



U.S. Department
of Transportation
**Federal Highway
Administration**

Texas Division

July 3, 2013

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In Reply Refer To:
HA-TX

Planning and Environmental Linkages
Highway: IH 35 from IH 37 to FM 1103
County: Bexar

Carlos Swonke, P.G.
Division Director
Environmental Affairs Division
Texas Department of Transportation
125 E. 11th Street
Austin, Texas 78701-2483

Dear Mr. Swonke:

This letter is to acknowledge the completion of the Planning and Environmental Linkages (PEL) study initiative undertaken by the Texas Department of Transportation (TxDOT) and the Alamo Regional Mobility Authority (RMA). We appreciate and commend the efforts the team has undertaken to conduct this corridor planning study in a manner consistent with the Federal Highway Administration (FHWA) PEL guidance which outlines a process similar to that required by the National Environmental Policy Act (NEPA). The benefits of this streamlining effort will undoubtedly be realized in terms of time and cost saving on future NEPA studies conducted within the PEL study limits.

The completed PEL Questionnaire submitted to FHWA on May 28, 2013 provides a good summary of the work completed in the PEL study and the information that will be needed once projects enter into the NEPA process. Some of the strengths of the corridor study include meaningful public involvement throughout the process, development of suitable need and purpose objectives, and reasonable range of alternatives that avail themselves to future study.

Indirect and cumulative effects were not addressed in depth in the PEL study and will likely be required in subsequent NEPA studies. Further detailed analysis of the various environmental resources will also be required in future NEPA documents. As individual projects are initiated and funding becomes available, it will be necessary for FHWA to meet with TxDOT and/or Alamo RMA on a project-by-project basis. We will need to determine the scope of the NEPA document, level of study required, need and purpose, logical termini, and the extent to which the PEL study can be used as a baseline to supplement or replace certain milestones in the NEPA process.

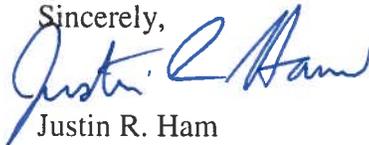
Mr. Carlos Swonke, P.G.

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If you have any questions, please feel free to contact me 512-536-5954 or Justin.ham@dot.gov.

Sincerely,

A handwritten signature in blue ink that reads "Justin R. Ham". The signature is written in a cursive style with a large initial "J" and "H".

Justin R. Ham
Urban Engineer



IH 35 PEL Study Questionnaire

Prepared by:

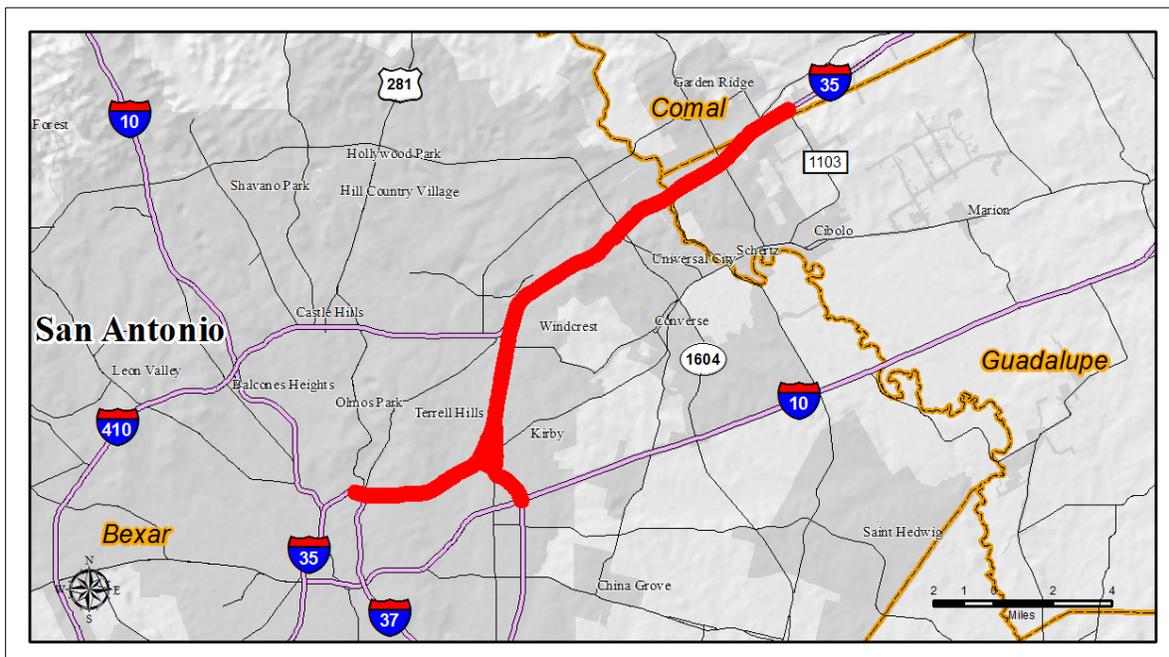
**Texas Department of Transportation
Alamo Regional Mobility Authority**

May 2013

IH 35 PEL Study Overview

In September 2011, the Alamo Regional Mobility Authority (Alamo RMA) and Texas Department of Transportation (TxDOT), in cooperation with the San Antonio-Bexar County Metropolitan Planning Organization (MPO) began the IH 35 Planning and Environmental Linkages (PEL) Study to identify transportation needs and potential improvements for IH 35 from Hubertus Road/FM 1103 in Schertz to the intersection with IH 37/US 281 in downtown San Antonio, and a segment of IH 410 that connects IH 35 to IH 10. The PEL Study is consistent with programmed improvements identified in the MPO's *Mobility 2035* Metropolitan Transportation Plan (MTP). The IH 35 PEL Study Area is shown in **Figure 1** below.

Figure 1: IH 35 PEL Study Area Map



Previous planning studies, including the 1996 *Northeast (IH 35) Corridor Major Investment Study (MIS)* and *I-35 Corridor Advisory Committee (My 35) Plan (August 2011)*, identified a need for transportation improvements along this section of IH 35. However, these efforts were not advanced to the environmental study process, which identifies specific improvements to be implemented. The IH 35 PEL Study draws from these previous efforts and documents new technical analyses and public and agency participation used to develop proposed alternative concepts to be carried forward into more detailed environmental studies.

Purpose of the FHWA PEL Questionnaire

The Federal Highway Administration (FHWA) has developed a questionnaire to serve as a guide for PEL Studies. This questionnaire is intended to act as a summary of the Planning process and ease the transition from planning to a National Environmental Policy Act (NEPA) analysis. The questionnaire is consistent with the 23 CFR 450 (Planning regulations) and other FHWA policy on the PEL process.

Responses to the FHWA PEL Questionnaire

Listed below are responses to the FHWA PEL Questionnaire for the IH 35 PEL Study. The responses given below provide a comprehensive statement of how the IH 35 PEL Study developed conceptual alternatives for the needs identified in this corridor and facilitated the analysis of specific solutions in the NEPA process.

1. Background:

a. Who is the sponsor of the PEL study? (state DOT, Local Agency, Other)

The IH 35 PEL Study is a collaborative effort between TxDOT and Alamo RMA. At the initiation of the IH 35 PEL Study, an interlocal agreement, provided in **Appendix A**, was signed by TxDOT and Alamo RMA which specified scope, timelines, roles, and responsibilities related to PEL Study activities. The San Antonio-Bexar County MPO's 2035 Metropolitan Transportation Plan provided essential baseline planning information for the PEL Study. Coordination with the San Antonio-Bexar County MPO was considered an essential part of the IH 35 PEL Study, and periodic project updates were presented to the MPO Policy Board at specific project milestones.

b. What is the name of the PEL study document and other identifying project information (e.g. sub-account or STIP numbers, long-range plan or transportation improvement program years)?

This study is known as the *IH 35 PEL Study* and is listed in the San Antonio-Bexar County MPO 2012-2013 Unified Planning Work Program (UPWP), amended January 23, 2012. Additionally, IH 35 improvements in the PEL Study Area are included in the San Antonio-Bexar County MPO's 2035 MTP (*Mobility 2035*).

c. Who was included on the study team (Name and title of agency representatives, consultants, etc.)?

The IH 35 PEL Study Team includes representatives from the TxDOT Strategic Projects Division (SPD), TxDOT San Antonio District, and Alamo RMA, as well as the IH 35 PEL Study Technical Advisory Committee (TAC) and Community Advisory Committee (CAC). The TAC includes representatives from local, state, and federal agencies and the CAC is comprised of neighborhood associations, community organizations, churches, schools, businesses, chambers of commerce, and other stakeholders. The IH 35 PEL Study consultant team is led by HNTB and includes CDM Smith, Blanton & Associates, Nancy Ledbetter & Associates, and RJ Rivera Associates. A listing of key staff that participated in the preparation of the PEL Study is available in **Appendix B**. A full list of the agencies and individuals invited to participate on the TAC and CAC, is available in **Appendix C**. The MPO also

played an integral part, both through their participation on the TAC and through milestone updates provided by the project team.

d. Provide a description of the existing transportation facility within the corridor, including project limits, modes, functional classification, number of lanes, shoulder width, access control and type of surrounding environment (urban vs. rural, residential vs. commercial, etc.)

The IH 35 PEL Study Area begins northeast of San Antonio at FM 1103/Hubertus Road in Schertz and continues along the existing IH 35 facility southwest towards downtown San Antonio, terminating at the intersection of IH 37/US 281. The Study Area also includes a segment of existing IH 410 east of downtown that connects IH 35 to IH 10. See **Figure 1** for a graphic representation of the IH 35 PEL Study Area.

The existing IH 35 and IH 410 facilities are located primarily within an urban/suburban area, and most land uses along the corridor are warehouse, light industry and heavy commercial development. IH 35 from FM 1103 to IH 37/US 281 is a controlled-access interstate highway facility that varies between 6 to 8 barrier-separated mainlanes and typically includes inside and outside shoulders and continuous frontage roads. IH 410 from IH 35 to IH 10 is a controlled-access interstate highway facility with 4 mainlanes separated by barrier/median and typically includes inside and outside shoulders and discontinuous frontage roads.

e. Provide a brief chronology of the planning activities (PEL study) including the year(s) the studies were completed.

Previous planning activities that have been completed within this corridor include the following:

- Northeast (IH 35) Corridor Major Investment Study (1996)
- *San Antonio I-35 Northeast Corridor Value Pricing Study*, by Texas Transportation Institute for TxDOT and FHWA (2005)
- I-35 Corridor Segment 3 Committee Recommendations (2010)
- I-35 Corridor Segment 4 Committee Recommendations (2010)
- I-35 Corridor Advisory Committee Plan (My 35 Plan) (2011)
- San Antonio-Bexar County MPO *Mobility 2035* Metropolitan Transportation Plan (2011)

This IH 35 PEL Study was initiated in Fall 2011. A timeline of major IH 35 PEL Study-related activities and milestones is provided in **Figure 2** (see **Section 2.e**).

f. Are there recent, current or near future planning studies or projects in the vicinity? What is the relationship of this project to those studies/projects?

Planning Studies

- An Environmental Impact Statement (EIS) is being prepared by the Alamo RMA in partnership with TxDOT and FHWA for Loop 1604 from US 90 West to IH 35. A portion of the EIS intersects with IH 35 in the northern portion of the IH 35 PEL Study Area.

- The Lone Star Rail District (LSRD) is planning commuter rail service and a freight rail bypass project between Austin and San Antonio. The corridor being studied is west of and parallel to the IH 35 corridor but does not intersect it within the IH 35 PEL Study Area. In 2012, LSRD drafted conceptual agreements with FHWA, TxDOT, and CAMPO on a combined federal environmental approval process and FHWA has committed to serve as the lead federal agency on environmental studies for the combined project.

Projects

- Several operational improvements are currently under construction by TxDOT for IH 35 from FM 3009 to Judson Road that involve expanding the mainlanes to add capacity, reconstructing and reconfiguring intersections, ramps, and frontage roads and adding turnarounds. These improvements let to construction in August 2012.
- Additional short-term congestion relief improvements are under consideration along IH 35 from IH 37 to IH 410N, including reconstruction and reconfiguration of ramps, addition of auxiliary lanes, and added capacity between IH 410S and IH 410N. These improvements are included in the FY 2013-2016 TIP, with an expected implementation year of 2013. Concepts being considered in this PEL study would consider those improvements and look at longer-term solutions to manage congestion.

2. Methodology used:

a. What was the scope of the PEL study and the reason for completing it?

The IH 35 PEL Study is a planning-level effort with the intent of establishing a link with past planning efforts and providing an updated basis for the NEPA phase. This was accomplished through public participation, agency coordination, re-establishing the need and purpose for IH 35 improvements and engaging in a new alternatives development and evaluation process. The decision-making process used in the PEL Study documents how alternatives were delivered to the subsequent NEPA phase. The PEL Study scope includes:

- Determining/defining need and purpose,
- Describing the affected environment,
- Developing and analyzing reasonable alternative concepts,
- Seeking public and agency involvement, and
- Recommending alternatives for further study in NEPA.

The reason the IH 35 PEL was completed was to document the decision-making process used in the planning phase; thereby linking planning to NEPA and streamlining the overall project development process.

b. Did you use NEPA-like language? Why or why not?

Yes, NEPA terminology was used throughout the IH 35 PEL Study in order to further establish the link between NEPA and Planning. For example, the terms “need and purpose”, “affected

environment”, and “alternatives” were used throughout the IH 35 PEL Study. These terms are consistent with those used in NEPA; however, alternatives in the PEL were “conceptual” and not project-level. More importantly, the planning-level process used in the PEL study was designed to inform NEPA and provide products that, to the extent possible, could be seamlessly incorporated into NEPA, such as the Need and Purpose Statement and the Affected Environment Report.

c. What were the actual terms used and how did you define them? Provide examples or list.

- Study Area - Approximately 24.3 miles in length and extends from the intersection of IH 35/US 281/IH 37 northeast of downtown San Antonio to FM 1103 in Schertz to the northeast of San Antonio (21.3 miles) and includes IH 410 from IH 35 to IH 10 northeast of downtown San Antonio (3 miles). The Study Area is approximately 7,808 acres and covers 0.25 miles on each side of the existing IH 35 and IH 410 facility center-lines between the study termini.
- Need and Purpose – The Need and Purpose was compiled through a process of problem identification and solution generation. Public participation was an important part of the process, as was the establishment of the technical basis.
- Alternatives – A universe of conceptual alternatives was compiled that included a no-build option, adding capacity within existing right of way, adding new capacity outside of the existing right of way, as well as other transportation modes. The alternatives developed were conceptual and not project-level alternatives.
- Affected Environment - The existing social, economic, and environmental conditions for the IH 35 PEL Study for the San Antonio region. Inventory and evaluation of the affected environment provides the baseline information to be used in further project development.
- Environmental Justice - The fair treatment and meaningful involvement of all people regardless of race, color, national origin, or income with respect to the development, implementation, and enforcement of environmental laws, regulations, and policies. Executive Order (EO) 12898 issued by President Clinton mandates that Federal agencies achieve environmental justice.
- Minority Population - Any readily identifiable groups of minority persons who live in geographic proximity, and if circumstances warrant, geographically dispersed / transient persons (such as migrant workers) who will be similarly affected by a proposed FHWA program, policy, and activity. A minority is a person who is Black, Hispanic, Asian American/Pacific Islander, or American Indian/Alaskan Native.
- Low-income population – Any readily identifiable groups of low-income persons who live in geographic proximity, and if circumstances warrant, geographically dispersed / transient persons (such as migrant workers) who will be similarly affected by a proposed FHWA program, policy, and activity.

- LEP (Limited English Proficiency) - Persons who do not speak English as their primary language and who have a limited ability to read, write, speak, or understand English as specified by FHWA and EO 13166.
- Major Traffic Generators – Facilities which generate large volumes of traffic on a daily basis.
- Intermodal - Multiple transportation modes with a high degree of connectivity and interchange between the modes. From a passenger perspective, transportation modes include car, bicycle, bus, train, and on foot. From a freight perspective, modes include rail, truck, airplane, and ship.
- Various other NEPA regulatory terms were used, including: Texas Surface Water Quality Standards (TSWQS); National Flood Insurance Program (NFIP); National Wetland Inventory (NWI); Edwards Aquifer Authority (EAA); National Ambient Air Quality Standards (NAAQS); Phase I Environmental Site Assessment (ESA); Threatened and Endangered Species; Section 4(f); Section 6(f); Historic Resources; Prime Farmland.

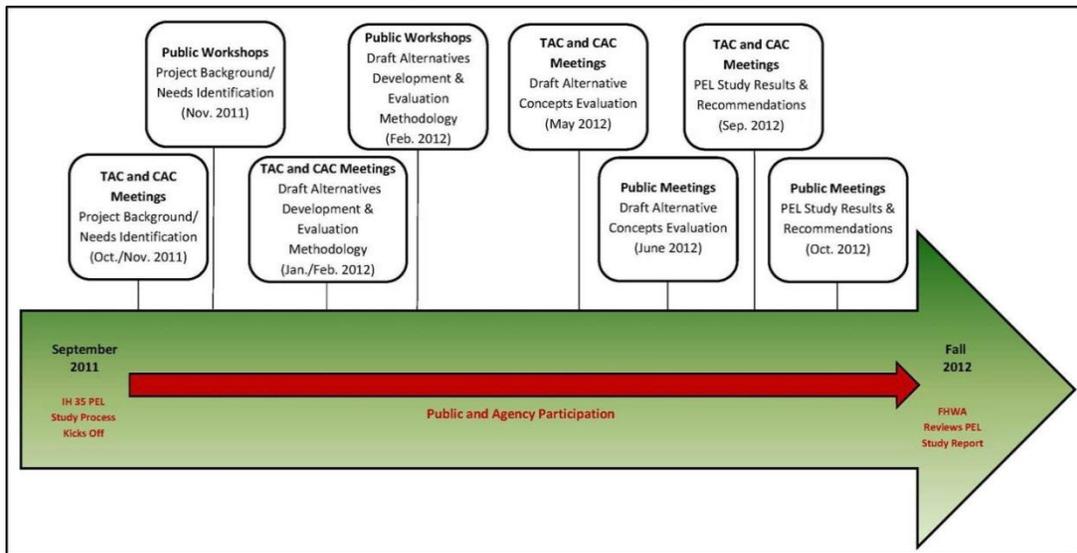
d. How do you see these terms being used in NEPA documents?

The terms used in the IH 35 PEL Study are consistent with NEPA terminology and therefore could be seamlessly incorporated into future NEPA studies. This is based on the fact the methodologies used to arrive at decisions such as, purpose and need statement, selecting the universe of alternatives, alternative evaluation methods and alternatives evaluation, etc. were based on similar compilations of public comment and technical support used in the NEPA process. The MPO Policy Board was presented project updates at their regular meetings. These updates chronicled any interim decisions made in the intervening period and provided comment. The MPO stated for the record at the September 20, 2012 TAC Meeting that the PEL Study met their expectations for technical and public support of the decisions made. In addition, FHWA provided comment on the decision-making process at key decision-making nodes through specific updates and their participation on the TAC.

e. What were the key steps and coordination points in the PEL decision-making process? Who were the decision-makers and who else participated in those key steps? For example, for the corridor vision, the decision was made by state DOT and the local agency, with buy-in from FHWA, the USACE, and USFWS and other resource/regulatory agencies.

Meetings were held at key milestones with agencies and project stakeholders throughout the course of the PEL Study. **Figure 2** shows the key steps and coordination points in the PEL decision-making process.

Figure 2: IH 35 PEL Study Process Flow



CAC and TAC meetings were held in advance of public meetings in order that information obtained from committee meetings could be shared with the public at each of the decision nodes shown above. Additional coordination points included the following:

San Antonio-Bexar County MPO Coordination – September 26, 2011

- The Alamo RMA introduced the IH 35 PEL Study at the MPO Board Meeting.

FHWA Coordination/Project Kick-off Meeting – October 20, 2011

- TxDOT, Alamo RMA, and FHWA participated in direct discussions concerning purpose and need and administering the PEL process.

San Antonio-Bexar County MPO Milestone Coordination – March 5, 2012

- Alamo RMA and TxDOT presented the status and next steps of the IH 35 PEL Study to the MPO Policy Board.

FHWA Milestone Coordination Meeting – March 6, 2012

- Alamo RMA and TxDOT participated in a presentation and discussion of the evaluation of alternatives and next steps of the IH 35 PEL Study with FHWA.

FHWA Milestone Coordination Meeting – April 25, 2012

- Alamo RMA and TxDOT presented information on traffic modeling and how it would be used to evaluate alternatives.

San Antonio-Bexar County MPO Milestone Coordination – December 3, 2012

- TxDOT presented project results to the IH 35 PEL Study to the MPO Policy Board.

Decisions at these key milestones were made by TxDOT and Alamo RMA in consultation with FHWA using technical analyses as well as input from the agencies, stakeholders, and the public. In addition to the TAC, CAC, and public meetings, individual agency meetings were held with Texas Historical

Commission (THC), VIA Metropolitan Transportation, Lone Star Rail, and Joint Base San Antonio (JBSA) which contributed in the decision-making process.

f. How should the PEL information be presented in NEPA?

Technical reports produced in the IH 35 PEL Study will be directly incorporated in the NEPA document as appendices, referenced in the text as warranted, and will be part of the project record and history of the decision-making process. Likewise, the Summary and Analysis Reports generated from the public and stakeholder outreach activities of the IH 35 PEL Study will provide context for the public's role in the decision-making process.

The information produced and decisions made in the PEL Study will serve as a starting point for more detailed, project-specific analyses in NEPA. PEL Study products may be incorporated as appendices, referenced in text, and included in the project record of the NEPA Study, as warranted.

3. Agency coordination:

a. Provide a synopsis of coordination with federal, tribal, state and local environmental, regulatory and resource agencies. Describe their level of participation and how you coordinated with them.

At the initiation of the IH 35 PEL Study, a Public Involvement and Agency Coordination Plan was prepared, which outlined tools and strategies for coordinating with and involving agencies in study-related decision-making. Early in the study process, a scoping letter was sent to federal, state, and local environmental regulatory and resource agencies that would typically be contacted in a NEPA study, including but not limited to U.S. Fish and Wildlife Service (USFWS), U.S. Environmental Protection Agency (EPA), U.S. Army Corps of Engineers (USACE), FHWA, Federal Transit Administration (FTA), THC, Texas Commission on Environmental Quality (TCEQ), and Texas Parks and Wildlife Department (TPWD); transportation entities including VIA Metropolitan Transit and Lone Star Rail District; cities and counties located in the Study Area; and JBSA, the all-service military command entity that manages the five base complexes in the San Antonio area, including Fort Sam Houston, Randolph Air Force Base and Martindale Army Air Field. The scoping letter informed the agencies of the initiation of the IH 35 PEL Study and encouraged them to contact the IH 35 PEL Study Team with any questions or comments related to the process. Responses were received from the FHWA, USACE, USFWS, USDA Natural Resources Conservation Service (NRCS), San Antonio Water System (SAWS) and JBSA indicating how they would like to participate in the process and providing guidance on incorporating specific resource information in the Study.

Additionally, representatives from federal, state, and local agencies were invited to participate as members of the IH 35 PEL Study TAC. Four TAC meetings were held at major Study milestones. Response to the TAC initiative was considered excellent. See **Section 2.e** for a list of key agency coordination points, and **Appendix C** for a list of agencies that were invited to participate on the TAC.

Alamo RMA conducted additional outreach to elected officials consisting of personal briefings and group discussions, as documented in the project record.

More detailed information regarding agency coordination can be found in the *IH 35 PEL Study Agency Coordination Technical Report*.

b. What transportation agencies (e.g. for adjacent jurisdictions) did you coordinate with or were involved during the PEL study?

- FHWA
- TxDOT
- San Antonio-Bexar County MPO
- VIA Metropolitan Transit
- Alamo RMA
- Lone Star Rail District

c. What steps will need to be taken with each agency during NEPA scoping?

Each agency will be provided a copy of the IH 35 PEL Study Report at the conclusion of the IH 35 PEL Study. It is envisioned that the IH 35 PEL Study report will be used in the determination of NEPA classification that precedes a future NEPA study. It is anticipated that agencies would be reengaged during the NEPA process in accordance with the regulatory jurisdiction of each agency.

4. Public coordination:

a. Provide a synopsis of your coordination efforts with the public and stakeholders.

At the initiation of the IH 35 PEL Study, a Public Involvement and Agency Coordination Plan was prepared, which outlined various avenues for public involvement and dissemination of study-related information. The public involvement tools and strategies utilized for this effort included establishing the previously mentioned IH 35 PEL Study CAC, a local information office, project hotline, project website, social media pages, mailing lists, email communications, news media, and coordination with elected officials, in addition to hosting public workshops.

Primarily, coordination efforts with the public and stakeholders were facilitated through the IH 35 PEL Study CAC and public workshops. The CAC is comprised of representatives from neighborhood associations, community organizations, churches, schools, businesses, chambers of commerce, and other stakeholders in the Study Area. Four CAC meetings were held at the major Study milestones. Prior to each CAC meeting, invitees are sent letters and email notifications of the upcoming meetings and topics to be discussed, and encouraging their participation. See **Section 2.e** for a list of CAC meetings, and **Appendix C** for a list of stakeholders who were invited to participate on the CAC.

In addition to the CAC, four rounds of public workshops (two workshops each round) were held at the major Study milestones. The public workshops were held at locations throughout the Study Area to provide a venue for public discussion and comment at various stages of the IH 35 PEL Study. All public outreach was advertised in a manner consistent with NEPA public meetings, complying

with the respective 30-day and 10-day legal requirements of the Texas Administrative Code. In addition, meetings were advertised through display ads, media releases, e-notifications, and the IH 35 PEL Study website and social media pages. The results of the public workshops conducted are presented in the *IH 35 PEL Study Public Workshop Summary and Analysis Reports*.

5. Purpose and Need for the PEL study:

a. What was the scope of the PEL study and the reason for completing it?

As discussed in **Section 2.a**, the scope of the IH 35 PEL Study includes the establishment of a need and purpose for improvements, development and evaluation of alternatives concepts, and identification of reasonable alternatives to be carried into a subsequent NEPA study. The reason for the IH 35 PEL Study is to link previous planning studies and provide an updated planning record to inform the subsequent NEPA phase.

b. Provide the purpose and need statement, or the corridor vision and transportation goals and objectives to realize that vision.

The purpose of the IH 35 PEL study is:

To develop transportation alternatives that improve mobility and safety in the IH 35 corridor in a manner that will manage vehicle congestion for the projected 25-year planning horizon, promote efficient use of existing transportation facilities, minimize impacts to the natural and built environment and complement other modes of transportation and economic development initiatives in the region.

The IH 35 PEL Study seeks to identify improvements to existing IH 35 within the Study Area to address the following issues:

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

These issues lead to increased vehicle delay and have negative economic and environmental consequences to area residents, commuters, businesses, and freight movements.

The *IH 35 PEL Study Need and Purpose Technical Report* contains a detailed description of the conditions in the Study Area and provides data to support the need for major transportation improvements in the corridor.

c. What steps will need to be taken during the NEPA process to make this a project-level purpose and need statement?

The Need and Purpose Statement was developed in accordance with Appendix A, 23 CFR 450 – *Linking the Transportation Planning and NEPA Processes* (23 USC 139), which details how information, analyses and products from transportation planning can be incorporated seamlessly into the NEPA process at the project level. The IH 35 PEL Need and Purpose Statement was a collaborative effort designed specifically to integrate public involvement and agency coordination in its development. In addition, detailed technical information was provided with regard to population trends and projections, major traffic generators, historic and future traffic projections, and roadway design and safety conditions, all of which support the need for improvements along the IH 35 corridor within the Study Area. It is the intent to utilize this Need and Purpose Statement to validate project-level alternatives during the NEPA decision-making process.

- 6. Range of alternatives: Planning teams need to be cautious during the alternative screening process; alternative screening should focus on purpose and need/corridor vision, fatal flaw analysis and possibly mode selection. This may help minimize problems during discussions with resource agencies. Alternatives that have fatal flaws or do not meet the purpose and need/corridor vision cannot be considered viable alternatives, even if they reduce impacts to a particular resource. Detail the range of alternatives considered, screening criteria and screening process, including:**

- a. What types of alternatives were looked at? (Provide a one or two sentence summary and reference document.)**

The following eleven (11) alternative concepts were considered in the IH 35 PEL Study and described in detail in the *IH 35 PEL Study Alternative Concepts Development and Evaluation Technical Report*:

- **No Build** – includes the preservation of the existing transportation network and any programmed transportation improvements that are reasonably expected to occur regardless of the outcome of the IH 35 PEL Study
- **Transportation Demand Management (TDM)/ Transportation Systems Management (TSM)/ Intelligent Transportation Systems (ITS)-Only** – TDM focuses on programs which encourage people to travel at alternative times or with fewer vehicles in order to reduce congestion. TSM focuses on minor improvements such as signalization, signage, etc. to assist the existing system to operate more efficiently. ITS focuses on advanced technologies such as message signs to provide drivers with greater knowledge of traffic conditions.
- **Rail-Only** – involves the implementation of rail transit service within the IH 35 PEL Study Area.
- **Transit-Only** – involves the construction of new and/or enhanced bus transit service or transit facilities in the IH 35 PEL Study Area.
- **Truck-Only** – involves the construction of a dedicated lane(s) on the existing IH 35 and/or IH 410 facility that is restricted solely for use by large trucks.

- **At-Grade Expansion -**
 - Option 1 – expansion of existing IH 35 and IH 410 in the Study Area by constructing 3 northbound (NB) and 3 Southbound (SB) mainlanes on each respective facility.
 - Option 2 – expansion of existing IH 35 and IH 410 in the Study Area by constructing additional at-grade capacity while optimizing lane balancing, transitions and merging/weaving (0-5 NB and SB mainlanes on IH 35 and 3 NB and SB mainlanes on IH 410.
 - Option 3 – similar to Option 2 with the primary difference being that Option 3 allows for slight deviations from the existing right of way in certain locations depending on the magnitude of the right-of-way (ROW) constraints.
- **Elevated Expansion** – involves the expansion of existing IH 35 and IH 410 in the Study Area by constructing 3 NB and 3 SB elevated mainlanes within existing right-of-way through the entire length of the Study Area.
- **Elevated/At-Grade Mix Expansion** – involves the expansion of existing IH 35 and IH 410 facilities in the Study Area by constructing an additional 3 NB and 3 SB mainlanes on each respective facility. The additional lanes would be a combination of at-grade and elevated capacity based on the constraints of the existing right-of-way.
- **Depressed Expansion** – involves the expansion of existing IH 35 and IH 410 facilities in the Study Area by constructing 3 NB and 3SB mainlanes on depressed capacity within the existing right-of-way.
- **Expansion of Parallel Facility** – involves the expansion and upgrade of an existing roadway, or combination of roadways, that parallel the existing IH 35 corridor in the IH 35 PEL Study Area.
- **New Location Highway** – involves the construction of new greenfield controlled-access highway that would attempt to capture the same travel market currently utilizing the IH 35 facility in the Study Area in order to relieve congestion on existing IH 35.

b. How did you select the screening criteria and screening process?

The screening of the alternative concepts for the IH 35 PEL Study was a two-phased process. Phase I provided a high-level analysis of the universe of alternative concepts described in **Section 6.a** above. Phase I primarily focused on broad, qualitative evaluation factors intended to identify and document fatal flaws early in the alternative development process such that a differentiation could be established between: (1) those alternative concepts with a high probability of meeting the need and purpose and (2) those alternative concepts which would obviously not meet the need and purpose and thus should be eliminated from further study. Based on the Need and Purpose Statement, the following issues were used to develop the Phase I screening criteria:

- Potential to address the projected transportation needs over the 25 year planning horizon;

- Potential to improve mobility and safety in a manner that will manage vehicle congestion;
- Potential to encourage integration with other transportation modes;
- Potential to be compatible with economic development in the region.

Phase II of the alternative concepts development and screening process involved the evaluation of the reduced set of alternative concepts resulting from the Phase I screening. In a first step, generalizations among the reduced set of alternatives were recognized, allowing them to be grouped into two distinct alternative concepts:

- **Add Roadway Capacity to the Existing IH 35 Facility**
 - At-Grade Concept
 - Elevated Concept
 - Elevated/At-Grade Mix Concept
 - Depressed Concept
- **Add Roadway Capacity Away from the Existing IH 35 Facility**
 - New Location Highway Alternative
 - Parallel Facility Alternative

In Phase II, alternative concepts were measured against more quantitative criteria developed in coordination with the IH 35 PEL TAC, CAC, and the general public, and were specifically designed to identify alternative concepts that achieved the most mobility benefit for IH 35 while minimizing impacts in the Study Area. The criteria and measures used to compare the alternative concepts included the following:

- **Mobility**
 - Average Speed
 - Travel Time
 - Total Vehicle Volume
- **Potential Impacts**
 - Potential Impacts to residents
 - Potential Impacts to Businesses
 - Potential Impacts to the Environment

c. For alternative(s) that were screened out, briefly summarize the reasons for eliminating the alternative(s). (During the initial screenings, this generally will focus on fatal flaws)

Table 1 provides a summary of the Phase I PEL Study Alternative Concept Screening results. The Phase I screen attempted to identify which alternative concepts could meet the need and purpose of the project, in and of themselves as standalone solutions, and eliminate the alternative concepts from further study that would not meet the need and purpose. More detailed information

regarding the results of the Phase I screening analysis is included in the *IH 35 PEL Alternatives Development and Evaluation Technical Report*.

Table 1: Phase I Alternative Concept Screening Overview

| Alternative Concepts | Assessment Criteria based on Need and Purpose | | | | Recommendation |
|---|--|--|--|--|------------------------------|
| | Addresses projected transportation needs over the Study's 25-year planning horizon | Improves mobility and safety in a manner that will manage vehicle congestion | Encourages integration with other transportation modes | Compatible with economic development initiatives in the region | |
| No Build Alternative | N | N | N | N | Study in Phase II (required) |
| TDM/TSM/ITS-Only Alternative | N | Y | Y | N | Consider as a CTSS* |
| Rail-Only Alternative | N | Y | Y | Y | Consider as a CTSS* |
| Transit-Only Alternative | N | Y | Y | Y | Consider as a CTSS* |
| Truck-Only Lane Alternative | N | Y | N | Y | Do not study further |
| Expansion Alternative - At-Grade Option 1 | Y | Y | Y | Y | Study in Phase II |
| Expansion Alternative - At-Grade Option 2 | Y | Y | Y | Y | Study in Phase II |
| Expansion Alternative - At-Grade Option 3 | Y | Y | Y | Y | Study in Phase II |
| Expansion Alternative - Elevated Option | Y | Y | Y | Y | Study in Phase II |
| Expansion Alternative - Elevated/At-Grade Mix | Y | Y | Y | Y | Study in Phase II |
| Expansion Alternative - Depressed Option | Y | Y | Y | Y | Study in Phase II |
| New Location Highway Alternative | Y | Y | Y | Y | Study in Phase II |
| Parallel Facility Alternative | Y | Y | Y | Y | Study in Phase II |

*Complementary Transportation System Solution (CTSS)

As a result of the Phase I screening analysis, four of the 11 concepts in the universe of alternatives were recommended for elimination from further study as standalone alternative concepts because they did not meet the need and purpose of the project. Although eliminated as standalone solutions, some of the alternative concepts eliminated were identified as potential complementary transportation system solutions (CTSS), indicating that although they didn't address the need and purpose as standalone solutions, they did possess the potential to complement other standalone transportation improvements. Detailed analysis of potential CTSS has been deferred to the NEPA process.

As mentioned in **Section 6.b**, the alternative concepts which passed the initial Phase I screening analysis were then examined in the Phase II analysis. As a first step in Phase II, it was recognized that all of the alternatives which passed the Phase I screen were iterations of two basic alternative concepts: (1) adding roadway capacity to the existing IH 35 facility, or (2) adding roadway capacity away from the existing IH 35 facility (e.g., new location construction or parallel facility upgrade). As such, these two general alternative concepts were examined in the Phase II analysis to determine which generalized solution would be the relatively most successful at meeting the need and purpose of the project. Under this approach, many of the project-specific alternative determinations (e.g., number of lanes, construction solutions, project financing) have been deferred to the NEPA process. **Table 2** presents the results of the Phase II analysis, including comparison of the two alternative solutions, and the No Build, with regard to mobility benefits and potential impacts. In **Table 2**, an x ('x') signifies relatively poor performance and a check mark ('✓') signifies a relatively positive performance for any given metric. More detailed information regarding the results of the Phase II evaluation is included in the *IH 35 PEL Alternatives Development and Evaluation Technical Report*.

Table 2: Phase II Alternative Concept Evaluation Results

| Alternative Concept | Improve Mobility | | | Minimize Potential Impacts | | |
|--|------------------|-------------|--------------|----------------------------|----------|-------------|
| | Avg. Speed | Travel Time | Total Volume | Residential | Business | Environment |
| No Build | x | x | x | ✓ | ✓ | ✓ |
| Add Roadway Capacity to the Existing IH 35 Facility | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ |
| Add Roadway Capacity Away from the Existing IH 35 Facility | ✓ | ✓ | ✓ | x | x | x |

As a result of the Phase II screen, it was determined that the alternative concept which involved the addition of roadway capacity to the existing IH 35 facility would be the most successful at accomplishing the need and purpose of the study and improving mobility while minimizing potential impacts in the Study Area.

d. Which alternatives should be brought forward into NEPA and why?

Based on the results of the evaluation analysis, it is recommended to carry forward one alternative concept into the NEPA process that involves the construction of additional roadway capacity on the existing IH 35 facility. It was determined that this solution to enhanced mobility would provide the best method of meeting the need and purpose of the project. Other solutions, such as expanding existing roadway capacity away from the IH 35 facility, constructing a new transportation facility, or constructing/enhancing other modes of transportation, were deemed relatively less successful at meeting the need and purpose and thus were eliminated from further consideration as standalone solutions. Project-specific determinations regarding the proposed number of lanes to add to existing IH 35, construction solutions (i.e., elevated, at-grade, depressed, or some combination thereof), and project funding or tolling remain to be analyzed and decided upon through the NEPA process.

e. Did the public, stakeholders, and agencies have an opportunity to comment during this process?

The public, stakeholders, and agencies provided input at every decision node of the project including problem identification, evaluation factors and criteria, alternatives development and alternatives screening during the first three rounds of TAC and CAC meetings and public workshops. An opportunity was provided during the 4th and final round of public involvement for stakeholders to comment on the alternative concept recommended for future study under NEPA.

f. Were there unresolved issues with the public, stakeholders and/or agencies?

There were no unresolved issues after the last round of public involvement was complete. However, the public was made aware that issues of funding were beyond the scope of the PEL Study.

7. Planning assumptions and analytical methods:

a. What is the forecast year used in the PEL study?

2035 is the forecast year for the IH 35 PEL Study which is consistent with the horizon-year forecasts produced by the San Antonio-Bexar County MPO in the currently adopted MTP, *Mobility 2035 Plan*.

b. What method was used for forecasting traffic volumes?

The modeling of the corridor travel demand was performed for the year 2035 using the latest updated network and trip tables that were based on the San Antonio-Bexar County MPO Model. The demand profiles that were used within the travel demand model to develop traffic forecasts for this study were based on the socioeconomic data that was used for the Loop 1604 and US 281 Traffic and Toll Revenue Study.

Between February 25 and March 3, 2012 traffic data was collected within the IH 35 PEL Study Area to update the latest San Antonio MPO Travel Demand Model with current traffic data. This collection included:

- Traffic Count data
- Screen-line point data
- Vehicle Classification Counts
- Vehicle Occupancy Counts
- Speed & Delay runs (Travel time runs) for A.M., P.M., and Off-Peak hours.

This data was used to calibrate the model within the Study Area limits and to identify current performance of the existing IH 35 facility. It was then used as a benchmark to forecast future traffic volumes under the No Build Alternative.

As alternatives were run through the travel demand model, peak-period travel times, vehicle hours of travel, and local vs. through-trip performance were summarized and compared against the no-build as well as the other alternatives. In addition, screen-line point data helped determine whether or not demand shifts from/to the facility under various alternatives. Vehicle Classification counts provided information on the mix of traffic (trucks vs. cars) and were used to identify which alternatives served differing mixes of traffic. Speed and delay runs provided base information on all the alternatives and their ability to increase throughput. It should be noted that both the modeling methodology and the modeling results were reviewed by TxDOT Transportation Planning and Programming Division (TPP).

c. Are the planning assumptions and the corridor vision/purpose and need statement consistent with the long-range transportation plan?

The IH 35 PEL Study purpose and need statement is consistent with and in many cases directly supports the corridor vision and goals from the MTP. The consistency of the IH 35 PEL Study with the MTP is illustrated in **Table 3**.

Table 3: Consistency of the PEL Study with the MTP

| MTP Goals | PEL Study Purpose and Need |
|--|--|
| Corridor Capacity Improvements: adding more travel lanes to roads for vehicles in both directions; if there is high rush travel flow in one direction consider adding reversible lanes that will change direction depending on the peak travel | PEL Study Purpose is to develop transportation alternatives that improve mobility and safety in the IH 35 corridor in a manner that will manage vehicle congestion for the projected 25-year planning horizon, promote efficient use of existing transportation facilities, minimize impacts to the natural and built environment and complement other modes of transportation and economic development initiatives in the region. |
| Congestion Relief Corridors: constructing new roadways on new alignments that will relieve congestion on parallel corridor roadways | |
| Develop and implement operational improvements for the management of traffic along major travel corridors, including incident management, intersection improvements, construction coordination, access management, signal re-timing programs, and freight management | |
| Decrease traffic congestion by coordinating traffic operations and developing and implementing strategies to reduce travel demand at both the regional and corridor levels | Improvements to IH 35 within the Study Area are needed to address increasing traffic demand and congestion; inadequate roadway capacity; roadway safety and operational concerns; structural and functional roadway deficiencies, and; limited integration of IH 35 with other existing and planned transportation modes. |
| Continue efforts with the Alamo RMA, VIA, the Advanced Transportation District (ATD), and the Lone Star Rail District to finance major congestion relief projects including commuter rail service, high capacity transit (including bus rapid transit, streetcar, light rail, and busways), and roadways | |

d. What were the future year policy and/or data assumptions used in the transportation planning process related to land use, economic development, transportation costs and network expansion?

Future year policy and/or data assumptions used in the PEL Study are based on the assumptions and data used in the adopted fiscally-constrained MTP. As presented in the MTP, an important basis for assumptions related to future land use, economic development, transportation costs, and network expansion stems from the results of San Antonio-Bexar County MPO Growth Scenario Planning. Based on growth scenario public workshop results, the MPO supports a Transit-Oriented Development (TOD)/Infill Development regional growth scenario, which emphasizes compact, high-density, mixed use development along major transit corridors and inside Loop 1604. This growth scenario was used in the development of the MTP. Accordingly, the MTP assumes a high proportion

of TOD/high density development and mixed-use land use with an associated emphasis on expansion and accessibility of the transit network. The MTP also assumes fiscal constraints on future transportation projects, acknowledging that transportation project costs far outweigh available funding resources, necessitating strict prioritization of transportation projects.

8. Environmental resources (wetlands, cultural, etc.) reviewed. For each resource or group of resources reviewed, provide the following:

a. In the PEL study, at what level of detail was the resource reviewed and what was the method of review?

Existing resources present in the Study Area have been identified and documented in *the IH 35 PEL Study Affected Environment Technical Report* consistent with a planning-level study. Resources were reviewed from September 2011 through 2012 based on existing datasets, studies, and plans, as well as windshield surveys. All resources were reviewed following the latest guidelines available at the time of research. A brief summary is provided below:

- Land Use and Planning – 2011-2012 Bexar, Comal and Guadalupe County land use data was collected and examined to the parcel level. Local government plans were also examined, including the San Antonio North Sector Plan, Northeast Gateway Corridor District Plan, and City of Schertz Comprehensive Land Plan. A windshield survey was conducted in 2011; recent aerial photographs of the Study Area were also examined.
- Socioeconomic Factors – Total, minority, low-income, and limited English proficiency population data and employment/income data were examined to the block group or census tract level, as available, from Census 2010 and American Community Survey 2005-2009 sources.
- Neighborhoods and Community Resources – Military land, hospitals, schools, universities, and places of worship were identified through internet search and windshield surveys for the southern Study Area (intersection of IH 35/US 281/IH 37 to the IH 35/IH 410 intersection); central Study Area (410 intersection to the IH 35/Loop 1604 intersection); and northern Study Area (IH 35/Loop 1604 intersection to the IH 35/FM 1103 intersection).
- Visual and Aesthetic Qualities – Visual resources were inventoried for the southern, central, and northern portions of the PEL Study Area. The City of San Antonio’s rating for the PEL corridor was identified (not a scenic corridor). The cities of San Antonio and Schertz guidelines relevant to visual resources were identified. Factors affecting personal assessment of visual and aesthetic quality of areas were also outlined.
- Existing Transportation Infrastructure – Information on the existing road, transit, and rail systems and proposed system improvements was obtained from MPO MTP, VIA, and TxDOT sources and current maps. Existing IH 35 and IH 410 were described, including crossings and entrance/exit ramp locations. Data for existing and planned PEL Study Area roadways was presented. Major traffic generators were identified, and current

and future projected traffic volumes including level of service information was presented. Existing and projected bus transit ridership was presented. Existing and proposed intermodal and air facilities were also discussed.

- Surface Water - Surface water resources (streams, floodplains and wetlands) of the Study Area were listed and described, referencing TCEQ, Federal Emergency Management Agency (FEMA), and USFWS sources. Surface drainage characteristics and surface water quality as well as applicable federal and state surface water, floodplain, and water quality regulations were also described.
- Groundwater - Groundwater aquifer resources of the Study Area were described referencing information from the TCEQ and EAA. Types of aquifer impacts and the associated protective regulatory framework were also described.
- Air Quality / Area Emissions – Federal (EPA) and state (TCEQ) air quality guidelines and regulations were presented. Air quality standards for were presented for individual pollutants, along with the current attainment status.
- Noise Analysis – Federal traffic noise standards and regulations were presented, as well as a description of traffic noise analysis procedures.
- Hazardous Materials – A comprehensive list of Federal and State hazardous materials records databases with readily available data was presented, along with the results of a current internet search of these databases, showing hazardous materials sites occurrence in the Study Area. Field verification of database search results was not performed. NEPA-level hazardous materials assessment procedures and documentation requirements were also presented.
- Threatened and Endangered Species – Applicable federal and state regulations pertaining to listed species were presented. The most recent federal and state threatened and endangered species occurrence databases were searched and species occurring or with potential to occur in the Study Area were presented.
- Natural Areas and Preserves – searches of the Texas Natural Diversity Database, NRCS Grassland Reserve and Farm and Ranch Land Reserve Programs, and USFWS National Wildlife Refuges databases were conducted, along with a windshield survey.
- Parklands and Recreation Areas – The regulatory framework for impacts to park and recreational facilities was presented, including Section 4(f), Land and Water Conservation Fund (Section 6(f)), and Texas Parks and Wildlife Code requirements. An assessment of park and recreation areas in the Study Area was also conducted.
- Historic and Cultural Resources – Database searches were conducted to identify historic-age resources, cemeteries, State Archeological Landmarks (SALs), and heritage farms in and within 150-ft Area of Potential Effect (APE) of the Study Area. A technical report with detailed evaluation of the identified resources and the historic context of the area was drafted, in accordance with the Programmatic Agreement (PA) between FHWA,

State Historic Preservation Officer (SHPO), Advisory Council on Historic Preservation (ACHP), and TxDOT. A preliminary determination of likelihood of occurrence of undiscovered archeological resources in the Study Area was made. Certified Local Governments (CLGs) were identified.

- Utilities / Transmissions – Transmission Lines were identified for the southern, central, and northern sections of the Study Area. The Study Area was also checked for electric transfer stations (no occurrence).
- Mine and Quarry Locations – The Study Area was surveyed for mine and quarry occurrence and one aggregate materials quarry operating as G.E.M. Materials is located within the Study Area at Retama Park and IH 35.
- Prime Farmland – NRCS Farmland Protection Policy Act guidelines were presented. Prime soils series of the Study Area were determined from USGS soil survey data, and respective acreages of these series were determined in Geographic Information Systems (GIS).

b. Is this resource present in the area and what is the existing environmental condition for this resource?

The existing condition of each the resources listed in the *IH 35 PEL Study Affected Environment Technical Report* have been described in the *Affected Environment Technical Report*, along with a summary of any associated legal or regulatory context, and quantified, as appropriate for the corridor-level of analysis. Please refer to the *Affected Environment Technical Report* for further information on each resource. A brief summary is provided below:

- Land Use and Planning – Most land use in the PEL Study Area is commercial, followed by streets and residential land use. Active urban development is ongoing throughout remaining undeveloped areas of the PEL Study Area, in accordance with San Antonio sector plans and the Schertz Comprehensive Land Plan.
- Socioeconomic Factors – 62.9 percent of the population of block groups intersecting the PEL Study Area are minority; 14.6 percent of the population of Census Tracts intersecting the Study Area are low-income; 8.6 percent of the population of Census Tracts intersecting the Study Area are LEP.
- Neighborhoods and Community Resources – Fort Sam Houston (U.S. Army) including the Brook Army Medical Center is located in the southern Study Area. This facility includes the Brook Army Medical Center and the Texas National Guard Armory. The Northeast Methodist Hospital is located in the Study Area. Five elementary schools, two middle schools, three pre-schools, one private school, and one university are located in the Study Area. Twelve places of worship are also located in the Study Area.
- Visual and Aesthetic Qualities – The Study Area is mainly characterized by man-made visual features, which include single-family residential areas, military uses, and industrial and

commercial areas; however, natural and undeveloped views also occur. The southern project area includes views of undeveloped land along IH 410, as well as views of the San Antonio River and Pershing and Walzem Creeks; the central project area includes view of Beitel and Salitrillo Creeks; the northern project area includes views of Cibolo Creek. Views of areas of mature live oak and Ashe juniper occur throughout the project area.

- Existing Transportation Infrastructure – IH 35 is the primary roadway in the project area, with connections to other nationally and/or regionally important major roadways including IH 10, IH 410, Loop 1604, and US 281. Because the Study Area is highly urbanized, many local major and minor arterials and local streets also occur. Major traffic generators contributing to traffic in the Study Area include Fort Sam Houston (including Brooks Army Medical Center), Randolph Air Force base, San Antonio International Airport, downtown San Antonio, the HEB grocery warehouse district, Windsor Park shopping mall, and Retama polo park. The Union Pacific freight rail system and intermodal train-truck freight transfer facility are major features of the Study Area; there is currently no passenger rail system. Transit features include several VIA bus routes that provide service and connectivity to the Study Area.
- Surface Water – Streams within the project area are the San Antonio River and Salado, Pershing, Walzem, Beitel, Salitrillo, and Cibolo Creeks. Portions of three of these (Upper San Antonio River, Salado Creek, and middle Cibolo Creek) are considered by the TCEQ as impaired regarding water quality. The Study Area also contains 602 acres of FEMA-designated 100-year floodplain and 20.3 acres of NWI palustrine wetlands.
- Groundwater – Approximately 90 percent of the Study Area overlies the artesian zones of the Edwards and Trinity aquifers, which have a high degree of hydrologic connectivity. The Edwards Aquifer is the principal source of water for the San Antonio area and has therefore been designated a sole source aquifer. The aquifer is protected from over-pumpage by the Edwards Aquifer Authority. Recharge water quality is protected through TCEQ rules which include regulation of contributing and recharge zone development.
- Air Quality / Area Emissions – The San Antonio area, including the Study Area, is in attainment of all major EPA national air quality standards for the six major pollutants: ozone, lead, carbon monoxide, sulfur dioxide, nitrogen dioxide, and particulates. However, unless ozone levels in 2012 are lower than those in 2011, the area will be in violation of EPA ozone standards.
- Noise Analysis – As an urbanized area with a major freeway and extensive roadway connections, traffic noise is a major constituent of ambient background noise levels.
- Hazardous Materials – No obviously apparent sources of hazardous materials contamination currently occur in the PEL Study Area. According to database searches, a total of 732 hazardous materials sites occur within the American Society for Testing and Materials (ASTM)-designated search distances from the alternatives centerlines. The sites are primarily listed in the Industrial and Hazardous Waste Sites, Petroleum Storage Tanks,

Leaking Petroleum Storage Tanks, Tier II Chemical Reporting Program Facilities, and Resource Conservation and Recovery Act (RCRA) databases.

- Threatened and Endangered Species – There are 43 federally- or state- threatened and/or endangered species occurring in, potentially occurring in, or potentially impacted by, activities occurring regionally (including areas outside the project Study Area). The Study Area is highly urbanized with limited potential for actual listed species occurrence; it occurs on karst zones with low probability of occurrence (Zone 3) and no occurrence (Zone 5) of listed karst species. Actual occurrence of these species or their habitats would be determined during NEPA-level studies. The TPWD Natural Diversity Database (NDD) lists one occurrence in the Study Area, for the Guadalupe bass (State-designated as Rare). Outside the Study Area but within a 1.5-mile radius, the NDD also lists one occurrence each for two State-listed (threatened) blindcat fish species and one occurrence of a waterbird rookery with no identified listed species.
- Natural Areas and Preserves – No officially-designated natural areas or preserves are located within the Study Area.
- Parklands and Recreation Areas – The Study Area encompasses 37.2 acres of San Antonio parks and recreation areas, including all of one park (Pershing Park), part of another park (Ruth Woodward Park), and portions of two greenways (Salado Creek, Jack White Park). In addition, the Study Area encompasses 15.6 acres of Olympia Hill Golf Course, owned by Universal City.
- Historic and Cultural Resources – Three National Register-listed properties occur in the Study Area: The Old Lone Star Brewery, the Fort Sam Houston historic district, and the John S. Harrison house. Two National Register-eligible properties also occur, a commercial building and a property containing two education buildings. The Harrison house is also recognized by the State of Texas as an SAL. The Harrison and Brown Stage Stop in Selma is also designated an SAL. Two cemeteries were identified within the Study Area.
- Utilities / Transmissions – Twenty electric transmission lines of various kilovolt capacities occur completely or partly within the Study Area; eleven of these cross IH-35.
- Mine and Quarry Locations – One aggregate materials quarry operated as G.E.M. Materials is located within the Study Area at Retama Park and IH 35.
- Prime Farmland – Prime farmland soils that are within roadway ROW or dedicated to urban development are not subject to the requirements of the FPPA. Therefore, although 66.8% (5,218.5 acres) of the Study Area contains prime farmland soils, this percentage falls to 8.8% (684 acres) when roadway ROW and areas dedicated to urban development are removed.

c. What are the issues that need to be considered during NEPA, including potential resource impacts and potential mitigation requirements (if known)?

The *Affected Environment Technical Report* identifies resources that may need to be further examined in NEPA, as warranted, depending on project-level impacts identified during the NEPA phase of project development. The following includes protocol for resource categories determined during NEPA to be potentially impacted by a proposed alternative. A brief summary is provided below:

- Land Use and Planning – Any direct effects to businesses or residences (takes) and associated displacement assistance under the provisions of the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 would need consideration during a NEPA-level study. Any indirect effects stemming from access alteration due to the project with associated land use and development effects (induced development; alteration of land development patterns) would also need consideration, to ensure the project is compatible with the prospective MPO regional growth scenario (TOD/Infill) The consistency of the proposed project with other local city planning would also need to be ensured throughout the NEPA process.
- Socioeconomic Factors – Any impacts to low income and minority populations would need to be assessed in accordance with EO 12898 *Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations* and mitigation would be provided if warranted. Findings from the System level toll analyses for toll impacts to EJ populations included in the 2035 MTP would be presented, and a project level toll analysis and any associated impacts to EJ populations would be included in the NEPA study. The NEPA study would also include measures to ensure the opportunity for participation and input of LEP persons in the project development process.
- Neighborhoods and Community Resources – Although direct impacts to these resources (taking) would not be anticipated, potential impacts stemming from indirect effects of the project such as access alteration would be assessed, if warranted.
- Visual and Aesthetic Qualities – Guidelines for visual sensitivity rating and consistency of the proposed project design with local visual and aesthetic guidelines would need to be ensured. Regarding project design, the most detailed guidelines are offered by the TxDOT San Antonio District, which specifies region-specific roadway architecture design themes; City of San Antonio North Sector Plan and City of Schertz Comprehensive Land Plan have visual/aesthetic design provisions complementary to the TxDOT guidelines. Mitigation of visual impacts would be considered during project planning, as specified in the TxDOT Environmental Manual. These measures could include incorporation of architectural features and aesthetic elements into the project design, landscaping/xeriscaping, screening, and earthwork.
- Existing Transportation Infrastructure – Connectivity of a proposed project-level alternative with the existing transportation infrastructure, as well as project effects on local access and mobility must be considered during NEPA analysis. Compatibility of IH

35 corridor improvements with prospective transit and rail improvements must also be considered.

- Surface Water – A NEPA-level study would need to consider impacts to jurisdictional streams and wetlands, including permit and potential mitigation requirements. Design requirements to prevent floodplain impacts would also need to be considered, along with appropriate coordination requirements with local FEMA floodplain officials.
- Groundwater – Potential indirect impacts to Edwards Aquifer recharge zone from project-induced development north/west of the project area would need to be considered. Location and proper plugging of abandoned or acquired water wells would also need to be considered.
- Air Quality / Area Emissions – Demonstration of consistency of the proposed alternatives with the San Antonio-Bexar County MTP and current STIP would be needed. If modeled projected traffic exceeds 140,000 vehicles per day, a Traffic Air Quality Analysis (TAQA) would need to be performed. A Mobile Source Air Toxic (MSAT) analysis would also need to be conducted.
- Noise Analysis – Noise impacts to residential receivers would need to be determined using Traffic Noise Model (TNM) analysis, for each proposed alternative. Noise abatement measures would need to be determined cooperatively between TxDOT and affected property owners and incorporated into the project design.
- Hazardous Materials – Phase I assessment to ASTM standards would be conducted on a preferred alternative during NEPA. Phase II site investigations could be required, depending on the results of the Phase I database search, project design, and locations of proposed ROW location. Any mitigation requirements for hazardous materials sites would be discussed.
- Threatened and Endangered Species – If a federally-listed species or its habitat was determined to be affected by the preferred alternative, a biological assessment would be required with an effect determination (No Effect; May Affect, but is not likely to Adversely Affect; or May Affect, is likely to Adversely Affect) for submittal to the USFWS to initiate consultation. Consultation would be informal or formal depending on proposed impacts; the potentially extended time frame for this coordination should be considered. Although not anticipated, project impacts to federally listed species or their habitats would potentially be mitigated through provisions of the Southern Edwards Plateau Habitat Conservation Plan. Similarly, any impacts to State-listed species would be coordinated with TPWD. Any required mitigation for impacts to habitat for federal Candidate species or rare vegetation species providing habitat for State-listed species would also need to be coordinated with TPWD. In addition to listed species, any impacts to migratory bird nesting and associated USFWS coordination requirements would need to be considered.

- Natural Areas and Preserves – Although no officially designated natural areas or preserves occur, in accordance with the Memorandum of Understanding (MOU) between TxDOT and TPWD, any proposed impacts to bottomland hardwoods, native prairies, or riparian habitat would be quantified and reported in the NEPA document, and the potential for mitigation for impacts to these resources discussed.
- Parklands and Recreation Areas – Any direct impacts (taking) and constructive use impacts to parks and recreation areas would be quantified and/or assessed for a proposed project-level alternative during the NEPA study. Section 4(f) coordination with the FHWA would be undertaken. Avoidance and minimization of impacts must occur per regulations. Any potential mitigation for impacts would be determined during the coordination effort.
- Historic and Cultural Resources – Any effects (direct and indirect) to historic resources identified and evaluated in the PEL Study and during the NEPA study (including any ROW proposed for acquisition) would be summarized in a Historic Resources Survey Report (HRSR); coordination with the SHPO in accordance with the MOU regarding HRSR findings would be undertaken. As warranted, project design would be modified to avoid adverse impacts to historic resources.
- Utilities / Transmissions – Adjustment or relocation of transmission lines or underground pipelines, and associated costs, would be considered in the NEPA study.
- Mine and Quarry Locations – Potential impacts to mining activities would be considered in the NEPA study.
- Prime Farmland – Potential impacts to Study Area farmland subject to the Farmland Protection Policy Act would be considered in the NEPA study.

d. How will the data provided need to be supplemented during NEPA?

The data collected at the corridor-level in the IH 35 PEL will serve as starting point for NEPA analysis, but may need to be refined to a greater level of specificity for project-level alternatives. A brief summary of data that may need to be supplemented in NEPA includes:

- Land Use and Planning – Bexar County and the cities of Live Oak, Universal City, Windcrest and Selma would be contacted to obtain any available land use data or planning information. Previously obtained data from San Antonio and Schertz would be updated if necessary. The most recent versions of land use planning documents would be obtained, if available, to ensure inclusion of data compiled since the PEL Study. Additional windshield surveys would be conducted to document recent land use changes since the PEL study.
- Socioeconomic Factors – U.S. Department of Health and Human Services (HHS) poverty guidelines and American Community Survey data would be updated to the NEPA study year. Population and ethnicity data, and associated project impacts, would be

presented to the block level; low income and LEP population data, including impacts to low-income populations, would be presented to the block group level.

- Neighborhoods and Community Resources – The Study Area would be checked for changes in inventory of Military land, hospitals, schools, universities, and places of worship since the PEL study. Data necessary to analyze potential noise, visual/aesthetic, and MSAT effects to these resources from the project would need to be collected.
- Visual and Aesthetic Qualities – The Study Area would be checked for changes in visual features since the PEL study. Any updates to City of San Antonio, San Antonio North Sector, TxDOT-San Antonio District, or City of Schertz visual/aesthetic guidelines would be taken into account. Any newly published guidance from the Cities of Windcrest, Live Oak, and Selma would also be taken into account.
- Existing Transportation Infrastructure – Any updates to the MTP and VIA Long-Range Plan, and updated rail information from TxDOT or the Lone Star Rail District would be obtained. Detailed design information regarding proposed project crossings, ramp locations (connections to existing transportation infrastructure) would be detailed for each proposed alternative.
- Surface Water Field Jurisdictional Determinations and delineations would be performed for streams and wetlands and impacts quantified for the preferred alternative. The most recent impairment status (updated annually) of affected stream segments (within five miles downstream of project) would also be checked. Appropriate USACE coordination with respect to permitting would be conducted.
- Groundwater – The location of any water wells within the Study Area and the associated aquifer would be determined, in the event such wells might require plugging in conjunction with the proposed project.
- Air Quality / Area Emissions – The NEPA study would report any updated attainment status for NAAQS, to determine if transportation conformity rules would apply. TAQA analysis for CO will be included if modeled projected traffic is >140,000 vehicles per day (vpd).
- Noise Analysis – Modeled receiver locations would need to be determined. Existing ambient noise levels would need to be recorded as appropriate in the field. Existing and projected future traffic data would be obtained from TxDOT TPP for use in TNM traffic noise analysis modeling. Areas where noise abatement would potentially be feasible would need to be identified.
- Hazardous Materials – The Phase I database search would be updated to capture any hazmat issues occurring since the PEL Study. Additional Phase I ESA activities would include field verification of sites identified in the database searches; review of additional environmental record sources such as topographic maps; review of reasonably ascertainable historical land use research sources such as Sanborn maps;

landowner/government official interviews; and Phase I survey documentation such as the TxDOT Initial Site Assessment form.

- Threatened and Endangered Species – State and federal lists would be re-checked to ensure that any listing changes occurring since the PEL study are captured. A site visit would be conducted by a qualified biologist to document any occurrence of listed species or their habitats. A karst survey would be conducted by a qualified geologist to determine occurrence of undocumented karst features. If karst features are discovered these would be examined by a qualified biologist for occurrence of suitable habitat for/occurrence of listed karst species.
- Natural Areas and Preserves – It will be determined if any natural areas or preserves have been established since the PEL study, and field visits will occur to identify and quantify impacts to bottomland hardwood, prairie, or riparian vegetation within existing and proposed ROW for a proposed project-level alternative.
- Parklands and Recreation Areas – It will be determined if any parklands or recreational areas have been established since the PEL study, for inclusion in FHWA consultation.
- Historic and Cultural Resources – A field historical-age resource and archeological survey would be conducted for the APE and any additional ROW acquired for the proposed project. Field identification of cemetery locations and boundaries would be performed to determine potential impacts. The listing of historic resources compiled in the PEL study would be updated to include resources which had become NRHP-listed or – eligible since the PEL study. Qualified historians would draft an HRSR and undertake formal consultation with the SHPO regarding potential impacts to historic resources from the preferred alternative and appropriate mitigation.
- Utilities / Transmissions – Utility relocation needs and associated costs would be calculated for a proposed project-level alternative.
- Mine and Quarry Locations – The location of any new or expanded mining or quarry operations with proximity to the Study Area will be assessed.
- Prime Farmland – NRCS soils series mapping data for any areas not assessed during the PEL study would be obtained during coordination with NRCS.

9. List environmental resources you are aware of that were not reviewed in the PEL study and why? Indicate whether or not they will need to be reviewed in NEPA and explain why.

The list of resources reviewed in this IH 35 PEL study is comprehensive, and is consistent with resources typically considered in a NEPA analysis. Although the level of analysis detail would be greater in a NEPA study for all resources, it is not anticipated that additional resources would need to be included. Resources receiving a cursory review in the PEL study but which would receive more detailed analysis in NEPA are listed below, along with explanatory notes.

- Socioeconomic Factors – Minority population data examined at the Census Block Group level in PEL would be examined at the Census Block level in NEPA. Income data examined at the Census Tract level in PEL would be examined at the Census Block Group level in NEPA. LEP data examined at the Census Tract level in PEL would be examined at the Census Block Group level in NEPA. The level of analysis in PEL provides a basic overview of local demographic and a reasonable preview of potential Environmental Justice impacts that would be detailed during a NEPA-level study.
- Air Quality / Area Emissions – This resource was not examined in detail during the PEL study because TPP traffic forecast numbers are required for required air quality analysis. The NEPA study would report any updated attainment status for NAAQS, to determine if transportation conformity rules would apply. TAQA analysis for CO will be included if modeled projected traffic is >140,000 vpd.
- Noise Analysis – This issue was not examined in detail during the PEL study because exact final design alignments and TPP traffic forecasts are required for TNM analysis. For NEPA analysis, modeled receiver locations would need to be determined. Existing ambient noise levels would need to be recorded as appropriate in the field. Existing and projected future traffic data would be obtained from TxDOT TPP for use in TNM traffic noise analysis modeling. Areas where noise abatement would potentially be feasible would be identified.
- Hazardous Materials – While the Study Area was visually examined during the PEL Study, additional Phase I ESA activities would occur during NEPA-level studies including closer field examination of sites identified in the database searches to detect visual indicators of hazmat contamination. A Phase I Initial Site Assessment form would be completed. Any discovered hazardous material sites would be subject to Phase II investigation.
- Threatened and Endangered Species – This resource was not examined in detail during PEL in part because of the low potential for listed species habitat/occurrence in the Study Area due to its urbanized character; its location on primarily previously disturbed ground; and its location in karst zones with low or no likelihood of occurrence of listed karst species. During NEPA-level analysis, a site visit would be conducted by a qualified biologist to document any occurrence of listed species or their habitats. A karst survey would be conducted by a qualified geologist to determine occurrence of undocumented karst features. If karst features are discovered these would be examined by a qualified biologist for occurrence of suitable habitat for/occurrence of listed karst species.
- Historic and Cultural Resources – These resources were not studied in detail during PEL because potential ROW needs, and therefore potential impacts, cannot be assessed. During NEPA analysis, a field historical-age resource and archeological survey would be conducted for the APE and any additional ROW acquired for the proposed project. Field identification of cemetery locations and boundaries would be performed to determine

potential impacts. The listing of historic resources compiled in the PEL study would be updated to include resources which had become NRHP-listed or –eligible since the PEL study. Qualified historians would draft an HRSR and undertake formal consultation with the SHPO regarding potential impacts to historic resources from the preferred alternative and appropriate mitigation.

10. Were cumulative impacts considered in the PEL study? If yes, provide the information or reference where it can be found.

Cumulative impacts were not considered in the IH 35 PEL Study. Schematic design and project details necessary to adequately assess cumulative impacts of proposed alternatives was not available at the PEL level of analysis and would be more appropriately studied in NEPA.

11. Describe any mitigation strategies discussed at the planning level that should be analyzed during NEPA.

The San Antonio-Bexar County MPO MTP presents environmental issues and mitigation strategies regarding impacts to water quality, floodplains, wildlife habitat, agricultural land, the Edwards Aquifer, environmental justice, and threatened and endangered species. These strategies emphasize avoidance through project alignment and design, as well as a regional approach to land preservation, generally consisting of in-kind preservation of resources unavoidably impacted by a project. The PEL addresses many of the concerns to be addressed under NEPA, and the strategies discussed are consistent with those proposed in the MTP. Planning-level decisions regarding mitigation strategies includes activities and concepts that may be adopted or incorporated into NEPA.

12. What needs to be done during NEPA to make information from the PEL study available to the agencies and the public? Are there PEL study products which can be used or provided to agencies or the public during the NEPA scoping process?

The NEPA document will be informed by a full spectrum of planning decisions derived from the PEL process. The IH 35 PEL Study Report and all supporting PEL decision documents will be incorporated into the NEPA process by reference and become part of the administrative record and history of the decision-making process. Further, the IH 35 PEL Study Report, including associated technical reports, will be integrated into the NEPA process and made available to the public, as well as to TAC and CAC members and the resource and regulatory agencies that were engaged during the initial stages of the IH 35 PEL Study. Additionally, the *IH 35 PEL Study Report* will be available on the project website.

13. Are there any other issues a future project team should be aware of?

- a. Examples: Controversy, utility problems, access or ROW issues, encroachments into ROW, problematic land owners and/or groups, contact information for stakeholders, special or unique resources in the area, etc.**

Funding for the proposed action has yet to be determined. The current MPO plan has indicated that improvements for segments within the Study Area would be financed under a Comprehensive Development Agreement (CDA). Specific financing options for the proposed action, including tolling were not part of the PEL scope; therefore, public comment on these issues would be sought in the NEPA process.

Design of the proposed action was not part of the PEL scope; therefore, public comment on specific project design features, including the need for additional ROW, is still an outstanding issue and would be addressed in the NEPA process.



APPENDIX A – IH 35 PEL STUDY
INTERLOCAL AGREEMENT

THE STATE OF TEXAS §

THE COUNTY OF TRAVIS §

INTERLOCAL AGREEMENT

THIS CONTRACT is entered into by the Contracting Parties under Government Code, Chapter 791.

I. CONTRACTING PARTIES:

The Texas Department of Transportation TxDOT
Alamo Regional Mobility Authority (Alamo RMA) Local Government

II. PURPOSE: Provide subject matter expertise and lead the public involvement portion of the IH-35 Planning and Environmental Linkages (PEL) Study.

III. STATEMENT OF SERVICES TO BE PERFORMED: The Local Government will undertake and carry out services described in Attachment A, Scope of Services.

IV. CONTRACT PAYMENT: The total amount of this contract shall not exceed \$132,485.31 and shall conform to the provisions of Attachment B, Budget. Payments shall be billed monthly.

V. TERM OF CONTRACT: Payment under this contract beyond the end of the current fiscal biennium is subject to availability of appropriated funds. If funds are not appropriated, this contract shall be terminated immediately with no liability to either party. This contract begins when fully executed by both parties and terminates on August 31, 2012 or when otherwise terminated as provided in this Agreement.

VI. LEGAL AUTHORITY:

THE PARTIES certify that the services provided under this contract are services that are properly within the legal authority of the Contracting Parties

The governing body, by resolution or ordinance, dated September 8, 2011, has authorized the Local Government to provide the scope of services.

This contract incorporates the provisions of Attachment A, Scope of Services, Attachment B, Budget, Attachment C, General Terms and Conditions, Attachment D, Resolution or Ordinance and Attachment E, Location Map Showing Project.

ALAMO REGIONAL MOBILITY AUTHORITY

By [Signature] Date 9-8-11
AUTHORIZED SIGNATURE
Terry M. Brechtel
Executive Director

FOR THE STATE OF TEXAS

Executed for the Executive Director and approved for the Texas Transportation Commission for the purpose and effect of activating and/or carrying out the orders, established policies or work programs heretofore approved and authorized by the Texas Transportation Commission

By [Signature] Date September 20, 2011
Scott Stephenson
Sr. Contracts Attorney
General Services Division

ATTACHMENT A
Scope of Services

IH-35 Planning and Environmental Linkages Study

This document is a general scope of services for the I-35 Planning and Environmental Linkages study for I-35 from I-37 to FM 1103. The contracting party responsible for tasks listed below will also be responsible for coordination with the other party.

Coordination between TxDOT and the Alamo RMA

TxDOT and the Alamo RMA will meet regularly throughout the PEL study. TxDOT will work cooperatively with the Alamo RMA staff to develop an agenda for these coordination meetings.

1. Local Agency and Public Involvement

The Alamo RMA will lead the local stakeholder and public outreach.

The Alamo RMA will be responsible for:

- A. Meeting with elected officials
- B. Determine and organizing stakeholder groups
- C. Determining meeting dates, locations, and facilities
- D. Determining the purpose, strategy, and message for each meeting held with elected officials, stakeholders and the public, including but not limited to traditional and new media avenues
- E. Maintaining project information on the Alamo RMA website
- F. Developing documentation that summarizes meetings held with elected officials and stakeholder groups

It is anticipated that there will be a minimum of two stakeholder groups: a Community Advisory Committee and a Technical Committee.

It is estimated that three public workshop/town halls will be held. One will be held at the beginning of the study, the second will be held in the middle of the study, and the last would be held toward the end of the study. Each of the three public workshops/town halls will be presented twice.

The Alamo RMA will lead the meetings and rely on TxDOT for technical support and facilitation.

TxDOT will be responsible for:

- A. Preparing meeting (stakeholder meetings and public workshop/town hall) materials including, but not limited to sign-in sheets, handouts, and exhibits
- B. Developing and paying for public workshop/town hall newspaper advertisements
- C. Reserving and paying for meeting (including stakeholder meetings and public workshops/town halls) facilities
- D. Preparing summary documents for the three (3) public workshops/town halls
- E. Meeting Facilitation Services, as needed (including stakeholder meetings and public workshops/town halls)

Task 1 Deliverables

Alamo RMA Deliverables include:

- 1. Meeting minutes from any meetings with elected officials
- 2. Meeting minutes from meetings with the two stakeholder groups
- 3. Monthly screenshots of the PEL project website from Alamo RMA website, social media pages, and other electronic public outreach media as developed and used in the course of this project
- 4. Summary of comments and responses from the Alamo RMA website
- 5. Documentation of any other outreach conducted by the Alamo RMA

6. Write-ups documenting coordination with stakeholders and elected officials for the coordination and public involvement chapter of the PEL report
7. Meeting facilitation services and meeting design
8. Public Involvement Plan

TxDOT Deliverables include:

1. Legal notices
2. Newspaper advertisement
3. Meeting handouts (including stakeholder and public workshops/town halls)
4. Meeting flyers
5. Meeting agendas (including stakeholder and public workshops/town halls)
6. Information for the Alamo RMA website, social media and other electronic public outreach media
7. Meeting exhibits/boards (including stakeholder and public workshops/town halls)
8. Meeting summary reports

2. Federal and State Resource and Regulatory Agency Coordination

TxDOT will be responsible for leading the coordination and documenting coordination with Federal and State Agencies, including but not limited to:

- United States Fish and Wildlife Service
- Environmental Protection Agency
- Native American Tribes
- Texas Parks and Wildlife
- Texas Historical Commission
- Texas Commission on Environmental Quality

Others agencies that require coordination will be identified in the Agency Coordination Plan.

Task 2 Deliverables

TxDOT Deliverables include:

1. Agency Coordination Plan
2. Agency Coordination Report

3. Planning and Environmental Linkages Study

TxDOT will be responsible for leading, in coordination and consultation with the Alamo RMA, the data collection, analysis, and documentation of the PEL Study. TxDOT will be responsible for the preparation of the following:

1. Executive Summary
2. History of the Corridor
 - a. Evaluation/Assessment of Prior Studies
3. Project Goals and Objectives
4. Purpose and Need
 - a. Background
 - b. Statement of Purpose and Need
 - c. Support for Purpose and Need
5. Definition of Alternatives
 - a. Transportation Modes or Choices
 - i) Base Case
 - ii) Alternatives as determined through validation of the alternatives considered in the IH-35 Northeast Corridor Major Investment Study (October 1996) and through stakeholder coordination
 - iii) Transit
 - iv) Others that might be identified through the PEL Study
 - v) Transportation System Management/Travel Demand Management

6. Affected Environment (Existing Conditions)
 - a. Land Use and Zoning
 - b. Socioeconomic factors including population, minority populations, and employment
 - c. Neighborhoods and Community Resources
 - d. Visual and Aesthetic Qualities
 - e. Existing Transportation Facilities
 - f. Water Quality
 - g. Surface Water
 - h. Ground Water
 - i. Air Quality/ Area Emissions
 - j. Historical Meteorology
 - k. Energy Consumption
 - l. Noise Analysis
 - m. Hazardous Materials
 - n. Federal Databases
 - o. State Databases
 - p. Threatened and Endangered Species
 - q. Natural Areas and Ecosystems
 - r. Parklands
 - s. Wetlands/Waters of the United States
 - t. Floodplains
 - u. Historic and Cultural Resources
7. Environmental Analysis and Consequences of the proposed alternatives (including potential mitigation)
 - a. Land Use and Zoning
 - b. Neighborhoods and Community Resources
 - c. Environmental Justice and Social Equality
 - i) Including Incorporation of the San Antonio-Bexar County Metropolitan Transportation Plan (MTP) Regional Toll Analysis
 - d. Visual and Aesthetic Qualities
 - e. Water Quality
 - f. Air Quality/ Area Emissions
 - g. Meteorological Conditions
 - h. Energy Consumption
 - i. Noise Analysis
 - j. Hazardous Materials
 - k. Threatened and Endangered Species
 - l. Natural Areas and Ecosystems
 - m. Parklands
 - n. Wetlands/Waters of the United States
 - o. Floodplains
 - p. Historic and Cultural Resources
 - q. Indirect and Cumulative Effects
8. Alternatives Evaluation Methodology
 - a. Evaluation Criteria – Goals and Objectives
 - b. Coarse Screening Methodology
 - c. Comprehensive Evaluation Methodology
 - d. Relationship to Evaluation Criteria Goals/Objectives
 - e. Definition of Evaluation Measures
9. Reasonable Alternatives to be carried forward into a National Environmental Policy Act (NEPA) document

The Alamo RMA will provide support for cost estimation and financial tolling analysis, as necessary to obtain the information needed to determine reasonable alternatives to carry forward in the NEPA document.

The Alamo RMA will review and advise TxDOT on all project files related to the PEL study in preparation for a project record and inclusion in future NEPA document development by the Alamo RMA for this corridor, including but not limited to an examination for legal sufficiency and environmental review throughout the course of the project.

Task 3 Deliverables

TxDOT Deliverables include:

1. PEL Study Report (draft and final)
2. Purpose and Need Technical Report
3. Alternatives Analysis Technical Report

Alamo RMA Deliverables include:

1. Financial Feasibility Analysis Report

Draft reports prepared by TxDOT will be sent to the Alamo RMA for review and comment. Draft reports prepared by the Alamo RMA will be sent to TxDOT for review and comment. Each party will provide the other final copies of all reports they prepared. Review periods for deliverables and the number of copies provided to each party will be determined prior to the commencement of the PEL study.

4. Coordination with the Federal Highway Administration and TxDOT-Environmental Affairs

Division

TxDOT will be responsible for leading the coordination and documenting coordination with the Federal Highway Administration (FHWA) and TxDOT-Environmental Affairs Division (TxDOT-ENV). The Alamo RMA will participate in all meetings held with FHWA and TxDOT-ENV. A minimum of four meetings will be held with FHWA and TxDOT-ENV to update them on the I-35 PEL study.

The following items will be discussed at each meeting:

1. Kick-off meeting – Scope of study
2. Purpose and Need
3. Alternatives Coordination
4. PEL Study Report Presentation

IH-35 Planning and Environmental Linkages Study

ALAMO REGIONAL MOBILITY AUTHORITY

| Task | Activity | Contract Rate | Proj Mgr | Engr | Public Involvement | Financial Analysis | Legal Services | Activity Hours | Activity Cost |
|----------|--|---------------|------------|-----------|--------------------|--------------------|----------------|----------------|---------------------|
| 1 | Project Management | | | | | | | | |
| | Includes weekly meetings with TxDOT | | 175 | 30 | | | 10 | 215 | \$ 18,669.60 |
| | Project coordination meetings with FHWA and ENV | | | | | | | | \$ - |
| | And related tasks as defined by the Interlocal Agreement | | | | | | | | \$ - |
| | | | | | | | | | \$ - |
| | | | | | | | | | \$ - |
| | Hours-Subtotal | | 175 | 30 | | | 10 | 215 | \$ 18,669.60 |
| 2 | Public Involvement | | | | | | | | |
| | Includes 6 public meetings - 3 meeting rounds 2 meetings per round | | 240 | 80 | 240 | 45 | | 605 | \$ 44,394.60 |
| | Facilitation of the TAC and CAC | | | | | | | | |
| | Media Outreach and electronic media outreach | | | | | | | | |
| | and related tasks as outlined in the ILA | | | | | | | | |
| | | | | | | | | | \$ - |
| | | | | | | | | | \$ - |
| | Hours-Subtotal | | 240 | 80 | 240 | 45 | | 605 | \$ 44,394.60 |
| 3 | Engineering | | | | | | | | |
| | Includes engineering consultation and coordination | | | 60 | | | | 60 | \$ 6,550.20 |
| | for IH-35 TAC, public meetings, and review of additional documents | | | | | | | | \$ - |
| | as outlined in the ILA | | | | | | | | \$ - |
| | | | | | | | | | \$ - |
| | Hours-Subtotal | | | 60 | | | | 60 | \$ 6,550.20 |
| 4 | Record Review | | | | | | | | |
| | Review of project files maintained by TxDOT and RMA | | | | | | 40 | 40 | \$ 4,122.00 |
| | for legal sufficiency and administrative completeness | | | | | | | | |
| | as outlined in the ILA | | | | | | | | |
| | | | | | | | | | |
| | Hours-Subtotal | | | | | | 40 | 40 | \$ 4,122.00 |
| 5 | Document Production and Final Report | | | | | | | | |
| | Creation and review of all required documents | | 85 | 40 | 30 | 20 | 10 | | \$ 15,915.50 |
| | as outlined in the ILA | | | | | | | | \$ - |
| | | | | | | | | | \$ - |
| | Hours-Subtotal | | 85 | 40 | 30 | 20 | 10 | 185 | \$ 15,915.50 |

ATTACHMENT C
General Terms and Conditions

Article 1. Additional Work

- A. If the Local Government is of the opinion that any assigned work is beyond the scope of this contract and constitutes additional work, it shall promptly notify TxDOT in writing. The written notice shall present the relevant facts and show how the work constitutes additional work.
- B. If TxDOT in its sole discretion finds that the work does constitute additional work, TxDOT shall so advise the Local Government and a written amendment will be executed. The Local Government shall not perform any proposed additional work or incur any additional costs before the execution of an amendment.
- C. TxDOT shall not be responsible for actions by the Local Government or for any costs incurred by the Local Government relating to additional work that is performed before an amendment is executed or that is outside the scope of the contract, as amended.

Article 2. Amendments

This contract may only be amended by written agreement executed by both parties before the contract is terminated.

Article 3. Notice to Proceed

If Attachment A requires a notice to proceed, the Local Government shall not proceed with any work or incur any costs until TxDOT issues a written notice to the Local Government authorizing work to begin. Any costs incurred by the Local Government before receiving the notice are not eligible for reimbursement.

Article 4. Conflicts Between Agreements

If the terms of this contract conflict with the terms of any other contract between the parties, the most recent contract shall prevail.

Article 5. Nonconforming Work

If the Local Government submits work that does not comply with the terms of this contract, TxDOT shall instruct the Local Government to make any revisions that are necessary to bring the work into compliance with the contract. No additional compensation shall be paid for this work.

Article 6. Termination

This contract terminates at the end of the contract term, when all services and obligations contained in this contract have been satisfactorily completed, by mutual written agreement, or 30 days after either party gives notice to the other party, whichever occurs first. TxDOT shall compensate the Local Government only for those eligible expenses that are incurred during this contract and that are directly attributable to the completed portion of the work covered by this contract and only if the work has been completed in a manner satisfactory and acceptable to TxDOT. The Local Government shall neither incur nor be reimbursed for any new obligations after the date of termination.

Article 7. Funding

TxDOT shall pay for services from appropriation items or accounts from which like expenditures would normally be paid. Payments received by the Local Government shall be credited to the current appropriation items or accounts from which expenditures of that character were originally made. If for any reason subcontractors and suppliers, if any, are not paid before TxDOT

reimburses the Local Government for their services, the Local Government shall pay the subcontractors and suppliers all undisputed amounts due for work no more than 10 days after the Local Government receives payment for the work unless a different time is specified by law. This requirement also applies to all lower-tier subcontractors and suppliers and must be incorporated in all subcontracts. If the Local Government fails to comply with this Article, TxDOT may withhold payments and suspend work until the subcontractors and suppliers are paid. The Local Government is authorized to submit requests for reimbursement no more frequently than monthly and no later than ninety (90) days after costs are incurred.

Article 8. Basis for Calculating Reimbursement Costs

TxDOT will reimburse the Local Government for actual costs incurred in carrying out the services authorized in Attachment A, Scope of Services, subject to the cost categories and estimated costs set forth in Attachment B, Budget. TxDOT shall compensate the Local Government for only those eligible expenses incurred during this contract that are directly attributable to the completed portion of the work covered by this contract, provided that the work has been completed in a manner satisfactory and acceptable to TxDOT. The Local Government shall not incur or be reimbursed for any new obligations after the effective date of termination. The Local Government shall bill TxDOT for actual travel expenses, not to exceed the limits reimbursable under state law. Out-of-state or out-of-country travel by the Local Government requires prior approval by TxDOT.

Article 9. Gratuities

Any person who is doing business with or who reasonably speaking may do business with TxDOT under this contract may not make any offer of benefits, gifts, or favors to employees of TxDOT. The only exceptions allowed are ordinary business lunches and items that have received the advanced written approval of the Executive Director of the Texas Department of Transportation.

Article 10. Conflict of Interest

The Local Government shall not assign an employee to a project if the employee:

- A. owns an interest in or is an officer or employee of a business entity that has or may have a contract with the state relating to the project;
- B. has a direct or indirect financial interest in the outcome of the project;
- C. has performed services regarding the subject matter of the project for an entity that has a direct or indirect financial interest in the outcome of the project or that has or may have a contract with TxDOT; or
- D. is a current part-time or full-time employee of TxDOT.

Article 11. Local Government Resources

All employees of the Local Government shall have adequate knowledge and experience to enable them to perform the duties assigned to them. The Local Government certifies that it currently has adequate qualified personnel in its employment to perform the work required under this contract or will be able to obtain adequate qualified personnel from sources other than TxDOT. On receipt of written notice from TxDOT detailing supporting factors and evidence, the Local Government shall remove from the project any employee of the Local Government who is incompetent or whose conduct becomes detrimental to the work. Unless otherwise specified, the Local Government shall furnish all equipment, materials, supplies, and other resources required to perform the work.

Article 12. Assignment Subcontracts

A subcontract may not be executed by the Local Government without prior written authorization by TxDOT. Subcontracts in excess of \$25,000 shall contain all applicable terms and conditions of this

contract. No subcontract will relieve the Local Government of its responsibility under this contract. Neither party shall assign any interest in this agreement.

Article 13. Responsibilities of the Parties

Each party acknowledges that it is not an agent, servant, or employee of the other party. Each party is responsible for its own acts and deeds and for those of its agents, servants, or employees.

Article 14. Disputes

The Local Government shall be responsible for the settlement of all contractual and administrative issues arising out of procurements entered in support of contract services. TxDOT shall be responsible for the settlement of any dispute concerning this contract unless the dispute involves a subcontract.

Article 15. No Assignment

Neither party shall assign, sublet, or transfer any interest in this agreement.

Article 16. Remedies

This agreement shall not be considered as specifying the exclusive remedy for any default, but either party may avail itself of any remedy existing at law or in equity, and all remedies shall be cumulative.

Article 17. Records and Ownership

- A. The Local Government agrees to maintain all books, documents, papers, accounting records, and other evidence pertaining to costs at its office during the contract period and for four years from the date of final payment under the contract. These materials shall be made available for inspection and copying by TxDOT, by the State Auditor's Office, and by their authorized representatives. If the contract is federally funded, these materials shall also be made available for inspection and copying by the U.S. Department of Transportation and by the Office of the Inspector General.
- B. After completion or termination of this contract, all documents prepared by the Local Government or furnished to the Local Government by TxDOT shall be delivered to and become the property of TxDOT. All sketches, photographs, calculations, and other data prepared under this contract shall be made available, on request, to TxDOT without restriction or limitation of further use.
- C. TxDOT shall own all title to, all interests in, all rights to, and all intellectual property (including copyrights, trade and service marks, trade secrets, and patentable devices or methods) arising from or developed under this contract.
- D. Except to the extent that a specific provision of this contract states to the contrary, all equipment purchased by the Local Government or its subcontractors under this contract shall be owned by TxDOT and will be delivered to TxDOT at the time the contract is completed or terminated.
- E. The State Auditor may conduct an audit or investigation of any entity receiving funds from TxDOT directly under the contract or indirectly through a subcontract under the contract. Acceptance of funds directly under the contract or indirectly through a subcontract under this contract acts as acceptance of the authority of the State Auditor, under the direction of the legislative audit committee, to conduct an audit or investigation in connection with those funds. An entity that is the subject of an audit or investigation must provide the State Auditor with access to any information the State Auditor considers relevant to the investigation or audit.

Article 18. Reference to Costs Principles and Circulars

Reimbursement with state or federal funds will be limited to costs determined to be reasonable and allowable under cost principles established in OMB Circular A-21, "Cost Principles for Educational Institutions," or OMB Circular A-87, "Cost Principles for State and Local Governments." The parties shall comply with the requirements of the Single Audit Act of 1984, P.L. 98-502, ensuring that the single audit report includes the coverage stipulated in OMB Circular A-133.

Article 19. Equal Employment Opportunity

The Local Government agrees to comply with Executive Order 11246, entitled "Equal Employment Opportunity," as amended by Executive Order 11375 and as supplemented by Department of Labor regulations, 41 CFR Part 60. The Local Government agrees to consider minority universities for subcontracts when the opportunity exists. The Local Government warrants that it has developed and has on file appropriate affirmative action programs as required by applicable rules and regulations of the Secretary of Labor.

Article 20. Nondiscrimination

- A. The Local Government shall comply with the regulations of the U.S. Department of Transportation relating to nondiscrimination in federally-assisted programs, including 49 CFR, Part 21; 23 CFR, Subchapter C; and 41 CFR, Part 60-74 (the Regulations).
- B. The Local Government, with regard to the work performed during this agreement, shall not discriminate on the basis of race, color, sex, national origin, age, religion, or disability in the selection and retention of subcontractors, including procurements of materials and leases of equipment.
- C. In all solicitations either by competitive bidding or negotiation made by the Local Government for work to be performed under a subcontract, including procurements of materials and leases of equipment, but not including routine purchase orders, each potential subcontractor or supplier shall be notified by the Local Government of the Local Government's obligations under this agreement and the Regulations.
- D. The Local Government shall provide all information and reports required by the Regulations and directives issued under the Regulations and shall permit access to its books, records, accounts, other sources of information, and facilities as may be determined by the Texas Department of Transportation or the U.S. Department of Transportation to be pertinent to ascertain compliance with the Regulations or directives. If any information required of the Local Government is in the exclusive possession of another who fails or refuses to furnish this information, the Local Government shall so certify to the Texas Department of Transportation or the U.S. Department of Transportation, whichever is appropriate, and shall set forth what efforts the Local Government has made to obtain the requested information.
- E. In the event of the Local Government's noncompliance with the nondiscrimination provision of this agreement, the Texas Department of Transportation shall impose such sanctions as it or the U.S. Department of Transportation may determine to be appropriate.
- F. The Local Government shall include the provisions of paragraphs A through E in every subcontract, including procurements of materials and leases of equipment, except routine purchase orders, unless exempt by the Regulations or directives. The Local Government shall take such lawful action with respect to any subcontract or procurement as the Texas Department of Transportation may direct as a means of enforcing these provisions, including sanctions for noncompliance. In the event the Local Government becomes involved in or is threatened with litigation with a subcontractor or supplier as a result of directions given by TxDOT, the Local Government may request the Texas Department of Transportation to enter into the litigation to protect the interests of the State. In addition, the Local Government may request the United States to enter into litigation to protect the interests of the United States.

Article 21. Noncollusion

The Performing Agency warrants that it has not employed or retained any company or person, other than a bona fide employee working solely for the Performing Agency, to solicit or secure this Agreement, and that it has not paid or agreed to pay any company or person, other than a bona fide employee, any fee, commission, percentage, brokerage fee, gift, or any other consideration contingent upon or resulting from the award or making of this Agreement. If the Performing Agency breaches or violates this warranty, the Texas Department of Transportation shall have the right to annul this Agreement without liability or, in its discretion, to deduct from the Agreement price or consideration, or otherwise recover the full amount of such fee, commission, brokerage fee, contingent fee, or gift.

Article 22. Lobbying Certification

In executing this agreement, each signatory certifies that:

- a. No federal appropriated funds have been paid or will be paid by or on behalf of the parties to any person for influencing or attempting to influence an officer or employee of any federal agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with the awarding of any federal contract, the making of any federal grant, the making of any federal loan, the entering into of any cooperative agreement, and the extension, continuation, renewal, amendment, or modification of any federal contract, grant, loan, or cooperative agreement.
- b. If any funds other than federal appropriated funds have been paid or will be paid to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with federal contracts, grants, loans, or cooperative agreements, the signatory for the Performing Agency shall complete and submit the federal Standard Form-LLL, "Disclosure Form to Report Lobbying," in accordance with its instructions.
- c. The parties shall require that the language of this certification be included in the award documents for all subawards at all tiers (including subcontracts, subgrants, and contracts under grants, loans, and cooperative agreements) and that all subrecipients shall certify and disclose accordingly.

This statement is a material representation of fact upon which reliance was placed when this agreement was made or entered into. Submission of this statement is a prerequisite for making or entering into this agreement imposed by Title 31 U.S.C. §1352. Any person who fails to file the required statement shall be subject to a civil penalty of not less than \$10,000 and not more than \$100,000 for each failure.

By executing this agreement, the parties affirm this lobbying certification with respect to the Project and affirm this certification of the material representation of facts upon which reliance will be made.

Article 23. Compliance with Laws

The parties shall comply with all federal, state, and local laws, statutes, ordinances, rules, and regulations and with the orders and decrees of any courts or administrative bodies or tribunals in any manner affecting the performance of this agreement. After receiving a written request from TxDOT, the Local Government shall furnish TxDOT with satisfactory proof of its compliance with this Article.

Article 24. Signatory Warranty

Each signatory warrants that the signatory has necessary authority to execute this agreement on behalf of the entity represented.

**GENERAL MEETING OF THE BOARD OF DIRECTORS
OF THE
ALAMO REGIONAL MOBILITY AUTHORITY**

RESOLUTION NO. 11-13

WHEREAS, the Alamo Regional Mobility Authority ("Alamo RMA") was created pursuant to the request of Bexar County and in accordance with provisions of the Transportation Code and the petition and approval process established in 43 Tex. Admin. Code §26.01, *et. seq.* (the "RMA Rules"); and

WHEREAS, the Board of Directors of the Alamo RMA has been constituted in accordance with the Transportation Code and the RMA Rules; and

WHEREAS, in connection with the environmental studies of the I-35 Project being undertaken by the Texas Department of Transportation ("TxDOT"), TxDOT has requested the assistance of the Alamo RMA in the initial planning and preparation of such studies; and

WHEREAS, Alamo RMA staff recommends that the Alamo RMA enter into the Interlocal Agreement attached hereto as Attachment "A" with TxDOT to authorize the Alamo RMA to assist TxDOT with environmental studies of the I-35 Project;

NOW THEREFORE, BE IT RESOLVED, that the Board of Directors of the Alamo RMA hereby approves the entry into the Interlocal Agreement, in the form or substantially the same form attached hereto as Attachment "A", between TxDOT and the Alamo RMA; and

BE IT FURTHER RESOLVED, that the Executive Director is authorized to execute such Interlocal Agreement on behalf of the Alamo RMA.

Adopted by the Board of Directors of the Alamo Regional Mobility Authority on the 8th day of September, 2011.

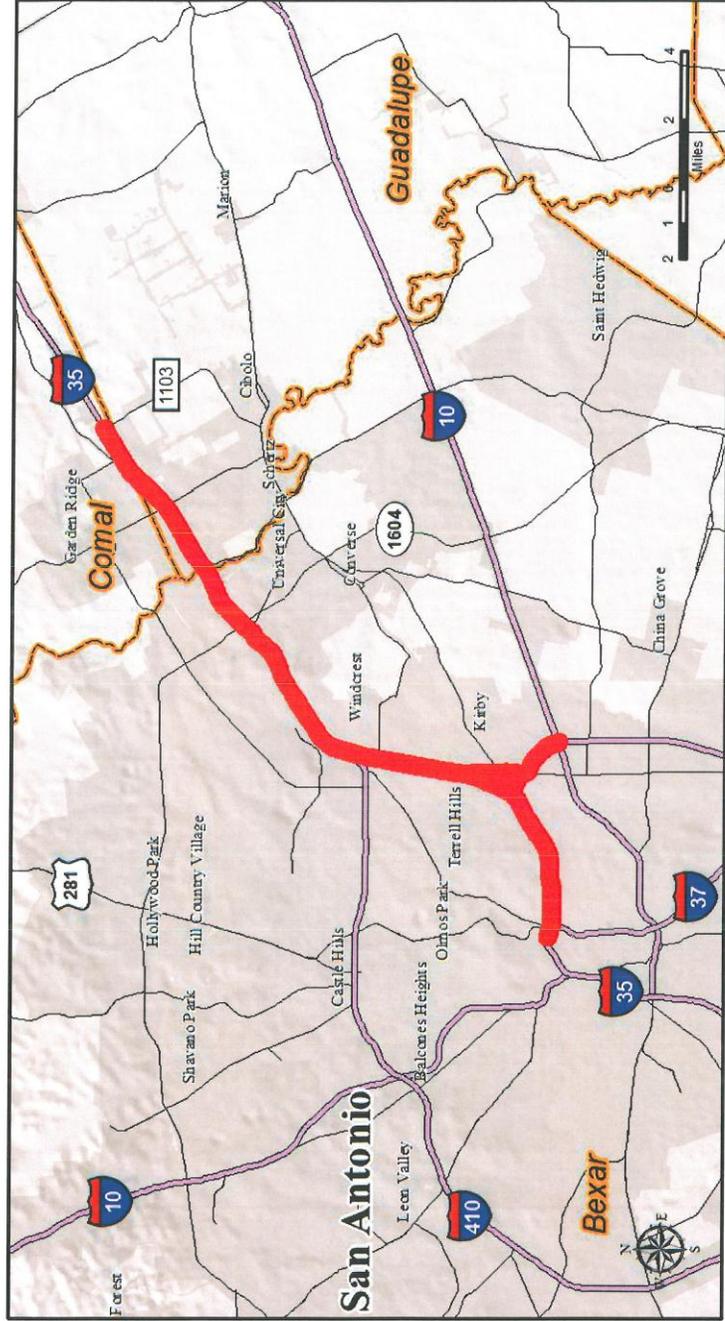
Submitted and reviewed by:


Terry M. Brechtel
Executive Director for the Alamo
Regional Mobility Authority

Approved:


William E. Thornton
Chairman, Board of Directors
Resolution Number 11-13
Date Passed 09/08/11

ATTACHMENT E
Location Map Showing Project Limits





APPENDIX B - IH 35 PEL STUDY TEAM

IH 35 PEL Study Team

| |
|---|
| TxDOT Corridor Program Office |
| 7745 Chevy Chase Drive Building V, Suite 300 Austin, TX 78752 |
| (512) 334-3800 Office (512) 334-3900 Fax |

| Contact Name | Title |
|---------------------|--------------------------------|
| Dieter Billek, P.E. | Interim Section Director (SPD) |
| Doug Booher | Environmental Supervisor (ENV) |

| |
|--|
| TxDOT/San Antonio District |
| 4615 NW Loop 410, Building 1 San Antonio, Texas 78229 |
| (210) 615-1110 Office (210) 615-6115 Fax |

| Contact Name | Title |
|----------------|---|
| Mario Medina | San Antonio District Engineer |
| Julie Brown | Deputy San Antonio District Engineer |
| Jonathan Bean | Director of Transportation, Planning, and Development |
| Randall Grones | Transportation Engineer |
| Laura Lopez | Administration |

| |
|--|
| Alamo Regional Mobility Authority |
| 613 NW Loop 410, Suite 100 San Antonio, Texas 78216 |
| (210) 495-5256 Office (210) 495-5403 Fax |

| Contact Name | Title |
|-------------------|--------------------------------------|
| Terry Brechtel | Executive Director |
| Leroy Alloway | Director, Community Development |
| Pat Irwin | Director, Engineering and Operations |
| Lisa Adelman | Legal Counsel |
| Michelle Martinez | Public Information Manager |

| |
|---|
| HNTB Corporation |
| 7745 Chevy Chase Drive Building V, Suite 300 Austin, TX 78752 |
| (512) 334-3800 Office (512) 334-3900 Fax |

| Contact Name | Title |
|----------------|---|
| Wendy Travis | Project Manager |
| Jared Heiner | Deputy Project Manager |
| Crystal Hansen | Assistant Project Manager – Management Systems |
| Susan Chavez | Assistant Project Manager Planning & Environmental |
| Casey Carlton | Environmental Planner IV |
| Eric Holsten | Sr. Environmental Planner |
| Lynn Smith | Environmental Planner IV |
| Will Smithson | Principal Planner |
| Courtney Filer | Sr. Planner |
| Erin Grushon | Planner III |
| Lee Ellison | Sr. Environmental Scientist |

| |
|---|
| HNTB Corporation |
| 130 East Travis Street San Antonio, TX 78205 |
| (210) 349-2277 Office (210) 349-2101 Fax |

| Contact Name | Title |
|------------------|--------------------------------------|
| Glenn G. Gregory | Office Leader POA, Vice President |
| Bryce Turentine | Engineering Task Leader |
| Brad Peel | Chief Planner |
| Charl Everson | Planner |
| Cynthia Coss | Public Involvement Specialist |
| Carlos Sanchez | Engineer |
| Valerie Diaz | Engineer |
| Greg Garcia | Engineer |
| Stacey Sinclair | Engineer |
| Aimee Schroller | Engineer |
| Alan Esguerra | Engineer |

| |
|---|
| Blanton & Associates, Inc. (DBE, HUB) |
| 5 Lakeway Centre Court Suite 200 Austin, TX 78734 |
| (512) 264-1095 Office (512) 264-1531 Fax |

| Contact Name | Title |
|--------------|------------------|
| Don Blanton | Owner |
| Brenda Smith | Contracts |
| Robert Ryan | Project Manager |
| Ara Davis | Document Control |
| Ray Green | GIS |

| |
|---|
| Nancy Ledbetter & Associates, Inc. (HUB) |
| 20020 Farm Pond Lane Pflugerville, TX 78660 |
| (512) 694-7797 Office (512) 252-8322 Fax |

| Contact Name | Title |
|--------------------|-------------------------------|
| Nancy P. Ledbetter | President |
| Erin Perkins-Watry | Public Involvement Specialist |

| |
|--|
| CDM Smith |
| 12357-A Riata Trace Parkway Suite 201 Austin, TX 78727 |
| (512) 346-1100 Office (512) 345-1483 Fax |

| Contact Name | Title |
|--------------|-------------------|
| Ram Maddali | Planning Resource |

| | |
|--|---|
| RJ Rivera & Associates, Inc. (DBE, HUB) | |
| 3200 Steck Avenue Suite 220 Austin, TX 78757 | 601 NW Loop 410 Suite 410 San Antonio, TX 78216 |
| (512) 467-1136 Office (512) 371-1137 Fax | (210) 785-0888 (210) 340-5664 |

| Contact Name | Title |
|--------------------------------|-------------------------------|
| Rudolfo (Rudy) J. Rivera, P.E. | President |
| Melissa Barton | Contracts |
| Melissa Rivera | Invoices |
| William Long | Public Involvement Specialist |
| Cale Vela | Public Involvement Specialist |



APPENDIX C – TAC AND CAC MEMBERSHIP

Agencies Invited to Participate on the IH 35 PEL Study Technical Advisory Committee

Alamo Area Council of Governments - Dean Danos, Executive Director

Alamo Area Rural Planning Organization - Tim Trevino, Senior Director of Strategic Planning and Agency
Communications

Alamo Colleges - Bruce H. Leslie, Chancellor

Austin-San Antonio Corridor Council - Ross Milloy, President

Bexar County - Renee Green, P.E., County Engineer

Bexar County - Jaime Palacios, Civil Engineering Assistant

Bexar County - Nelson W. Wolff, County Judge

Bexar County - Ruby Webb, Chief of Staff, County Judge's Office

Bexar County Council of Cities - Al Suarez, Mayor, City of Converse (Chair)

Bexar Metropolitan Water District - William Thomas (Tom) Gallier, Interim General Manager

Canyon Regional Water Authority - David Davenport, General Manager

City of Cibolo - Jennifer Hartman, Mayor

City of Cibolo - Richard Hetzel, Liaison to Streets and Drainage Commission

City of Cibolo - Roger Niemietz, City Manager (Interim)

City of Converse - Shawna Dowell, City Manager

City of Garden Ridge - Nancy Cain, City Administrator

City of Garden Ridge - Jay F. Feibelman, Mayor

City of Kirby - Timothy E. Bolda, City Manager

City of Kirby - Johnny Duffek, Jr., Mayor

City of Live Oak - Mary M. Dennis, Mayor

City of Live Oak - Matt Smith, City Manager

City of New Braunfels - Shannon Mattingly, Director of Planning and Community Development

City of New Braunfels - Michael Morrison, City Manager

City of New Braunfels - Gail Pospisil, Mayor

City of Olmos Park - Susan Gragg, Mayor

City of Olmos Park - Mike Simpson, City Manager

City of San Antonio Majed A. Al-Ghafry – Public Works Director

City of San Antonio - Lilly Banda, Public Information Officer

City of San Antonio - Julian Castro, Mayor

City of San Antonio - Christina De La Cruz, Traffic Engineering and Planning Manager, Department of Public Works

City of San Antonio - Mike Frisbie, Director - Capital Improvements Management Services

City of San Antonio - Marcus Hammer, Department of Public Works

City of San Antonio - Sheryl L. Sculley, City Manager

City of Schertz - Hal Baldwin, Mayor

City of Schertz - Larry Busch, Project Engineer

City of Schertz - Mark B. Hill, P.E., Engineer Consultant

City of Schertz - John Kessel, City Manager

City of Selma - Tom Daly, Mayor

City of Selma - Kenneth Roberts, CPM, City Administrator

City of Selma - Bill Weeper, Councilman

City of Terrell Hills - J. Bradford Camp, Mayor

City of Terrell Hills - Columbus Stutes, City Manager

City of Universal City - Ken Taylor, City Manager

City of Universal City - John Williams, Mayor

City of Windcrest - Alan Baxter, Mayor

City of Windcrest - Rafael Castillo, City Manager

Comal County - Tom Hornseth, P.E., County Engineer

Comal County - Sherman Krause, County Judge

Comal County - Robert Boyd, P.E., Assistant County Engineer Comal

Independent School District - Marc Walker, Superintendent

Edwards Aquifer Authority - Karl J. Dreher, General Manager

Federal Highway Administration - Jan Brown, Texas Division Administrator

Federal Highway Administration - Theresa Claxton, Environmental/Transportation Planning Coordinator, Texas Division

Federal Highway Administration - Justin Ham, Urban Engineer, Texas Division

Federal Highway Administration - Michael Leary, Director of Planning and Program Development, Texas Division

Federal Highway Administration - Greg Wood, Environmental / Planning Coordinator, Texas Division

Federal Transit Administration - Peggy Crist, Director

Guadalupe County - Mike Wiggins, County Judge

Joint Base San Antonio - Randy Holman, Deputy Director, Strategic Communications

Lone Star Rail District - Joe Black, Director and Operations Manager

Lone Star Rail District - Alison Schulze, District Administrator

Military Transformation Task Force - Frank Sherman, Deputy Director, Office of Military Affairs

North East Independent School District - Brian G. Gottardy, Superintendent

North East Independent School District - Nolan Anderson, Executive Director of Transportation

San Antonio Airport System - Frank Miller, Aviation Director

San Antonio River Authority - Suzanne B. Scott, General Manager

San Antonio Water System - Robert R. Puente, J.D., President/CEO

San Antonio/Bexar County MPO - Isidro Martinez, Director

Texas Commission on Environmental Quality - C. Holly Brightwell, Project Manager

Texas Commission on Environmental Quality - Richard Garcia, Regional Director

Texas Commission on Environmental Quality - Amy Muttoni, Air Quality Planning Section

Texas Commission on Environmental Quality - Mark R. Vickery, P.G., Executive Director

Texas Department of Transportation -Melissa Neeley, Director of Project Delivery Management

Texas Department of Transportation - Stirling Robertson, Environmental Specialist

Texas Department of Transportation - Carlos Swonke, Environmental Affairs Director

Texas Department of Transportation - Vicki Crnich, Environmental Specialist

Texas Historical Commission - SHPO

Texas Historical Commission - Mark Wolfe, Executive Director

Texas Parks and Wildlife Department - Carter Smith, Executive Director

Texas Parks and Wildlife Department - Karen Clary, Biologist

Texas Parks and Wildlife Department, Region 5 - Andrew Ozuna

U.S. Army Corps of Engineers - Stephen Brooks, Chief, Regulatory Branch

U.S. Army Corps of Engineers - Tim Horn, Canyon Lake Manager

U.S. Department of Agriculture - Salvador Salinas, State Conservationist

U.S. Department of the Interior - Willie R. Taylor, Director, Office of Environmental Policy and Compliance

U.S. Environmental Protection Agency - Al Armendariz, Regional Administrator

U.S. Fish and Wildlife Service - Darren LeBlanc, TxDOT Liaison

U.S. Fish and Wildlife Service - Gary Young

U.S. Fish and Wildlife Service - Adam Zerrenner, Field Supervisor

Union Pacific Railroad - Travis Benke, Director of Terminal Operations

Union Pacific Railroad - Joseph A. Garcia, Manager of Industry and Public Projects

U.S. G.S - Loren Wehmeyer, Supervisory Hydrologist

VIA Metropolitan Transit - Christina Castano, Strategic Planner

VIA Metropolitan Transit - Priscilla Ingle, Vice President of Public Affairs

VIA Metropolitan Transit - Keith Parker, President

VIA Metropolitan Transit - Michelle C. Perales, Community Planner

Organizations/Individuals Invited to Participate on the IH 35 PEL Study Community Advisory Committee

Alamo Beer – Eugene Simor

Alamo City Black Chamber – Gwendolyn Robinson

Alamo Regional Mobility Authority Board – Bob Thompson

AT&T Center – Rick Pych

COPS Metro – Jorge Montiel

Dignowty Hill Neighborhood Association – Juan

Garcia District 10 Neighborhood Alliance – Mike

Gallagher Gervin Center – Barbara Gervin-Hawkins

Government Hill Alliance – Joe Ashcroft

Greater Bexar County Council of Cities – Al Suarez

Greater San Antonio Chamber of Commerce – Richard Perez

H-E-B – Bradley Alm

H-E-B – Mike Graham

Hemisfair Park Area Redevelopment Corporation – Andres Andujar

HPARC – Xavier Gonzalez

Judson Independent School District – June Adair

Judson Independent School District – Willis

Mackey KROV/ARMA – Tommy Calvert, Jr.

Kruger Hills Neighborhood Association – Shirley

Escobeda Military Transformation Task Force – Michael

Novak Neighborhood First Alliance – T.C. Calvert

New Braunfels Chamber of Commerce – Michael Meek

New Creation Christian Fellowship Church – David

Copeland Nick's Drug and Beauty Supply Store – Norma

Witherspoon Northeast Independent School District –

Randy Bristow Northeast Independent School District –

Brian Gottardy Northeast Independent School District –

Beth Plummer Northeast Lakeview – Eric Reno, PhD

Northeast Partnership for Economic Development – Vickie Stunman

North San Antonio Chamber of Commerce – Duane Wilson

Pfluger Associates Architects – Kent Niemann
Rackspace Managed Hosting – Lew Moorman
Randolph Metro Chamber of Commerce – Cassandra Miller
Redifuel – Elain Meckel
RECSA – Coy Armstrong
RECSA – Benjamin
Dreszer
Resurrection Baptist Church – Ray D. Brown,
Sr. San Antonio College – Robert Zeigler, PhD
San Antonio Growth for the Eastside – Jackie Gorman-Johnson
San Antonio Housing Authority – Lourdes Castro
Ramirez San Antonio Just Transportation Alliance – Jim
Isaman San Antonio Tourism Council – Marcos Barros
Schertz-Cibolo-Universal City Independent School District – Dave Berry
Schertz-Cibolo-Universal City Independent School District – Greg
Gibson Schertz-Cibolo-Universal City Independent School District –
David Pevoto Sisters of the Holy Spirit Covenant – Mirium Mitchell
St. Philip’s College – Adena Williams Loston,
PhD Terrel Heights – Trent Boarnet
Texas A&M – San Antonio – Maria Hernandez
The Real Estate Council of San Antonio – Martha Mangum
United Homeowners Improvement Association, Inc. – Willie Mitchell
VIA Metropolitan Transit – Catondra Noye
West Fort Neighborhood Association – Megan Partain