



IH 35 PEL Study Agency Coordination Technical Report

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1.0 Purpose of This Report

This report summarizes agency, stakeholder, and elected official coordination conducted during the course of the IH 35 Planning and Environmental Linkages (PEL) Study. Coordination with agencies, stakeholders, and elected officials was initiated early in the PEL Study and occurred throughout the PEL Study process. Public coordination and outreach efforts conducted during the course of the PEL study are documented in separate public meeting summary reports.

The IH 35 PEL Study Area (Study Area) extends along IH 35 from Farm to Market Road (FM) 1103 in Schertz to U.S. Highway (US) 281/IH 37 in downtown San Antonio and includes I-410 between I-35 and I-10. The Study Area is located within Bexar, Comal, and Guadalupe counties in the cities of San Antonio, Windcrest, Live Oak, Selma, and Schertz. The purpose of the IH 35 PEL Study was to identify transportation needs and potential improvements for IH 35 in portions of Bexar, Comal, and Guadalupe Counties.

2.0 Coordination Process

The PEL Study effort was jointly led by the TxDOT and the Alamo Regional Mobility Authority (Alamo RMA). Study oversight and collaboration between these agency offices resulted in a PEL process with extensive public outreach, agency, and stakeholder input and the incorporation of technical guidance regarding all issues and concerns relevant to the Study Area.

A Public Involvement and Agency Coordination Plan (PIACP) was developed at the start of the PEL Study to guide coordination efforts with the public, agencies, elected officials, and stakeholders throughout the study in order to solicit meaningful input. The PIACP identifies roles and responsibilities of the project team, communication and coordination tools, and a high-level schedule of major project milestones and coordination points. The PIACP also provides an initial list of elected officials, agencies, and organizations to provide communications and coordination in the PEL Study.

3.0 Technical and Community Advisory Committees

Early in the planning process, the project team established both a Technical Advisory Committee (TAC) and a Community Advisory Committee (CAC) to provide agency and stakeholder input throughout of the course of the Study. The TAC was responsible for providing technical advice and recommendations regarding transportation needs and proposed improvements for IH 35 within the Study Area. The CAC was responsible for providing advice and recommendations from a community/public perspective regarding transportation needs and proposed improvements for IH 35 within the Study Area. The IH 35 PEL project team conducted four meetings with the TAC and CAC over the course of the PEL Study, as well as individual meetings with several state, local, and federal agencies. The following sections provide a brief overview of the agency and stakeholder coordination effort. Meeting notes from the TAC, CAC, and individual agency meetings are available in **Appendices A, B, and C**.

3.1 Technical Advisory Committee

Representatives from agencies with planning roles or jurisdiction over resources in the Study Area were invited to participate in the TAC. TAC meetings were held at key study milestones in order to get input prior to the general public meetings. **Table 1** is a listing of agencies contacted to participate on the TAC.

Table 1: Agencies Contacted for Participation on the Technical Advisory Committee		
Alamo Area Council of Governments	City of Schertz	San Antonio Airport System
Alamo Area Rural Planning Organization	City of Selma	San Antonio River Authority
Alamo Colleges	City of Terrell Hills	San Antonio Water System
Bexar County Council of Cities	City of Universal City	San Antonio-Bexar Metropolitan Planning Organization
Bexar County Engineer	City of Windcrest	Selma City Council
Bexar County Judge	Comal County Engineer	Texas Commission on Environmental Quality
Bexar Metropolitan Water District	Comal County Judge	Texas Historical Commission
Canyon Regional Water Authority	Comal ISD	Texas Parks and Wildlife Department - Biologist
City of Cibolo	Edwards Aquifer Authority	Texas Parks and Wildlife Department - Region 5
City of Converse	EPA Regional Administrator	TxDOT Environmental Affairs Division
City of Garden Ridge	Federal Highway Administration	Union Pacific Railroad
City of Kirby	Federal Transit Administration	US Army Corps of Engineers - Canyon Lake
City of Live Oak	FHWA - Texas Division Urban Engineer	US Army Corps of Engineers – Regulatory Division
City of New Braunfels	Guadalupe County Judge	US Department of the Interior – Office of Environmental Policy and Compliance
City of Olmos Park	Joint Base San Antonio	US Fish and Wildlife Service – Austin Ecological Services
City of San Antonio - Capital Improvements	Lone Star Rail	US Fish and Wildlife Service – San Antonio
City of San Antonio – Mayor’s Office	Northeast ISD	USDA National Resources Conservation Service
City of San Antonio – Public Works	Office of Military Affairs	VIA Metropolitan Transit - Public Affairs

Meeting invitation letters were sent out by TxDOT and Alamo RMA to TAC members in advance of each of the scheduled meetings. Letters included a summary of the PEL Study, topics to be discussed, and

previous meeting summaries, as applicable. **Table 2** provides meeting dates and topics discussed at each of the TAC meetings. Summaries of the IH 35 PEL TAC meetings are available in **Appendix A**.

Table 2: TAC Meeting Dates and Topics Discussed	
Date	Purpose/ Meeting Highlights
October 31, 2011	<ul style="list-style-type: none"> • Identify PEL Study issues, goals, and objectives • Initiate agency coordination; Introduce PEL concept • Initiate agency input regarding mobility problems and goals
January 30, 2012	<ul style="list-style-type: none"> • Present Study input to date from the CAC and general public • Begin discussion of potential alternatives
May 22, 2012	<ul style="list-style-type: none"> • Present and discuss universe of alternatives • Discuss methodology that will be used to further evaluate alternatives
September 21, 2012	<ul style="list-style-type: none"> • Review alternative concept development and screening process • Discuss results of the PEL Study • Identify next steps

3.2 Community Advisory Committees

Representatives from neighborhood associations, community organizations, churches, schools, businesses, chambers of commerce, and other stakeholders were invited to participate in the CAC. Meeting invitation letters were sent out by TxDOT and Alamo RMA to CAC members in advance of each of the scheduled meetings. Letters included a summary of the PEL Study, topics to be discussed, or previous meeting summaries, as applicable. **Table 3** is a listing of organizations contacted to participate on the CAC.

Table 3: Organizations Contacted for Participation on the Community Advisory Committee		
San Antonio Growth for the Eastside	Northeast Independent School District	H-E-B
Texas A&M – San Antonio	San Antonio Just Transportation Alliance	Judson Independent School District
The Real Estate Council of San Antonio	RediFuel	New Braunfels Chamber of Commerce
Randolph Metrocom Chamber of Commerce	United Homeowners Improvement Association, Inc.	Sisters of the Holy Spirit Covenant
Rackspace Managed Hosting	Pfluger Associates Architects	Military Transformation Task Force
VIA Metropolitan Transit	West Fort Neighborhood Alliance	Greater San Antonio Chamber of Commerce
Schertz-Cibolo-Universal City Independent School District	AT&T Center	Northeast Lakeview
Alamo City Black Chamber	Alamo Beer	Northeast Partnership for Economic Development

Table 3: Organizations Contacted for Participation on the Community Advisory Committee		
Greater Bexar County Council of Cities	Alamo Regional Mobility Association	St. Philip's College
North San Antonio Chamber of Commerce	Nick's Drug and Beauty Supply Store	San Antonio College
Hemisfair Park Area Redevelopment Corporation	Government Hill Alliance	San Antonio Tourism Council
Terrel Heights	Resurrection Baptist Church	Neighborhood First Alliance
KROV FM Radio	San Antonio Housing Authority	New Creation Christian Fellowship Church
Communities Organized for Public Service and the Metro Alliance	Kruger Hills Neighborhood Association	District 10 Neighborhood Alliance
Dignowity Hill Neighborhood Association	Gervin Center	

Table 4 provides meeting dates and topics discussed at each of the CAC meetings. Summaries of the IH 35 PEL CAC meetings are available in **Appendix B**.

Table 4: CAC Meeting Dates and Topics Discussed	
Date	Purpose/ Meeting Highlights
November 9, 2011	<ul style="list-style-type: none"> • Define CAC role • Provide background on the PEL Study • Gather CAC input on current relevance of previously identified safety and mobility concerns within the IH 35 PEL Study Area
February 2, 2012	<ul style="list-style-type: none"> • Solicit suggested revisions to the PEL Study Need and Purpose statement • Gather input for the upcoming public workshops • Collect feedback on assessment criteria proposed for the subsequent alternatives development process
May 22, 2012	<ul style="list-style-type: none"> • Examine results of initial screening of alternatives meeting the PEL Study Need and Purpose • Examine evaluation factors to be used in subsequent alternatives analysis
September 18, 2012	<ul style="list-style-type: none"> • Review alternative concept development and screening process • Discuss results of the PEL Study • Identify next steps

4.0 Other Coordination

In addition to the TAC and CAC meetings, the project team sent formal scoping letters to agencies to request input and participation, and met individually with agencies and organizations to discuss the PEL

Study and get feedback on potential issues and solutions. The sections below provide an overview of these coordination efforts.

4.1 Agency Scoping Letters

In December 2011, scoping letters were sent out to representatives of state, federal, and local agencies to inform them of the IH 35 PEL Study and to solicit their participation and input in the Study. An Agency Scoping Fact Sheet describing the Study Area, the PEL process, and elements of the draft Need and Purpose was sent out along with the scoping letters. Scoping letters and Agency Scoping Fact Sheets were sent to the individuals listed in **Table 5**.

Table 5: Recipients of Scoping Letter and Agency Scoping Fact Sheet	
Representative	Agency
Allison Arnold	U.S. Fish and Wildlife Service Ecological Services Field Office
Stephen Brooks	U.S. Army Corps of Engineers
Adrienne Campbell	Texas Historical Commission
Karen Clary	Texas Parks and Wildlife
Theresa Claxton	Federal Highway Administration
Peggy Crist	Federal Transit Administration
Vicki Crnich	Texas Department of Transportation
Dean Danos	Alamo Area Council of Governments
David Davenport	Canyon Regional Water Authority
William Gallier	Bexar Metropolitan Water District
Richard Garcia	Texas Commission on Environmental Quality
Donald W. Gohmert	Natural Resources Conservation Service
Randy Holman	Joint Base San Antonio
Isidro Martinez	San Antonio/Bexar County MPO
Robert Puente, J.D.	San Antonio Water System
Suzanne Scott	San Antonio River Authority
Willie Taylor	U.S. Department of the Interior
Tim Trevino	Alamo Area Council of Governments
Mark Vickery, P.G.	Texas Commission on Environmental Quality
Gary Young	U.S. Fish and Wildlife Service

Responses to scoping letters were received from U.S. Army Corps of Engineers (USACE) Regulatory Branch in Fort Worth, the San Antonio Water System (SAWS), and the USDA Natural Resources Conservation Service (NRCS). The USACE response included the name of the Regulatory Specialist assigned to the PEL Study. SAWS responded to inform the PEL Study Team of the Texas Commission on Environmental Quality (TCEQ) water quality standards attainment status of streams in the PEL Study Area. The NRCS response included a reminder to the PEL Study Team to take into consideration potential impacts to prime farmland soils. **Appendix C** includes a sample scoping letter, the Agency Scoping Fact Sheet, and the agency responses that were received.

4.2 Federal Highway Administration

A meeting to kick-off the PEL Study was held with TxDOT, Alamo RMA, and FHWA on October 20, 2011. Meetings with FHWA were also held at project milestones and were primarily related to consistency of the PEL process with FHWA guidance and review of various components of the PEL Study Report such as development of the need and purpose statement, traffic modeling, and alternatives development. **Table 6** provides meeting dates and highlights from the FHWA coordination meetings. Meeting notes are included in **Appendix D**.

Table 6: Summary of FHWA Coordination	
Date	Purpose/ Meeting Highlights
October 20, 2011	<ul style="list-style-type: none"> • PEL Study Kick-off Meeting with FHWA • FHWA approval of proposed PEL Study plan • FHWA advised close coordination with San Antonio-Bexar County Metropolitan Planning Organization (MPO) • FHWA emphasized use of PEL Questionnaire¹ as a guide • FHWA emphasized importance of clearly defining process with public • FHWA requested opportunity to review public meeting materials
March 6, 2012	<ul style="list-style-type: none"> • Review of PEL Study status, including public input received to date • Review of need and purpose statement • Discussion of consistency of PEL Study with MPO Long-Range Transportation Plan and I-35 Corridor Advisory Committee (My 35) Plan • Discussion that FHWA would provide a letter of acceptance of the PEL Study and classification letter for NEPA at the end of the study • Discussion that FHWA would provide feedback on interim draft reports • FHWA requested presentation of the updated traffic data prior to reviewing the draft Purpose and Need technical report
April 25, 2012	<ul style="list-style-type: none"> • Review results of PEL Study traffic modeling • FHWA requested that TxDOT Transportation Planning and Programming Division also review the traffic modeling methodology and results.

4.3 San Antonio-Bexar County MPO

The PEL Study concept was presented to the San Antonio-Bexar County MPO on September 26, 2011. The presentation included an overview of the proposed schedule and proposed participants. At the meeting, the IH 35 PEL Study project team recommended inclusion of the PEL Study into the MPO's Unified Planning Work Program and requested MPO participation in the TAC. Updates on PEL Study progress, including summaries of CAC, TAC, and public involvement, were presented in subsequent meetings held March 5, 2012 and December 3, 2012. Additionally, the MPO provided a letter to TxDOT

¹ Federal Highway Administration. Planning and Environmental Linkages Questionnaire. http://environment.fhwa.dot.gov/integ/pel_quest.asp

and the Alamo RMA indicating their participation in the Study. The MPO also adopted a resolution of support for the Study on January 28, 2013. The letter received from the MPO and copy of the resolution of support are included in **Appendix E**.

4.4 Texas Historical Commission

Cultural Resource Specialists from TxDOT and the Texas Historical Commission (THC) met on June 15, 2012 to review the project and discuss any concerns with regard to potential impacts. The historic-age cutoff date for any subsequent NEPA Study was discussed for compliance with THC guidelines. The THC encouraged further coordination throughout the PEL process and felt that the materials presented provided an appropriate basis for their review of the project. Meeting notes are included in **Appendix D**.

4.5 VIA Metropolitan Transportation

TxDOT, Alamo RMA, and VIA Metropolitan Transportation (VIA) officials met on May 23, 2012 to discuss the PEL Study to date, including the alternative concepts identified through public and technical committee involvement. It was pointed out that none of the alternatives precluded implementation of high capacity transit in the PEL Study Area. VIA expressed support for the PEL Study and responded that the PEL Study concepts were consistent with the VIA Long Range Plan. Proposed long-range transit improvements in the PEL Study Area vicinity were also discussed. Meeting notes are included in **Appendix D**.

4.6 Lone Star Rail

TxDOT met with Lone Star Rail (LSR) District officials on August 16, 2012 to discuss the PEL Study to date, including the alternative concepts identified through public and technical committee involvement. Lone Star Rail District officials provided an update on the LSR project, including an expected capacity of 4,000 people per hour at full build-out in 2035. LSR expressed support for the PEL Study, noting that the LSR project could provide some congestion relief within the IH 35 PEL Study Area but could not meet the purpose and need identified in the IH 35 PEL Study on its own. Meeting notes are included in **Appendix D**.

4.7 Joint Base San Antonio

TxDOT met with Joint Base San Antonio (JBSA) officials on August 28, 2012 to discuss the PEL Study to date, including the alternative concepts identified through public and technical committee involvement. JBSA officials also provided a briefing on the base mission, functions, and organization. In addition to reviewing the milestones of the IH 35 PEL Study, TxDOT also provided updates on near term transportation improvements currently being implemented in the Study corridor. Meeting notes are included in **Appendix D**.

5.0 Elected Officials Meeting

Meetings with elected officials were held throughout the PEL Study to inform them of the Study and solicit feedback and participation. The following officials participated in a meeting with TxDOT and Alamo RMA:

- Congressman Charles Gonzales
- State Representative Joe Farias
- State Representative Ruth Jones-McClendon
- State Senator Leticia Van de Putte
- Councilwoman Ivy Taylor City of San Antonio
- Councilman Carlton Soules, City of San Antonio
- Mayor Mary Dennis, City of Live Oak
- State Senator Jeff Wentworth

6.0 Conclusion

As documented in this report, agency and stakeholder coordination was comprehensive and occurred early and throughout the PEL Study process. The information obtained from the agency and stakeholder coordination efforts will be carried forward into further project development efforts and environmental studies (NEPA). It is anticipated that the agencies and stakeholders will also be re-engaged in the NEPA process to ensure continued coordination in project development. Agency coordination was integral to the development of transportation solutions for the IH 35 PEL Study and will continue to be essential throughout future project-level studies and implementation efforts.



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APPENDIX A – TECHNICAL ADVISORY COMMITTEE MEETING NOTES

IH 35 Planning and Environmental Linkages Study
Technical Advisory Committee – Meeting Notes
Alamo Area COG Board Room, San Antonio
October 31, 2011

Welcome/Introductions

Leroy Alloway with Alamo Regional Mobility Authority welcomed invitees to the first Technical Advisory Committee (TAC) meeting for the IH 35 Planning and Environmental Linkages (PEL) Study in the San Antonio region. He explained that the purpose of today's meeting was to define the TAC role, provide background and information on the IH 35 PEL Study, and gather input from the TAC on the current problems and needs on IH 35, as well as confirm whether problems and goals previously identified in the 1996 Major Investment Study (MIS) are still relevant. This meeting is also intended to begin the official agency scoping process for the study. Mr. Alloway explained that the meeting would include a presentation followed by a TAC work session. TAC members were then asked to introduce themselves.

Presentations

Mr. Alloway, presented an overview of the IH 35 PEL Study concept, including the study process and timeline. Mr. Alloway also discussed the role of TAC members which is to serve as technical representatives for their agency to assist in planning for transportation improvements on IH 35 from Hubertus Road/FM 1103 in Schertz to IH 37/US 281 in downtown San Antonio and Loop 410 from IH 35 in northeast San Antonio to I-10. Jonathan Bean from the TxDOT San Antonio District office then presented the background of the IH 35 PEL Study, including information from the 1996 Northeast I-35 Corridor MIS. A copy of the presentation is attached. An opportunity for discussion followed the presentation.

Small Group Work Session

The TAC members divided into two groups in order to facilitate a work session where they could discuss the previously identified problems and needs from the 1996 Northeast I-35 Corridor MIS and identify any additional problems and needs in the IH 35 PEL study area. TAC members were provided a summary of the problems, needs, and goals identified in the 1996 Northeast I-35 Corridor MIS (handout attached). Each group was facilitated by project staff and discussion was recorded on flipcharts. A roll plot of the IH 35 PEL study area was also provided to aid in discussion of the corridor. At the conclusion of the work session the group facilitators read through the list of problems and needs identified by each group. A list of the problems and needs identified by the TAC members is attached.

The TAC members generally confirmed that the problems identified in the 1996 MIS are still problems in the corridor and that the previous problem statement from the 1996 appears to still be relevant.

Closing Comments

Mr. Alloway informed the TAC members that a Community Advisory Committee meeting would be held on November 9th and a round of public meetings would be held on November 16th and 17th. The next TAC meeting would be held sometime in January, 2012 before the next round of public meetings. Mr. Alloway asked the TAC members to complete the member information form and the comment form for today's meeting before leaving.

IH 35 PEL Study
Technical Advisory Committee Meeting
Group Work Session Notes
October 31, 2011

Group Work Session - The TAC broke into two groups for the group work session to discuss whether the problems, purpose and need statement, and goals identified in the Northeast (IH35) Corridor Major Investment Study (MIS) were still relevant. The groups were provided a handout with lists of the previously identified problems and goals, and were asked to modify the lists or add any problems, needs or goals they thought should be included in this current PEL study. The following is a summary of the problems and needs discussed by the two TAC work groups:

TAC Group 1

- Lack of HOV/mass transit in the 1996 MIS
- Concerns about increased traffic in Brooke Army Medical Center (BAMC) area
- Choke points along corridor at BAMC and 1604 (other locations marked on Study Area scroll plot map)
- Need to consider commercial and residential roads along IH 35
- Every issue in MIS is still relevant except the helipad which is gone
- Consider park and ride locations
- Live Oak is not part of the bus/transit (VIA) service area
- Issues with rail lines
- Competing jurisdictional areas along corridor
- Loop 410 is the hazmat route for city
- Consider designated lanes for trucks
- Connector for SH 130 to IH 10 for hazmat routing
- Loop 1604 should be completed to 6 lanes to I-10
- Consider upper deck on IH 35
- Not enough emphasis on mixed use development
- Hazmat facilities within the IH 35 corridor may be an issue
- Concern for impacts to a park in Cibolo off of FM 78
- Randolph Air Force Base is a historical district
- Concern about floodplain areas
- No good alternate route to IH 35 because other arterials have at-grade train crossings

TAC Group 2

- Lack of turnarounds for north and south bound lanes on FM 3009
- Need to consider potential ridership for rail
- Rail lines will continue to interrupt traffic but the Lone Star Rail District hopes to alleviate some of the train traffic

- 1996 MIS is missing transit discussion and options
- Concern that transit be a viable alternative
- Air Quality should be a priority
- Cibolo is concerned with a road between IH 10 and IH 35
- Traffic from other highways spills onto FM 3009 which then funnels onto IH 35
- Schertz would like to expand FM 1518

**IH 35 Planning and Environmental Linkages Study
Technical Advisory Committee – Meeting Notes
Alamo Area COG Board Room, San Antonio
January 30, 2012**

Welcome/Introductions

Leroy Alloway with Alamo Regional Mobility Authority welcomed invitees to the second Technical Advisory Committee (TAC) meeting for the IH 35 Planning and Environmental Linkages (PEL) Study in the San Antonio region. He explained that the purpose of today's meeting was to update the TAC on activities since the last meeting, and to discuss and get input from the committee on the evaluation methodology that would be used to evaluate alternatives. Mr. Alloway explained that the meeting would include a brief presentation followed by a small group work session. TAC members and project staff were then asked to introduce themselves.

Mr. Alloway asked the TAC to review and provide any comments on the draft meeting minutes from the October 31, 2012 TAC meeting. A copy of the meeting minutes were included with the mailed TAC meeting invitation and provided in the handout materials distributed at the meeting. No comments were received from the TAC members.

Presentations

Jonathan Bean with the TxDOT San Antonio District presented the draft Need and Purpose statement that has been prepared for the IH 35 PEL Study based upon the input and suggestions from the TAC, Community Advisory Committee, and the general public. Mr. Bean reviewed some of the input received from the committees and the public. The TAC was then provided an opportunity to ask questions or comment on what was presented so far.

During the presentation, Mr. Bean informed the TAC that a draft environmental resources map had been prepared for the IH 35 PEL Study Area and was available at the meeting for the TAC to review and mark any resources that appear to be missing or areas that need to be updated. He stated that information on the environmental resources in the study area could help with development and evaluation of potential alternatives.

Mr. Bean then stated that a handout of the alternatives presented in the 1996 Northeast (IH 35) Corridor Major Investment Study (MIS) were provided in the meeting handouts for the committee to use as a starting point for discussion about potential alternatives to consider in the IH 35 PEL Study, and to generate ideas about factors to consider in the evaluation process. He asked that the TAC provide input on any other potential alternatives they would like to consider in this study and indicated that these could be long- or short-term solutions. Mr. Bean discussed some of the most frequently supported solutions from the November 2011 public meetings. Mr. Bean then presented some possible factors that could be used in evaluating any proposed alternatives. A copy of the 1996 MIS alternatives handout, possible evaluation factors handout, and the presentation is attached.

Small Group Work Session

Mr. Alloway introduced the small group work session and asked that the TAC divide into two groups to discuss possible factors that could be used in evaluating proposed alternatives. Mr. Alloway explained

that at this stage of planning, it would be appropriate to consider qualitative measures in the evaluation methodology, then more quantitative measures could be examined in the subsequent environmental process. A handout of the possible evaluation factors was included in the handouts for the TAC to use in discussion. Each group was facilitated by project staff and discussion was recorded on flipcharts. A list of the items discussed by each group is attached.

Closing Comments

Mr. Alloway informed the TAC members that the second Community Advisory Committee meeting would be held on February 2nd, and a round of public meetings would be held on February 22nd and 23rd. Mr. Alloway stated that TAC members would be receiving information on the public meetings, and asked that they help advertise for the meetings. A TAC member requested a copy of the presentation. Mr. Alloway stated that the presentation can be emailed to the committee members.

IH 35 PEL Study
Technical Advisory Committee Meeting
Group Work Session Notes
January 30, 2012

Group Work Session - The TAC broke into two groups for the group work session to discuss possible factors that could be used in evaluating potential alternatives. The groups were provided a handout with evaluation factors pulled from the 1996 Northeast (IH 35) Corridor Major Investment Study (MIS) and input from the stakeholders and public, and were asked to modify or add any factors they thought should be included in this current PEL study. The following is a summary of the group discussions.

TAC Group 1

General Comments:

- Suggestion made to make sure all the factors tie back to the Need and Purpose
- Suggestion made to determine how or if the measures will be weighted

Mobility:

- Suggestion was made to define “improve mobility” to mean at least Level of Service D in the 25-year planning horizon
- Suggestion was made to define “improve travel time” to mean conditions would not be worse than they are today
- Suggestion was made to reword “offer alternatives to single occupancy vehicle use” to call out various options such as alternate work hours, carpool, telecommuting
- Suggestion was made to add “Operational” as a factor (or could go under Mobility) to make sure that we maximize all options first (such as superstreet, restriping, etc.)
- A comment was made that this project should complement other modes of travel and support VIA and Lone Star Rail plans

Safety:

- Suggestion was made to reword “Improve specific locations at which crashes often occur” to “improve crash rates”
- Suggestion to consider improvements to wrong-way driving as a subset to “improve crash rates”
- Suggestion was made to reword the Need and Purpose to say maintenance deficiencies instead of structural deficiencies. Structural deficiencies would be included under maintenance deficiencies and may be more clear to the public
- Suggestion was made to move “Separate trucks from cars” to Mobility, and reword under Safety to “Improve truck/car interaction”
- FHWA cautioned against preventing trucks from using the facility because an equal facility for trucks would need to be provided.

- The group questioned if demand exists for bicycle lanes in the corridor? Suggestion to consider how transit/bike/pedestrian would play into the connectivity of the facility to neighborhoods and economic centers.

Economic Development:

- Suggestion was made to add people to “reduce goods movement delay” to reflect the need to reduce commuter delays
- Suggestion was made to revise “support” economic development in the need and purpose to downplay implication that the project encourages economic development
- Suggestion was made to combine “reduce freight and passenger movement conflicts” with “improve truck/car interaction” under Safety
- Suggestion was made to reword “improve connectivity...” to say “improve intermodal connectivity with other transportation modes”

Feasibility:

- Suggestion was made to reword “achieve reasonable project cost” to “maximize cost benefits”
- Suggestion was made to reword “utilize and existing or anticipated funding source” to “utilize alternative and existing funding sources”
- Suggestion was made to combine “minimize construction completion time” and minimize construction complexity”

Environmental Impacts:

- Suggestion was made to combine “minimize noise impacts” and “minimize visual impacts”
- Suggestion was made to add “maximize air quality”
- Suggestion was made to add “enhance quality of life”
- Suggestion was made to add “minimize socio-economic inequalities”
- Suggestion was made to add “minimize impacts to listed species and unique habitats”

TAC Group 2

General Comments:

- VIA confirmed that they had evaluated rail transit in their long-range plan, but only conceptually. The intent was not to compromise the separate plans of Lonestar Rail.
- VIA would like to see multiple modes of transportation considered. They would include criteria that measures potential ridership, cost effectiveness, ridership models and best locations for Park-and-Rides. VIA suggested adding “Improve Multi-modal Access” as a criteria.
- Concern was expressed that work done to date on short-term improvements in the corridor would be compromised by improvements recommended by the IH 35 PEL Study. This concern was alleviated by explaining that the IH 35 PEL Study would consider the short-term improvements in its “Base Case”.

- Suggestion to look at the economic impacts of congestion, can improved travel times improve quality of life.
- It was discussed that the IH 35 PEL Study is a 30,000-foot perspective with a goal of setting aside corridors for improvements without jeopardizing effectiveness of other modes of transportation or other transportation plans.
- It was discussed that it is important to inject flexibility, because of the variability of implementation times and the variable public acceptance of new things (rail, etc.). Roads are needed by smaller communities to even access rail. Any plans should be responsive to public preferences.
- Federal Highway Administration (FHWA) and TxDOT-Environmental Affairs Division (ENV) TAC members emphasized the need for a clear connection between the evaluation criteria and the Need and Purpose.
- FHWA suggested revising the first sentence of the Need and Purpose statement to remove “cost effective” and just let it read “...develop transportation alternatives”
- The group was asked whether they agreed with the five evaluation factors presented or if they would like to modify them. Modifications suggested by the group are:
 - Economic Development
 - TxDOT-ENV and FHWA indicated it would be better to rename this “Economic” and not confine the evaluation to just economic development.
 - FHWA commented that “System Linkage and Connectivity with other transportation modes” is in their guidance, and should be included under “Economic”. However, it was noted that a very similar criteria is already stated in the current Economic Development section.
 - Safety
 - Suggestion was made to take out the first two items. Group noted that evaluating crash sites is too short-term for a planning-level document.
 - Suggestion was made that a text system or advanced warning system was needed before entrance to IH-35 to give people warning that something is wrong on the interstate before they get on.
 - Feasibility
 - Suggestion was made to change “Improving Public Support” to Increase Public Awareness.
 - Environmental Impacts
 - Suggestion was made to not make Environmental Impacts a stand-alone evaluation factor. Suggestion was made to move it under Feasibility noting that if you list one environmental factor, you have to list them all, and this may be premature for this study.

**IH 35 Planning and Environmental Linkages Study
Technical Advisory Committee (TAC) – Meeting Notes
Alamo Area COG Board Room, San Antonio
May 22, 2012**

Welcome/Introductions

Leroy Alloway with Alamo Regional Mobility Authority welcomed invitees to the third Technical Advisory Committee (TAC) meeting for the IH 35 Planning and Environmental Linkages (PEL) Study. TAC members and project staff were then asked to introduce themselves. Mr. Alloway pointed out that a copy of the meeting notes of the January 30, 2012 TAC meeting were included with the mailed TAC meeting invitation and were also provided in the handout materials distributed at today's meeting. He asked, in the interest of time, that the TAC review the minutes on their own and provide any comments at a later date.

Presentation

Mr. Alloway then proceeded directly into the presentation, explaining first that the purpose of today's meeting was to bring everyone up to date on the progress of the study, to present the universe of stand-alone alternatives considered to date, and to solicit their input on the current task of screening those alternatives. He noted that two rounds of technical advisory committee TAC and community advisory committee (CAC) meetings have been completed in addition to two rounds of Public Workshops (four workshops total). Public workshop reports are available at the Alamo RMA office, TxDOT San Antonio District office, eight public libraries in the study area and online at www.time_for35.com. He then mentioned that the draft need and purpose statement, possible alternatives to be considered, and criteria to be used in evaluating alternatives have been developed to date based upon input received from the public and the TAC and CAC.

Jonathan Bean from the TxDOT San Antonio District office then presented the universe of stand-alone alternative concepts, noting that information from previous studies and input received from the TAC and CAC was used in the development of the concepts. Mr. Bean walked the TAC through each alternative concept and stated that TxDOT and the Alamo RMA would like feedback on the proposed alternative concepts to be considered in this study. Mr. Bean also explained the two-phased alternatives screening process developed to evaluate the alternative concepts. He presented the results of the Phase I alternatives screening which was used to determine if an alternative concept met the purpose and need developed for this study. He then explained that the next step in the alternatives screening approach (Phase II) would be a more quantitative measure of the alternative concepts that met the purpose and need based upon the evaluation factors developed by the TAC. A copy of the presentation is attached.

Group Discussion

The TAC was given some time to study the hand-out graphics of the alternatives and the matrix outlining the rationale used by the technical staff in the Phase I Screening Process. Mr. Bean then led a discussion to get feedback from the TAC on the alternative concepts and the screening approach.

A TAC member asked if the technical staff had considered innovative emergency response plans like the plan implemented by Seattle-Topeka, which has shown promise in clearing incidents quickly from major roads and highways. It was explained that a portion of available funding was being used by the Department to conduct a separate study into that issue.

Justin Ham (FHWA) commented that the Expansion Alternatives may actually be “one build alternative” with the implementation method (at-grade, elevated, depressed, partially elevated) being options within that alternative concept. This approach was confirmed, adding that the options were included as alternatives to show the full range of possible build scenarios.

A TAC member asked about entry/exit ramp issues at Rittiman Road and whether improvements would include direct connectors at this location. Jonathan Bean (TxDOT-SA) stated that a right-hand direct connector was already being considered as a separate project.

The process for eliminating alternative concepts from further study was discussed. It was explained that in considering a full range of alternatives, each were first evaluated against the purpose and need. If an alternative did not meet the entire purpose and need as a stand-alone alternative, it was eliminated but only to the extent that it could not satisfy the purpose and need on its own merit. It was discussed that implementation of an eliminated alternative would still be possible as a complementary improvement under any alternative concept chosen. Furthermore, the intent would never be to exclude a complementary improvement but to encourage it.

It was discussed that the MPO plan calls for 6 to 8 additional lanes on IH 35. The elimination of bus transit and rail as alternatives was discussed and it was mentioned that previous analysis for the My35 Project supported the contention that rail- and bus-only alternatives would not siphon off enough traffic to support those solutions as stand-alone alternatives. Christina Castano (VIA) stated that the VIA long range plan identifies a north-south corridor that includes the IH-35 corridor. It was mentioned that further discussion of the VIA long-range plan is anticipated at the upcoming coordination meeting.

A TAC member questioned the “-only” designation attached to the alternatives concepts, such as Rail Only. It was discussed that the designation was added to show that we are considering alternatives concepts individually (stand-alone), which will allow identification of alternatives that could complement the entire transportation system if they can’t meet the need and purpose on their own merit.

A TAC member asked whether SH 130 can help mobility on IH 35. It was discussed that that recent traffic modeling indicates that SH 130 has only a marginal ability to draw traffic from IH 35.

A TAC member asked if the Phase II alternatives concepts evaluation would bring in the complementary alternatives. It was discussed that a similar approach to alternatives evaluation was used for the US 281 and Loop 1604 projects and those both identified complimentary alternatives.

A TAC member observed that costs for elevated alternatives would far exceed at-grade alternatives. Also, some of the build alternatives being advanced may actually eliminate some access resulting in a negative impact on economic development. It was discussed that later studies will delve into balancing competing costs and benefits. Although some comparisons can be made in this PEL study, NEPA will ultimately be the appropriate place to explore the range of positive and negative impacts of feasible alternatives.

Closing Comments and Next Steps

Mr. Alloway informed the TAC members that two public workshops would be held on June 12th and 13th, 2012, and asked for help in garnering support of the upcoming public workshops. He also mentioned that the next TAC meeting would likely be held in late summer.

**IH 35 Planning and Environmental Linkages Study
Technical Advisory Committee - Meeting Notes**

**Alamo Area Council of Governments
Al J. Notzen III Board Room
8700 Tesoro Drive
San Antonio, TX 78217**

September 20, 2012

Welcome/Introductions

Jonathan Bean with Texas Department of Transportation (TxDOT) welcomed invitees to the fourth and final Technical Advisory Committee (TAC) meeting for the IH 35 Planning and Environmental Linkages (PEL) Study, and invited participants to introduce themselves. Mr. Bean pointed out that a copy of the meeting notes of the May 22, 2012 TAC meeting are included with the handout materials distributed at today's meeting, and requested any feedback. Mr. Bean stated that the purpose of this meeting is to present the results of this year-long study.

Presentation

Mr. Bean then proceeded directly into the presentation with an overview of the development of the need and purpose statement, alternative concepts that were considered, and the process and criteria that was used to evaluate the alternative concepts. Mr. Bean stated that agency, committee, and public input were considered at every step in the PEL process. Mr. Bean then explained the Phase II Alternative Concepts Evaluation examined the relative mobility benefits and potential impacts that each of the three broad alternative concepts could have. He stated that based on the results of the Phase II alternative concepts evaluation, it is recommended that the alternative concept involving construction of additional roadway capacity on the existing IH 35 facility be carried forward into NEPA. Project specific determinations, such as the number of lanes to add to existing IH 35, design and construction approaches (i.e., elevated, at-grade, depressed, or some combination), and project financing (tolling, managed lanes, general purpose lanes) would be made during the NEPA process.

Mr. Bean stated that the overall results of the study included identification of the need and purpose, identification of the affected environment, elimination of several concepts from further study as standalone solutions, recommendation of two alternative concepts for further study in NEPA, involvement of the public and agencies throughout the study, and documentation of the planning effort to inform NEPA. Mr. Bean explained the next steps in the PEL study are to present this information to the public at upcoming public meetings, finalize the reports, request Federal Highway Administration concurrence, and then begin the NEPA process. A copy of the presentation is attached.

Discussion

Mr. Bean led a discussion to get feedback from the TAC on the information presented.

A comment was made regarding the number of lanes proposed for any interchange improvements in order to improve congestion. It was discussed that detailed design of any improvements would occur in the NEPA phase, and that the configuration of interchange improvements could be influenced by geometry and impacts or constraints.

It was discussed that the alternative concepts evaluated in this PEL study are for the 25-year planning horizon consistent with the Metropolitan Planning Organization (MPO) Metropolitan Transportation Plan for 2035 (MTP). It was also discussed that the short term improvements to I-35, such as the additional auxiliary lane between FM 3009 and Loop 1604, were included in the existing baseline conditions for the PEL study.

A comment was made to strengthen the message of how the complementary transportation solutions will be considered in NEPA. It was discussed that as the project is further developed, opportunities to complement other transportation plans, such as VIA's and Lone Star Rail's, will continue to be explored.

A comment was made as to the cost of any proposed improvements. It was discussed that this study did not consider costs since the alternatives developed were conceptual. It was also discussed that improvements to IH 35 in this study area are listed in the fiscally constrained portion of the MTP and is indicated in the plan as a potential Comprehensive Development Agreement project. However, the method of funding can change as other funding is identified.

It was discussed that SH 130 was considered in the traffic modeling to the extent possible with the best available information. It was also discussed that demographic and growth data from the MPO was used in the traffic modeling. A concern was expressed that communities like Cibolo which have experienced substantial growth and have seen an increase in traffic diversions onto arterial roadways from I-35 are not being fully considered in planning. It was discussed that the MPO is undergoing an update to the MTP and that this potential under-representation may be a consideration.

The MPO commented that this PEL study meets the 6001 and 6002 sections of SAFETEA-LU. TxDOT Environmental Affairs Division (ENV) commented that this PEL study has provided a superior base for NEPA and has satisfied TxDOT ENV's expectations. Mr. Bean commented that the final PEL study would be made available to the TAC members.

Closing Comments

Mr. Bean informed the TAC members that two public workshops would be held on October 9th and 10th, 2012. He also invited members to call or email the study team with any questions or comments.



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Alamo Regional Mobility Authority
"Moving people faster"

APPENDIX B – COMMUNITY ADVISORY COMMITTEE MEETING NOTES

**IH 35 Planning and Environmental Linkages Study
Community Advisory Committee – Meeting Notes
VIA Board Room, San Antonio
November 9, 2011**

Welcome/Introductions

Leroy Alloway with Alamo Regional Mobility Authority welcomed invitees to the first Community Advisory Committee (CAC) meeting for the IH 35 Planning and Environmental Linkages (PEL) Study. He explained that the purpose of today's meeting would be to define the CAC role, provide background and information on the IH 35 PEL Study, gather input from the CAC on the current problems and needs on IH 35, confirming whether previously identified problems and goals are still relevant. Mr. Alloway explained that the meeting would include a presentation followed by a group work session. CAC members were then asked to introduce themselves.

Presentations

Mr. Alloway presented an overview of the IH 35 PEL Study concept, including the study process and timeline. Mr. Alloway also explained the charter of the Community Advisory Committee. Jonathan Bean from the TxDOT San Antonio District office then presented the background of the IH 35 PEL Study, including information from the 1996 Northeast I-35 Corridor Major Investment Study (MIS). A copy of the presentation is attached. An opportunity for discussion followed the presentation.

Small Group Work Session

The CAC members then moved into a roundtable work session facilitated by Rudy Rivera (RJ Rivera Associates). During this work session committee members identified problems and needs in the IH 35 PEL study area. To assist CAC members, a summary of the problems, needs, and goals identified in the 1996 Northeast I-35 Corridor MIS, as well as a list of additional problems and needs identified by the Technical Advisory Committee at their October 31, 2011 meeting was provided. As each problem was discussed, key points were recorded by project staff on a flipchart. A roll plot of the IH 35 PEL study area was also provided to aid in discussion of the corridor. At the conclusion of the work session the facilitator read through the list of problems and needs identified by the group. A transcription of the list of problems and needs is attached.

The CAC members generally confirmed that most of the problems identified in the 1996 MIS are still problems in the corridor and that the previous need and purpose statement from the 1996 MIS appears to still be relevant.

Closing Comments

Mr. Alloway informed the CAC members that two rounds of public meetings would be held on November 16th and 17th. The next CAC meeting would be held sometime in January before the next round of public meetings. Mr. Alloway asked the CAC members to complete the member information form and the comment form for today's meeting before leaving.

Community Advisory Committee – Meeting Notes
John Calvin Presbyterian Church Gym
8102 Midcrown Drive;
San Antonio, TX 78239
February 2, 2012

Welcome/Introductions

Leroy Alloway with Alamo Regional Mobility Authority (RMA) welcomed invitees to the second Community Advisory Committee (CAC) meeting for the IH 35 Planning and Environmental Linkages (PEL) Study, and invited participants to introduce themselves. He then provided a brief overview of what a Planning and Environmental Linkage Study is, and explained that the ultimate goal for the study is to identify several alternatives that could be taken into a National Environmental Policy Act (NEPA) study for more detailed evaluation.

Mr. Alloway also emphasized the importance of the Need and Purpose Statement, and referred members to the Need and Purpose handout in their meeting packets. He asked them to submit any recommended changes to the Draft IH 35 PEL Need and Purpose Statement by the following week so that their comments could be incorporated into the materials to be presented at the second round of public workshops, to be held in late February 2012.

Presentations

Jonathan Bean from the TxDOT San Antonio District office presented information on how the Draft IH 35 PEL Need and Purpose Statement was developed, specifically noting the incorporation of input received at the CAC and Technical Advisory Committee (TAC) meetings and the two public workshops held in Fall 2011. He also referred members to an environmental constraints map of the IH 35 PEL study area, which shows the environmental features to be avoided if at all possible during the alternatives development process. He then referred to the IH 35 Northeast Corridor 1996 Major Investment Study (MIS) handouts in the meeting packet to provide participants with a general idea of the solutions that were previously considered for IH 35, noting that these are simply starting points for discussion. He next presented five possible high-level evaluation categories that could be used to evaluate the alternatives identified through the IH 35 PEL Study process. He referred to the corresponding “Possible Alternative Evaluation Factors for Discussion” handout in the meeting packet, which lists the five evaluation categories and provides specific proposed objectives under each category. He stated that TxDOT and the Alamo RMA would like the CAC’s feedback on the proposed categories and objectives to ensure that they capture the universe of alternatives to be considered during the study. A copy of the presentation is attached.

Small Group Work Session

The CAC members then moved into a work session facilitated by Leroy Alloway. During this work session, Mr. Alloway walked committee members through each proposed objective included in the “Possible Alternative Evaluation Factors for Discussion” handout, asking for feedback on which objectives should be used as evaluation factors and what changes or additions (if any) should be made. For some proposed objectives, Mr. Alloway and Mr. Bean provided additional explanations and graphical examples of technical terms, such as Level of Service (LOS). They also mentioned the changes that had been suggested by TAC members at the January 31, 2012 TAC meeting. Key points were recorded by project staff on a flipchart. At the conclusion of the work session, Mr. Alloway told members that staff would prepare a revised list of draft evaluation factors to be considered in the IH 35 PEL Study, and would send it out to the CAC for review. A summary of the key points is attached.

Closing Comments

Mr. Alloway informed the CAC members that two public workshops would be held on February 22 and 23, 2012, and referred them to a workshop flyer included in the meeting packet. He also invited members to call or email the study team with any questions or comments, and asked them to provide their own contact information before leaving so that future meeting announcements and updates could be sent to them.

Community Advisory Committee –Group Work Session Notes
John Calvin Presbyterian Church Gym
8102 Midcrown Drive;
San Antonio, TX 78239
February 2, 2012

Group Work Session – Leroy Alloway facilitated a group work session to discuss possible factors that could be used in evaluating potential alternatives. The group was provided a handout with evaluation factors pulled from the 1996 Northeast (IH 35) Corridor Major Investment Study (MIS) and input from the stakeholders and public, and was asked to modify or add any factors they thought should be included in the current IH 35 PEL study. The following is a summary of the discussion:

Mobility:

- Members wished to add an objective to address ingress and egress issues.
- They generally agree on the following as the top three priorities:
 - Improve level of service
 - Improve travel time
 - Address congestion issues at ramps and interchanges [potentially adding the ingress/egress issues here]
- One member noted that it used to take people in San Antonio less than fifteen minutes to reach most destinations; this is no longer the case.
- Members voiced specific concerns about the interchange at IH 35 near the Texaco in Selma and the on-ramp at Eisenhower.
- Members had questions about the meaning of “Level of Service,” to which IH 35 PEL Study team staff provided a graphical explanation using PowerPoint slides.
- Members had questions about the meaning of “person throughput” and “through trip movements,” and IH 35 PEL Study team staff explained that through trips referred to traffic moving beyond the local area (eg, from Laredo or Mexico through San Antonio, north to other parts of Texas and beyond), and throughput referred to the number of people moving through the area at any given time.
- Members had questions about the meaning of “alternatives to single occupancy vehicle use,” and IH 35 PEL Study team staff explained that this could be anything from mass transit to telecommuting to High Occupancy Vehicle (HOV) lanes.
- Members asked if there are any cities that would serve as models for bicycle/pedestrian traffic. IH 35 PEL Study team staff said that Seattle and Portland would provide good examples.

Safety:

- Members generally agreed that Objective #1 (“Improve specific locations at which crashes often occur”) is an important objective.
- IH 35 PEL Study staff explained that some operational improvements are already being made to address immediate congestion needs and design and maintenance deficiencies.
- Members voiced concerns about safety issues for school buses trying to exit at Forum Parkway.
- Members had questions about the objective to “Separate trucks from cars,” and IH 35 PEL Study team staff explained that this could be anything from a dedicated truck lane to a local ordinance designating specific lanes for trucks to use.
- One member suggested adding an objective to find a safe route for trucks to prevent them from jack-knifing.

- Members questioned the relevancy of the objective to “Improve safety for bicyclists, pedestrians, and transit users” on IH 35, and IH 35 PEL Study team staff responded that this refers more to improving such facilities on and near the frontage roads to make alternative transportation options more viable and accessible in the corridor. Justin Ham, with the Federal Highway Administration (FHWA), added that his agency is implementing a nation-wide initiative to improve bicycle and pedestrian facilities to help those individuals who may otherwise not have access to or prefer vehicular transportation options.
- One member suggested improving linear creekways for bicyclists and pedestrians. Specifically, he suggested using NEPA funding to improve river north and other area near the creeks that run along IH 35. He also suggested making river north/south more pedestrian friendly if at all possible.
- One member mentioned the ongoing problem of distracted driving, and suggested that additional signage be added and placed well in advance of exits to provide adequate time for driver reaction.
- One member suggested adding crash cushions at on/off ramps. Mr. Ham said that this would potentially be covered by the “design and maintenance” objective.
- One member questioned if there was any way to control the large advertising signs along the highway. IH 35 PEL Study team staff responded that doing so is not part of the IH 35 PEL Study, and that signage in Texas is a private property rights issue and may only be removed if the owners are compensated.

Economic Development:

- Members expressed concerns about the potential construction-related and long-term impacts on local businesses.
- Members suggested adding a new objective regarding the economic impacts on the local community (including the potential for income loss due to construction). A similar objective could also be added under “Feasibility” to “Mitigate construction impacts.”
- One member cited the hotels and other businesses currently located along the IH 35 access road from Thousand Oaks to 410W as a specific example for potential construction and right of way impacts.
- Members questioned how businesses are compensated if they are within the area (right of way) needed for improvements, and IH 35 PEL Study team staff replied that they would be paid fair-market value.

Feasibility:

- Members suggested changing third feasibility objective to “Minimize need for additional right of way.”
- One member suggested providing incentives for contractors to finish early or on time and to work at night.
- Members suggested adding an objective to maintain or improve access to businesses or properties.
- Members agreed that receiving public support should be an overall project goal, but would be difficult to measure as a specific criterion.
- One member suggested making considerations for any signage or aesthetic changes that may be required for businesses to continue to be visible to drivers during or after construction.

Environmental Impacts:

- One member suggested that emergency stations and equipment be strategically located along the corridor to create improved access for responses to fires and fuel spills.
- IH 35 PEL Study team staff mentioned that the TAC had recommended changing the “Environmental Impacts” factor into a broader objective such as “Ensure compliance with all national and state environmental policies,” and moving it under the “Feasibility” evaluation factor. CAC members generally seemed to be in agreement with this idea.

Community Advisory Committee – Meeting Notes
John Calvin Presbyterian Church Gym
8102 Midcrown Drive
San Antonio, TX 78239
May 22, 2012

Welcome/Introductions

Leroy Alloway with Alamo Regional Mobility Authority (RMA) welcomed invitees to the third Community Advisory Committee (CAC) meeting for the IH 35 Planning and Environmental Linkages (PEL) Study, and invited participants to introduce themselves. He then provided a brief overview of what a PEL Study is, and explained that the ultimate goal for the study is to identify several alternatives that could be taken into the National Environmental Policy Act (NEPA) process for more detailed evaluation. Mr. Alloway pointed out that a copy of the meeting notes of the January 30, 2012 CAC meeting are included with the handout materials distributed at today's meeting.

Presentation

Mr. Alloway then proceeded directly into the presentation, explaining first that the purpose of the meeting was to bring everyone up to date on project progress, to present the universe of stand-alone alternatives considered to date and to solicit their input on the current task of screening those alternatives. He noted that two rounds of technical advisory committee (TAC) and CAC meetings have been completed in addition to two rounds of Public Workshops (four workshops total). He then mentioned that the draft need and purpose statement, possible alternatives to be considered, and criteria to be used in evaluating alternatives have been developed to date based upon input received from the public and the TAC and CAC.

Jonathan Bean from the TxDOT San Antonio District office then presented the universe of stand-alone alternative concepts, noting that information from previous studies and input received from the TAC and CAC was used in the development of the concepts. Mr. Bean walked the CAC through each alternative concept and stated that TxDOT and the Alamo RMA would like the CAC's feedback on the proposed alternative concepts to be considered in this study. Mr. Bean also explained the two-phased alternatives screening process developed to evaluate the alternatives. He presented the Phase I alternatives screening analysis which was used to determine if an alternative concept met the purpose and need developed for this study. He then explained that the next step in the alternatives screening approach (Phase II) would be a more quantitative measure of the alternative concepts that met the purpose and need. Mr. Bean led a discussion to get feedback from the CAC on the alternative concepts and the screening approach. A copy of the presentation is attached.

A comment was made by a CAC member that the Depressed Expansion alternative concept did not seem like a good stand-alone solution because of the disruption during construction and the issues with water diversion and flooding. It was discussed that during the Phase I alternatives concepts screening this concept met the purpose and need, but it would be evaluated further in the Phase II screening process to determine if it would be a reasonable concept to recommend for further study.

A comment was made by a CAC member that the New Location alternative concept did not seem like a reasonable solution because of how much land would be disturbed and the cost of constructing a new

facility. It was discussed that during the Phase I alternatives concepts screening this concept met the purpose and need, but it would be evaluated further in the Phase II screening process to determine if it would be a reasonable concept to recommend for further study.

Closing Comments

Mr. Alloway informed the CAC members that two public workshops would be held on June 12th and 13th, 2012, and referred them to a workshop flyer included in the meeting packet. He also invited members to call or email the study team with any questions or comments, and asked them to provide their own contact information before leaving so that future meeting announcements and updates could be sent to them.

**IH 35 Planning and Environmental Linkages Study
Community Advisory Committee – Meeting Notes
John Calvin Presbyterian Church Gym
8102 Midcrown Drive
San Antonio, TX 78239
September 18, 2012**

Welcome/Introductions

Jonathan Bean with Texas Department of Transportation (TxDOT) welcomed invitees to the fourth and final Community Advisory Committee (CAC) meeting for the IH 35 Planning and Environmental Linkages (PEL) Study, and invited participants to introduce themselves. Mr. Bean pointed out that a copy of the meeting notes of the May 22, 2012 CAC meeting are included with the handout materials distributed at today's meeting, and requested any feedback. He then provided a brief overview of what a PEL Study is, and explained that the ultimate goal for the study is to identify several alternatives that could be taken into the National Environmental Policy Act (NEPA) process for more detailed evaluation. Mr. Bean stated that this meeting is to present the results of the study.

Presentation

Mr. Bean then proceeded directly into the presentation with an overview of the development of the need and purpose statement, alternative concepts that were considered, and the process and criteria that was used to evaluate the alternative concepts. Mr. Bean stated that agency, committee, and public input were considered at every step in the PEL process. Mr. Bean then explained the Phase II Alternative Concepts Evaluation which examined the relative mobility benefits and potential impacts that each of the three broad alternative concepts could have. He stated that the results of this PEL study indicate that the alternative concept involving construction of additional roadway capacity of the existing IH 35 facility be carried forward into NEPA. Project specific determinations regarding the proposed number of lanes to add to existing IH 35, construction approaches (i.e., elevated, at-grade, depressed, or some combination), and project funding would be made during the NEPA process.

Mr. Bean presented the overall results of the PEL study which are anticipated to be carried forward into future NEPA study were:

- Identification of a need and purpose,
- Description of the affected environment,
- Recommendation of 2 alternative concepts to carry forward into NEPA, and
- Elimination of several alternative concepts from further study as stand-alone solutions.

Mr. Bean stated that the next steps in the PEL study are to present this information to the technical advisory committee and the public at upcoming meetings, finalize the reports, request Federal Highway Administration concurrence, and then begin the NEPA process. A copy of the presentation is attached.

Discussion

Mr. Bean led a discussion to get feedback from the CAC on the information presented.

A comment was made by a CAC member as to whether phasing of the project had been considered. It was discussed that construction phasing would be considered in the environmental and schematic design step as more details on the project develop.

A comment was made by a CAC member as to whether the urban/suburban characteristics of the corridor would be considered. It was discussed that these characteristics would continue to be a consideration, and that other data such as travel demand and possibly availability of funds may also be considered in future project development. It was discussed whether funds would be available by the time a project received the necessary approvals.

A comment was made by a CAC member as to whether any previous studies would show areas that are problematic. It was discussed that the PEL study had looked at previous studies and current environmental constraints analysis to determine potential fatal flaws. It was also mentioned that the intent of this study is to link previous planning efforts with current studies to ready a project for NEPA.

It was discussed whether passenger rail would impact demand on IH 35. It was stated that the IH 35 PEL study looked at projected rail ridership from the Lone Star Rail study, but determined that there would still be congestion on I-35 even with the option of passenger rail.

Mr. Bean discussed that the short-term operational improvements on I-35 between FM 3009 and Judson Road were let for construction in August 2012. He also mentioned I-35 operational improvements between I-410N and I-410S, which includes adding a lane in each direction and interchange improvements which would provide better access to Fort Sam Houston, are scheduled to begin construction next year. He stated that even with implementing these improvements, additional improvements to relieve congestion on I-35 will be necessary to meet the 2035 travel demand.

Closing Comments

Mr. Bean informed the CAC members that two public workshops would be held on October 9th and 10th, 2012. He also invited members to call or email the study team with any questions or comments.



APPENDIX C – SCOPING LETTERS AND RESPONSES



December 20, 2011

Allison Arnold
U.S. Fish and Wildlife Service Ecological Services Field Office
Compass Bank Building
10711 Burnet Road, Suite 200
Austin, TX 78758

Dear Ms. Arnold:

The Texas Department of Transportation and the Alamo Regional Mobility Authority are undertaking a Planning and Environmental Linkages Study (PEL) to resolve long-standing mobility issues in a 21.3-mile corridor of IH-35 bounded by FM 1103 (Hubertus Road) on the north and the IH-37/U.S. 281 interchange on the south. A 3-mile portion of Loop 410 from IH-35 to IH-10 is also included in the study (Study Area Map Attached).

The PEL methodology follows current guidance for linking the transportation planning and National Environmental Policy Act (NEPA) processes as described in Appendix A to 23 Code of Federal Regulations (CFR) Par 450 – Linking the Transportation Planning and NEPA Processes. This law provides authority for the integration of information and products developed in highway and transit planning into Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) NEPA evaluations.

The transportation planning products in this PEL study will document decisions made with respect to the following: project goals and objectives, need and purpose statement, affected environment, alternatives development, alternatives screening, impacts assessment and selection of preferred alternatives.

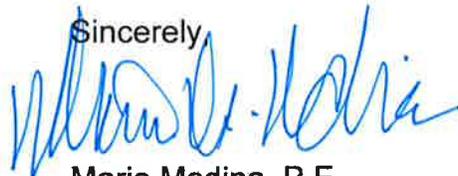
Early coordination with resource and regulatory agencies can help the PEL process by integrating resource agency goals and plans into the transportation planning process. This coordination can ensure that potential impacts of the project are identified and factors to help minimize or avoid impacts are considered during the planning phase.

Please examine the information included in this submittal and provide your written comments. To ensure that all factors are considered in this Study, we request that you send your comments by January 15, 2012. If you have any questions regarding the project, please contact Eric Holsten 512-334-3800.

December 20, 2011

Your letters of comment can be sent to:
Mario Medina
TxDOT – San Antonio District
P.O. Box 29928
San Antonio, TX 78229-0928

Sincerely,

A handwritten signature in blue ink, appearing to read "Mario Medina". The signature is fluid and cursive, with the first name "Mario" being more prominent than the last name "Medina".

Mario Medina, P.E.
District Engineer
TxDOT - San Antonio District

Attachment Agency Scoping Fact Sheet; Elements of Need and Purpose

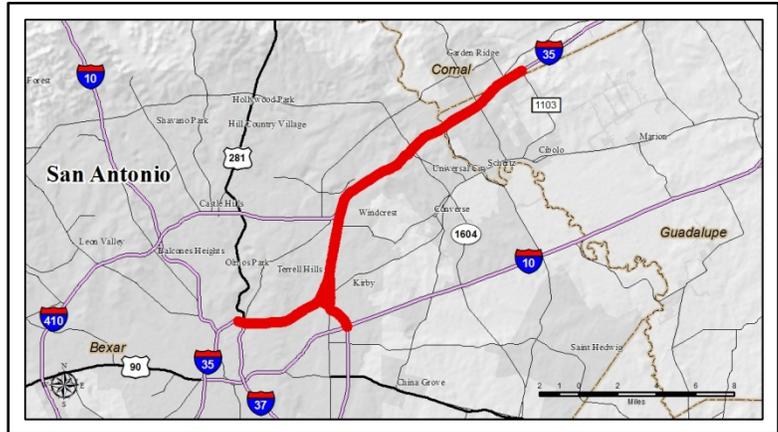


IH 35 Planning and Environmental Linkages (PEL) Study Agency Scoping Fact Sheet



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 Comal and Guadalupe Counties and the northeastern portion of Bexar County.

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.



IH 35 PEL Study Area

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 will consider 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 will be 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 Summer 2012, with major study milestones occurring as follows:

- Identify transportation needs and goals in the study area (Fall/Winter 2011)
- Develop proposed solutions (alternatives) to meet the needs (Winter 2011)
- Identify the affected environment and potential environmental consequences associated with each alternative (Winter 2011/Spring 2012)
- Establish the criteria by which to evaluate the proposed alternatives (Winter 2011/Spring 2012)
- Evaluate the alternatives (Spring 2012)
- Recommend alternatives to be carried forward into future environmental studies (Summer 2012)

How can the public and agencies participate in the process? The study will incorporate public and agency participation early and often throughout the process. TxDOT and the Alamo RMA will host three rounds of public workshops, 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. Additionally, members of the public can stay engaged through the following:

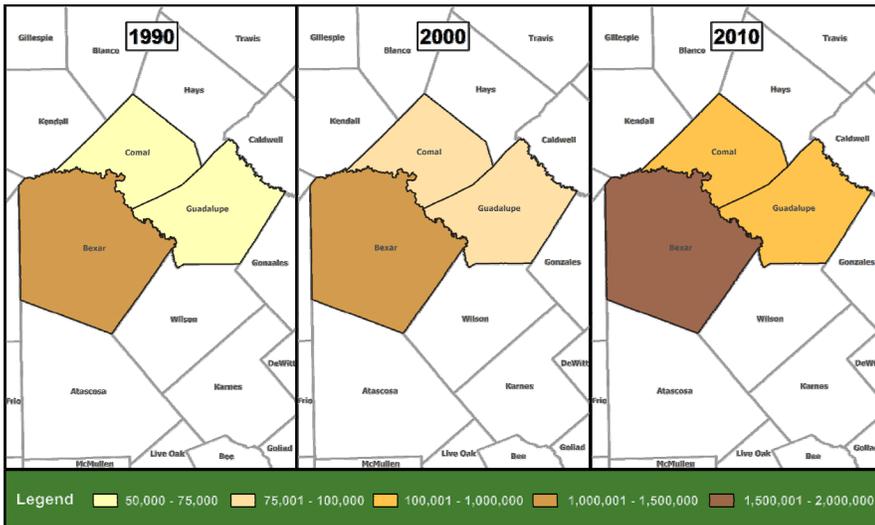
- **Project Website:** www.TimeFor35.com
- **Email:** IH35@AlamoRMA.org
- **Phone:** 210-549-SA35 (210-549-7235)
- **Facebook:** www.Facebook.com/TimeFor35
- **Twitter:** www.Twitter.com/TimeFor35
- **Mailing Address:** IH 35 PEL Study
601 NW Loop 410, Suite 410
San Antonio, Texas 78216

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 in 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.

IH 35 Facts

Population Change in Bexar, Guadalupe, and Comal Counties (1990-2010)



Source: U.S. Census Bureau (1990, 2000, 2010)

Existing IH 35 Facility

- Six to eight divided main lanes with 10-12-foot shoulders.
- Continuous frontage roads with shoulders up to eight feet wide.

Population Growth

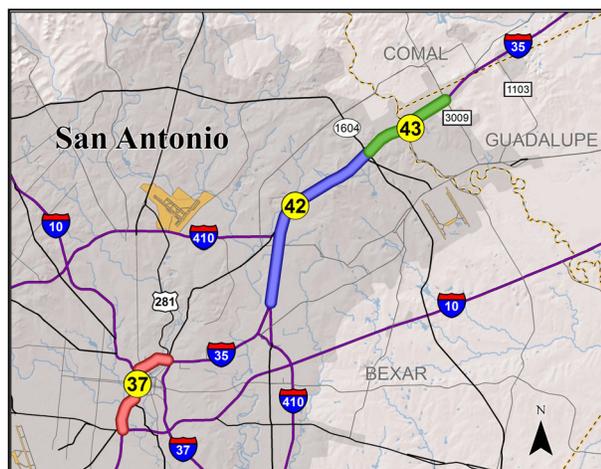
- Total population increased by 50% between 1990 and 2010 in Bexar, Comal, and Guadalupe Counties.
- Population in Comal and Guadalupe Counties more than doubled between 1990 and 2010.
- Population in 3-county area is projected to increase between 11% to 27% by 2035.*

* Source: Texas State Data Center 2008 0.5 and 1.0 Projection Scenarios

County	1990	2000	2010	Total Change (1990-2010)	Percent Change (1990-2010)
Bexar	1,185,394	1,392,931	1,714,773	529,379	44.7%
Comal	51,832	78,021	108,472	56,640	109.3%
Guadalupe	64,873	89,023	131,533	66,660	102.8%
Total	1,302,099	1,559,975	1,954,778	652,679	50.1%

Source: U.S. Census Bureau (1990, 2000, 2010)

Rankings on Texas' "Most Congested Roadways" List for 2010

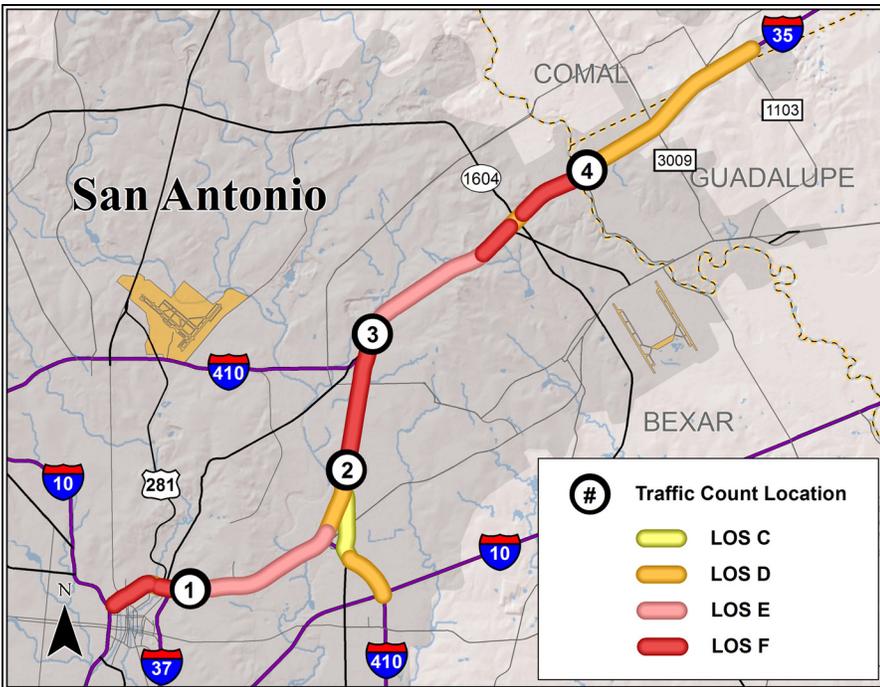


Congestion

- Two of the most congested roadway segments in Texas in 2010 were located within the IH 35 PEL study area; a third segment was just south of the study area:
 - #42: IH 410 to Loop 1604
 - #43: Loop 1604 to FM 3009
 - #37: Loop 353 to US 281

Source: TxDOT's 100 Most Congested Roadways List, 2011

Peak Hour Levels of Service within the IH 35 PEL Study Area, 2010



Source: Level of Service calculations based on TxDOT TP&P's 2011 Roadway Inventory File

Level of Service

Level of Service (LOS) is a measure of operational conditions along a roadway section during peak travel hours (generally from 7:00 AM—9:00 AM and from 4:00 PM—6:00 PM). It is reported on a scale of A through F, with LOS A indicating free-flow travel operations, gradually declining to highly congested operations at LOS F.

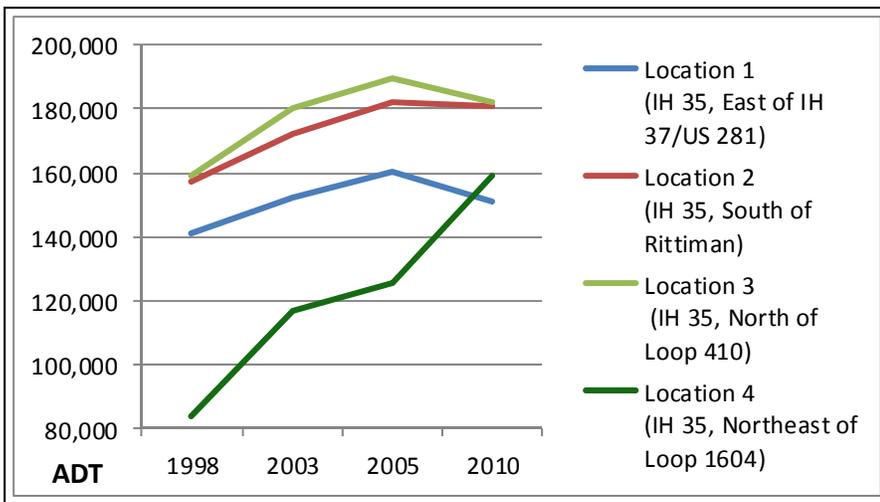
- In 2010, approximately 75% of the peak hour travel within the study area was operating at LOS E and F.

Average Daily Traffic Volumes

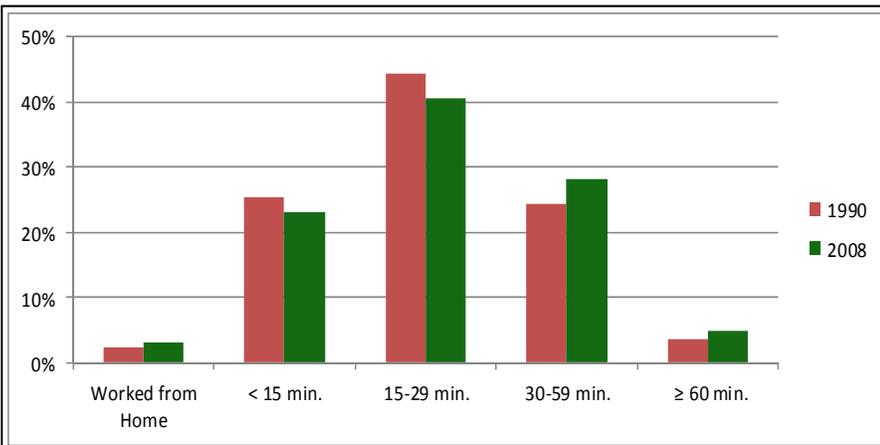
- Average Daily Traffic Volumes (ADT) increased an average of 24% from 1998 to 2010 (ranging from 7% to 89% at four locations along IH 35 in the study area).
- Within the study area, 2010 truck volumes made up approximately 8% to 10% of the total daily traffic volume on IH 35, ranging from 9,000 to 14,000 trucks per day.
- In some locations, 2010 traffic counts were already approaching previously forecasted traffic counts for 2030.*

Sources: 1998-2008 Traffic Counts - TxDOT TP&P Division; 2010 Year End TxDOT Roadway Inventory File, TxDOT-TP& P Division, AADT Count Maps; *2030 Forecast ADT - IH-35 Managed Lanes Project (Initial Conceptual Alternatives Studies - Phase 1), 2007.

Historical Average Daily Traffic Volumes in the IH 35 PEL Study Area



Travel Time to Work in Bexar, Guadalupe, and Comal Counties



Travel Time to Work

- In 2008, over 265,000 workers in Bexar, Comal, and Guadalupe Counties traveled 30 minutes or longer to work.
- Approximately 635,000 (79%) of workers in the 3 counties drove to work alone in 2008.

Source: U.S. Census Bureau (1990); American Community Survey 2005 - 2009





DEPARTMENT OF THE ARMY
FORT WORTH DISTRICT, CORPS OF ENGINEERS
P.O. BOX 17300
FORT WORTH, TEXAS 76102-0300

TEXAS DEPARTMENT
OF TRANSPORTATION

January 3, 2012

2012 JAN -5 AM 11:14

Planning, Environmental, and Regulatory Division
Regulatory Branch

SUBJECT: Project Number SWF-2012-00011, Alamo RMA IH 35 PEL Study

Mario Medina
TxDOT - San Antonio District
P.O. Box 29928
San Antonio, TX 78229-0928

Dear Mr. Medina:

Thank you for your letter received December 29, 2011 concerning a proposal by Texas Department of Transportation (TxDOT) to make improvements to IH 35 located in portions of Bexar, Comal and Guadalupe Counties, TX. This project has been assigned Project Number SWF-2012-00011. Please include this number in all future correspondence concerning this project.

Ms. Elisha Bradshaw has been assigned as the regulatory project manager for your request and will be evaluating it as expeditiously as possible.

You may be contacted for additional information about your request. For your information, please reference the Fort Worth District Regulatory Branch homepage at <http://www.swf.usace.army.mil/regulatory> and particularly guidance on submittals at <http://www.swf.usace.army.mil/pubdata/envIRON/regulatory/introduction/submittal.pdf>, and mitigation at http://www.usace.army.mil/CECW/Pages/final_cmr.aspx that may help you supplement your current request or prepare future requests.

If you have any questions about the evaluation of your submittal or would like to request a copy of one of the documents referenced above, please contact Ms. Elisha Bradshaw at the address above or telephone (817) 886-1738 and refer to your assigned project number. Please note that it is unlawful to start work without a Department of the Army permit if one is required.

Please help the Regulatory Program improve its service by completing the survey on the following website: <http://per2.nwp.usace.army.mil/survey.html>.

Stephen L Brooks
Chief, Regulatory Branch



TEXAS DEPARTMENT
OF TRANSPORTATION

2012 JAN 20 PM 12:37

Clay
Touther
Randy
Kate
MHA

January 13, 2012

Mario Medina, P.E., District Engineer
TxDOT – San Antonio District
P.O. Box 29928
San Antonio, TX 78229-0928

Reference: I-35 Corridor: Planning & Environmental Linkages Study

Dear Mr. Medina:

Per your letter dated December 20, 2011, the San Antonio Water System (SAWS) welcomes an opportunity to provide written comments on Texas Department of Transportation (TxDOT) and the Alamo Regional Mobility's Planning and Environmental Linkages Study (PEL). SAWS understands that the geographic study area encompasses the area along IH-37 from downtown to Schertz and a portion of Loop 410 from IH-35 to IH-10.

The PEL methodology has linked the National Environmental Policy Act (NEPA) per CFR 450, Appendix A, therefore, SAWS recommends that the below listing of environmental issues and programs be considered to be included in your PEL.

- The geographic study area has a Total Maximum Daily Loads (TMDL).
 - There are three streams segments with TMDLs located in and around the City of San Antonio which includes Salado Creek (Segment 1910), Walzem Creek (Segment 1910A), and the Upper San Antonio River (USAR) (Segment 1911). Salado Creek and the USAR were first identified as impaired for bacteria in the 2000 Texas Water Quality Inventory and 303(d) List (TCEQ 2000). Walzem Creek was added to this list in 2002.
- IH-35 crosses and discharges Storm Water to Cibolo Creek, Walzem Creek, Rosillo Creek and Salado Creek as well as the San Antonio River. Although these locations are south of the Edwards Aquifer Recharge Zone (EARZ) it does get close and may discharge to some areas in Guadalupe/Comal counties.
 - Storm Water treatment may be a consideration need and/or requirement of PEL/NEPA to reduce the discharge of pollutants in these waterways.
- It is advisable to include in the PEL/NEPA analysis, activities pertaining to compliance with the Endangered Species Act (ESA), this should include critical habitat evaluations and potential mitigation activities.

Mario Medina
January 13, 2012
Page 2

SAWS understands that at times, TxDOT's projects require the moving of SAWS' infrastructure. In order to expedite your planning and construction activities and not have any incidental potable, recycled or wastewater line ruptures, it is desirable to have some formal communication with SAWS on the locations of potable, recycled and sewer main infrastructure in the area of impact.

Thanks for allow us to comment, if you have any questions or need further interpretation, please feel free to call me at 233-3536.

Sincerely,

A handwritten signature in black ink, appearing to read "Scott R. Halty", with a long horizontal line extending to the right.

Scott R. Halty
Director, Resource Protection & Compliance

CC: Robert R. Puente, CEO, San Antonio Water System



Natural Resources Conservation Service
101 South Main Street
Temple, Texas 76501-7602
Phone: 254-742-9800 Fax: 254-742-9819

TEXAS DEPARTMENT
OF TRANSPORTATION

2012 FEB -9 AM 11:16

Clay
Johnston
MEM
File

February 6, 2012

Mr. Mario Medina
TxDOT – San Antonio District
P.O. Box 29928
San Antonio, Texas 78229-0928

Dear Mr. Medina:

We have reviewed the information provided in your correspondence dated December 20, 2011, concerning the proposed Planning and Environmental Linkages Study (PEL), and we have the following recommendations at this time.

In the development of the PEL study, please use the functionality of Web Soil Survey (WSS) <http://websoilsurvey.nrcs.usda.gov/app/HomePage.htm> and the area of interest (AOI) tab there, to delineate the land in your study. Use the “Farmland Classification” report under the “Soil Data Explorer” and “Suitabilities and Limitations for Use” tabs in WSS to identify Prime Farmland. The results can be saved to a file for printing and submittal to us using the “Printable Version” button, or the “Add to Shopping Cart” button and production of a Custom Soil Resource Report under the Shopping Cart (Free) tab.

Using the above procedure for delineating and documenting projects including small areas and corridors to us will expedite any determinations our office will need to make as required by the National Environmental Policy Act and the Farmland Protection Policy Act.

If you have any questions please contact Wayne Gabriel at (254) 742-9855; Fax (254)-742-9859.

Sincerely,

For

SALVADOR SALINAS
State Conservationist

Enclosure





United States Department of the Interior

FISH AND WILDLIFE SERVICE

10711 Burnet Road, Suite 200

Austin, Texas 78758

512 490-0057

FAX 490-0974

2012 JAN 13 AM 11:10

Joseph B.



Cheryl S.

AMM

F-10

JAN 12 2012

Mario Medina
Texas Department of Transportation
San Antonio Division
PO Box 29928
San Antonio, TX 78229-0928

Consultation Number 2012-TA-0065

Dear Mr. Medina:

This responds to the Texas Department of Transportation's (TxDOT) December 20, 2011, letter requesting comments on a Planning and Environmental Linkages (PEL) Study for a 21.3 mile corridor of IH-35 in San Antonio, Bexar County, Texas. TxDOT requested the U.S. Fish and Wildlife Service (Service) provide input into the agency planning process and provide resource agency goals to assist in minimizing or avoiding impacts to trust resources. Service comments are provided pursuant to the Endangered Species Act (Act) of 1973, as amended (16 U.S.C. 1531 *et seq.*).

Section 7 of the Act requires all Federal agencies consult with the Service to ensure that the actions authorized, funded, or carried out by such agencies do not jeopardize the continued existence of any threatened or endangered species or adversely modify or destroy designated critical habitat for such species. The Federal Highway Administration (FHWA) is the Federal Agency associated with this project. This report is not a consultation under section 7 of the Act.

The project evaluation area includes a 21.3 mile corridor of IH-35, between FM 1103 on the north and the IH-37/US 281 interchange on the south. A three mile portion of Loop 410, from IH-35 to IH-10 is also being studied. No project specific information on changes to the existing roadways was included for evaluation.

The study corridors under evaluation may contain a number of federally protected species or designated Critical Habitat (Table 1). Whether these species or habitat would be impacted by modifications to the existing roadways would depend on the types of modifications and locations of the proposed work. Specific evaluations of effects to federal trust resources cannot be made until project specific information exists. The information below is provided as general information on the species and habitats which should be avoided by project impacts, if possible, or would require additional endangered species consultation if the final project design would result in a "May Affect" determination.



Table 1. Threatened or Endangered species which could occur within the PEL study boundaries.

Common Name	Scientific Name	Federal Status	Habitat Requirements	Designated Critical Habitat
Black-capped vireo	<i>Vireo atricapilla</i>	E	Dense shrub communities in canyon bottoms and on slopes, dense foliage near ground level and relatively open in the upper canopy	No
Golden-cheeked warbler	<i>Dendroica chrysoparia</i>	E	Oak/Ashe juniper woodlands, mature Ashe juniper needed for nesting, broad-leafed deciduous trees for insects, found in slopes, canyon heads and draws, adjacent ridge tops, and upland areas	No
Madla cave meshweaver	<i>Cicurina madla</i>	E	Subterranean karst features with stable temperature and high humidity	Yes
Robber baron cave meshweaver	<i>Cicurina baronia</i>	E	Subterranean karst features with stable temperature and high humidity	Yes
Braken bat cave meshweaver	<i>Cicurina venii</i>	E	Subterranean karst features with stable temperature and high humidity	Yes
Government Canyon bat cave meshweaver	<i>Cicurina vespera</i>	E	Subterranean karst features with stable temperature and high humidity	No
Government Canyon bat cave spider	<i>Neoleptoneta microps</i>	E	Subterranean karst features with stable temperature and high humidity	No
Cokendopfler cave harvestman	<i>Texella cokendolphi</i>	E	Subterranean karst features with stable temperature and high humidity	Yes
Ground beetle	<i>Rhadine exillis</i>	E	Subterranean karst features with stable temperature and high humidity	Yes
Ground beetle	<i>Rhadine infernalis</i>	E	Subterranean karst features with stable temperature and high humidity	Yes
Helotes mold beetle	<i>Batrisodes venyivi</i>	E	Subterranean karst features with stable temperature and high humidity	Yes
Texas blind salamander	<i>Typhlomolge rathbuni</i>	E	Caves with access to the water table, thermally constant temperatures	No

Federally Protected Birds

Black-capped Vireo

The black-capped vireo is a small insect-eating songbird, less than 5” in length, with a dark black head contrasting with a white eye-ring. Black-capped vireos occupy a wide range of habitats, but generally prefer relatively short (6 to 10 feet), dense shrub communities with foliage extending to the ground. Rangelands with scattered trees and brushy areas are preferred. Dense stands of shin oak, sumac, and similar species are preferred for nesting. The outer canopy of the scrub should be dense, with the inner portion open. On the Edwards Plateau, preferred habitat consists of scattered hardwood stands separated by grassland and a low density of Ashe juniper. Young woodland communities maintained by periodic fires are more conducive to this species than older mature woodlands. Species composition is less important than the structural requirements of the vegetative community.

Golden-cheeked Warbler

The golden-cheeked warbler is a small, migratory songbird, between 4” and 5” in length. They have a yellow face with black crown, throat, and eye lines. Golden-cheeked warblers prefer relatively mature mixed oak-juniper habitat, typically associated with canyon lands or ravines. Golden-cheeked warblers use a variety of oaks (live, Texas, post, blackjack, lacey, etc.) and other hardwood tree species (cedar, elm, pecan, ash, black cherry, etc.). Mature Ashe juniper trees are required for nesting sites and its shredding bark provides material for nest construction. Nest trees must be at least 20 years old and 15 feet tall. Canopy density of preferred habitat should have a canopy closure of 70 percent.

Karst Invertebrates

The project study area may contain karst habitat. “Karst” is a term that refers to subsurface voids and caves which are created when limestone is dissolved into solution through interaction with groundwater. Karst habitat may contain protected karst invertebrate species. These species are karst obligates, meaning they are only capable of surviving in this specific habitat. The karst invertebrates rely on nutrients in the form of organic matter (i.e. leaf litter, decomposed plant matter, animal droppings, etc.) to infiltrate into the karst zone through openings in the soil surface. The absence of surface openings may significantly reduce the possibility of karst species in an area.

Edwards Aquifer Species

The Edwards Aquifer supports a number of species that are located in the river systems in Hays and Comal Counties or limestone caves and karst features of the Edwards Plateau. While it is likely that none of the Edwards Aquifer species are located directly with the project study zone, modifications to surface water drainage and groundwater quality may result in adverse effects to these aquatic species. Any soil disturbance that would occur within the Edwards Aquifer recharge zone must comply with Texas Commission on Environmental Quality (TCEQ) Rules for Edwards Aquifer protection. The purpose of these rules is to protect the groundwater quality in the Edwards Aquifer through the implementation of stringent water quality measures and Best Management Practices (BMPs).

We appreciate the opportunity to provide input into the PEL Study process at such an early stage. We hope our input allows TxDOT to design a project which meets future transportation needs while avoiding or minimizing impacts to Federal trust resources. However as stated above, specific project plans will need to be evaluated for impacts to threatened/endangered species and designated Critical Habitat prior to project implementation.

If you have any questions, comments, or need additional information, please contact Mr. Darren LeBlanc at (512) 490-0057, ext. 247.

Sincerely,

A handwritten signature in black ink, appearing to read "Gary B. Mowad". The signature is fluid and cursive, with a large, sweeping initial "G".

Gary Mowad
Texas State Coordinator



June 4, 2012

Jonathan Bean
Texas Department of Transportation
4615 NW Loop 410
San Antonio, Texas 78229-0928

RE: **IH-35 Planning and Environmental Linkages Study**

Dear Mr. Bean:

On behalf of VIA, I would like to thank the PEL team for engaging VIA in the study process. Following up from our meeting on May 23, 2012, below is a summary on our comments and suggestions for the treatment of the transit alternative and enhancements in the corridor.

In an effort to increase capacity, VIA highly recommends the strategies outlined below for the PEL Study in the IH-35 Corridor:

- 1) Supports future study as well as the opportunity for operating high capacity transit in the IH-35 corridor to include light rail and bus rapid transit
- 2) Transit Priority
- 3) Preserving right-of-way (25-40 feet) for potential high-capacity and fixed guideway transit
- 4) Increased safety for the on-off ramps for travel to/from the Randolph Park & Ride
- 5) Consideration of a potential new site for the Randolph Park & Ride
- 6) Consideration of the new site for the VIA Park & Ride connection to the Lone Star Rail station at Loop 1604 near Rolling Oaks Mall

Again, thank you for your work in the corridor and including VIA as an active participant in the technical evaluation of the study.

Sincerely,

A handwritten signature in black ink, appearing to read 'Brian Buchanan'.

Brian Buchanan
Chief Development Officer
VIA Metropolitan Transit

CC: Mario Medina, TxDOT
Terry Brechtel, Alamo RMA

LTR0205

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800 West Myrtle, P.O. Box 12489, San Antonio, Texas 78212 (210) 362-2000
Administration FAX # 362-2570 Maintenance/Purchasing FAX # 362-2588



APPENDIX D – MEETING NOTES FROM INDIVIDUAL COORDINATION MEETINGS

Corridor Program Office

Final Meeting Notes

Subject: IH-35 San Antonio Planning & Environmental Linkages Study – FHWA Coordination	
Meeting Date & Time: October 20, 2011, 2:00 pm	Meeting Location: Alamo Area COG Board Room, San Antonio
Notes by: Susan Chavez	

Attendees:

Leroy Alloway	Alamo RMA	210-495-5256	lalloway@alamorma.org
Jonathan Bean	TxDOT SA District	210-615-5825	jonathan.bean@txdot.gov
Dieter Billek	TxDOT TTA	512-334-3831	dieter.billek@txdot.gov
Doug Booher	TxDOT TTA	512-334-3831	doug.booher@txdot.gov
Susan Chavez	CPO/HNTB	512-334-3814	schavez@corridorprogram.com
Theresa Claxton	FHWA	512-536-5943	theresa.claxton@dot.gov
Vicki Crnich	TxDOT ENV	512-416-3029	vicki.crnich@txdot.gov
Randy Grones	TxDOT SA District	210-615-6434	Randall.Grones@txdot.gov
Justin Ham	FHWA	512-536-5954	justin.ham@dot.gov
Eric Holsten	CPO/HNTB	512-334-3876	eholsten@corridorprogram.com
Pat Irwin	Alamo RMA	210-495-5256	pirwin@alamorma.org
Mike Leary	FHWA	512-536-5940	michael.leary@dot.gov
William Long	CPO/RJ Rivera	210-785-0888	long@rjrivera.com
Brad Peel	CPO/HNTB	210-541-1927	bpeel@hntb.com
Rudy Rivera	CPO/RJ Rivera	210-785-0888	rivera@rjrivera.com
Joe Shalkowski	Atkins	512-334-3881	Joe.Shalkowski@atkinsglobal.com
Wendy Travis	CPO/HNTB	512-334-3898	wtravis@corridorprogram.com
Bryce Turentine	CPO/HNTB	210-541-1909	bturentine@hntb.com
Cale Vela	CPO/RJ Rivera	210-785-0888	cale.vela@rjrivera.com

The following summary is not intended to be a verbatim transcript of the meeting. It is only to serve as a general summary of the topics discussed and the major points identified. Please review the contents of the summary and notify Susan Chavez (at schavez@corridorprogram.com or phone: 512-334-3814) if there are any questions, modifications or additions necessary.

Topics Discussed:

1. Presentation

- Eric Holsten gave a presentation to introduce the IH 35 SA PEL Study concept and present a proposed path forward.

2. General Discussion

- FHWA stated that the PEL process is similar to the old Major Investment Study Process, but with more consideration of environmental factors. The PEL process legitimizes previous planning work.
- FHWA agrees with the proposed path forward presented for the IH 35 SA PEL study and noted that it is consistent with FHWA Every Day Counts Initiative.
- FHWA indicated a concern that the San Antonio-Bexar County Metropolitan Planning Organization (MPO) is not a partner in the study. FHWA recommended close coordination with the MPO in order to get their consensus and approval of the study. FHWA also recommended documenting what the MPO's involvement will be and that they anticipate adopting the IH 35 SA PEL into their transportation plan once it is complete. FHWA suggested that the MPO Policy Board be briefed and given an opportunity to review the IH 35 SA PEL Study before it is finalized. Alamo RMA stated that the MPO Board has been briefed on the project, and that continued coordination would occur.

- FHWA emphasized the importance of clearly defining the process with the public since this the first PEL study in Texas.
- TxDOT San Antonio District stated they would request “lessons learned” from previous PEL efforts around the Country from FHWA.
- FHWA emphasized the use of the FHWA PEL Questionnaire as a guide in preparing the PEL because FHWA will use it to evaluate the PEL study. A suggestion was made to address the relevant questions from the Questionnaire in Executive Summaries of each of the technical reports.
- FHWA requested an opportunity to review Public Meeting materials for the first public meeting to get familiar with what is being presented, but not for subsequent meetings.
- It was discussed that the desired outcome of this PEL study includes:
 - Determination of NEPA classification for future NEPA project
 - Establish Need and Purpose
 - Concept of a range of alternatives viable to move forward into NEPA
 - Methodologies for evaluating alternatives
 - Defined vision for IH 35 (possibly to include rail)
- It was discussed that the appropriate level of analysis for this PEL study would primarily be desk-top research with some reconnaissance.
- FHWA stated they may need up to 30 days to review submissions, but project work should proceed during FHWA review. It was discussed that briefings may be useful with the technical report submittals to facilitate FHWA review.

3. Closing

- Community Advisory Committee meeting will be the week of November 7th
- Technical Advisory Committee meeting will be October 31st
 - FHWA requested morning meetings or the opportunity to call in to the meetings.

4. Review of Action Items

- TxDOT SA to request “lessons learned” on other PEL projects from FHWA

IH 35 Planning and Environmental Linkages Study
Federal Highway Administration Milestone Coordination
Meeting Notes
March 6, 2012 – 3pm

Welcome/Opening Remarks

Eric Holsten with the Corridor Program Office welcomed everyone to the IH 35 Planning and Environmental Linkages (PEL) Study milestone coordination meeting and invited attendees to introduce themselves. A sign-in sheet of attendees is attached. Leroy Alloway with Alamo Regional Mobility Authority (RMA) then remarked that the purpose of this meeting was to touch base with FHWA and get input on the direction of the study. He stated that so far in the study, the first and second rounds of public involvement have been completed and input from the public on the Need and Purpose has been presented to the San Antonio-Bexar County Metropolitan Planning Organization (MPO).

Presentation

Mr. Holsten gave a presentation on what has occurred with the IH 35 PEL Study to date including public involvement completed, input received, technical documents drafted, and next steps. A copy of the presentation was provided at the meeting and is attached. Mr. Holsten then asked for any comments or questions to begin the discussion.

Discussion

The Federal Highway Administration (FHWA) asked if the MPO understood what their involvement is in this process. Mr. Alloway stated that the MPO had submitted a letter to the RMA and TxDOT on how they wanted to be involved in the process. The MPO identified a representative to participate on the IH 35 PEL Technical Advisory Committee and will be briefed before the public involvement summary report is finalized. Jonathan Bean with TxDOT-San Antonio District added that the MPO added the IH 35 PEL project to their Unified Planning Work Program.

FHWA asked how the limits of the study were developed, especially the northern limit and the inclusion of a portion of Loop 410. It was discussed that the inclusion of Loop 410 is based more on how it interacts with IH 35 than the reported Level of Service (LOS). He also stated that the public has frequently commented on the interchange with IH 35, and that updated traffic data may show more of a need here than the current planning-level LOS data. It was also mentioned that the San Antonio District has improvements planned for this section of Loop 410. FHWA suggested that there may be a need to reexamine including this section of Loop 410 in the study area, depending on the results of current traffic data analysis.

It was also stated that the current traffic analysis would indicate if FM 1103 should be the northern limit of the Study Area. Mr. Bean stated that improvements are planned by TxDOT from Judson Road to FM 3009. These improvements would be included in the baseline alternative examined in the PEL Study.

There was discussion as to what was listed in the MPO plan for this area. It was discussed that the MPO plan calls for an additional 6 to 8 lanes between the Loop 1604 and US 281 interchanges on I-35 and they are listed as toll lanes. Doug Booher with TxDOT-Strategic Projects Division stated that a lane needs analysis was conducted during the I-35 Corridor Advisory Committee 'MY 35' planning effort that showed a need for a total of 15 lanes to accommodate 2035 travel demand. Mr. Booher also mentioned that the I-35 Corridor Advisory Committee recommended the addition of managed lanes between Austin and downtown San Antonio in their plan. It was discussed that the forecasted lane needs appears to be consistent between the MPO plan and MY 35 Plan.

FHWA commented that this PEL Study appears to be similar to a feasibility or major investment study (MIS) process. It was discussed that there has not been much planning done in the Study Area regarding alternatives except for the 1996 MIS.

It was discussed that modes such as rail, transit, and a separate truck facility will be addressed in the PEL alternatives development. Mr. Booher stated that the discussion of these modes will be focused on how these modes, if planned by other entities, may interact with the IH-35 alternatives. Tom Bruechert with FHWA recommended using the phrase "manage congestion" instead of "reduce congestion" in the purpose and need statement.

It was discussed that this PEL Study does sound NEPA-like, and that this is an iterative process and things will get refined and changed as it progresses. Mr. Bruechert suggested that once the PEL Study is complete, a next step may be a classification letter from TxDOT-Environmental Affairs Division (ENV) to recommend the appropriate level of environmental analysis.

It was discussed whether the 6001 planning information that the MPO's provide regarding environmental concerns in the planning area could be used in this study. It was decided that the PEL Study could refer to this information, but the level of detail in the PEL Study Affected Environment technical report is greater.

It was discussed that FHWA would provide a letter of acceptance of the PEL Study at the end of the process, but would provide feedback on interim draft reports. FHWA also requested a presentation of the updated traffic data prior to reviewing the Purpose and Need technical report. It was discussed that the presentation could take place in early April. FHWA indicated they would review the Affected Environment technical report and PEL Questionnaire as soon as it was ready. TxDOT ENV requested that a copy of same reports be submitted to them concurrently to review.

Adjourn

Action Items

- Leroy Alloway to provide MPO letter indicating their involvement in the IH 35 PEL Study to Justin Ham.
- TxDOT to submit draft Affected Environment technical report and draft FHWA Questionnaire to FHWA and TxDOT ENV for review.

- CPO to present the updated traffic data to FHWA and TxDOT ENV in early April.

DRAFT



IH 35 Planning and Environmental Linkages Study:

Planning for Transportation Improvements on IH 35 in the San Antonio Region

FHWA Meeting –IH 35 PEL Traffic Data Analysis
April 25, 2012

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

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Topics of Today's Meeting

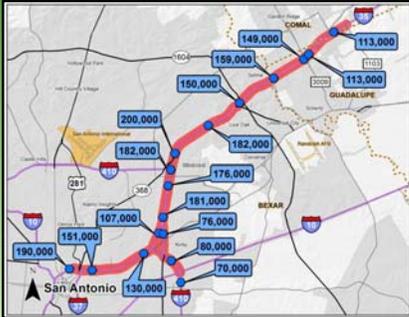
- Corridor Traffic Demand
 - 2010 Volumes
 - Corridor Growth in Traffic
 - Observed Truck Volumes
- Corridor Travel Characteristics
 - Crash Rates
 - Travel Times
 - Vehicle Occupancy
 - Distribution of Demand

2

Corridor Traffic Demand

3

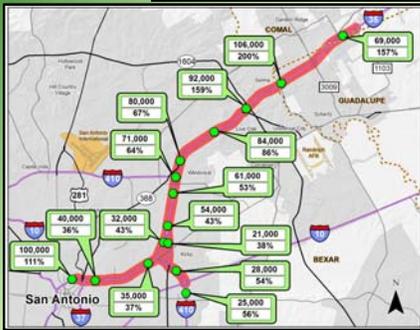
2010 Annual Average Daily Traffic



Source: Texas Department of Transportation - Transportation Planning & Programming Division, 2010 Annual Traffic Report

4

1990-2010 Percent Traffic Growth



Source: Texas Department of Transportation - Transportation Planning & Programming Division, 1990 - 2010 Annual Traffic Report

5

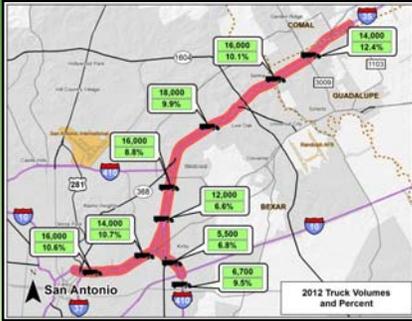
1990-2010 Regional Population Growth

1990 - 2010 Population in the IH 35 PEL Study Area Counties					
County	1990	2000	2010	Total Change (1990-2010)	Percent Change (1990-2010)
Bexar	1,185,394	1,392,931	1,714,773	529,379	44.7%
Comal	51,832	78,021	108,472	56,640	109.3%
Guadalupe	64,873	89,023	131,533	66,660	102.8%
Total	1,302,099	1,559,975	1,954,778	652,679	50.1%

Source: U.S. Census Bureau (1990, 2000, 2010).

6

Observed Truck Data (3-day Period, Spring 2012)



Source: CDM Smith and C.J. Hench Data Collection Survey, Spring 2012

7

Corridor Travel Characteristics

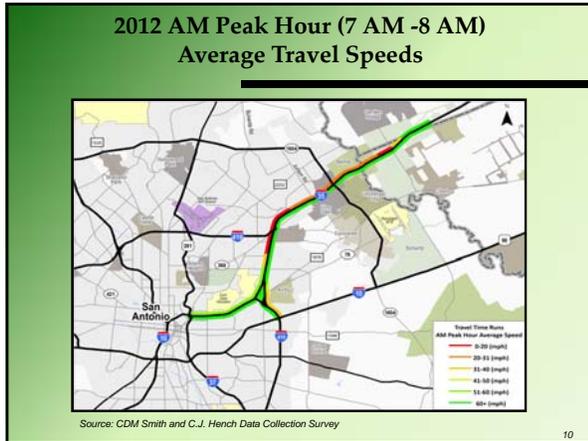
8

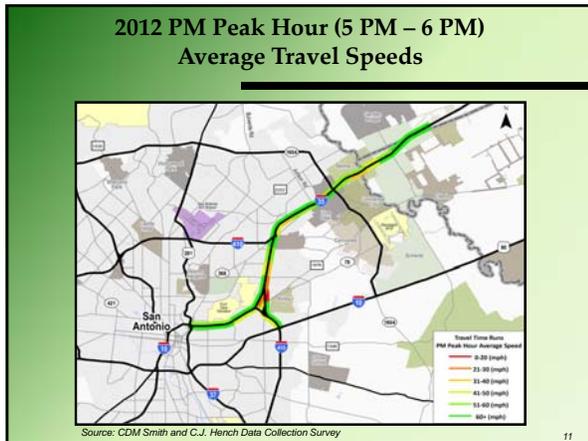
2010 Crash Rates (Per 100 Million VMT)



Source: 2010 Crash Records Information System (CRIS) © Texas Department of Transportation - Traffic Operations Division, Traffic Engineering Section

9

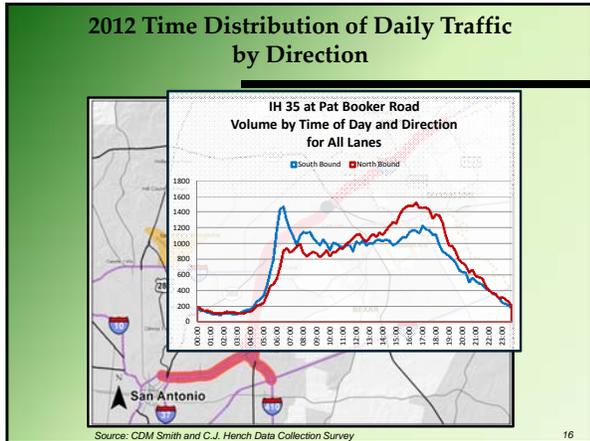


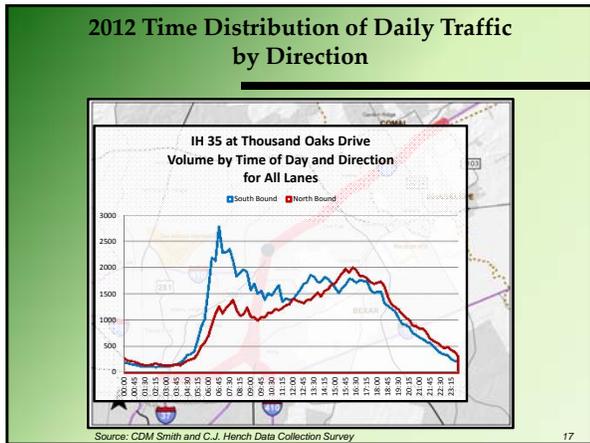


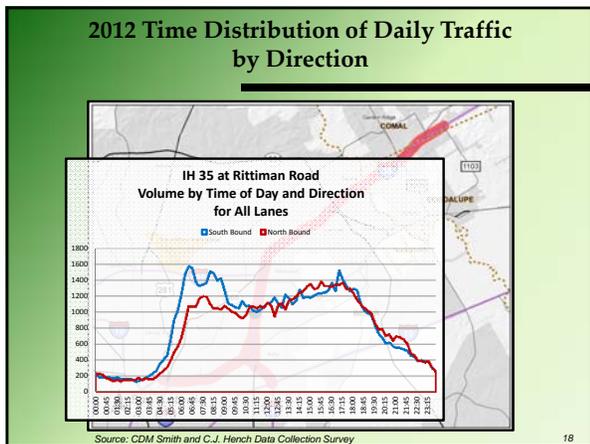
2012 Directional Distribution by Time of Day

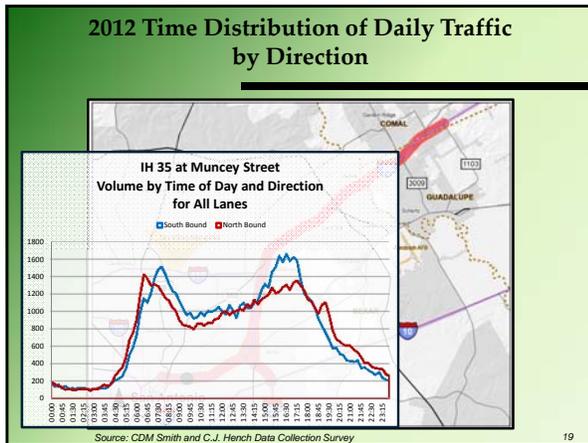
I-35 Directional Distribution by Peak Period			
Location Description	Direction	AM	PM
		(6:00AM - 9:00AM)	(3:00PM - 7:00PM)
IH 35: South of FM 1103	SB	58%	54%
	NB		
IH 35: North of Loop 1604	SB	59%	52%
	NB		
IH 35: South of Pat Booker Road	SB	59%	55%
	NB		
IH 35: North of Thousand Oaks Drive	SB	62%	56%
	NB		
IH 35: North of Rittiman Road	SB	56%	52%
	NB		
IH 35: East of Muncy Street	SB	50%	47%
	NB		
Corridor Average Directional Distribution		57%	53%

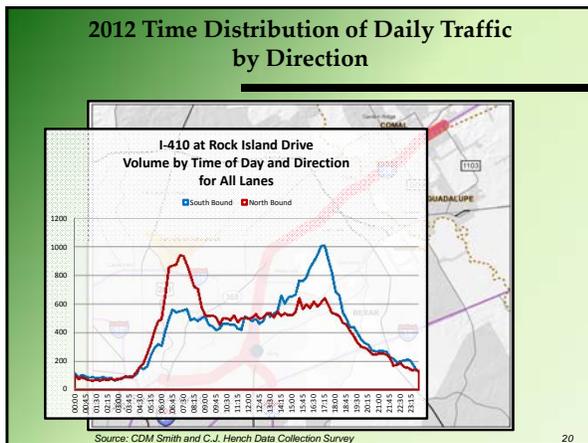
Source: CDM Smith and C.J. Hench Data Collection Survey











- ### Existing Conditions Summary
- High Volume Interstate
 - Significant Freight/Passenger Corridor (Connecting Two Major Urban Areas)
 - Functions as a Commuter Route
 - Rapid Population and Traffic growth within the Corridor
 - Continued High Population Growth Forecasted for the Corridor
 - Above Statewide Average Crash Rates
 - High Single Occupancy Vehicle Use
 - Unreliable AM Peak Travel Times

Next Steps in the Planning Process

- Complete Model Calibration/Validation
- Complete Future No-build Model Run
- Summarize No-build Traffic Conditions
- Code and Model Alternatives
- Summarize Alternatives Results
- Compare Alternatives Modeling Results to No-build Modeling Results

22

Questions?

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Subject: IH-35 Planning & Environmental Linkages Study – Texas Historical Commission Coordination			
Meeting Date/ Time:	June 15, 2012 1:30 p.m.	Meeting Location:	TxDOT-ENV
Notes by:	Eric Holsten		

Attendees:

Doug Booher	TxDOT-ENV	512-334-3801	doug.booher@txdot.gov
Vicki Crnich	TxDOT-ENV	512-416-3029	Vicki.crnich@txdot.gov
Renee Benn	TxDOT-ENV	---	renee.benn@txdot.gov
Eric Holsten	HNTB-CPO	512-334-3876	eholsten@corridorprogram.com
Lynn Smith	HNTB-CPO	512-447-5590	lysmith@hntb.com
Linda Henderson	Texas Historical Commission	512-463-5851	linda.henderson@thc.tx.us
Kim Barker	Texas Historical Commission	512-463-8952	kim.barker@thc.tx.us
Elizabeth Butman	Texas Historical Commission	512-463-6167	elizabeth.butman@thc.tx.us

The following summary is not intended to be a verbatim transcript of the meeting. It is only to serve as a general summary of the topics discussed and the major points identified. Please review the contents of the summary and notify Eric Holsten (at eholsten@corridorprogram.com or phone: 512-334-3876) if there are any questions, modifications or additions necessary.

Introductions/Welcome

Doug Booher welcomed the assembled participants and asked for introductions. He then outlined the purpose of the meeting and the importance of this coordination before asking Lynn Smith to proceed with a review of the Historic Resources document prepared for the IH 35 PEL Study.

Discussion

Lynn Smith provided an overview of the resources gathered to compile the Historic Resources Technical Report, emphasizing that the report was based on documented (known) resources in the corridor without any field verification. Such level of effort would be undertaken in NEPA; however, the data-gathering standard for the PEL was designed to be adequate for decision-making purposes of a planning-level effort such as this.

Doug explained the eleven (11) alternatives currently being considered in the PEL, emphasizing that the alternative evaluation process had two phases: Phase 1) assesses consistency with the Need and Purpose and yields a reduced set of alternatives and Phase 2) traffic modeling on the reduced set of alternatives to determine what alternatives improve mobility under the criteria developed for the PEL. Doug explained that the number of additional lanes necessary to actually improve levels of service most likely exceeded the capacity of the IH 35 right of way. However, the model would be sensitive enough to show improvement in other mobility categories.

THC asked what would be used as the “historic-age cut-off date.” Doug said that a letting date could not be accurately set at this time, but an educated guess of the expected date of letting would be 2015. Under this scenario, and subtracting the 45-year span, that would put the historic-age cut-off date at 1970. Doug cautioned that this was a question for the NEPA phase. If the PEL leads to an Environmental Assessment level of effort, then the project term could be expected to last about 18-24 months from Notice-to-Proceed.

Doug also reviewed the 3 rounds of public involvement to date, including the work of the Citizen Advisory (CAC) and Technical Advisory (TAC) Committees. He also touched on the agency coordination effort and invited THC to participate in the last round of TAC meetings.

Wrap – Up/Adjourn

THC encouraged further coordination throughout the PEL process and felt that the materials presented provided an appropriate basis for their review of the project. They requested that an electronic copy of the report be provided in PDF format.

Issues/Action Items:

1. CPO to transmit one (1) electronic copy each of the Historic Report in PDF format to TxDOT-ENV (Vicki Crnich) and THC (Linda Henderson) as requested. Appropriate transmittal method will be used to accommodate the size of the files.

Subject: IH-35 Planning & Environmental Linkages Study – VIA Coordination Meeting			
Meeting Date/ Time:	May 23, 2012 9:00 a.m.	Meeting Location:	VIA/Conference Call
Notes by:	Eric Holsten		

Attendees:

Leroy Alloway	Alamo RMA	210-495-5256	lalloway@alamorma.org
Susan Chavez	CPO	512-334-3814	schavez@corridorprogram.com
Will Smithson	CPO	512-334-3809	wsmithson@corridorprogram.com
Jonathan Bean	TxDOT-SA District	210-615-5825	Jonathan.Bean@txdot.gov
Doug Booher	TxDOT-SPD	512-334-3801	dbooher@txdot.gov
Brad Peel	HNTB-SA	210-541-1927	bpeel@hntb.com
Brian Buchanan	VIA	---	brian.buchanan@viainfo.net
Cristina Castano	VIA	---	christina.castano@viainfo.net

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Introductions/Welcome

Brad Peel welcomed the assembled participants and outlined the purpose of the meeting and the importance of this coordination before opening the meeting up for discussion of the key agenda items.

Discussion

Doug Booher reviewed all the alternatives currently being evaluated in the study as stand-alone alternatives. He reviewed in detail how public workshops, technical committee, citizens committee and technical evaluation produced the comprehensive set of eleven (11) alternatives. He explained the variations among the build alternatives. It was noted that the VIA long range plan does not yet include high-capacity transit on IH 35 in its long range plan; however, Doug confirmed that the PEL Study still includes high capacity transit as one of its alternatives. Furthermore, he explained that no proposal derived from the PEL would permanently exclude or prevent the implementation of high capacity transit.

He explained further that the study will assess each alternative, including transit, first, as a stand-alone alternative and test whether the alternative can meet the Need and Purpose on its own merits. Those alternatives that do not meet the need and purpose will not be retained for more detailed analysis. However, most in this category can be retained as complementary alternatives; that is, alternatives that can still be implemented independently and contribute to the overall mobility in the IH 35 Study Area. Furthermore, any of the build alternatives would be transit-friendly and could enhance overall transit efficiency in the study area.

VIA responded that these ideas were consistent with their overall plan. VIA added that the long-range plan is updated every 5 years, and anticipated updates could include 1) adding parking and safety enhancements at the Randolph Park-and-Ride, 2) Adding parking further out on west side with visibility from frontage road,

3) construction of an all-new park-and-ride facility either in addition to or as a replacement of the Randolph facility.

VIA expressed support for the study and added that transit will always be a priority for the IH 35 corridor. They would not preclude the possibility of light rail and bus rapid transit in the general IH 35 corridor in a future plan. VIA would continue to monitor progress with the Lone Star Rail (LSR) project with the intention of integrating transit facilities with LSR stops in the area.

Wrap – Up/Adjourn

Doug thanked everyone for their participation and VIA expressed appreciation for engaging them in the process.

Issues/Action Items:

None

Subject: IH-35 Planning & Environmental Linkages Study – Lone Star Rail District Coordination Meeting			
Meeting Date/ Time:	August 16, 2012 3:00 p.m.	Meeting Location:	TxDOT - San Antonio District
Notes by:	Susan Chavez		

Attendees:

Joe Black	Lone Star Rail District	512-558-7368	jblack@lonestarrail.com
Julia Brown	TxDOT-SA	210-615-5810	julia.brown@txdot.gov
Jonathan Bean	TxDOT-SA	210-615-5825	jonathan.bean@txdot.gov
Randall Grones	TxDOT-SA	210-615-6434	randall.grones@txdot.gov
Eric Holsten	CPO	512-334-3876	eholsten@txdot.gov
Susan Chavez	CPO	512-334-3814	schavez@corridorprogram.com
Casey Carlton	CPO	512-334-3818	ccarlton@corridorprogram.com
Brad Peel	CPO	210-541-1927	bpeel@hntb.com
Bryce Turentine	CPO	210-541-1909	bturentine@hntb.com

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Introductions/Welcome

Eric Holsten welcomed the assembled participants and outlined the purpose of the meeting and the importance of this coordination before opening the meeting up for discussion of the key agenda items.

Discussion

Eric Holsten reviewed the milestones in the I-35 PEL study process and the alternatives concepts currently being evaluated in the study. He explained that the study first assessed each alternative concept, including rail, as a stand-alone alternative to test whether the alternative met the Need and Purpose on its own merits. Those alternatives that did not meet the need and purpose were not retained for more detailed analysis. However, most concepts in this category were retained as complementary alternatives; that is, alternatives that can still be implemented independently and contribute to the overall mobility in the IH 35 Study Area. Mr. Black was provided a brochure from the June public workshops that explained the PEL study and the alternatives evaluation process.

Joe Black with Lone Star Rail District, and a member of the PEL Study Technical Advisory Committee, then discussed the Lone Star Rail project and status. He mentioned ridership projections indicate that upon full build-out in 2035, the Lone Star Rail could carry approximately 4,000 people per hour and at best would alleviate two freeway lanes of traffic at a Level of Service C. He stated that the trains are planned to run every 30 minutes in the San Antonio area and every 15 minutes in the Austin area. The passenger train could carry 160 passengers per car, would have 6 cars, and travel up to 90 miles per hour. Mr. Black cautioned that these figures are dependent upon funding, and that full build out may not be possible without adequate funding.

Mr. Black stated that the Lone Star Rail project alone would not meet the purpose and need for the I-35 PEL study. He further stated that the Union Pacific rail line that would be used as the Lone Star Rail corridor runs west of the I-35 corridor and does not plan to use or connect to the I-35 corridor in the PEL study area. He stated that the proposed station locations include New Braunfels, Schertz, Loop 1604, I-410, and downtown San Antonio, and two hypothetical stations south of downtown.

Mr. Black then described the rail relocation portion of the Lone Star Rail project. He stated that grade separations are planned for most crossings on the proposed new Union Pacific line which is east of I-35. They are currently under planning and environmental study and are anticipating getting clearance for a double track, although Lone Star Rail would only fund the construction of a single track for Union Pacific. Mr. Black indicated that local freight service would still continue on the existing Union Pacific line, and that Lone Star Rail is proposed to be the operator. A freight study is also underway to determine how much truck traffic may be diverted from I-35 onto the new rail line. This study is not complete, but Mr. Black indicated that he would share the results of the study once available.

Mr. Black expressed support for the study provided take-away information on the Lone Star Rail project for the team.

Wrap – Up/Adjourn

Mr. Holsten thanked everyone for their participation and Mr. Black expressed appreciation for including the Lone Star Rail District in the PEL study coordination process.

Issues/Action Items:

None

Subject: IH-35 Planning & Environmental Linkages Study – Joint Base San Antonio Coordination Meeting			
Meeting Date/ Time:	August 28, 2012 3:00 p.m.	Meeting Location:	502 Air Base Wing (ABW) HQ Fort Sam Houston
Notes by:	Eric Holsten		

Attendees:

Maureen Goodrich	502 ABW	210-808-7538	maureen.e.goodrich.civ@mail.mil
Thomas Sun	502d CES	210-295-4931	thomas.h.sun.ctr@mail.mil
Steve Whatley	502d CES	210-221-7583	stephen.r.whatley.civ@mail.mil
Chuck Jenigen	HQ AETC/CENU	210-652-7093	--
Jonathan Bean	TxDOT-SA	210-615-5825	jonathan.bean@txdot.gov
Eric Holsten	CPO/HNTB	512-334-3876	eholsten@txdot.gov
Brad Peel	HNTB	210-541-1927	bpeel@hntb.com

The following summary is not intended to be a verbatim transcript of the meeting. It is only to serve as a general summary of the topics discussed and the major points identified. Please review the contents of the summary and notify Susan Chavez (at schavez@corridorprogram.com or phone: 512-334-3814) if there are any questions, modifications or additions necessary.

Introductions/Welcome

Maureen Goodrich welcomed the assembled participants and asked each participant to introduce themselves and briefly identify their service area. She confirmed that the JBSA personnel present had reviewed the IH 35 PEL project information that had been sent and suggested that she provide a briefing of the base mission, functions and organization to set the stage for the transportation discussion. She also offered to show JBSA 101, a PowerPoint presentation, on this subject matter. Jonathan Bean welcomed this information and said that the project team could provide additional context on the importance of this coordination after the briefing.

Discussion

Ms. Goodrich explained that under the leadership of General Carter the ongoing consolidation of base functions implemented in late 2010 under BRAC was progressing with the intent of establishing the General's vision of preserving the various military cultures under a "one-base" vision. Ms. Goodrich confirmed that she is serving as point-of-contact for this effort and also mentioned that the Joint Base Master Plan (current 90% version was provided to the PEL project team) conveys this one-base vision. Land use and ACP studies may still be dispersed among the various bases, but it all comes together in one plan. The JBSA 101 presentation provided considerable detail on the resources necessary to carry out the various missions of the five (5) main installations. During the presentation, Ms. Goodrich made the point that a great deal of effort was being made to coordinate these planning activities with the civilian public and with Federal, state and local governmental agencies.

The project team then provided background on the IH 35 PEL project and the challenges of providing congestion relief in this corridor. Eric Holsten reviewed the milestones in the I-35 PEL study process and the alternative concepts currently being evaluated in the study. Portions of the most recent TAC presentation were used to illustrate these points. He explained that the study first assessed each alternative concept,

including rail, as a stand-alone alternative to test whether the alternative met the Need and Purpose on its own merits. Those alternatives that did not meet the need and purpose were not retained for more detailed analysis. However, most concepts in this category were retained as complementary alternatives; that is, alternatives that can still be implemented independently and contribute to the overall mobility in the IH 35 Study Area. Jonathan Bean (TxDOT) then provided detailed explanations of near-term improvements currently being implemented in the study corridor. He demonstrated how a number of these improvements had positive mobility implications for Fort Sam Houston traffic specifically and for the IH-35 user in general. Ms. Goodrich was made aware of upcoming outreach events including the Technical Advisory Committee meeting on September 20 and public workshop events on October 9th and 10th.

Specific Issues

JBSA staff identified current transportation issues affecting their planning (not necessarily affected by IH-35 improvements). Randolph AFB wants another traffic light at East Gate to help with growing congestion. The current widening of 1604 near IH-10 is adversely affecting the proposed West Gate. This is critical because South Gate is in the clear zone and needs to be closed. Jonathan Bean had familiarity with the project and was able to provide context for this discussion from the TxDOT standpoint.

Jonathan Bean also mentioned the ongoing coordination with VIA on the PEL Study. Ms. Goodrich said that JBSA also had ongoing coordination with VIA. Shuttle buses between installations have been identified as a pressing need and VIA wants to assist; however, security issues are still being studied.

Chuck Jenigan responded to TxDOT questions about clear zones and AF guidelines concerning proposed elevated sections along the IH 35 Study Area. In his opinion, elevated sections are less of a problem than highway light standards that might be installed. In addition, he said that this may only be an issue in helipad zones of SAMC, but unlikely. He said that JBSA guidelines roughly employ a 50:1 Approach/Departure envelope, and the ground-level helipad currently in use nearest the hospital was sited far enough away from IH 35 that the 50:1 zones accommodated the current freeway configuration. The 50:1 A/D zone diminishes quickly with distance from the helipad, and he did not think this would be an issue if an elevated section were proposed. However, he said that coordination can be initiated to mitigate any issues of Approach/Departure zones, and JBSA was prepared to work closely with TxDOT on such issues. Also, the new rooftop heliport at SAMC may render this issue moot. It is one of the largest heliports of its type ever constructed and would become the primary helipad for the future of the facility.

Wrap – Up/Adjourn

Mr. Holsten thanked everyone for their participation and Ms. Goodrich expressed appreciation for including JBSA in the PEL study coordination process.

Issues/Action Items:

None



APPENDIX E – DOCUMENTATION OF COORDINATION
WITH SAN ANTONIO-BEXAR COUNTY MPO

*The Public Meeting Summary and Analysis Reports are contained in a separate notebook.



IH 35 San Antonio Planning and Environmental Linkages Study
601 NW Loop 410, Suite 410, San Antonio, TX 78216
Phone: 210-549-SA35 (210-549-7235)
Email: IH35@AlamoRMA.org

December 5, 2011

Mr. Isidro Martinez
Director, San Antonio Bexar County Metropolitan Planning Organization
825 South St. Mary's
San Antonio, Texas 78205
Dear Mr. Martinez,

In September of this year, the Texas Department of Transportation (TxDOT) and the Alamo Regional Mobility Authority (Alamo RMA) launched the IH 35 Planning and Environmental Linkages Study (IH 35 PEL) for a corridor from FM 1103 to the US 281 / IH 37 interchange in downtown San Antonio, along IH 35. This same corridor is currently contained within the long-range 2035 Metropolitan Transportation Plan adopted by the Transportation Policy Board in December 2009.

The participation and involvement of the Metropolitan Planning Organization (MPO) is crucial to the success of the IH 35 PEL. While the IH 35 PEL is currently included in the Unified Programming and Work Plan for the MPO, we encourage the MPO to be engaged with the Technical Advisory Committee for this study, and to allow us to present, at the three key milestones of this study, to the Transportation Policy Board.

We propose to bring in January 2012 an update on the proposed purpose and need for long-term improvements to the Transportation Policy Board. This update will be based on comments received from the community and agencies from our November 2011 round of public workshops. In or about March 2012, we would propose to bring an update on proposed methodology to be used in the alternatives analysis phase of this study, based on comments received from the community and agencies. Finally, in or about May 2012, we would propose to bring an update on the proposed conceptual alternatives that could be carried forward into an environmental clearance document. At that time, we would also seek concurrence from the MPO that the IH 35 PEL study can be incorporated into the long-term planning efforts of the MPO.

If you are agreeable to this approach, please sign the concurrence line below and return a copy to Leroy Alloway at the Alamo RMA for the IH 35 PEL file.

We look forward to your participation with the IH 35 PEL study and are available to answer any question you or the Transportation Policy Board may have regarding this study.

Sincerely,

Mario G. Medina, P.E.
San Antonio District Engineer, TxDOT

Terry M. Brechtel
Executive Director, Alamo RMA

Concur Isidro G. Martinez

Isidro Martinez, Director, San Antonio Bexar County Metropolitan Planning Organization



**Resolution of Support for the IH 35 Planning
and Environmental Linkages Study and Future
Transportation Improvements in the
IH 35 Corridor**

WHEREAS, the San Antonio-Bexar County Metropolitan Planning Organization (MPO) understands the importance of building community partnerships and working with all interested public and private organizations in developing successful local and regional plans, priorities and funding strategies; and

WHEREAS, the movement of people and freight are critical to the metropolitan area's economic vitality and quality of life; and

WHEREAS, the IH 35 Planning and Environmental Linkages Study (IH 35 PEL Study), which was initiated in August 2011, was a partnership between the Alamo Regional Mobility Authority and the Texas Department of Transportation to begin the community visioning and discussion for long term improvements to the IH 35 Corridor, from FM 1103 to Downtown San Antonio; and

WHEREAS, the IH 35 PEL Study was the first phase of a multi-year study that will help bring environmental clearance to transportation improvements that will address growing congestion in the IH 35 Corridor; and

WHEREAS, MPO and other partner agency staff actively participated in the IH 35 PEL technical advisory committee and regional public meetings; and

WHEREAS, the MPO Transportation Policy Board was provided updates to the progress of the IH 35 PEL Study at their meetings on September 26, 2011, March 5, 2012, and December 3, 2012.

NOW THEREFORE BE IT RESOLVED BY THE SAN ANTONIO - BEXAR COUNTY TRANSPORTATION POLICY BOARD that the San Antonio-Bexar County MPO supports the work completed to date on the IH 35 PEL Study and encourages continued movement toward developing a series of environmentally cleared transportation projects ready for implementation in this vital corridor.

PASSED AND APPROVED this 28th day of January 2013.

A handwritten signature in blue ink that reads "Tommy Adkisson". The signature is written in a cursive style and is positioned above a horizontal line.

Tommy Adkisson, Chairman
San Antonio-Bexar County Metropolitan Planning Organization