasn’t looking forward to the increase of traffic we have now. We try to avoid those two hot spots at all times possible. Asking the public for input to the problems encountered is fine, but where are the engineers who are the professionals at problems like these? We, as citizens, can see where the main problems are, but certainly don’t know how to redesign the major problem intersections to solve them.</td>
<td>G, H</td>
</tr>
<tr>
<td>Hetzel</td>
<td>Dick</td>
<td>No</td>
<td>10/7/12</td>
<td>Email</td>
<td>24</td>
<td>Since R. J Rivera Associates was involved in the 1103 study a few years ago, hopefully some of the information that I’ve included can be of assistance. I feel that a connection between IH 35 and IH 10 would provide significant benefit to help address the growing congestion on the IH35 roadway by diverting some traffic to IH 10 and possibly alleviating some of the congestion on 410 between IH35 and IH10 also. Hopefully, the Powerpoint isn’t too confusing. Although I believe I’ve identified most of the major points, if there are any that I need to clarify or remove, please call or perhaps we’ll have an opportunity to speak at the Schertz meeting on Wednesday. (powerpoint presentation attached to email)</td>
<td>E</td>
</tr>
<tr>
<td>Kraft</td>
<td>Gloria</td>
<td>No</td>
<td>10/10/12</td>
<td>Comment Form</td>
<td>25</td>
<td>I agree to adding highway capacity to the existing IH facility. I live in the New Braunfels area and I am wondering how the traffic flow will be (when this proposed project is completed to FM 1103) to New Braunfels as well as to San Marcos. In my opinion whatever is done in the project will need to be done from FM 1103 thru New Braunfels and thru San Marcos otherwise “these lanes will be becoming parking lots” once this project ends at FM 1103.</td>
<td>B</td>
</tr>
<tr>
<td>Kraft</td>
<td>Gloria</td>
<td>No</td>
<td>10/10/12</td>
<td>Comment Form</td>
<td>26</td>
<td>Also I do “not” want foreign companies investing in the USA road systems nor being in charge in building USA roadways.</td>
<td>H</td>
</tr>
<tr>
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<td>Comment</td>
<td>Comment Response Code</td>
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<td>------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------</td>
<td>-----------------------</td>
</tr>
<tr>
<td>Light</td>
<td>Kima</td>
<td>No</td>
<td>10/10/12</td>
<td>Comment Form</td>
<td>27</td>
<td>I liked the format and felt I could ask questions at anytime. I liked the sketch from TxDOT on the improvements that have already been bid out &amp; will begin shortly. It is better to know ahead of the construction. Since Wurzbach Parkway is a main rd. through San Antonio, it would be imp't. to have some fore thought as to how to improve access from I-35 to get on that freeway - probably between O'Connor &amp; Wiedner. Plan ahead - not after businesses are all built up there. Thanks for the info.</td>
<td>E, I</td>
</tr>
<tr>
<td>Light</td>
<td>Kima</td>
<td>No</td>
<td>10/10/12</td>
<td>Comment Form</td>
<td>28</td>
<td>I am also in favor of a dedicated (high speed) rail line from S.A. to Austin to Dallas. This would improve movement on I-35.</td>
<td>C</td>
</tr>
<tr>
<td>McNamara</td>
<td>Steve</td>
<td>No</td>
<td>10/10/12</td>
<td>Court Reporter</td>
<td>29</td>
<td>I am Steve McNamara. I travel on I-35 all the way from Garden Ridge to Lackland Air Force Base every day, so I'm very familiar with the route. It really needs - the problem needs to be fixed. It looks like a great plan. Let's get on with the study.</td>
<td>F</td>
</tr>
<tr>
<td>Moczygemba</td>
<td>Karen</td>
<td>No</td>
<td>10/10/12</td>
<td>Court Reporter</td>
<td>30</td>
<td>What we were suggesting is like a flyover like they have over at San Pedro and Blanco for the area by The Forum to get to 1604, because that seems to back up the traffic a lot right there. Because after that moves out of the way, then you kind of get an opening there. The flyovers and the transit I understand, on 3009, both north and south, they are going to do the turnaround thing, which would help considerably. They could do that even at - what is it, Schertz Parkway. Schertz Parkway would be another good one to do that for. I think it's just Schertz Parkway and 3009 that would be good to have a turnaround - well and O'Connor Road and 35 would be another good one to have because there's a lot of - we get off there. That would be another good place to have a turnaround on both sides. That's all i can think of. Thank you very much.</td>
<td>D</td>
</tr>
<tr>
<td>Moczygemba</td>
<td>Karen</td>
<td>No</td>
<td>10/10/12</td>
<td>Court Reporter</td>
<td>31</td>
<td>What was the other one? Oh, see if VIA could extend their bus service out so that maybe you could get like a commuter bus line and just - for people commuting in, not just into the downtown area, because not everybody works downtown.</td>
<td>C</td>
</tr>
<tr>
<td>Moczygemba</td>
<td>Karen</td>
<td>No</td>
<td>10/10/12</td>
<td>Court Reporter</td>
<td>32</td>
<td>Because a lot of times you're coming off of the access road, heading southbound on the access road, and you get to 3009, and it backs up down the access road and it takes forever for the light to change and a lot of the people are turning. Well, if they have had a turnaround, you wouldn't have half of this buildup, including us. You could go around and get right off, go straight into Bill Miller's if you want.</td>
<td>G</td>
</tr>
<tr>
<td>Moczygemba</td>
<td>Stan</td>
<td>No</td>
<td>10/10/12</td>
<td>Court Reporter</td>
<td>33</td>
<td>Because I know - Well, I work for VIA so I ride when I can. But I've ridden sometimes several periods, weeks, and the bus is loaded, and that's from the Randolph park and ride. There's been times where it's just been packed up, standing. And I know that if they were to - if you could convince VIA to build a park and ride outside of - right over there by 1518, because there's a lot of VIA vans - they have - they call them van pools. Its - people have one van and they drive it and they park this thing right under the bridge. If you had a park and ride there, you'd get a lot of people from New Braunfels parking there, because they come in there and they wouldn't have to wait so long to get - you know, to get through all the traffic. That's my problem. I go to the park and ride and it's 10 miles. My God, it takes me 45 minutes sometimes, depending on the traffic. And if they would just - I don't know. I work for them, but I don't understand them all the time. I thought there was some kind of legal limit for going outside the boundary of Bexar County, but they actually have a little portion of Cibolo in the service area. It's like about a one mile square area at the - tips off the bottom of the country. I never even knew about it. They said they go to Guadalupe County. Yeah, about that far (indicating).</td>
<td>C, G</td>
</tr>
</tbody>
</table>
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<tbody>
<tr>
<td>Potts</td>
<td>Linda</td>
<td>No</td>
<td>10/10/12</td>
<td>Comment Form</td>
<td>34</td>
<td>If 2252 is going to be an alternate to the construction on 35, there will need to be a stop light put up at Bat Cove/2252. Traffic is already bad at this time. Also the light at 2252 &amp; Evans will need to be changed (time lengthened) to accommodate all the traffic. It sometimes can back up from Evans to 3009 or 2252. It would be great if they could expand 2252 from Evans to 3009 (North/South) to 2 lanes on each side.</td>
</tr>
<tr>
<td>Potts</td>
<td>Linda</td>
<td>No</td>
<td>10/10/12</td>
<td>Comment Form</td>
<td>35</td>
<td>Also, it would be great to put turn arounds at Schertz Parkway so that people could go to the businesses (Lowes, IHOP, HEB) without going thru the lights at 3009. Entrance at Evans &amp; I-35 (Selma) - the entrance ramp needs to be extended so that cars have a little more space to check for on-coming traffic. Not enough acceleration lane.</td>
</tr>
<tr>
<td>Rightnour</td>
<td>Mark</td>
<td>No</td>
<td>10/10/12</td>
<td>Comment Form</td>
<td>36</td>
<td>I appreciated the ability to leisurely walk around and read boards or maps or ask questions of the representatives in the room. The map of the entire project area was very helpful to see current traffic flow and highway orientation. I am particularly interested in the FM 3009 to Judson Rd. project on IH-35 so a copy of the proposed construction areas would have been extremely helpful. I’d like to thank and recognize Randy Grones for taking time to answer my questions and the questions of others.</td>
</tr>
<tr>
<td>Smith</td>
<td>Denise</td>
<td>No</td>
<td>10/15/12</td>
<td>Email</td>
<td>37</td>
<td>I have to drive my 13 year old Autistic son to a private Autistic school every day. I get stuck in traffic going there and coming back. What we need is what Houston has, a HOV lane. I live off of FM 3009.</td>
</tr>
<tr>
<td>Ullon</td>
<td>Adolph</td>
<td>No</td>
<td>10/10/12</td>
<td>Comment Form</td>
<td>38</td>
<td>Very impressed with the presentation. My comment is that HOV Lanes should be considered on IH 35.</td>
</tr>
<tr>
<td>Wentz</td>
<td>Kelly</td>
<td>No</td>
<td>10/10/12</td>
<td>Court Reporter</td>
<td>39</td>
<td>I live right before 1103, and I commute to 410 and Callaghan. I used to commute to downtown San Antonio, so I've driven all the way through the projected - the study area and now drive through a great part of it. Right now, my commute can be anywhere from 30 minutes, on a really, really good day. I've spent two hours in the car. I have to use two - I use two different apps on my phone to monitor traffic. I have to get up and watch traffic, I listen to it, I watch the signs, because I have to reroute myself. I have to get off of 35 all the time. Either I get off right at -- what is it? - I guess it would be right at Schertz Parkway and ride the access road all the way down past Retama, get back on. I have like this process I go through every morning. And I just hate this - I hate the fact that I have to - I can't - I don't have a set time I can get to work. So even if I leave my house early, sometimes I'll be stuck in the parking lot at work for an extra, you know, 30 minutes or longer because I can't get in because I left early. Or I'll end up there at work, you know, 30 minutes late and then I'm in trouble or have to stay later. It's just frustrating. And I live literally off of 35, so I know something needs to be done, but it's going to impact us a lot because my neighborhood empties onto 35. So anything that's done is going to be a big impact. So I either need to find another job or...that's probably it.</td>
</tr>
<tr>
<td>Wentz</td>
<td>Kelly</td>
<td>No</td>
<td>10/10/12</td>
<td>Comment Form</td>
<td>40</td>
<td>I appreciate having the opportunity to view the materials as well as the explanation of the planning process and how the alternatives were analyzed and narrowed down. I would have liked to be given the information on the proposed timeline for the remaining phases of the project. I live literally off the access road of I-35 south of 1103. I commute daily to 410 and Callaghan and find my commute can be as little as 25-35 minutes and as long as 2 hours. I am concerned about the construction phases to include impact on property values being right off the highway.</td>
</tr>
<tr>
<td>Response Code</td>
<td>General Topic Addressed</td>
<td>Response</td>
<td></td>
<td></td>
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<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>A</td>
<td>Comments regarding bicycle/pedestrian needs or proposed improvements</td>
<td>Pedestrian/bicycle access is required to be considered in the design of transportation facilities. If the project moves forward into a National Environmental Policy Act (NEPA) study and a build alternative is selected, then such design features would be incorporated.</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>B</td>
<td>Comments regarding the potential expansion of IH-35 through the study area</td>
<td>Expansion of the existing IH 35 facility is being recommended for further study under the National Environmental Policy Act (NEPA). During such a study, specific details related to the project’s design and construction (including at-grade, elevated, and depressed options, operational improvement components, number and type of lanes), as well as potential impacts on the built and natural environment, will be considered.</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>C</td>
<td>Suggestion of or comment regarding proposed rail, transit, or TDM/TSM/ITS improvements</td>
<td>Rail-Only, Transit-Only, and TDM/TSM/ITS-Only alternative concepts were considered during the initial (Phase I) screening process to determine whether or not they would meet the Need and Purpose of the IH 35 PEL Study. Although it was determined that they would not meet the Need and Purpose as standalone alternatives, Rail, Transit, and TDM/TSM/ITS systems will be considered in a future more detailed studies to determine how other standalone alternatives could potentially complement such systems.</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>D</td>
<td>Suggestion of specific operational and safety improvements</td>
<td>The TxDOT-San Antonio District is currently implementing several operational improvements on IH 35 within the study area as a separate process from the IH 35 PEL Study. The District will continue to work with local communities in the future, regardless of the outcome of the IH 35 PEL Study, to identify additional operational and safety improvements that can be made to improve mobility and safety within the corridor.</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
### Table 6-3: Comment Response Code Key for the October 2012 Public Workshop Comments

<table>
<thead>
<tr>
<th>Response Code</th>
<th>General Topic Addressed</th>
<th>Response</th>
</tr>
</thead>
<tbody>
<tr>
<td>E</td>
<td>Comments regarding the potential construction or expansion of alternative facilities</td>
<td>Although the IH 35 PEL Study showed that some mobility improvements to IH 35 may be achieved by expanding parallel roadways or constructing new location facilities, these alternatives are not being recommended for further study under the National Environmental Policy Act (NEPA) due to their potential impacts to the built and natural environment.</td>
</tr>
<tr>
<td>F</td>
<td>General comment or suggestion</td>
<td>Thank you for your comment. It will be noted in the official record for the IH 35 PEL Study.</td>
</tr>
<tr>
<td>G</td>
<td>Identification of a specific transportation need or solution for IH 35</td>
<td>Specific problems identified during the IH 35 PEL Study process will continue to be considered in future, more detailed studies under the National Environmental Policy Act (NEPA). During such a study, specific details related to the project's design and construction (including at-grade, elevated, and depressed options, operational improvement components, and number and type of lanes) will be considered.</td>
</tr>
<tr>
<td>Response Code</td>
<td>General Topic Addressed</td>
<td>Response</td>
</tr>
<tr>
<td>---------------</td>
<td>----------------------------------------------------------------------------------------</td>
<td>----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------</td>
</tr>
<tr>
<td>H</td>
<td>Issues related to specific funding mechanisms for IH 35 improvements</td>
<td>Transportation funding policy is established by state and federal legislation, which is outside the scope of the IH 35 PEL Study. If alternative funding mechanisms are used to finance any project identified through a subsequent National Environmental Policy Act (NEPA) process, any potential impacts on the social and natural environment resulting from the use of these mechanisms will be evaluated.</td>
</tr>
<tr>
<td>I</td>
<td>Comments regarding the IH 35 PEL Study public meeting materials</td>
<td>Thank you for your feedback on the materials presented at the public meeting. Project staff will take this feedback into consideration when preparing materials for public meetings to ensure that they are user-friendly and clearly communicate technical information.</td>
</tr>
</tbody>
</table>
7. **Conclusion and Next Steps**

Much of the general feedback from the October 2012 public meetings was similar to that received from the November 2011, February 2012 and June 2012 public workshops in that it supported the need for major transportation improvements in the IH 35 PEL study area. The recommended alternative concepts presented at the October 2012 public meetings will be used in future NEPA studies that are undertaken. The specific project details to be explored further in a NEPA study are:

- Number of lanes to be added
- Engineering and design (at-grade, elevated, depressed lanes, etc.)
- Potential environmental and social impacts
- Project financing (general purpose lanes, managed lanes, tolling)

Next, the project team will review the public input received, finalize technical reports and request concurrence from the Federal Highway Administration. Upon completion, a full NEPA study will begin.

Copies of this document, as well as future public workshop documents, will be available online at www.TimeFor35.com, in local libraries, and at the TxDOT-San Antonio District Office, the IH 35 PEL Study Office. Questions or additional comments may be directed to 210-549-7235 (210-549-SA35) or IH35@rjriversa.com.
Appendix A: IH 35 PEL Study October 2012 Public Meeting Advertising
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Newspaper Advertising
Legal Notices
SAN ANTONIO EXPRESS NEWS
AFFIDAVIT OF PUBLICATION

STATE OF TEXAS:
COUNTY OF BEXAR

Before me, the undersigned authority, a Notary Public in and for the State of Texas, on this
day personally appeared: Lynnette Nelson, who after being duly sworn, says she is the
BOOKKEEPER of THE HEARST CORPORATION (SAN ANTONIO EXPRESS-NEWS
DIVISION), a daily newspaper published in Bexar County, Texas and that the publication,
which the annexed is a true copy, was published to wit.

Customer ID: 1569036
Customer Name: P J Rivera Associates
Order ID: 2295628

Lynnette Nelson
Bookkeeper

Sworn and subscribed to before me, this 14th day of October 2012

Notary public in and for the State of Texas

Olive L. Camacho
Announcement

The members of the Historic New Light have Baptist Church have authorized the Pastoral Search Committee to seek and find the mature, experienced man that God has already ordained to be their next Pastor.

Qualifications:
1. Must be able to preach and teach God’s word effectively to a congregation of various ages.
2. Must fulfill the qualifications stated in 1 Timothy 3:6.
3. Must be a Baptist Ordained Pastor.
4. Experience as a Pastor is preferred, but not required.
5. Must be able to show leadership abilities to engage the church and the surrounding community.
6. Must project a vision that will encourage church growth.

If you are the man that God has ordained to lead our congregation, please forward your resume, with salary expectations, to the following address, no later than September 28, 2012.

Rev. Richard Allen
6647 Wren Trail
Converse, TX 78109

IN 35 PLANNING AND ENVIRONMENTAL LINKAGES STUDY
NOTICE OF PUBLIC MEETINGS
PLANNING FOR TRANSPORTATION IMPROVEMENTS ALONG THE IN 35 Corridor

The Texas Department of Transportation (TxDOT) will host two final public meetings in October 2012 for the IN 35 Planning and Environmental Linkages (PEL) Study. The purpose of the meetings is to present to and solicit input from the public on the alternative concepts being recommended for the next phase of project development, a National Environmental Policy Act (NEPA) study for IN 35 in portions of Comal, Guadalupe, and Bexar Counties.

The IN 35 PEL Study was initiated in August 2011 to identify potential improvements to meet the long-term transportation needs on IN 35. The study area follows IN 35 from Uvalde to IH 10 in Schertz to the intersection with IH 35/US 281 in downtown San Antonio, and Loop 410 from IH 35 on the north side of San Antonio east to IH 10. The three previous rounds of public workshops were held in November 2011, February 2012 and June 2012 to gather input on the problems, needs, proposed evaluation criteria, and draft alternative concepts for IN 35 within the study area. The IN 35 PEL Study follows the Federal Highway Administration’s (FHWA) guidance on conducting PEL studies to ensure that the data and planning recommendations resulting from the study, including recommended alternative concepts, can be integrated into a future NEPA study process.

All interested citizens are encouraged to attend a public meeting to discuss the alternative concepts being proposed for future, more detailed environmental analysis in the study area. Court reporters and comment forms will be available at the meetings for individuals wishing to provide input. Comment forms and meeting materials will also be available on the project website at www.Txdot435.com. Written comments may be emailed to IH35PPEL@txDot.gov, faxed to 210-548-5664, or mailed to IH 35 PEL Study, 601 NW Loop 410, Salado 410, San Antonio, Texas 78216. Website and/or mailed comments must be submitted by October 24, 2012.

Public meetings will be held from 5:30 PM to 8:00 PM at the following locations:

Tuesday, October 9, 2012
St. Patrick’s Church Community Center
1134 Willow Street
San Antonio, Texas 78207

Wednesday, October 10, 2012
Schertz Civic Center
1400 Schertz Parkway
Schertz, Texas 78154

The same material will be presented at both meetings. Spanish interpreters will be available at the meetings to assist with translation needs. Persons who plan to attend a meeting and have other special communication or accommodation needs are encouraged to call 210-548-5635 (210-548-7151) at least two business days prior to the meeting to request assistance. TxDOT will make every reasonable effort to accommodate these needs.
9 de septiembre de 2012
La Prensa de San Antonio

Clasificados

ESTUDIO DE ENLACES DE PLANIFICACIÓN Y MEDIOAMBIENTE (PEL)
EN IH 35
AVISOS DE REUNIONES PÚBLICAS
PLANIFICACIÓN PARA MEJORAS DE TRANSPORTE A LO LARGO DE LA CARRETERA IH 35

El Departamento de Transporte de Texas (TxDOT) llevará a cabo dos reuniones públicas finales en octubre para el Estudio de Enlaces de Planificación y Medioambiente (PEL) en IH 35. El propósito de estas reuniones es presentar y solicitar información del público sobre alternativas propuestas para la siguiente fase de desarrollo del proyecto, tal como exige la ley Nacional de Política Ambiental (NEPA) para la carretera IH 35 en partes de los condados de Comal, Guadalupe y Bexar.

El Estudio PEL de IH 35 se inició en agosto de 2011 para identificar posibles mejoras para acomodar las necesidades de transporte de largo alcance IH 35. El área de estudio corre a lo largo de IH 35, desde la Calle Hubertus/PM 1103 en Schertz hasta la intersección con IH 37/US 281 en el centro de San Antonio; y el periférico 410 (Loop 410) desde IH 35 en la parte norte de San Antonio al este hacia la IH 10. Tres rondas anteriores de talleres públicos se llevaron a cabo en noviembre 2011, febrero 2012 y junio 2012 para recabar información sobre los problemas, necesidad y criterios de evaluación propuestos y las posibles soluciones en IH 35 dentro del área de estudio. El Estudio PEL de IH 35 seguirá la dirección de la Administración Federal de Carreteras (FHWA) sobre cómo realizar un estudio PEL. Esto asegurará que los datos y las recomendaciones de planificación que resulten del estudio puedan ser integrados en el proceso de estudio futuro NEPA.

Se les invita a los ciudadanos interesados a asistir a una reunión pública para discutir las alternativas propuestas para el análisis futuro, ambiente mas detallado en el área de estudio. Varias taquigráficas y formularios para comentarios estarán disponibles en la reunión para los individuos que deseen dar comentarios. Formularios de comentarios y otros documentos de la reunión estarán disponibles en la página web del proyecto www.TexFor35.com. Comentarios escritos pueden ser enviados al correo electrónico IH35@ajrivera.com, mandados por fax al 210-340-5664, o enviados por correo a IH 35 PEL Study, 601 NW Loop 410, Suite 410; San Antonio, Texas 78216. Comentarios enviados a través de correo electrónico o por correo postal deben ser entregados a más tardar el 24 de octubre de 2012.

Las reuniones públicas se llevarán a cabo de las 5:30 PM hasta las 8:00 PM en los siguientes lugares:

- **martes, 9 de octubre de 2012**
  - St. Patrick’s Church Community Center
  - 1114 Willow Street
  - San Antonio, Texas 78208
- **miércoles, 10 de octubre de 2012**
  - Schertz Civic Center
  - 1400 Schertz Parkway
  - Schertz, Texas 78154

La misma información y documentos se presentarán en las reuniones. Intérpretes estarán disponibles en la reunión para ayudar con la traducción. Las personas que deseen asistir a la reunión y que tengan necesidades especiales de comunicación o de algún otro tipo deberán hablar al 210-549-7235 por lo menos dos días hábiles antes del taller para poder tomar medidas apropiadas. TxDOT harán todo esfuerzo razonable para cubrir estas necesidades.
ATTN: RUDY RIVERA, PE
RJ RIVERA ASSOCIATES INC
7410 BLANCO RD SUITE 250
PO BOX 460151
SAN ANTONIO TX 78246-0151

REFERENCE: 12531905
2876302 INV 11599/IH 35 PLAN

STATE OF TEXAS
COUNTY OF COMAL

Before me, the undersigned authority, on this day, personally appeared, Rosie Willingham, who being duly sworn, deposes and says that she is the Business Manager at the New Braunfels Herald-Zeitung; that said newspaper is regularly published in Comal County and generally circulated in Comal, Guadalupe, Hays, and Bexar counties, Texas; that the attached notice was published on the following date.

Rosie Willingham
Business Manager

PUBLISHED ON: 09/09 09/30

FILED ON: 10/01/12

Subscribed and sworn before me this 1st of Oct. 2012 A.D.

KELLIE J. KANNARD
Notary Public, State of Texas
My Commission Exp. 06-30-2013

KELLIE J. KANNARD
Notary Public
IH 35 PLANNING AND ENVIRONMENTAL LINKAGES STUDY
NOTICE OF PUBLIC MEETINGS
PLANNING FOR TRANSPORTATION IMPROVEMENTS ALONG THE IH 35 CORRIDOR

The Texas Department of Transportation (TxDOT) will host two final public meetings in October 2012 for the IH 35 Planning and Environmental Linkages (PEL) Study. The purpose of the meetings is to present to and solicit input from the public on the alternative concepts being recommended for the next phase of project development, a National Environmental Policy Act (NEPA) study for IH 35 in portions of Comal, Guadalupe, and Bexar Counties.

The IH 35 PEL Study was initiated in August 2011 to identify potential improvements to meet the long-range transportation needs on IH 35. The study area follows IH 35 from Hubertus Road/FM 1103 in Schertz to the intersection with IH 37/US 281 in downtown San Antonio; and Loop 410 from IH 35 on the north side of San Antonio east to IH 10. The three previous rounds of public workshops were held in November 2011, February 2012 and June 2012 to gather input on the problems, needs, proposed evaluation criteria, and draft alternative concepts for IH 35 within the study area. The IH 35 PEL Study follows the Federal Highway Administration’s (FHWA) guidance on conducting PEL studies to ensure that the data and planning recommendations resulting from the study, including recommended alternative concepts, can be integrated into a future NEPA study process.

All interested citizens are encouraged to attend a public meeting to discuss the alternative concepts being proposed for future, more detailed environmental analysis in the study area. Court reporters and comment forms will be available at the meetings for individuals wishing to provide input. Comment forms and meeting materials will also be available on the project website at www.TimeFor35.com. Written comments may be emailed to IH35@rjrivera.com, faxed to 210-340-5664, or mailed to IH 35 PEL Study, 601 NW Loop 410, Suite 410; San Antonio, Texas 78216. Website and/or mailed comments must be submitted by October 24, 2012.

Public meetings will be held from 5:30 PM to 8:00 PM at the following locations:

Tuesday, October 9, 2012
St. Patrick’s Church Community Center
1114 Willow Street
San Antonio, Texas 78208

Wednesday, October 10, 2012
Schertz Civic Center
1400 Schertz Parkway
Schertz, Texas 78154

The same material will be presented at both meetings. Spanish interpreters will be available at the meetings to assist with translation needs. Persons who plan to attend a meeting and have other special communication or accommodation needs are encouraged to call 210-549-5A35 (210-549-7235) at least two business days prior to the meeting to request assistance. TxDOT will make every reasonable effort to accommodate these needs.
STATE OF TEXAS:
COUNTY OF BEXAR

Before me, the undersigned authority, a Notary Public in and for the State of Texas, on this
day personally appeared Lynnette Nelson, who, after being duly sworn, says that she is the
BOOKKEEPER of THE HEARST CORPORATION (SAN ANTONIO EXPRESS-NEWS DIVISION), a daily newspaper published in Bexar County, Texas, and that the publication
of which the same is a true copy, was published to wit:

Publication: 09-SEP-12

Sworn and subscribed to before me, this 14th day of [Handwritten: Oct. A.D. 2012]

Notary public in and for the State of Texas

Lynnette Nelson
Bookkeeper
Loren D. Alves, D.M.D
NOW ACCEPTING PATIENTS
New Children’s Dentist
NOW ACCEPTING PATIENTS
Located in the East
San Antonio Medical Center
Pediatric Dentistry - Board Certified
Infants, Children, and Adolescents
(210) 208-6525 • (210) 208-6528 fax
1954 E. Houston St. Ste. 210 • San Antonio, TX 78202

SALESPEOPLE WANTED
INVEST IN YOUR FUTURE
CALL 210-212-6397

Erika and Britney’s Women Apparel
The store your friends will not tell you about. Bring this ad for an additional 10% off on non-sale items. Women church suits, dresses, hats, jewelry, sweaters, bags & accessories.
1435 N. New Braunfels Ave., San Antonio TX 78208 (At Fm San Gate) (210) 212-5188 Cell (210) 639-4201 (Free Parking) Business Hours Thu-Fri:1030-630 Sat 1030-430

IH 35 PEL Study October 2012 Public Meeting Advertising

IH 35 Planning and Environmental Linkages Study
Notice of Public Meetings
Planning for Transportation Improvements Along the IH 35 Corridor

The Texas Department of Transportation (TxDOT) will host two final public meetings in October 2012 for the IH 35 Planning and Environmental Linkages (PEL) Study. The purpose of the meetings is to present to and solicit input from the public on the alternative concepts being recommended for the next phase of project development, a National Environmental Policy Act (NEPA) study for IH 35 in portions of Comal, Guadalupe, and Bexar Counties.

The IH 35 PEL Study was initiated in August 2011 to identify potential improvements to meet the long-range transportation needs on IH 35. The study area follows IH 35 from Robert E Lee/FM 1103 in Schertz to the intersection with IH 37/US 281 in downtown San Antonio, and Loop 410 from IH 35 on the north side of San Antonio east to IH 10. The three previous rounds of public workshops were held in November 2011, February 2012 and June 2012 to gather input on the problems, needs, proposed evaluation criteria, and draft alternative concepts for IH 35 within the study area. The IH 35 PEL Study follows the Federal Highway Administration’s (FHWA) guidance on conducting PEL studies to ensure that the data and planning recommendations emerging from the study, including recommended alternative concepts, can be integrated into a future NEPA study process.

All interested citizens are encouraged to attend a public meeting to discuss the alternative concepts being proposed for future, more detailed environmental analysis in the study area. Court reporters and comment forms will be available at the meetings for individuals wishing to provide input. Comment forms and meeting materials will also be available on the project website at www.tnetfor35.com. Written comments may be emailed to IH35@texas.gov, faxed to 210-540-5664, or mailed to IH 35 PEL Study, 600 NW Loop 410, Suite 410, San Antonio, Texas 78216. Website and/or mailed comments must be submitted by October 24, 2012.

Public meetings will be held from 5:30 PM to 8:00 PM at the following locations:

Tuesday, October 9, 2012
St. Patrick’s Church Community Center
1114 Willow Street
San Antonio, Texas 78208

Wednesday, October 10, 2012
Schertz Civic Center
5400 Schertz Parkway
Schertz, Texas 78154

The same material will be presented at both meetings. Spanish interpreters will be available at the meetings to assist with translation needs. Persons who plan to attend a meeting and have other special communication or accommodation needs are encouraged to call 210-540-5839 (TTY: 512-549-7335) at least two business days prior to the meeting to request assistance. TxDOT will make every reasonable effort to accommodate these needs.
La Prensa de San Antonio

30 de septiembre de 2012

Classificados

ESTUDIO DE ENLACES DE PLANIFICACIÓN Y MEDIOAMBIENTE (PEL)
EN IH 35
AVISOS DE REUNIONES PÚBLICAS
PLANIFICACIÓN PARA MEJORAS DE TRANSPORTE A LO LARGO DE LA CARRETERA IH 35

El Departamento de Transporte de Texas (TxDOT) llevará a cabo dos reuniones públicas finales en octubre 2012 para el Estudio de Enlaces de Planificación y Medioambiente (PEL) en IH 35. El propósito de estas reuniones es presentar y solicitar información del público sobre alternativas propuestas para la siguiente fase de desarrollo del proyecto, tal como exige la ley Nacional de Política Ambiental (NEPA) para la carretera IH 35 en partes de los condados de Comal, Guadalupe y Bexar.

El Estudio PEL de IH 35 se inició en agosto de 2011 para identificar posibles mejoras para acomodar las necesidades de transporte de largo alcance IH 35. El área de estudio corre a lo largo de IH 35, desde la Calle Hubertus/FM 1103 en Schertz hasta la intersección con IH 37/US 281 en el centro de San Antonio; y el perímetro 410 (Loop 410) desde IH 35 en la parte norte de San Antonio al este hacia la IH 10. Tres rondas anteriores de talleres públicos se llevaron a cabo en noviembre 2011, febrero 2012 y junio 2012 para recaudar información sobre los problemas, necesidades y criterios de evaluación propuestos y las posibles soluciones en IH 35 dentro del área de estudio. El Estudio PEL de IH 35 seguirá la dirección de la Administración Federal de Carreteras (FHWA) sobre cómo realizar un estudio PEL. Esto asegurará que los datos y las recomendaciones de planificación que resultan del estudio puedan ser integrados en el proceso de estudio futuro NEPA.

Se les invita a los ciudadanos interesados a asistir a una reunión pública para discutir las alternativas propuestas para el análisis futuro, ambiente más detallado en el área de estudio. Varias taquigráficas y formularios para comentarios estarán disponibles en la reunión para los individuos que deseen dar comentarios. Formularios de comentarios y otros documentos de la reunión estarán disponibles en la página web del proyecto www.TimeFor35.com. Comentarios escritos pueden ser enviados al correo electrónico IH35@tprivera.com, mandados por fax al 210-340-5664, ó enviados por correo a IH 35 PEL Study, 601 NW Loop 410, Suite 410; San Antonio, Texas 78216. Comentarios enviados a través de correo electrónico o por correo postal deben ser entregados a más tardar el 24 de octubre de 2012.

Las reuniones públicas se llevarán a cabo de las 5:30 PM hasta las 8:00 PM en los siguientes lugares:

martes, 9 de octubre de 2012  St. Patrick’s Church Community Center
1114 Willow Street
San Antonio, Texas 78208
miércoles, 10 de octubre de 2012 Schertz Civic Center
1400 Schertz Parkway
Schréter, Texas 78154

La misma información y documentos se presentarán en las reuniones. Intérpretes estarán disponibles en la reunión para ayudar con la traducción. Las personas que desean asistir a la reunión y que tengan necesidades especiales de comunicación o de algún otro tipo deberán hablar al 210-549-7235 por lo menos dos días hábiles antes del taller para poder tomar medidas apropiadas. TxDOT harán todo esfuerzo razonable para cubrir estas necesidades.
STATE OF TEXAS
COUNTY OF COMAL

Before me, the undersigned authority, on this day, personally appeared, Rosie Willingham, who being duly sworn, deposes and says that she is the Business Manager at the New Braunfels Herald-Zeitung; that said newspaper is regularly published in Comal County and generally circulated in Comal, Guadalupe, Hays, and Bexar counties, Texas; that the attached notice was published on the following date.

Rosie Willingham
Business Manager

PUBLISHED ON: 09/09 09/30

FILED ON: 10/01/12

Subscribed and sworn before me this 1st of Oct. 2012 A.D.

Kellie J. Kannard
Notary Public, State of Texas

Kellie J. Kannard
Notary Public
The IH 35 PEL Study was initiated in August 2011 to identify potential improvements to meet the long-range transportation needs on IH 35. The study area follows IH 35 from Hubertus Road/FM 1103 in Schertz to the intersection with IH 37/US 281 in downtown San Antonio; and Loop 410 from IH 35 on the north side of San Antonio east to IH 10. The three previous rounds of public workshops were held in November 2011, February 2012 and June 2012 to gather input on the problems, needs, proposed evaluation criteria, and draft alternative concepts for IH 35 within the study area. The IH 35 PEL Study follows the Federal Highway Administration’s (FHWA) guidance on conducting PEL studies to ensure that the data and planning recommendations resulting from the study, including recommended alternative concepts, can be integrated into a future NEPA study process.

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Public meetings will be held from 5:30 PM to 8:00 PM at the following locations:

**Tuesday, October 9, 2012**
- St. Patrick’s Church Community Center
  - 1114 Willow Street
  - San Antonio, Texas  78208

**Wednesday, October 10, 2012**
- Schertz Civic Center
  - 1400 Schertz Parkway
  - Schertz, Texas 78154

The same material will be presented at both meetings. Spanish interpreters will be available at the meetings to assist with translation needs. Persons who plan to attend a meeting and have other special communication or accommodation needs are encouraged to call 210-549-5A35 (210-549-7235) at least two business days prior to the meeting to request assistance. TxDOT will make every reasonable effort to accommodate these needs.
Display Ads
Russia extends helping hand to radical Syrian regime in this photo released by the Syrian official news agency. Russian planes carrying medical aid are seen in Damasus. Russia said Saturday that the peace plan, not been approved by the Syrian Health Ministry.

**BORDER TENSION**

**Turkey returns fire at Syria once again**

**NEW YORK TIMES**

REBELLION - Turkey fired artillery into Syria on Saturday for a fourth consecutive day, targeting Syrian positions in an area near the Turkish border as rebel forces reported clashes along the border area.

Turkey said it fired artillery in response to Syrian shelling and bombardment, but did not give details of the shelling.

**WEAPONS**

**Saudi Arabia, Qatar to add a lid on assistance to rebels**

**NEW YORK TIMES**

SAUDI ARABIA, QATAR, - The Saudi-led coalition Wednesday launched a campaign to help moderate rebels in Syria and posed a challenge to Iran and Russia, which back the Syrian government. The campaign aims to provide rebels with funds, weapons, and training.

The campaign comes as the Syrian government has been shelling rebel-held areas.

**TIME for 35**

**Open House Forum**

Tuesday, October 9

St. Patrick's Church Community Center
1114 Wilhoy St.,
San Antonio, Texas 78209

**Time, October 9**

St. Patrick's Church Community Center
1114 Wilhoy St.,
San Antonio, Texas 78209
San Antonio Observer – October 3, 2012
A “PIECE OF SCUM”

Lee Boyd Malvo, D.C. Sniper, Felt Like "Worst Piece Of Scum," 'Washington Post' Reports

WASHINGTON — Convicted D.C. sniper Lee Boyd Malvo said in a newspaper interview published Sunday that the devastated reaction of a victim's husband made him feel like "the worst piece of scum."

Malvo expresses remorse in the interview with The Washington Post (www.washingtonpost.com) and urged the families of victims to try and forget about him and his partner John Allen Muhammad so they can move on. Tuesday marks the 10th anniversary of the beginning of the deadly spree in the Washington area carried out by Malvo and John Allen Muhammad. The pair has been linked to 37 shootings across the country, including 10 fatal attacks in the Washington area.

Malvo, 27, told the Post in a rare interview that the look on the face of victim Linda Franklin's husband right after she was shot stands out in his memory of the rampage.

Franklin, a 47-year-old FBI analyst, was killed as she and her husband loaded supplies outside a Home Depot in Falls Church, Va.

"They are penetrating," Malvo said of Ted Franklin's eyes. "It is the worst sort of pain I have ever seen in my life. His eyes — Words do not possess the depth in which to fully convey that emotion and what I felt when I saw it. ... You feel like the worst piece of scum on the planet."

Malvo is serving a life sentence with no parole at a prison in southwest Virginia for killing Franklin. Muhammad was executed in Virginia in 2009.

The sniper-style attacks all but paralyzed the nation's capital, as people were shot at random while going about their everyday life — pumping gas, buying groceries, and for one young boy, as he went to school. The shooters used a high-powered rifle, firing from the trunk of a modified Chevy Caprice until they were tracked down at a Maryland rest stop.
Están invitados a la
Cúrtie Reunión Pública
Para el Estudio de Enlace - Planificación y el Medio Ambiente para la carretera IH 35
Planificando mejoras de transporte a través del corredor de la carretera IH 35

martes 9 de octubre
St. Patrick’s Church Community Center
1114 Willow St.
San Antonio, Texas 78208

miércoles 10 de octubre
Schertz Civic Center
1400 Schertz Pkwy., Bldg. 5
Schertz, Texas 78154
You are invited to attend the
4th Public Meeting
Planning for Transportation Improvements
along the IH 35 Corridor

Tuesday, October 9
St. Patrick’s Church Community Center
1114 Willows St.
San Antonio, Texas 78208

Wednesday, October 10
Schertz Civic Center
200 Schertz Plw, Blk 5, Lot 12
Schertz, Texas 78154

Open House Format
Attend Any Time Between 5:30 PM and 8:00 PM
at the location most convenient to you!

www.TimeFor35.com
210-549-5835 (7235)
The Alamo Regional Mobility Authority and the Texas Department of Transportation want to hear your thoughts and concerns on issues and potential improvements for Interstate 35 from Hubertus Rd/FM 1103 in Schertz to the intersection with IH 37/US 281 in downtown San Antonio. Two public meetings will be held in October to discuss the results of the IH 35 Planning and Environmental Linkages (PEL) Study alternative concept evaluations, overall process, and future steps being recommended for the next phase of project development in portions of Comal, Guadalupe, and Bexar Counties:

(Tuesday) October 9, 2012
5:30 – 8:00 PM
St. Patrick’s Church Community Center
1114 Willow Street
San Antonio, Texas 78208

(Wednesday) October 10, 2012
5:30 – 8:00 PM
Schertz Civic Center
1400 Schertz Parkway
Schertz, Texas 78154

Less time in traffic    More time for you    It’s time to take action

www.TimeFor35.com
Phone: 210-549-SA35 (210-549-7235)
Email: IH35@rjr rivera.com
¡Están Invitados!
¡Queremos oír de ustedes!

La Autoridad Regional de Movilidad del Alamo y el Departamento de Transporte de Texas quiere oír sus opiniones y preocupaciones sobre cuestiones claves y mejoras potenciales para el Interstate 35 desde Hubertus Rd/FM 1103 en Schertz hasta la intersección con IH 37/US 281 en el centro de San Antonio. Dos reuniones públicas se llevarán a cabo en octubre para discutir los resultados del Estudio de Enlace – Planificación y el Medio ambiente para la carretera IH 35 de alternativas conceptuales, el proceso en general, y los futuros pasos recomendados para la siguiente fase de desarrollo del proyecto en porciones de los condados de Comal, Guadalupe, y Bexar:

(martes) 9 de octubre 2012
5:30 – 8:00 PM
St. Patrick’s Church Community Center
1114 Willow Street
San Antonio, Texas 78208

(miércoles) 10 de octubre 2012
5:30 – 8:00 PM
Schertz Civic Center
1400 Schertz Parkway
Schertz, Texas 78154

Menos tiempo en el tráfico
Más tiempo para ti
Es tiempo de tomar acción

www.TimeFor35.com
Teléfono: 210-549-5A35 (210-549-7235)
Email: IH35@rjrivera.com
Online Announcements
AACOG Facebook Page & Website
**Time For 35 Public Meeting**

**Date:** October 9

The Alamo Regional Mobility Authority and the Texas Department of Transportation want to hear your thoughts and concerns on issues and potential improvements for Interstate 35 from Hesperia Road/FM 1100 in Gotha to the intersection with IH 37/US 281 in downtown San Antonio.

Two public meetings will be held in October to discuss the results of the IH 35 Planning and Environmental Linkages (PEL) Study alternative concept evaluations, overall process, and future steps being recommended for the next phase of project development in portions of Comal, Guadalupe, and Bexar Counties.

**Date:** October 9

**Time:** 5:30 PM - 6:00 PM

**Location:** St. Peter's Church Community Center

**Address:** 1114 Willow Street
San Antonio, TX 78208

**Contact:** (210) 549-7236

**Email:** Contact

**Links:** Time for 35 Website

**TIME for 35**
City of Schertz Website
TxDOT Meeting Seeks IH-35 Solutions

Published on October 10, 2012 by circonOUGH

Schertz Executive Directors Brian James and David J. Harris (center left to right) look over a map of IH-35 with a group of TxDOT officials Wednesday night, Oct. 10, during an information sharing and public input meeting in the Schertz Civic Center.

TxDOT and the Alamo RMA sponsored the Schertz meeting, the 4th and final round of public meetings on the IH-35 Planning and Environmental Linkages Study that covers the future of the highway from downtown to FM 1103 in Schertz.

Information on the process is available at www.TimeFor35.com.

This entry was posted in City News, General News. Bookmark the permalink.
Public Attends Traffic Congestion and Safety Workshop

Approximately 50 area residents joined MPO and partner agency staff to conduct a Traffic Congestion and Safety Workshop as part of the kickoff of the MPO’s next long range transportation plan update (Mobility 2040).

The most recent Texas Transportation Institute’s Urban Mobility report (2010 data) shows congestion in San Antonio and Bexar County costing about $591 million annually due to time lost and fuel wasted while stuck in traffic – adding up to about $591 per driving commuter.

In 2010, Bexar County drivers suffered 37,809 crashes resulting in 12,623 injuries and 152 fatalities. The MPO has been working with the Texas Department of Transportation’s Crash Records Information System (CRIS) and now has 2008-2010 crash data available on its website under the safety section.
Make the TimeFor35!
Public Meetings

Please join us for the final round of public meetings on the IH 35 Planning and Environmental Linkages Study!

Join us on October 9, 2012 and October 10, 2012 for the final round of public meetings on the IH 35 Planning and Environmental Linkages Study! From 5:30 p.m. until 8:00 p.m. each night, we will be discussing the results of the IH 35 PEL Study alternative concept evaluations, overall process, and future steps to help improve IH 35. Each night will feature the same materials and presentation. Please come give your input into how the future of this corridor should be shaped!

Public Meeting Notice Flyer

Tuesday, October 9, 2012
5:30 – 8:00 PM
St. Patrick’s Church Community Center
1114 Willow Street
San Antonio, Texas 78208
Map

Wednesday, October 10, 2012
5:30 – 8:00 PM
Schertz Civic Center
1400 Schertz Parkway
Schertz, Texas 78154
Map

Written comments may be emailed to IH35@rivera.com, faxed to 210-495-5403, or mailed to:
RJ Rivera Associates, Inc.
ATTN: IH 35 PEL
601 NW Loop 410, Suite 410
San Antonio, Texas 78216
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**South of I-35: IH 35 PEL Study**

- **October 2012**
- **Public Meeting Calendar**
- Public Meetings In & Around San Antonio
- IH 35 PEL Study October 2012 Public Meeting Advertising

**Select Category**
- Select one or more...

**Select Location**
- National Night Out
- Thursday, October 11: 6:00 pm to 8:00 pm

**Select View**
- Month
- Week
- Day
- List

**Event Details**

- **October 9**
  - City of Alamo Heights - City Council Meeting: 5:30 pm to 8:00 pm @ Alamo Heights

- **October 10**
  - Last Day (TODAY) for Citizens to Register to Vote: 9:00 am to 5:00 pm
  - Northeast Senior Expo: "Navigating the Menu!" 10:00 am - 4:00 pm @ Live Oak Civic Center
  - IH 35 PEL Study - Public Meeting #5: 5:30 pm to 8:00 pm @ St. Patrick's Catholic Church - Community Center
  - San Antonio Hispanic Chamber: Nachos on San Antonio Business Networking Mixer - La Hacienda de Los Barrios 5:30 pm to 7:30 pm @ La Hacienda de Los Barrios Restaurant
  - Westside Creek Restoration Oversight Committee Meeting 6:00 pm

- **October 11**
  - Water Forum III - Our Water: Our Future 10:00 am to 2:00 pm @ Pearl Stable at the Historic Pearl Brewery
  - IH 35 PEL Study - Public Meeting #6: 8:00 pm @ Schertz Civic Center
  - MPO Bike Night 6:00 pm to 8:30 pm @ VA Metro Center

- **October 13**
  - Live Green Fest 2012: 10:00 am to 3:00 pm @ Olmos Basin Park

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IH 35 PEL Study October 2012 Public Meeting Advertising  Page A-48
TexasPublicNotices.com Website
Texas Foreclosures and Public Notices

In 35 Planning and Environmental Linkages Study Notice of Public Meetings Planning for Transportation Improvements Along the IH 35 Corridor. The Texas Department of Transportation (TxDOT) will hold two final public meetings in October 2012 for the IH 35 Planning and Environmental Linkages (PEL) Study. The purpose of the meetings is to present to and solicit input from the public on the alternative concepts being recommended for the next phase of project development; a National Environmental Policy Act (NEPA) study for IH 35 in portions of Lampasas, Hays, and Travis counties. The IH 35 PEL Study was initiated in August 2011 to identify potential improvements to meet the long-range transportation needs on IH 35. The study area follows IH 35 from Round Rock Road at IH 110 in Schertz to the intersection with IH 183/US 281 in downtown San Antonio, and Loop 410 from IH 35 on the north side of San Antonio east to IH 10. The two previous rounds of public scoping meetings were held in November 2011 and February 2012.

Submit
Texas Public Notices

Search Foreclosures by Keyword

Search by Keyword

Search in Titles and Entries
Search in Descriptions

Search Entries From:
Any date
Newer □ Oldest
Sort Results By:
Date □ Ascending □ Descending

Search

[Image of website]
Time for 35 Website
Why do we need to do this study now?

With the growth experienced by the Base Realignment and Closure Commission (BRAC) efforts, the continued commercial growth and truck traffic on this corridor, and the growth experienced by the San Antonio region, now is the time for IH 35! We need to start this journey to environmental clearance today so we can be ready, within just a few years, with an environmentally cleared project, ready to be developed, that helps prepare our community to address the congestion we have today, and allows us to be ready for the continued growth that is projected to occur across our region.

How can I be involved?

There are a number of ways to be involved and engaged with the IH 35 PEL study:

1) Follow us on Social Media - We are on Facebook - and We are on Twitter!

2) Invite us to come speak to your group at a meeting by emailing the study team here

3) Call us with any questions you might have - our number is 210-549-7235 (210-549-SA35)

4) Sign up for the E-newsletter to stay up to date on the latest developments with the IH 35 Planning and Environmental Linkages Study!

5) Let us know what is important to you on IH 35 as we move forward in our study!

Public Workshop Round 4 - October 9 and October 10, 2012

Join us on October 9, 2012 and October 10, 2012 for the 4th round of public workshops on the IH 35 Planning and Environmental Linkages Study! Doors open at 5:30 p.m. and each night will feature the same materials and presentation. All materials will be online on October 11, 2012 by 10 a.m. in case you miss these two events! This round of workshops will discuss the results of the IH 35 Planning and Environmental Linkages Study alternative concept evaluations, overall process, and future steps being recommended.

Tuesday, October 9, 2012  5:30 – 8:00 PM
St. Patrick’s Church Community Center
1114 Willow Street
San Antonio, Texas  78208
Map

Wednesday, October 10, 2012 5:30 – 8:00 PM
Schertz Civic Center
1400 Schertz Parkway
Schertz, Texas 78154
Map

Download a copy of the flyer for more information!
IH 35 PLANNING AND ENVIRONMENTAL LINKAGES STUDY

Welcome to the Online Home for the IH 35 Planning and Environmental Linkages Study.

It's Time For 35!

What is this study?
The IH 35 Planning and Environmental Linkages Study (IH 35 PEL) is a partnership between the Alamo Regional Mobility Authority and the Texas Department of Transportation to begin the community education and planning for long-term improvements to the IH 35 corridor.

This is the first phase of a multi-year study that will help bring environmental enhancements to IH 35 for long-term improvements, helping to address the growing congestion on the IH 35 corridor.

Through public meetings and open houses, technical and community advisory committees, and technical and environmental reviews, working together, we can begin to shape the future of this corridor in a way that helps bring transportation vision forward to guide our community as we look to develop and improve IH 35.

Why do we need to do this study now?
With the growth experienced by the San Antonio Metropolitan Planning Organization (SAVCO) and the development of commercial and high-tech sectors in the corridor, the need for a long-term vision for IH 35 has become evident.

How can I be involved?
There are a number of ways to be involved and engaged with the IH 35 PEL study:

1. Follow us on Social Media - We are on Facebook and Twitter.
2. Make it a family affair by taking part in the study team.
3. Call us at any time, our number is 210-454-1723.
4. Sign up to be on the distribution list to stay up to date with the latest developments with the IH 35 Planning and Environmental Linkages Study.

Public Workshops:

Tuesday, October 2, 2012 6:00 PM
St. Patrick's Catholic Community Center
1114 Willow Street
San Antonio, Texas 78201
Map

Wednesday, October 10, 2012 8:30 PM
Schertz Civic Center
1400 Schertz Parkway
Schertz, Texas 78106
Map

Download a copy of the flyer for more information!
Time for 35 Facebook Page
Our fourth round of public meetings are coming up on the 9th and 10th of October. See the image for more details! And please suggest this page to your friends and neighbors - let’s all make the Time For 35! http://tinyurl.com/93sawae
Time for 35 Twitter Page
Texas Department of Transportation
Website
### Hearings and Meetings Schedule

Public meetings and public hearings allow you to participate in the transportation planning process and are a coordinated effort to gather your input. These meetings help you better understand the road, rail, and aviation projects that affect your community. Everyone is welcome to attend.

Hearing Handouts will remain on this page for one month following the hearing or meeting. After one month, information will be moved to the Archive.

<table>
<thead>
<tr>
<th>City</th>
<th>Date</th>
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<tr>
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<td>10/03/12</td>
<td>I-10 Operational Improvements</td>
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<td>FM 2924 (Austin Avenue)</td>
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<td>Houston</td>
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<td>Austin</td>
<td>09/20/12</td>
<td>Proposed Approval of Financial Assistance - Aviation</td>
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<td>Waco</td>
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<td>STIP August 2012 Quarterly Revisions</td>
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**Related Links**
- [Statewide Long-Range Transportation Plan 2035 Meetings](#)
- [Town Hall Meetings](#)
- [Texas Transportation Commission Meetings](#)
**Public Meeting - IH 35 Planning and Environmental Linkages Study (PEL)**

**Where:**
- St. Patrick's Church Community Center
  - 1114 Willow Street
  - San Antonio, TX 78208
  - Tuesday, Oct. 9, 2012
  - 5:30 p.m. - 8 p.m.

- Schertz Civic Center
  - 1400 Schertz Parkway
  - Schertz, TX 78154
  - Wednesday, Oct. 10, 2012
  - 5:30 p.m. - 8 p.m.

**Purpose:**
A public meeting to discuss the results of the IH 35 PEL Study alternative concept evaluations, overall process, and future steps to help improve IH 35.

**Description:**
Meetings are the fourth and final opportunity to give input on the IH 35 Planning and Environmental Linkages Study and help shape the future of the IH 35 corridor.

For more information, visit the IH 35 Planning and Environmental Linkages Study.

**Contact:**
San Antonio District
Phone: (210) 615-5829
E-mail us
E-Mail Notifications
Make the TimeFor35!
Public Meetings to be held next month!

September 26, 2012

Please join us for the final round of public meetings on the IH 35 Planning and Environmental Linkages Study!

Dear Erin,

Join us on October 9, 2012 and October 10, 2012 for the 4th and final round of public meetings on the IH 35 Planning and Environmental Linkages Study! From 5:30 p.m. until 8:00 p.m. each night, we will be discussing the results of the IH 35 PEL Study alternative concept evaluations, overall process, and future steps to help improve IH 35. Each night will feature the same materials and presentation. Please come give your input into how the future of this corridor should be shaped!

Public Meeting Notice Flyer

Tuesday, October 9, 2012
5:30 – 8:00 PM
St. Patrick’s Church Community Center
1114 Willow Street
San Antonio, Texas 78208

Wednesday, October 10, 2012
5:30 – 8:00 PM
Schertz Civic Center
1400 Schertz Parkway
Schertz, Texas 78154

Written comments may be emailed to IH35@univera.com, faxed to 210-340-5684, or mailed to

RJ RIVERA Associates, Inc.

ATTN: IH 35 PEL
601 NW Loop 410, Suite 410
San Antonio, Texas 78218

All information presented at the 4th Round of Public Meetings will be posted online at www.TimeFor35.com by 10 a.m. on October 11, 2012.

http://hosted.ventrisresponse.com/702982a/3b61/0de99/288114023b0bea309e956/10/10/2012 11:11:38 PM
Make the Time for 35 – 4th & Final Round of Public Workshops on October 9th/10th!

[Image]

Gmail to view this email in a browser

If you no longer wish to receive these emails, please "Unsubscribe" here: Unsubscribe

RJ RIVERA Associates, Inc.
PO Box 481551
San Antonio, Texas 78246-0151
US

http://hosted.verticalresponse.com/702382a/7b4b1/de99/288114023e0baa3090929f0/10/16/2012 1:11:38 PM
Make the TimeFor35!
Public Meetings to be held next month!

October 2, 2012  View in browser  Share

Please join us for the final round of public meetings on the IH 35 Planning and Environmental Linkages Study!

Dear [Name],

Join us on October 9, 2012 and October 10, 2012 for the 4th and final round of public meetings on the IH 35 Planning and Environmental Linkages Study! From 5:30 p.m. until 8:00 p.m. each night, we will be discussing the results of the IH 35 PEL Study alternative concept evaluations, overall process, and future steps to help improve IH 35. Each night will feature the same materials and presentation. Please come give your input into how the future of this corridor should be shaped!

Public Meeting Notice Flyer

Tuesday, October 9, 2012
5:30 – 8:00 PM
St. Patrick’s Church Community Center
1114 Willow Street
San Antonio, Texas 78208
Map

Wednesday, October 10, 2012
5:30 – 8:00 PM
Schertz Civic Center
1400 Schertz Parkway
Schertz, Texas 78154
Map

Written comments may be emailed to IH5P@rivera.com, faxed to 210-340-5664, or mailed to
RJ RIVERA Associates, Inc.
ATTN: IH 35 PEL
601 NW Loop 410, Suite 410
San Antonio, Texas 78218

All information presented at the 4th Round of Public Meetings will be posted online at www.TimeFor35.com by 10 a.m. on October 11, 2012.
Next week! 4th & Final Round of Public Workshops on October 9th/10th.
Make the TimeFor35!
Public Meetings to be held next month!

October 9, 2012

Please join us for the final round of public meetings on the IH 35 Planning and Environmental Linkages Study!

Dear [Person],

Join us tomorrow (October 9, 2012) and on October 10, 2012 for the final round of public meetings on the IH 35 Planning and Environmental Linkages Study! From 5:30 p.m. until 8:00 p.m. each night, we will be discussing the results of the IH 35 PEL Study alternative concept evaluations, overall process, and future steps to help improve IH 35. Each night will feature the same materials and presentation. Please come give your input into how the future of this corridor should be shaped.

Public Meeting Notice Flyer
Reunión Pública Flyer Notice (en español)

Tuesday, October 9, 2012
5:30 – 8:00 PM
St. Patrick’s Church Community Center
1114 Willow Street
San Antonio, Texas 78208
Map

Wednesday, October 10, 2012
5:30 – 8:00 PM
Schartz Civic Center
1400 Schertz Parkway
Schartz, Texas 78154
Map

Written comments may be emailed to IH35@rivera.com, faxed to 210-340-5684, or mailed to RJ RIVERA Associates, Inc.
ATTN: IH 35 PEL
601 NW Loop 410, Suite 410
San Antonio, Texas 78216

http://hsed.verticalresponse.com/722982-4b01235832/2881149230/bba36b0f/1016/2012 1:16:44 PM]
All information presented at the 4th Round of Public Meetings will be posted online at www.TimeFor35.com by 10 a.m. on October 11, 2012.
Directional Signs
Portable Dynamic Message Signs
Electronic Message Sign

Message 1

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Message 4

FOR INFO
TIME FOR 3
5.COM
Appendix B: IH 35 PEL Study October 2012 Public Meeting Materials and Example Photographs
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Public Meeting Exhibits
It’s Time for 35!

Welcome

To the IH 35 Planning and Environmental Linkages Study

Public Meeting

Less time in traffic        More time for you        It’s time to take action

www.TimeFor35.com
IH 35 PEL Study Process

Update Previously Identified Needs and Goals
Fall 2011

Develop Project Need and Purpose Statement

Develop Draft Alternative Concepts and Evaluation Methodology

Evaluate Alternative Concepts Against Need and Purpose Statement

Recommend Alternatives for Future Environmental Analysis
Fall 2012

Public and Agency Participation

Less time in traffic    More time for you    It’s time to take action

www.TimeFor35.com
How You’ve Helped at Each Stage

- **November 2011 Public Workshops**
  - Update Previously Identified Needs and Goals
  - Develop Project Need and Purpose Statement

- **February 2012 Public Workshops**
  - Refine Project Need and Purpose Statement
  - Develop Draft Alternative Concepts and Evaluation Methodology

- **June 2012 Public Meetings**
  - Evaluate Alternative Concepts Against Need and Purpose Statement

- **October 2012 Public Meetings**
  - Recommend Alternatives for Future Environmental Analysis

Less *time* in traffic  |  More *time* for you  |  It’s *time* to take action

www.TimeFor35.com
Need for Improvements in the IH 35 PEL Study Area

- Increasing traffic demand and congestion
- Inadequate roadway capacity
- Roadway safety and operational concerns
- Structural and functional roadway deficiencies
- Limited integration of IH 35 with other existing and planned transportation modes
Purpose of Improvements in the IH 35 PEL Study Area

To develop transportation alternatives that improve mobility and safety in the IH 35 corridor in a manner that will:

- manage vehicle congestion for the projected 25-year planning horizon,
- promote efficient use of existing transportation facilities,
- minimize impacts to the natural and built environment, and
- complement other modes of transportation and economic development initiatives in the region.
What is a Standalone Alternative Concept?

- A standalone alternative concept is an alternative concept that, on its own merit, could potentially meet the Need and Purpose of the IH 35 PEL Study.

Less *time* in traffic       More *time* for you       It’s *time* to take action

www.TimeFor35.com
What is a Complementary Transportation System Solution?

- A Complementary Transportation System Solution (CTTS) is a preliminary alternative concept that has been eliminated as a standalone alternative concept, but that has the potential to complement and enhance other standalone alternatives.
What is the Process for Developing and Evaluating the IH 35 PEL Study Alternative Concepts?

Initial Universe of Alternative Concepts

Technical Analyses; TAC and CAC; Public Workshops; Agency Coordination; Previous Studies

Initial Screening Process (Phase I)

Do They Meet Need and Purpose?

Evaluate Alternative Concepts with Detailed Criteria

Potential Complementary Transportation System?

Recommended for Further Study?

Detailed Evaluation Process (Phase II)

Carried Forward as Potential Complementary System for Further Consideration

Eliminated from Further Consideration in PEL Study

Carried Forward as Valid Standalone Alternative Concept for Further Study

Eliminated from Further Consideration in PEL Study

Future NEPA Studies

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Step 1: Develop Universe of Alternative Concepts

What options are available that could potentially address the transportation issues in the Study Area?

Universe of Alternative Concepts

- No Build
- Travel Demand Management/Transportation System Management/Intelligent Transportation Systems (TDM/TSM/ITS)-Only
- Rail-Only
- Transit-Only
- Truck Lanes-Only
- At-Grade Expansion
- Elevated Expansion
- Elevated/At-Grade Expansion
- Depressed Expansion
- New Location Highway
- Expansion of Parallel Facility

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# Step 2: Phase I Alternative Screening

**Do the alternative concepts meet the Need and Purpose of the Study?**

<table>
<thead>
<tr>
<th>Eliminated as Standalone Concept in Phase I</th>
<th>Concept Carried Forward to Phase II</th>
</tr>
</thead>
<tbody>
<tr>
<td>• TDM/TSM/ITS-Only</td>
<td>• No Build</td>
</tr>
<tr>
<td>• Rail-Only</td>
<td>• At-Grade Expansion</td>
</tr>
<tr>
<td>• Transit-Only</td>
<td>• Elevated Expansion</td>
</tr>
<tr>
<td>• Truck Lanes-Only</td>
<td>• Elevated/At-Grade Expansion</td>
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<td>• Depressed Expansion</td>
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<td></td>
<td>• New Location Highway Facility</td>
</tr>
<tr>
<td></td>
<td>• Expansion of Parallel Facility</td>
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</tbody>
</table>

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Step 3: Grouping of Similar Alternative Concepts

Are there similarities amongst the alternative concepts to allow for grouping or generalization?

Group 1: Add Highway Capacity to Existing IH 35
- At-Grade Capacity
- Elevated Capacity
- Elevated/At-Grade Capacity
- Depressed Capacity

Group 2: Construct New Highway Capacity Away from Existing IH 35
- New Location Highway Facility
- Expansion of Parallel Roadway

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**Step 4: Phase II Alternative Evaluation**

Which generalized concept would be relatively more successful at meeting the Need and Purpose of the Study?

<table>
<thead>
<tr>
<th>Alternative Concept</th>
<th>Improve Mobility</th>
<th>Minimize Potential Impacts</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Avg. Speed</td>
<td>Travel Time</td>
</tr>
<tr>
<td>No Build</td>
<td>✗</td>
<td>✗</td>
</tr>
<tr>
<td>Group 1: Add Highway Capacity to the Existing IH 35 Facility</td>
<td>✓</td>
<td>✓</td>
</tr>
<tr>
<td>Group 2: Construct New Highway Capacity Away from the Existing IH 35 Facility</td>
<td>✓</td>
<td>✓</td>
</tr>
</tbody>
</table>

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Step 5: Final Recommendation

Which alternative concept is being recommended for future National Environmental Policy Act (NEPA) Study?

Recommended alternative concepts to be carried into NEPA

- Expansion of the existing IH 35 facility that will manage congestion for the 25-year planning horizon
- No Build Alternative (required to be considered in all NEPA studies)

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Next Steps

What happens after the IH 35 PEL Study is complete?

Specific project details to be explored further in a NEPA study

- Number of lanes to be added
- Potential environmental and social impacts
- Engineering and design (at-grade, elevated, depressed lanes, etc.)
- Project financing (general purpose lanes, managed lanes, tolling)

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Overall Results of the IH 35 PEL Study

Need and Purpose identified

Affected environment identified

Several alternative concepts eliminated from further study as standalone solutions

Two alternative concepts identified for further study in NEPA

Public and agencies re-engaged

Planning process documented for use in NEPA

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What Happens Next?

- Review the public input received
- Finalize technical reports
- Request concurrence from the Federal Highway Administration (FHWA)

Begin NEPA study

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IH 35 Planning and Environmental Linkages (PEL) Study Update

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What is the Purpose of Tonight’s Meeting?

- IH 35 Planning and Environmental Linkages (PEL) Study Overview
- Input from previous public workshops
- Alternative Concept Development and Screening Process
- Results of IH 35 PEL Study
- Next Steps
IH 35 PEL Study Overview

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Goal of the IH 35 PEL Study

- Engage stakeholders early and often
- Identify transportation needs and issues
- Identify potential alternative concepts and
- Recommend viable transportation alternative concepts for future studies

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Why Use a PEL Study for IH 35?

- Re-engages the public and agencies in the planning process
- Creates link between past, current, and future transportation decisions, thus potentially minimizing duplication of efforts
- Shortens the time needed to implement a project

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Need for Improvements in the IH 35 PEL Study Area

- Increasing traffic demand and congestion
- Inadequate roadway capacity
- Roadway safety and operational concerns
- Structural and functional roadway deficiencies
- Limited integration of IH 35 with other existing and planned transportation modes

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Purpose of Improvements in the IH 35 PEL Study Area

To develop transportation alternatives that improve mobility and safety in the IH 35 corridor in a manner that will:

- Manage vehicle congestion for the projected 25-year planning horizon,
- Promote efficient use of existing transportation facilities,
- Minimize impacts to the natural and built environment, and
- Complement other modes of transportation and economic development initiatives in the region.
Alternative Concepts Development and Evaluation Process
Alternative Concept Evaluation Results

• Alternative Concepts Recommended for further study under NEPA
  ➢ Add Highway Capacity to the Existing IH 35 Facility
  ➢ No Build

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Items to be Explored Further in NEPA

- Number of lanes
- Engineering and design configurations
- Project financing
- Project-specific impacts

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Results of the IH 35 PEL Study

- Need and Purpose
- Affected Environment
- Two Alternatives identified for further study in NEPA
- Elimination of six alternative concepts from further study as standalone solutions in NEPA
- Re-engagement of the public and agencies

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Next Steps

• Review Comments from Public Meetings
• Finalize Reports
• Request Federal Highway Administration (FHWA) Concurrence
• Begin NEPA Study

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We Want Your Input!

• Leave a Comment at a Public Meeting:
  - Comment Station
  - Court Reporter
• Visit: www.TimeFor35.com
• Email: IH35@rjrivera.com
• Mail: IH 35 PEL Study
  601 NW Loop 410, Suite 410
  San Antonio, Texas 78216
• Call: 210-549-SA35 (210-549-7235)

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Public Meeting Handouts
Overview of Alternative Concept Development, Evaluation, and Recommendations

**STEP 1: DEVELOP UNIVERSE OF ALTERNATIVE CONCEPTS**

What options are available that could potentially address the transportation issues in the Study Area?

- No Build
- Travel Demand Management/Traffic Congestion Management
- Intelligent Transportation Systems (I-Traffic Management Systems)
- Rail-Only
- Transit-Only
- Truck Lanes-Only
- At-Grade Expansion
- Elevated Expansion
- Elevated/At-Grade Expansion
- Depression Expansion
- New Location Highway
- Expansion of Parallel Facility

**STEP 2: PHASE I ALTERNATIVE SCREENING**

Do the alternative concepts meet the Need and Purpose of the Study?

- Eliminated as Standalone Concept in Phase I
  - TDM/TSM/ITS-Only
  - Rail-Only
  - Transit-Only
  - Truck Lanes-Only
- Concept Carried Forward to Phase II
  - No Build
  - At-Grade Expansion
  - Elevated Expansion
  - Elevated/At-Grade Expansion
  - Depression Expansion
  - New Location Highway Facility
  - Expansion of Parallel Facility

**STEP 4: PHASE II ALTERNATIVE EVALUATION**

Which generalized concept would be relatively more successful at meeting the Need and Purpose of the Study?

- Group 1: Add Highway Capacity to Existing IH 35
  - Improve Mobility
  - Minimize Impacts
- Group 2: Construct New Highway Capacity Away from Existing IH 35
  - Improve Mobility
  - Minimize Impacts

**STEP 3: GROUPING OF SIMILAR ALTERNATIVE CONCEPTS**

Are there similarities amongst the alternative concepts to allow for grouping or generalization?

- Group 1: Add Highway Capacity to Existing IH 35
  - At-Grade Capacity
  - Elevated Capacity
  - Elevated/At-Grade Capacity
  - Depression Capacity
- Group 2: Construct New Highway Capacity Away from Existing IH 35
  - New Location Highway Facility
  - Expansion of Parallel Facility

**STEP 5: FINAL RECOMMENDATION**

Which alternative concept is being recommended for future National Environmental Policy Act (NEPA) Study?

- Recommended alternative concepts to be carried into NEPA
  - Expansion of the existing IH 35 facility that will manage congestion for the 25-year planning horizon
  - No Build Alternative (required to be considered in all NEPA studies)

**NEXT STEPS**

What happens after the IH 35 PEL Study is complete?

- Specific project details to be explored further in a NEPA study
  - Number of lanes to be added
  - Design and construction approaches (at-grade, elevated, depressed)
  - Project financing (funding, managed lanes, general purpose lanes)
  - Potential environmental and social impacts
Resultados/Productos Totales del Estudio de IH 35 PEL

Necesidad y el Propósito Identificado
- El estudio de IH 35 PEL identificó una necesidad y la declaración de objetivo que presenta el problema para ser dirigido y porque es necesario dirigirse a ella.
- La declaración de objetivo y necesidad pone la etapa para el desarrollo y la evaluación de soluciones propuestas (alternativas) tanto en la planificación como en la fase de estudio ambiental.

Varios conceptos adicionales de estudio como soluciones independientes NEPA
- TDM/TS/TS Único
- Baranda Único
- Zona de Unión
- Carril para Camión Único
- Carretera de nueva ubicación
- Expansión de Carreteras Paralela

Identificación de Ambiente Afectado
- El estudio de IH 35 identificó varias recursos naturales y artificiales dentro del área de estudio que potencialmente podría ser afectados por futuras mejoras de transporte.
- La información de ambiente afectado se utiliza en cada proyecto de planificación y medio ambiente para determinar las limitaciones futuras del proyecto y comparar los impactos potenciales entre alternativas propuestas.

Dos alternativas recomendadas para un estudio en NEPA
- Aumentar la capacidad de carretera al existente IH 35
- Alternativa de No Construir

Participación del Público y Agencias
- El estudio de IH 35 PEL ha involucrado al público y agencias desde el principio y con frecuencia lo largo de este proceso de estudio a través de lo siguientes:
  - Conferencias/Presentaciones públicas
  - Conferencia de Comité Asesor de Comunidad
  - Reuniones de Comité Asesor Técnico
  - Varias otras reuniones de agencias
Aportaciones recibidas de este alcance se han incorporado en la declaración de objetivo y necesidad y el proceso de desarrollo de conceptos alternativos y proceso de evaluación.

¡Descansa tu entrada!
Esta noche, estamos aquí para discutir algunos puntos acerca de los conceptos alternativos que son recomendados para el estudio del Acta Nacional de Política Medioambiental (NEPA). Tenemos tiempo para hacer preguntas del personal, somos una forma de comentar, y/o de su comentario a la periodista del tribunal y digamos que usted piensa. El equipo de estudio de IH 35 PEL examinará la entrada pública recibida y hará una recomendación final para el concepto alternativo para ser llevado a un estudio de NEPA para análisis más detallado.

COMENTARIOS ESCRITOS
Los comentarios escritos pueden ser sometidos esta noche, manteniendo un conjunto de monto de tiempo mínimos en un caso de hasta 15 minutos en total. Los comentarios pueden ser sometidos a través de www.timefort35.com.
Thank you for attending the IH 35 PEL Study Public Meeting #4. Please take a moment to provide comments on the materials presented tonight and/or on the overall IH 35 PEL Study.
Reunión Pública #4
St. Patrick’s Church
9 de octubre del 2012

(Código de Transporte de Texas, §201.811(a)(5)):
Secciones cada opción que aplique a Ud.:
☐ Soy empleado de TxDOT
☐ Hago negocio con TxDOT
☐ Podría sacar beneficio monetario del proyecto o de otra cosa sobre la cual estoy comentando

FORMULARIO PARA COMENTARIOS

Nombre: ____________________________
Domicilio: ____________________________
Código Postal: ____________________________
Teléfono: ____________________________
Fax: ____________________________
Correo electrónico: ____________________________

La mejor manera de contactarme es por:
☐ Correo
☐ Teléfono
☐ Fax
☐ Correo Electrónico
☐ Otro

Gracias por asistir a la Reunión #4 del Estudio PEL de IH-35. Por Favor tome un momento para hacer comentarios de los materiales presentados en la reunión esta noche y/o en general.

__________________________________________________________________________
__________________________________________________________________________
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COMENTARIOS GENERALES (siguieron):

Gracias por tomar el tiempo para compartir sus opiniones con nosotros. Para ser incluido en el registro oficial de esta reunión, por favor entregue su formulario de comentarios a más tardar el miércoles 24 de octubre del 2012. Puede entregar su formulario de comentarios en la reunión pública, por correo electrónico, fax o a través de Servicio Postal.

IH 35 PEL Study

c/o RJ RIVERA Associates, Inc.
601 N.W. Loop 410, Suite 410
San Antonio, Texas 78216
Phone: 210-549-7235 (210-549-SA35)
Fax: 210-340-5664
E-mail: IH35@jrrivera.com

www.TimeFor35.com
Thank you for attending the IH 35 PEL Study Public Meeting #4. Please take a moment to provide comments on the materials presented tonight and/or on the overall IH 35 PEL Study.
Thank you for taking the time to share your opinions with us. To be included in the official record for this meeting, please submit your comment card no later than **Wednesday, October 24, 2012**. You can submit your comment form at the public meeting, or by email, fax or through the US Postal Service.

**IH 35 PEL Study**

c/o RJ RIVERA Associates, Inc.
601 N.W. Loop 410, Suite 410
San Antonio, Texas 78216
Phone: 210-549-7235 (210-549-SA35)
Fax: 210-340-5664
E-mail: IH35@rjrvera.com

[www.TimeFor35.com](http://www.TimeFor35.com)
Reunión Pública #4
Schertz Civic Center
10 de octubre del 2012

(Código de Transporte de Texas, §201.811(a)(5)): Seleccione cada opción que aplique a Ud.:

☐ Soy empleado de TxDOT
☐ Hago negocio TxDOT
☐ Podría sacar beneficio monetario del proyecto o de otra cosa sobre la cual estoy comentando

FORMULARIO PARA COMENTARIOS

Nombre: ____________________________

Domicilio: ____________________________

Teléfono: ____________________________

Fax: ____________________________

Correo electrónico: ____________________________

La mejor manera de contactarme es por:

☐ Correo
☐ Teléfono
☐ Fax
☐ Correo Electrónico
☐ Otro

Gracias por asistir a la Reunión #4 del Estudio PEL de IH –35. Por Favor tome un momento para hacer comentarios de los materiales presentados en la reunión esta noche y/o en general.

________________________________________

________________________________________

________________________________________

________________________________________

________________________________________
COMENTARIOS GENERALES (siguiente):

Gracias por tomar el tiempo para compartir sus opiniones con nosotros. Para ser incluido en el registro oficial de esta reunión, por favor entregue su formulario de comentarios a más tardar el miércoles 24 de octubre del 2012. Puede entregar su formulario de comentarios en la reunión pública, por correo electrónico, fax o a través de Servicio Postal.

IH 35 PEL Study

do RJ RIVERA Associates, Inc.

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San Antonio, Texas 78216

Phone: 210-549-7235 (210-549-SA35)
Fax: 210-340-5664
E-mail: IH35@rjrvera.com

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IH 35 PEL Frequently Asked Questions

What is the purpose of the IH 35 PEL Study? The study will identify transportation needs and potential improvements for IH 35 in portions of Bexar, Comal and Guadalupe Counties.

What are the study limits? The study area follows IH 35 from Hubertus Road/FM 1103 in Schertz to the intersection with IH 37/US 281 in downtown San Antonio, and Loop 410 from IH 35 on the north side of San Antonio east to IH 10.

What is a PEL Study? A PEL study is a new tool established by the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) to make the process of identifying, evaluating, and selecting preferred transportation improvements more efficient. This process allows early planning-level decisions to be carried into future, more detailed environmental studies to select specific transportation improvements for implementation.

Why are we doing a PEL study for this section of IH 35? Previous planning studies have identified a need for transportation improvements along this section of IH 35, but none have advanced to the environmental study process (which identifies specific improvements to be implemented). A PEL study will re-engage the public and agencies in the transportation decision-making process, and will provide a recognized “link” between past, current, and future studies for this area, thus potentially minimizing any duplication of effort and shortening the time needed to implement a project.

How is this study related to other recent transportation planning efforts for IH 35? The San Antonio-Bexar County Metropolitan Planning Organization’s (SA-BC MPO’s) Mobility 2035 Metropolitan Transportation Plan and the I-35 Corridor Advisory Committee’s MY 35 Plan both contain long-range recommendations for IH 35 within the study area. The IH 35 PEL Study has considered these recommendations, as well as additional proposed solutions developed through public and agency participation and detailed technical evaluation, to move IH 35 improvements closer to implementation.

Who is conducting the study? The study process is being led by the Texas Department of Transportation (TxDOT) and the Alamo Regional Mobility Authority (Alamo RMA), with participation from the public and local, state, and federal agencies.

How long will the study take, and what are the major milestones? The study is anticipated to be complete by Fall 2012, with major study milestones occurring as follows:
• Identify transportation needs and goals in the study area (Fall/Winter 2011)
• Identify the environmental resources within the study area (Winter 2011/Spring 2012)
• Identify the Need and Purpose for improvements to IH 35 in the study area (Winter 2011/Spring 2012)
• Establish the factors/objectives by which to develop and evaluate proposed alternative concepts (Winter 2011/Spring 2012)
• Develop proposed solutions (draft alternative concepts) to meet the needs (Spring/Summer 2012)
• Evaluate the draft alternative concepts (Spring/Summer 2012)
• Recommend alternative concepts to be carried forward into future environmental studies (Fall 2012)

How has public and agency input been used in the process so far? TxDOT and the Alamo RMA have hosted four rounds of public meetings, four Community Advisory Committee (CAC) meetings, four Technical Advisory Committee (TAC) meetings, and numerous elected official and stakeholder meetings to engage stakeholders at key milestones since the Study began in September 2011. The input gathered through these activities has been used to develop and refine the Study’s Draft Need and Purpose Statement, draft alternative concepts, and the factors and objectives to be used in evaluating the draft alternative concepts. Summary and analysis reports for the November 2011, February 2012 and June 2012 public workshops are available at www.TimeFor35.com, in the TxDOT-San Antonio District and Alamo RMA offices, and at various libraries throughout the study area. A report for the October 2012 public meetings will also be available for viewing after all related public comments have been processed.

What is the Technical Advisory Committee (TAC)? The TAC is responsible for providing technical advice and recommendations regarding transportation needs and proposed improvements for IH 35 within the study area. Representatives from local, state, and federal agencies such as cities and counties, the Texas Historical Commission, the SA-BC MPO, VIA, and the U.S. Army Corps of Engineers have been invited to participate on this committee.

What is the Community Advisory Committee (CAC)? The CAC is responsible for providing advice and recommendations from a community/public perspective regarding transportation needs and proposed improvements for IH 35 within the study area. Representatives from neighborhood associations, community organizations, churches, schools, businesses, chambers of commerce, and other stakeholders have been invited to participate on this committee.

How can I find out more information or submit a comment?

• Visit the project website: www.TimeFor35.com
• Send us an email: IH35@rjrvera.com
• Call us: 210-549-SA35 (210-549-7235)
• Visit us on Facebook: www.Facebook.com/TimeFor35
• Sign up for our Twitter feed: www.Twitter.com/TimeFor35
• Write to us:
  IH 35 PEL Study
  601 NW Loop 410, Suite 410
  San Antonio, Texas 78216

*Written comments must be submitted by October 24, 2012 to be included in the official public meeting record.
Preguntas Frecuentes sobre el Estudio PEL IH-35

¿Cuál es el propósito del Estudio PEL IH-35? El estudio identificará las necesidades de transporte y mejoras potenciales para IH-35 en porciones de los condados de Bexar, Comal, y Guadalupe.


¿Qué es un Estudio PEL? Un estudio PEL es un medio nuevo establecido por la Administración Federal de Carreteras (FHWA por sus siglas en inglés) y la Administración Federal de Tránsito (FTA por sus siglas en inglés) para hacer el proceso de identificar, evaluar y seleccionar las mejoras de transporte preferidas más eficiente. Este proceso permite que las decisiones iniciales al nivel de planeación puedan ser incluidas en futuros estudios medioambientales detallados para seleccionar las mejoras de transporte específicas que se implementarán.

¿Por qué estamos haciendo un estudio PEL para este tramo de IH-35? Estudios previos de planificación han identificado la necesidad para mejoras de transporte a lo largo de este tramo de IH-35, pero ninguna ha avanzado al proceso de estudio medioambiental (el cual identifica mejoras específicas a ser implementadas). Un estudio PEL involucrará de nuevo al público y a las agencias en el proceso de toma de decisiones y proveerá un enlace reconocido entre los estudios previos, actuales y futuros para esta área, así potencialmente disminuyendo cualquier duplicación de esfuerzos y acortando el tiempo requerido para implementar un proyecto.

¿Cómo se relaciona este estudio a otros esfuerzos recientes de planificación de transporte para IH-35? El Plan de Transporte Metropolitano Mobility 2035 de la Organización Metropolitana de Planificación de San Antonio-Condado de Bexar (SA-BC MPO, por sus siglas en inglés) y el plan MY 35 del Comité de Consejo del Corredor I-35 contienen recomendaciones de largo plazo para la carretera IH-35 dentro del área de estudio. El Estudio PEL IH-35 ha considerado estas recomendaciones, así como soluciones adicionales propuestas desarrolladas a través de la participación del público y de las agencias y la evaluación técnica detallada, para avanzar la implementación de estas mejores en IH-35.

¿Quién está realizando el estudio? El proceso del estudio será dirigido por el Departamento de Transporte de Texas (TxDOT, por sus siglas en inglés) y la Autoridad Regional de Movilidad del Alamo (Alamo RMA, por sus siglas en inglés), con la participación del público y agencias locales, estatales y federales.

¿Cuánto tiempo tomará el estudio y cuáles son los objetivos mayores? Se anticipa que el estudio se completará para el otoño del 2012, con los acontecimientos mayores del estudio ocurriendo como se detalla abajo:

- Identificar las necesidades y objetivos de transporte en el área de estudio (Otoño/Invierno 2011)
• Identificar los recursos medioambientales dentro del área de estudio (Invierno 2011/Primavera 2012)
• Identificar la Necesidad y el Propósito para mejoras a IH-35 en el área de estudio (Invierno 2011/Primavera 2012)
• Establecer los factores/objetivos para poder desarrollar y evaluar los conceptos alternativos propuestos (Invierno 2011/Primavera 2012)
• Desarrollar soluciones propuestas (preparar conceptos alternativos) para satisfacer las necesidades (Primavera 2012/Verano 2012)
• Evaluar los borradores de los conceptos alternativos (Primavera/Verano 2012)
• Recomendar conceptos alternativos a ser evaluados en futuros estudios medioambientales (Otoño 2012)

¿Cómo han sido utilizadas las opiniones y sugerencias del público y de las agencias en el proceso hasta ahora? TxDOT y el Alamo RMA han llevado a cabo cuatro series de reuniones públicas, cuatro reuniones del Comité de Consejo de la Comunidad (CAC), cuatro reuniones del Comité de Consejo Técnico (TAC) y varias reuniones con funcionarios elegidos para involucrar a las personas interesadas desde que el Estudio empezó en septiembre 2011. Las opiniones recabadas a través de estas actividades han sido utilizadas para desarrollar y perfeccionar la Declaración de Necesidad y Propósito del Estudio, redactor conceptos alternativos y los factores y objetivos que serán utilizados para evaluar los borradores de los conceptos alternativos. Reportes de resumen y análisis de los talleres públicos de noviembre 2011, febrero 2012, y junio 2012 están disponibles en www.TimeFor35.com, en la oficina del Distrito de San Antonio de TxDOT y en las oficinas del Alamo RMA, así como en varias bibliotecas en el área de estudio. Un reporte sobre las reuniones públicas de octubre 2012 también estará disponible para revisión después de que todos los comentarios públicos relacionados a estas reuniones han sido procesados.

¿Qué es el Comité de Consejo Técnico? El TAC se hace responsable de proveer consejos técnicos y recomendaciones referentes a las necesidades de transporte y mejoras propuestas para la carretera IH-35 dentro del área de estudio. Representantes de agencias locales, estatales y federales tales como ciudades y condados, la Comisión Histórica de Texas, el SA-BC MPO, VIA y el Cuerpo de Ingenieros Civiles de las Fuerzas Armadas de los E.E.U.U. han sido invitados a participar en este comité.

¿Qué es el Comité de Consejo de la Comunidad (CAC)? El CAC se hace responsable de proveer consejos y recomendaciones referentes a las necesidades de transporte y mejoras propuestas para el IH-35 dentro del área de estudio desde una perspectiva comunitaria/pública. Representantes de las asociaciones de vecindarios, organizaciones comunitarias, iglesias, escuelas, negocios, cámaras de comercio y otros interesados han sido invitados a participar en este comité.

¿Cómo puedo encontrar más información o entregar un comentario?
• Visite la página web del proyecto: www.TimeFor35.com
• Enviemos un correo electrónico: IH35@tprivera.com
• Llámenos: 210-549-5635 (210-549-7235)
• Visítenos en Facebook: www.Facebook.com/TimeFor35
• Síganos en Twitter: www.Twitter.com/TimeFor35
• Escribáanos: IH 35 PEL Study
   601 NW Loop 410, Suite 410
   San Antonio, Texas 78216

*Comentarios escritos deben ser entregados a más tardar el 24 de octubre de 2012 para ser incluidos en el registro oficial de la reunión pública.
Example Photographs
IH 35 PEL Study Team staff and participating agencies were available at the October 2012 public meetings to answer any questions that participants had.

The looped presentation at the public meetings presented participants with background information on the IH 35 PEL Study.
The public meeting stations were designed to update the participants on the overall progress of the IH 35 PEL Study.

Public meeting participants were asked to provide input on the alternative concepts that are being recommended for further study.
Appendix C: IH 35 PEL Study October 2012 Public Meeting Sign-In Sheets
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October 9, 2012 – St. Patrick’s Community Center
<table>
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<td>Wade Ebro</td>
<td></td>
<td>512-9780</td>
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<tr>
<td>Mark Mullican</td>
<td>Waco-TEC</td>
<td>512-547-7826</td>
<td></td>
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<tr>
<td>Leticia Flores</td>
<td>City Hall</td>
<td>210-246-2080</td>
<td></td>
</tr>
<tr>
<td>Name</td>
<td>Organization</td>
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<tr>
<td>CLAYTON RIMS</td>
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<td>210-465-6076</td>
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<tr>
<td>AMBER BAKER</td>
<td>SA-SC MPO</td>
<td>210-691-5628</td>
<td></td>
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<tr>
<td>SALLY BRACKEN</td>
<td></td>
<td>210-249-1373</td>
<td></td>
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<tr>
<td>CHRISTINA LASSAD</td>
<td></td>
<td>210-249-1373</td>
<td></td>
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<tr>
<td>CAROLYN CONNOR</td>
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October 10, 2012 – Schertz Civic Center
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<tr>
<td>David Coles</td>
<td>HDR</td>
<td>210-584-9800</td>
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<tr>
<td>Bob Leiby</td>
<td>City of Schertz</td>
<td>210-688-1278</td>
<td></td>
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<tr>
<td>Chuck Blanken</td>
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<td>Steve White</td>
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<tr>
<td>Linda Potts</td>
<td>City of Schertz</td>
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<td>Jim McCoon</td>
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<td>Michael</td>
<td>City</td>
<td>210-549-0903</td>
<td></td>
</tr>
<tr>
<td>Robert</td>
<td>Schertz Civic Center</td>
<td>210-301-3391</td>
<td></td>
</tr>
<tr>
<td>Joe</td>
<td>GAOSF</td>
<td>210-655-5514</td>
<td></td>
</tr>
<tr>
<td>Pat Doss</td>
<td>(414) 597-2800</td>
<td>210-834-8947</td>
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<tr>
<td>Dave Dye</td>
<td></td>
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<tr>
<td>Steve McGowan</td>
<td></td>
<td>904-453-9396</td>
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</tr>
<tr>
<td>Carey Bower</td>
<td>NB H-Z</td>
<td>512-753-7967</td>
<td></td>
</tr>
<tr>
<td>Harold Delanoy</td>
<td>Village</td>
<td>(210) 473-2179</td>
<td></td>
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<tr>
<td>&amp; Adolph</td>
<td></td>
<td>(210) 945-2432</td>
<td></td>
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<tr>
<td>Alicia Kraft</td>
<td>Farm Owner</td>
<td></td>
<td></td>
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<tr>
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<td>Bruce K.</td>
<td>Citizen</td>
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<tr>
<td>Casey Broscheit</td>
<td>Smart Moves Realty</td>
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<td>Gerry Fondo</td>
<td>Citizen</td>
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<td>David Harris</td>
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<td>Gary Ward</td>
<td>Fitwix</td>
<td>210-623-0945</td>
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<tr>
<td>Pam Howell</td>
<td>North East Herald</td>
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<td>Jill Muske</td>
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<td>Gary Adams</td>
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<td></td>
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<td>210-912-7698</td>
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Appendix D: Comments Received During the IH 35 PEL Study October 2012 Public Meeting Comment Period
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Comment Forms and Court Reporter Transcripts
October 9, 2012 – St. Patrick’s Community Center
Comment Form Submissions
Hike & bike trail needed

to connect Salado Creek Trail Head (Sequin Rd. Jack White Rd.)
to Walters St. Bridge bike & hiking trail to be built along FM 78 toward Kirby
IH 35 Planning and Environmental Linkages (PEL) Study

Public Meeting #4
St. Patrick’s Church
October 9, 2012

(Texas Transportation Code, §[date]) (a)(5)): Check each of the following boxes that apply to you:

☐ I am employed by TxDOT
☐ I do business with TxDOT
☐ I could benefit monetarily from the project or other item about which I am commenting on

Thank you for attending the IH 35 PEL Study Public Meeting #4. Please take a moment to provide comments on the materials presented tonight and/or the overall IH 35 PEL Study.

Create elevated sections at some of the busiest spots like coming into downtown or at 35/404. This is always so heavy. The elevated sections could be used by long distance drivers who are going interstate. Right now, all these people drive down commercial/interstate in these places. Not everyone is going to continue out of state, etc. Need some elevated sections along the way. Also have an I-10 on both the elevated & closer lanes. Even though the driving speed may be 80-95 not all drivers do this. Can you limit speed to 70? I have talked to a lot of drivers who do not slow down everyone. Have safety boxes, phone boxes, etc. along the way and rest at night.

Thank you.
Court Reporter Transcripts
TRANSCRIPTION OF COMMUNITY STATEMENTS/COMMENTS ON
IH-35 PLANNING & ENVIRONMENTAL
LINKAGES STUDY
BY
TEXAS DEPARTMENT OF TRANSPORTATION
AND
ALAMO REGIONAL MOBILITY AUTHORITY
OCTOBER 9, 2012
AT ST. PATRICK’S CHURCH COMMUNITY CENTER
1114 WILLOW STREET
SAN ANTONIO, TX 78208

(No Verbal Comments Made).
TRANSCRIPTION OF COMMUNITY STATEMENTS/COMMENTS ON
IH-35 PLANNING & ENVIRONMENTAL
LINKAGES STUDY
BY
TEXAS DEPARTMENT OF TRANSPORTATION
AND
ALAMO REGIONAL MOBILITY AUTHORITY
OCTOBER 9, 2012
AT ST. PATRICK’S CHURCH COMMUNITY CENTER
1114 WILLOW STREET
SAN ANTONIO, TX 78208

I, DARLENE ZUEHL, Certified Shorthand Reporter in and
for the State of Texas hereby certify to the following:
That the recorded statements/comments made are true and
correct to the best of my hearing and ability.
Certified to by me this 15th day of October,
2012.

DARLENE ZUEHL, Texas CSR #7505
Expiration Date: December 31, 2012
San Antonio Court Reporting
555 E. Basse Road, Suite 205
San Antonio, Texas 78209
(210) 227-1525 Firm Reg. #175

*****

SAN ANTONIO COURT REPORTING, FIRM NO. 175
555 E. BASSE ROAD, SUITE 205
SAN ANTONIO, TEXAS 78209 (210)227-1525
Comment Form Submissions
<table>
<thead>
<tr>
<th>Comment Form</th>
<th>Name: Lynne Broschat/Smart Moves Realty</th>
</tr>
</thead>
<tbody>
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<td>The best way to reach me is by:</td>
<td>Mail</td>
</tr>
<tr>
<td>Street Address: 17754 I-35 N.</td>
<td>Phone: 210-346-1258 210-838-1063</td>
</tr>
<tr>
<td>Zip Code: 78248</td>
<td>Fax:</td>
</tr>
<tr>
<td>Phone: 210-838-1063</td>
<td>Email: <a href="mailto:cbroschat@saintx.com">cbroschat@saintx.com</a></td>
</tr>
</tbody>
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Thank you for attending the IH 35 PEL Study Public Meeting #4. Please take a moment to provide comments on the materials presented tonight and/or the overall IH 35 PEL Study.

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<table>
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<tr>
<th>Comment</th>
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<tbody>
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(Texas Transportation Code, §201.811(a)(5)): Check each of the following boxes that apply to you:

- [ ] I am employed by TxDOT
- [ ] I do business with TxDOT
- [ ] I could benefit monetarily from the project or other item about which I am commenting on
GENERAL COMMENTS (continued):

List the 3009 Exit on the access road

You need to extend the white reflective

lane dividers so that the businesses

at that exit can exit their businesses

safely.

Right now drivers exiting @ the 3009

exit go to the far right lane as soon

as they get past the reflective posts

that are presently there.

You just need to extend them

a little past Caliza Dr. where

la Posadita Mexican Rest. is.

Thank you for your consideration.

Thank you for taking the time to share your opinions with us. To be included in the official record for this meeting, please submit your comment card no later than Wednesday, October 24, 2012. You can submit your comment form at the public meeting, or by email, fax or through the US Postal Service.

IH 35 PEL Study

c/o RJ RIVERA Associates, Inc.
601 N.W. Loop 410, Suite 410
San Antonio, Texas 78216
Phone: 210-549-7235 (210-549-SA35)
Fax: 210-340-5664
E-mail: IH35@rjrivera.com

www.TimeFor35.com
IH 35 PEL Study October 2012 Public Meeting Comments

Public Meeting #4
Schertz Civic Center
October 10, 2012

(Texas Transportation Code, §201.811(a)(5)): Check each of the following boxes that apply to you:

☐ I am employed by TxDOT
☐ I do business with TxDOT
☐ I could benefit monetarily from the project or other item about which I am commenting on

Name: Mrs. Franklin (Gerry)
Since Address: 7911 Indian Mound, 78238
Zip Code: 78238
Phone: 512-456-1234
Fax: 512-567-8901
Email: mf@fido.com

The best way to reach me is by:
☐ Mail
☐ Phone
☐ Fax
☐ Email
☐ Other

Thank you for attending the IH 35 PEL Study Public Meeting #4. Please take a moment to provide comments on the materials presented tonight and/or on the overall IH 35 PEL Study.

* I am impressed with the work that has been done. The initial work of adding lanes and turn around will greatly improve traffic flow.
* During this process however, encouraging people to use the new 4 lane FM 3009 vs. FM 3252 is NOT AVAILBLE alternatives. 3252 West to Evans is only a 2 lane road, with a left turn center lane. Even now, on a normal traffic day in the a.m. rush, traffic back up went around from the light @ Evans well into Garden Ridge, sometimes to 1-35. And behind a train center or the guard rail malfunction.
* In the evening traffic east bound backs up nearly to Evans.
* Please consider adding a turn around @ Safety Plaza for the ease of reaching Lowe & HEB.
* The entrance ramp from the access roads to NB 1-35 just before Evans is very dangerous. We were told that a realignment of the ramp is under consideration. This is a good thing.

Thanks to the folks who came out to inform us!
Samantha Burke
2540 Cave Trail 78154
210.516.3546
samantha.burke@yahoo.com

Thank you for attending the IH 35 PEL Study Public Meeting #4. Please take a moment to provide comments on the materials presented tonight and/or on the overall IH 35 PEL Study.

Very informative. Glad someone is working on the problem.
GENERAL COMMENTS (continued):


Thank you for taking the time to share your opinions with us. To be included in the official record for this meeting, please submit your comment card no later than Wednesday, October 24, 2012. You can submit your comment form at the public meeting, or by email, fax or through the US Postal Service.

IH 35 PEL Study

c/o RJ RIVERA Associates, Inc.
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San Antonio, Texas 78216
Phone: 210-549-7235 (210-549-SA35)
Fax: 210-340-5664
E-mail: IH35@rjrvera.com

www.TimeFor35.com
Thank you for attending the IH 35 PEL Study Public Meeting #4. Please take a moment to provide comments on the materials presented tonight and/or on the overall IH 35 PEL Study.

I appreciated the ability to leisurely walk around and read handout maps or ask questions of the representatives in the room. The scope of the entire project area was very helpful to see current traffic flows and highway orientation. I am particularly interested in the FM 306 to Judson Rd project on IH 35 so a copy of the proposed construction areas would have been extremely helpful. I'd like to thank and recognize Randy Guzman for taking time to answer my questions and the questions of others.
Thank you for taking the time to share your opinions with us. To be included in the official record for this meeting, please submit your comment card no later than **Wednesday, October 24, 2012**. You can submit your comment form at the public meeting, or by email, fax or through the US Postal Service.

IH 35 PEL Study  
c/o RJ RIVERA Associates, Inc.  
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San Antonio, Texas 78216  
Phone: 210-549-7235 (210-549-SA35)  
Fax: 210-340-5664  
E-mail: IH35@rjrivera.com  

www.TimeFor35.com
Thank you for attending the IH 35 PEL Study Public Meeting #4. Please take a moment to provide comments on the materials presented tonight and/or on the overall IH 35 PEL Study.

It seems like it has tried to cover all alternatives but still after a year comes down to needing more lanes on I-35 that we knew from the beginning.

When the time comes I would like for another consideration to be made. When the sub-divisions Northcliff and Deni Hills were established 25 years ago, the service road of I-35 was 2 way allowing for residents to travel north to 1103 to cross over to go south on I-35.

I don't know when or why that was stopped and residents had to travel north 1.5 miles to exit 180 downhill road to make the turn around. This area is growing and Lyric has a large facility on peach road.

I am requesting a crossover on under be made of Country Club Dr. between exit 178 + 180. This could be addressed when you are making the additional lanes on I-35.

Thank you for looking into this.
Thank you for attending the IH 35 PEL Study Public Meeting #4. Please take a moment to provide comments on the materials presented tonight and/or on the overall IH 35 PEL Study.

Very disappointed with the presentation.

My comment is that Helotes should be considered on IH 35.
Thank you for attending the IH 35 PEL Study Public Meeting #4. Please take a moment to provide comments on the materials presented tonight and/or on the overall IH 35 PEL Study.

[Comment Form]

Name: Linda Potts
Street Address: 8422 Cypress St
Phone: 210-651-6369
Fax: 210-651-6369
Zip Code: 78213
Email: 

The best way to reach me is by:
- [ ] Mail
- [ ] Phone
- [ ] Fax
- [ ] Email
- [ ] Other

[Signature] (Over)
GENERAL COMMENTS (continued):

If 2252 is going to be an alternative to the construction on 35, there will need to be a stoplight put up at Bart Lane/2252. Traffic is already bad at this time. Also, the light at 2252 + I-35 will need to be changed (time lengthened) to accommodate all the traffic. It sometimes can back up from I-35 to 2252. It would be great if they could expand 2252 from I-35 to 3009 (North & South) to 2 lanes on each side.

Also, it would be great to put turns around at Society Parkway so that people could go to the businesses (Law, I-35, HEB) without going through the lights at 3009.

Entrance at Evoss + I-35 (Selma) — the entrance ramp need to be extended so that cars have a little more space to check for on-coming traffic. Not enough acceleration.
Public Meeting #4
Schertz Civic Center
October 10, 2012

(Texas Transportation Code, §201.811(a)(3)): Check each of the following boxes that apply to you:

☐ I am employed by TxDOT
☐ I do business with TxDOT
☐ I could benefit monetarily from the project or other item about which I am commenting on

Thank you for attending the IH 35 PEL Study Public Meeting #4. Please take a moment to provide comments on the materials presented tonight and/or on the overall IH 35 PEL Study.
GENERAL COMMENTS (continued):

From 35 around Walzem or Fm 1604 loop. NB 35
the ramp goes up H10 F58 at pearin bridge the ramp
goes up and connects to the 35 NB bridge. Then
bridge is elevated double decked to and beyond F
FM 1103. SB 35 is elevated double decked for next 2 mi.
and goes to Walzem/ Fm1604 intersect to the pearin
bridge. Make a high & speed out of 1604
turn 1604/35 in retreat you have room.

Make the # of entrance ramps to keep traffic moving
make numerous exit so they can get off when they
need to or have to because of a walk.

Do all of this toll or 35 to 508 & toll gates will be

Thank you for taking the time to share your opinions with us. To be included in the official record for this meeting, please submit your comment card no later than Wednesday, October 24, 2012. You can submit your comment form at the public meeting, or by email, fax or through the US Postal Service.

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E-mail: IH35@rjrivera.com

www.TimeFor35.com
Thank you for attending the IH 35 PEL Study Public Meeting #4. Please take a moment to provide comments on the materials presented tonight and/or on the overall IH 35 PEL Study.

I liked the format and felt I could ask questions at any time.

I liked the sketch from TxDOT on the improvements that have already been laid out and will begin shortly. It is better to know ahead of the construction.

Since Wurzbach Parkway is a main rd. through San Antonio, it would be great to have some more thought as to how to improve access from I-35 to get on that freeway probably better. O'Connor & Wurzbach. Plan Ahead. Not after businesses are all built up here.

Thanks for the info. (High speed)

I am also in favor of a dedicated rail line from S.A. to Austin to Dallas this would improve movement on I-35.
The problem at present is the speed come in to the City.

The speed should be reduced at 1103 to 55 MPH and at 3009 to 45 MPH. From the hours of 6:30AM to 9:00AM by reducing the speed it will reduce the number of accidents during the morning rush hour they did this in Boston 67 years ago and it work.
Thank you for attending the IH 35 PEL Study Public Meeting #4. Please take a moment to provide comments on the materials presented tonight and/or on the overall IH 35 PEL Study.

NO TALLS
NO HOV LANES
NO HOT LANES
ALL ACCESS TO OUR STATE PUBLIC BEACH SHOULD BE CONSIDERED FREE TO ALL ACCESS
I AM JUST AN ORDINARY CITIZEN
My family arrived to live in area in 2005 & 35 has become horrendous in the past couple of years. I am happy that there are thoughtful studies but however the most important alternative route is the lack of public transportation in this area. This meeting was helpful & addressed all my questions in this regard.

The entrance ramp, N. Brand from Costco to Rudy's BBQ has been in existence for a few years & it's is a very dangerous ramp. Complied with foolish drivers, rude drivers & a wrong merge onto 35. I avoid it when I have family in the car or when it's busy. Has this ramp been studied & questioned on or is there a way to get rid of it all together?

Thank you!
Thank you for attending the IH 35 PEL Study Public Meeting #4. Please take a moment to provide comments on the materials presented tonight and/or on the overall IH 35 PEL Study.

Nice presentation. But the need is no longer for more lanes on I-35. That, except to satisfy some bureaucratic regulations, this all seems a waste of time.

More lanes are needed all the way to New Braunfels.

An overpass at Country Club is needed for the approximately 2000 homes in the 4 separate neighborhoods that feed into out of Northcliffe-Beck Country Club Blvd, Country Club, and those who drive “back way” out Chelsea to I-35.

It is a 3 mile round trip to go south on I-35 from Country Club via Shafter Rd.
I am employed by TxDOT.

I do business with TxDOT.

I could benefit monetarily from the project or other item about which I am commenting on.

Thank you for attending the IH 35 PEL Study Public Meeting #4. Please take a moment to provide comments on the materials presented tonight and/or on the overall IH 35 PEL Study.

I agree to adding highway capacity to the existing TH facility.

I live in the New Braunfels area and I am wondering how the traffic flow will be when the project is completed (to FM 1103) to New Braunfels, and also as to San Marcos. In my opinion, whatever is done in this project will need to be done from FM 1103 through New Braunfels and then to San Marcos, otherwise these lanes will be becoming backlogs once this project ends at FM 1103.

I do not favor outer loops to carry traffic around town, nor do I favor toll roads. Toll roads are inaccessible to those that are poverty stricken.

Also, I do not want foreign companies investing in the USA road system. More being in charge of building USA roadways.
I appreciate having the opportunity to view the materials as well as the explanation of the planning process and how the alternatives were analyzed and narrowed down. I would have liked to be given the information on the proposed timeline for the remaining phases of the project. I live literally off the access road of I-35 South of IH 10 and Callaghan and find my commute can be as little as 25-30 minutes and as long as 2 hours. I am concerned about the construction phases to include impact on property values being right off highway.
Court Reporter Transcripts
TRANSCRIPTION OF COMMUNITY STATEMENTS/COMMENTS ON
IH-35 PLANNING & ENVIRONMENTAL
LINKAGES STUDY

BY

TEXAS DEPARTMENT OF TRANSPORTATION

AND

ALAMO REGIONAL MOBILITY AUTHORITY

OCTOBER 10, 2012

AT SCHERTZ CIVIC CENTER

1400 SCHERTZ PARKWAY

SCHERTZ, TX 78154

KELLY WENTZ: I live right before 1103, and I
commute to 410 and Callaghan. I used to commute to downtown
San Antonio, so I've driven all the way through the projected --
the study area and now drive through a great part of it. Right
now, my commute can be anywhere from 30 minutes, on a really,
really good day. I've spent two hours in the car.

I have to use two -- I use two different apps on
my phone to monitor traffic. I have to get up and watch traffic,
I listen to it, I watch the signs, because I have to reroute
myself. I have to get off of 35 all the time. Either I get off
right at -- what is it? -- I guess it would be right at Schertz
Parkway and ride the access road all the way down past Retama, get back on. I have like this process I go through every morning.

And I just hate the -- I hate the fact that I have to -- I can't -- I don't have a set time I can get to work. So even if I leave my house early, sometimes I'll be stuck in the parking lot at work for an extra, you know, 30 minutes or longer because I can't get in because I left early. Or I'll end up there at work, you know, 30 minutes late and then I get in trouble or have to stay later. It's just frustrating.

And I live literally off of 35, so I know something needs to be done, but it's going to impact us a lot because my neighborhood empties onto 35. So anything that's done is going to be a big impact. So I either need to find another job or... That's probably it.

KAREN MOCZYGEMBA: What we were suggesting is like a flyover like they have over at San Pedro and Blanco for the area by The Forum to get to 1604, because that seems to back up the traffic a lot right there. Because after that moves out of the way, then you kind of get an opening there. What was the other one? Oh, see if VIA could extend their bus service out so that maybe you could get like a commuter bus line and just -- for people commuting in, not just into the downtown area, because not everybody works downtown.

STAN MOCZYGEMBA: Because I know -- Well, I work
for VIA so I ride when I can. But I've ridden sometimes several
periods, weeks, and the bus is loaded, and that's from the
Randolph park and ride. There's been times where it's just been
packed up, standing. And I know that if they were to -- if you
could convince VIA to build a park and ride outside of -- right
over there by 1518, because there's a lot of VIA vans -- they
have -- they call them van pools. It's -- people have one van
and they drive it and they park this thing right under the
bridge.

If you had a park and ride there, you'd get a lot
of people from New Braunfels parking there, because they come in
there and they wouldn't have to wait so long to get -- you know,
to get through all the traffic. That's the problem. I go to the
park and ride and it's 10 miles. My God, it takes me 45 minutes
sometimes, depending on the traffic. And if they would just -- I
don't know.

I work for them, but I don't understand them all
the time. I thought there was some kind of legal limit for going
outside the boundary of Bexar County, but they actually have a
little portion of Cibolo in the service area. It's like about a
one mile square area at the -- tips off the bottom of the county.
I never even knew about it. They said they go to Guadalupe
County. Yeah, about that far (indicating).

KAREN MOCZYGEMBA: The flyovers and the transit
and I understand, on 3009, both north and south, they are going
to do the turnaround thing, which would help considerably. They
could do that even at — what is it, Schertz Parkway?

STAN MOCZYGEMBA: Yeah, Schertz Parkway.

KAREN MOCZYGEMBA: Schertz Parkway would be
another good one to do that for.

STAN MOCZYGEMBA: Because a lot of times you're
coming off of the access road, heading southbound on the access
road, and you get to 3009, and it backs up down the access road
and it takes forever for the light to change and a lot of the
people are turning. Well, if they had a turnaround, you wouldn't
have half of this buildup, including us. You could go around and
get right off, go straight into Bill Miller's if you want and —

KAREN MOCZYGEMBA: I think it's just Schertz
Parkway and 3009 that would be good to have a turnaround — well,
and O'Connor Road and 35 would be another good one to have
because there's a lot of — we get off there. That would be
another good place to have a turnaround on both sides. That's
all I can think of. Thank you very much.

STEVE MCNAMARA: I am Steve McNamara. I travel on
I-35 all the way from Garden Ridge to Lackland Air Force Base
every day, so I'm very familiar with the route. It really
needs — The problem needs to be fixed. It looks like a great
plan. Let's get on with the study.

DON DIXON: My name is Don Dixon. I'm a
mechanical engineer, and I'm a past president of San Antonio
Texas Association of Business. So I’ve had quite a bit of
activity in the business world. And, of course, since my
business was transportation related, I certainly have an interest
in what they’re doing on our Interstate 35, but I’m particularly
interested in the fact that this design remains completely free
to all travelers.

In other words, regardless of status, income, it
should be completely free. In other words, there should not be
any managed lanes, any HOV lanes, any HOT lanes, or any toll
lanes. This project should be designed completely where it’s
absolutely free and meets the purpose and need, from a freedom of
access -- I can’t think of the word — completely free in their
study, just to make sure that those lanes are free.

I had some problem with their dialogue, when they
mentioned the word "managed" the congestion. I don’t think
manage is a good word because, from a public standpoint, manage
seems like they’re trying to control the behavior, and I’m not
for any kind of activity that controls behavior. I’d like to see
them use a different word on their presentation rather than
manage. I don’t really know what they mean, but they had it
there. And I discussed it with the consultant, and he said they
might consider a different word rather than manage.

Okay. That's basically what I -- I'm certainly
interested in improving the Interstate 35. It's definitely
needed. I like the work that TxDOT is doing out here between
1604 and 3009 currently. That's a very good project. The TxDOT engineer explained that to me. That's going to be a tremendous help. I'd like to see them do more work like that continuously, so that when you see problems, get in there, get them solved, and it would save a lot of problems, rather than just delay, delay, delay. Okay. That's it.

PATRICK DOSSEY: My name is Patrick Dossey. I'm a citizen of San Antonio and live in the neighborhood and work all over San Antonio. I do not have any connection with TxDOT or will not benefit from this project. I think the presentation tonight was well done, well presented.

The only issue I have, of course, is I have two issues with any new improvement of the highways in Texas. I don't want them tolled, that's an aggressive tax on the people who work for a living, and I do want them funded and bid on with competitive bidding versus design-build contracts. Other than that, I know we need capacity and I hope it gets built as soon as possible. Thank you so much.
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LINKAGES STUDY
BY
TEXAS DEPARTMENT OF TRANSPORTATION
AND
ALAMO REGIONAL MOBILITY AUTHORITY
OCTOBER 10, 2012
AT SCHERTZ CIVIC CENTER
1400 SCHERTZ PARKWAY
SCHERTZ, TX 78154

I, DARLENE ZUEHL, Certified Shorthand Reporter in and
for the State of Texas hereby certify to the following:
That the recorded statements/comments made are true and
correct to the best of my hearing and ability.
Certified to by me this 15th day of October, 2012.

DARLENE ZUEHL, Texas CSR #7505
Expiration Date: December 31, 2012
San Antonio Court Reporting
555 E. Basse Road, Suite 205
San Antonio, Texas 78209
(210) 227-1525 Firm Reg. #175

*****
SAN ANTONIO COURT REPORTING, FIRM NO. 175
555 E. BASSE ROAD, SUITE 205
SAN ANTONIO, TEXAS 78209 (210)227-1525
Other Written Comments
Subject: IH 35 PEL Study

From: [Redacted]@aol.com
Sent: Tuesday, October 23, 2012 11:02 AM
To: IH 35 PEL Study

Sir:

My address was 1901 N Panam, San Antonio Texas 78208... Sometime in the past Panam was eliminated and is now 1901 N. Interstate 35. I was not given any notice that my street no longer exists. Why the BIG SECRET? We know that the highway dept is considering some changes to I 35.

I guess that the hiway expansion will be in my front yard since the right of way is only 2 feet from my front sidewalk.

I am an 80 year old widow and own my house and property. At my age I definitely do not like surprises. I could sell my house but, who would buy it knowing of the expansion. Please let me know what the heck is going on. What will happen to me?

Sincerely

Wanda Earl
San Antonio, Texas 78208
I have to drive my 13 year old Autistic son to a private Autistic school every day. I get stuck in traffic going there and coming back. What we need is what Houston has, a HOV lane. I live off of FM3009.

Denise Smith
Autism & Beyond Board Member
Austim Society of San Antonio Chair
The San Antonio Autism Meetup Organizer

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October 9, 2012

Dear Texas Transportation Commission and Honorable Commissioners:

The public has already paid for Interstate Highway 35 from Laredo to Canada. Creating toll (tax) lanes on this road, or any road, will be devastating to each and every person who uses these roads. Most of these toll (tax) dollars will come from individual incomes.

Along with the gas tax, the TxDOT already collects a road and bridge tax at registration time every year.

As individuals, we already pay:

Gas tax
Road and bridge tax
Bonds for road improvements tax
Property tax
Sales tax
Federal Income tax
School district tax
Medical District Tax
Community College District tax
Medicare tax
FICA tax
City tax
Capital Gains tax
Estate tax

And you want us to pay more tax… in the form of a toll. I say no to more taxes and absolutely no to any tolls. I urge you to stand up and say no to toll roads.

Each individual car owner will have to pay an extra toll (tax) from their own personal funds to use a highway that is already paid for with previous, current and future tax dollars as well as matching federal funds. Personal incomes will suffer. Personal incomes will suffer from a toll (tax) in a good economy. They will suffer more in a bad economy.

As a matter of fact, a new form of criminal will be created from toll runners that cannot afford to pay tolls.

People will find a way around the toll to avoid the tax. Texas has the gas tax in place to pay for road building projects, but the Texas Legislature keeps robbing this fund because they can.

Close the loopholes, put the road money where it belongs. There are other revenue sources besides a new tax (toll) from the local citizens. We have enough taxes to pay already. No more. Enough is enough.

Say no to tolls. Say no to foreign partnerships that include tolls. I appreciate your time and attention to this most important matter.

Sincerely,
Randal A. Becker, MBA, CMPE
San Antonio, TX  78269
One suggestion we have for lessening the huge amount of traffic on I-35 is to legally MAKE 18-wheeler trucks use State Hwy. 130/ State Hwy. 45 unless they can prove, though paperwork, that they have a delivery accessible only by driving on I-35. A hefty fine would be given to those who don’t cooperate. To enforce this you’d no doubt have to remove the toll from the highway. The money lost from the tolls could be made up by increasing the gas tax by one cent ONLY UNTIL the highway is paid for. Truckers are being hit hard in the wallet, like all of us with higher fuel prices, but a limited time one cent increase I think would pass any vote, to lessen the traffic on I-35. We live in Scenic Hills subdivision and find it necessary to travel that highway to get anywhere from our location. We’ve totally given up trying to travel south on I-35 any afternoon, starting around 3PM. This problem has worsened 100% since we moved here seven years ago. Population growth, I’m sure, accounts for much of the traffic, but removing the trucks from that corridor would definitely help. The two major traffic hang-ups that we see are the ‘do-si-do’ of traffic ‘exchanging’ lanes to get to 1604 from I-35 heading south, and another like situation of exchanging lanes to get from 1604 on to I-35 north. Whatever engineer designed those problem areas wasn’t looking forward to the increase of traffic we have now. We try to avoid those two hot spots at all times possible. Asking the public for input to the problems encountered is fine, but where are the engineers who are the professionals at problems like these? We, as citizens, can see where the main problems are, but certainly don’t know how to redesign the major problem intersections to solve them.

Russell and Mary Graham

Cibolo, TX 78108
IH 35 PEL Study

From: Dick H. <dick.h@txdot.com>
Sent: Sunday, October 07, 2012 10:00 PM
To: IH 35 PEL Study
Subject: 1103 Study
Attachments: TXDOT I35.pptx

Since R. J. Rivera Associates was involved in the 1103 study a few years ago, hopefully some of the information that I've included can be of assistance. I feel that a connection between IH 35 and IH 10 would provide significant benefit to help address the growing congestion on the IH35 roadway by diverting some traffic to IH 10 and possibly alleviating some of the congestion on 410 between IH35 and IH10 also.

Hopefully, the Powerpoint isn't too confusing. Although I believe I've identified most of the major points, if there are any that I need to clarify or remove, please call or perhaps we'll have an opportunity to speak at the Schertz meeting on Wednesday..

Thank you for your assistance.
Cheers,
Dick Hetzel
NORTHEAST AND EAST
SA CORRIDORS
135/110

Dick Hetzel
October 2012

 Restricted Traffic Flows into San Antonio
Current studies indicate insufficient traffic flow.
Current Probable Proposals

Some proposals...
- Include widening of IH-35.
- Improved 1604/35 interchange
- Turnaround lanes

Vast Improvement Anticipated

However problems remain...

- The area bounded by San Antonio, New Braunfels, and Sequin is experiencing large growth.
- 1604 and 46 provide cross traffic between 10 and 35, but is insufficient for developing areas.
- Existing roads reaching 78 do not connect the two interstates adequately and frequently do not connect, or would require construction in flood zones.
Result

- IH35 traffic almost daily is diverted to FM1103 off of IH35 in an effort to reach IH10 or FM78.  
- Traffic arriving from SH 130 will go on IH10, FM 78 and FM 3009 to reach IH35.  
- Even with the enhancements to IH35, they will be insufficient to support the population growth and the congested areas will remain.

Cibolo’s Population Growth

- In 2000, official census population for Cibolo was 3,035.

- In 2010, official census indicated a population of 15,349...a growth of approximately 406%.

- One current estimate is that in 2012/Q2, there are approximately 23,500 citizens in Cibolo.
Cibolo’s Residential and Traffic Growth

- Most housing development in the last five years has been off of FM 1103 which feeds directly into IH 35. As of 2011/Q4, there were 3,920 lots in this area with 1,931 homes or approximately 50% started or occupied. Additional growth continues.
- FM 1103 as the primary access has experienced a significant increase in traffic and even more is anticipated. This growth has further negatively impacted IH35’s significant traffic volume.

Why the Growth

- A “City of Choice” because of the rural atmosphere, moderate housing costs, low crime rate and an excellent school system.
- Access to the San Antonio metroplex via IH35, and to some extent even IH10.
- BRAC and the elimination of hundreds of residences at Randolph AFB.
Possible additional growth factor

- BRAC

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<th>POPULATION</th>
<th>2006</th>
<th>2007</th>
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<th>2010</th>
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- Note the FSH Delta of +17,500.

BRAC Studies

- A review of BRAC study...
  - Task 3 Report, Transportation Infrastructure, Sept 2008 identified that the study focused upon the Ft Sam Houston area specifically and Bexar County in general.
Additional Study Observations

- The 2008 Report noted that in 2000, the map of Worker flow to FSH identified large concentrations of personnel in the North East.

- Please note the large concentration outside of Bexar County off of IH35.

Further Study Observations

- Pg. 3 - “... there were many jobs in the project study prior to the BRAC program. However, most of these jobs were held by persons living outside the FSH redevelopment study area. This imbalance could increase as the result of BRAC-related expansion.”

- Pg. 4 - “... many new post staff members are expected to live outside the study area. Perhaps the best indicator of where they may live is the spatial distribution of the homes occupied by current post staff.”

- Pg. 4 - “The largest concentrations of FSH employees live north of the post.”
Additional Observations

- Large population increase in the City of Cibolo exceeding 400% in the past few years has placed significant stress on transportation and infrastructure.
- Task 3 Report suggests that some personnel are expected to live outside of the study area.
- A previous study indicated a significant concentration outside of Bexar County up IH35.
- BRAC study did not include the Cibolo area.

Result

- It appears that much of the growth in Cibolo was the result of BRAC.
- Inadequate roadways to IH35 and IH10 result in traffic delays and additional congestion to FSH.
- Municipal funding insufficient to meet citizen needs.
Proposals

- An additional BRAC study be initiated to review areas and adjoining communities outside of Bexar County to review the impact of BRAC and the resultant growth.

- Consideration be given for improving FM 1103 by widening and extending it from IH35 to IH10 thereby supporting a more efficient distribution of the traffic flow toward FSH and relieving some of the IH35 congestion into San Antonio. The current section between the curve and FM78 should revert to the city.

Supplemental Information gathered from news reports and other sources.
Additional congestion on 78 and 3009 is anticipated.

Accident on IH 35 ....
...brings IH35 to a halt.

Traffic diverting to FM 1103 off of IH35 to get to San Antonio through FM 78 or IH 10.

Near intersection of Main St. and FM 1103 on their way to FM 78.
...along with gridlock on 1103 and 78. With the new addition of SH 130, greater congestion should be anticipated.

**FM 1103 Growth**

- Saddlecreek Ranch Units 1-4 (486 lots): 40 new starts, 253 total starts (81.00%)
- Cibolo Vista (242 lots): 22 new starts, 146 total starts (41.90%)
- Turning Stone (511 lots): 60 new starts, 269 total starts (22.50%)
- Heights of Cibolo (444 lots): 15 new starts, 177 total starts (89.28%)
- Stonewalk (506 lots): 212 total starts (42.25%)
- Town Creek Village (256 lots): 212 total starts (83.24%)
- Buffalo Crossing (283 lots): 272 total starts (96.47%)
- Cibolo Valley Ranch (798 lots): 78 new starts, 657 total starts (83.34%)
- Landmark Points (540 lots): 8 new (preliminary Plat: approved for 277 SFR lots)

*Period: 1/1/11 to 9/30/12 (new starts)*

- **Total Lots:** 3,820 lots (revised to 4,133 SFR lots due to Landmark Points Preliminary Plat)

*Note: There have been 250 new starts along the FM 1103 corridor in 18 months, an average of 20 per month.*

**Total Housing Starts:** 1,931 homes or 49.3% of all lots 250 new starts, 2,220 total starts (85.94%)

More specifics concerning FM 1103.
Summary: Cibolo does not have sufficient highways to facilitate an expanding economy supporting San Antonio. There is no thoroughfare between IH 35 and IH 10. IH 35 is congested. The SA/Bexar MPO is working on IH35, but only to 3009. Additional congestion on IH10 and highway 78 once SH 130 opens. Cibolo efforts with the MPO for 1103 resulted in our placement 5th from the bottom of all projects.