

More For LOOP 1604

"More involvement . . . for a better understanding."

Meeting Summary Report Public Scoping Meeting No. 2 April 12, 13, 14, 2010

Loop 1604 Environmental Impact Statement
US 90 West to IH 35 North

Bexar County, Texas

August 2010

CSJs:

2452-01-910,
2452-02-915,
2452-02-940,
2452-03-945,
2452-03-087,
2452-03-097



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Prepared for

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

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Alamo Regional Mobility Authority

August 2010



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1 INTRODUCTION

The Alamo Regional Mobility Authority (Alamo RMA) conducted Public Scoping Meeting No. 2 in support of the Environmental Impact Statement (EIS) being prepared for Loop 1604 from US 90 West to IH 35 North in Bexar County, Texas. The study is located within Bexar County and the limits extend approximately 37¹ miles, as shown in **Figure 1-1**.

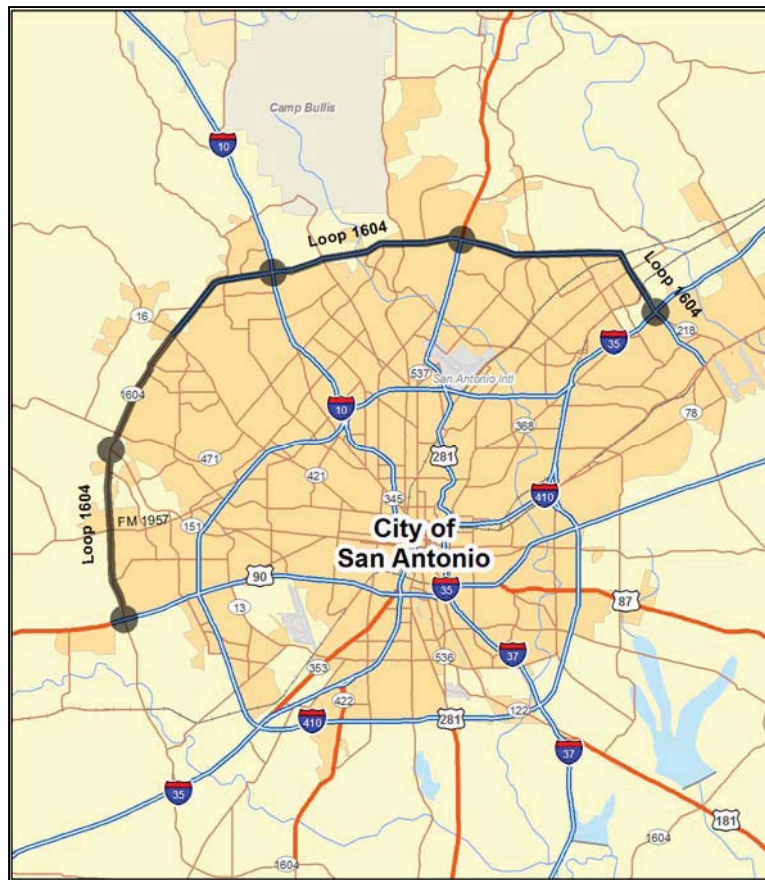


Figure 1-1: Location Map

Public Scoping Meeting No. 2 was held on three consecutive evenings, April 12, 13, and 14, 2010, from 6:00 p.m. until 8:30 p.m. The first meeting was held at the Valero Headquarters, The Vista at Valero, One Valero Way, San Antonio, Texas 78249. The second meeting was held at the Live Oak Civic Center, Main Hall, 8101 Pat Booker Road, Live Oak, Texas 78233. The

¹ These limits were later measured at approximately 35.5 miles. For purposes of consistency with information presented at this meeting, this report uses 37 miles.



third meeting was held at Vale Middle School, Cafeteria, 2120 North Ellison Drive, San Antonio, Texas 78257.

1.1 Meeting Purpose

The purpose of Public Scoping Meeting No. 2 was to provide attendees with draft alternative options for improving the Loop 1604 corridor, to review the process being used to evaluate these alternatives, review how community feedback has been incorporated into the study to date, and gather information from the public about important issues and local concerns, existing conditions, and other environmental issues that the EIS should address.

To accomplish these objectives, the Alamo RMA conducted Public Scoping Meeting No. 2 to bring together and provide an open dialogue between the public and the study team preparing the EIS through the use of interactive stations and a PowerPoint presentation. Documentation of identified concerns, questions, and feedback from attendees was accomplished using comment forms provided to them when they signed in at the registration table, capturing information on flipcharts and maps at various stations, and recording verbal comments with the use of a court reporter.

1.2 Public Notice and Outreach

The Alamo RMA publicized to and invited residents of Bexar and several surrounding counties to participate in Public Scoping Meeting No. 2. Public notices and outreach were conducted in compliance with the Code of Federal Regulations Title 23, Part 771.111 and the Texas Administrative Code Title 43, §2.43(b)(2-6).

1.2.1 Newspaper Notices

Legal notices and display ads were used to ensure a larger audience was informed about the meeting. Both subscription and non-subscription based papers were targeted for publicizing the meeting. Notices were published in the following newspapers:

- March 13, 2010 – Legal Notice – San Antonio Express News
- March 14, 2010 – Legal Notice – La Prensa (en Español)
- April 2, 2010 – Legal Notice – San Antonio Express News
- April 4, 2010 – Legal Notice – La Prensa (en Español)
- April 7, 2010 – Display Ad – San Antonio Current
- April 7, 2010 – Display Ad – Helotes Echo
- April 8, 2010 – Display Ad – Northwest Weekly
- April 8, 2010 – Display Ad – Northeast Herald



- April 8, 2010 – Display Ad – North Central News
- April 11, 2010 – Display Ad – San Antonio Express News
- April 11, 2010 – Display Ad – La Prensa (English)
- April 14, 2010 – Display Ad – LaPrensa (en Español)

A copy of original notices, as well as affidavits of the date of publication as applicable, can be found in **Appendix A**.

1.2.2 Street Banners

The study team secured the production and placement of street banners announcing the public meetings. Pictures of the banner are included in **Appendix A**. The banner was in place for approximately one week at each of the following locations:

- Nacogdoches and Loop 1604 – Week of March 15, 2010
- Loop 1604 and Redland Road –Week of March 15, 2010
- Blanco Road and Loop 1604 –Week of March 22, 2010
- Loop 1604 and Braun Road –Week of March 22, 2010
- Nacogdoches and Loop 1604 –Week of April 5, 2010
- US 281 and Loop 1604 (HEB) –Week of April 5, 2010

1.2.3 Notification by Mail, Email and Hand Deliveries

Certified invitation letters were sent to public officials on March 9, 2010. An announcement mailer was sent on March 12, 2010 to the project mailing list. Packs of these mailers were also delivered during the week of March 19, 2010 to 106 locations along the corridor for a total delivery of 5300 mailers. Email announcements were sent on March 24, April 9, April 13, and April 14, 2010, and reminder email notices to provide comments were sent April 16 and April 24, 2010. A copy of the invitation letter, announcement mailer, and emails are located in **Appendix A**. The mailing lists used for the announcement mailer and emails are on file as part of the project record.

The Community Advisory Group was asked to help advertise Public Scoping Meeting No. 2 as part of their third meeting held March 25, 2010. The majority of group members indicated that they would post meeting information, provide flyers, or verbally give their members information about the Public Scoping Meeting No. 2. This group includes representatives from:

- Alamo Community College District
- Aquifer Guardians in Urban Areas
- Camp Bullis / Fort Sam Houston
- City of Shavano Park



- Cornerstone Church
- District 9 Neighborhood Alliance
- Greater Edwards Aquifer Alliance
- Greater San Antonio Chamber of Commerce
- Helotes Merchant & Business Association
- Hill Country Bicycle Touring Club
- Martin Marietta Materials, Inc.
- North East Independent School District
- North San Antonio Chamber of Commerce
- North San Antonio Hills Homeowners Association
- Northeast Partnership for Economic Development
- Northside Independent School District
- Northside Neighborhoods for Organized Development
- Randolph Airforce Base
- Randolph Metrocom Chamber of Commerce
- Real Estate Council of San Antonio
- Rogers Ranch Homeowners Association
- SAAA – HomeSpring Realty Partners
- San Antonio Auto Dealership Association
- San Antonio Builders Association
- San Antonio Conservation Society
- San Antonio Hispanic Chamber of Commerce
- San Antonio River Authority
- San Antonio Toll Party
- Six Flags Fiesta Texas
- Southwest Independent School District
- Texans Uniting for Reform and Freedom
- The University of Texas at San Antonio
- Town of Hollywood Park
- Valero
- Westover Hills

Homeowners associations, schools, faith-based organizations/congregations, and other community organizations were also asked if they would be interested in giving information about the meeting to their members. Those that requested information were given information that they could then pass on to their members (see sample email with notices in **Appendix A**). These organizations include:



- Alamo City Black Chamber of Commerce
- Alamo Colleges (five campuses)
- Alamo Group of Sierra Club
- Bentley Manor Homeowners Association
- Blattman Elementary School
- Cedar Springs Homeowners Association
- Church the Central
- Congregation Agudas Achim
- Cordi-Marian
- Finesilver Ranch Homeowner's Association
- Fossil Springs & Fossil Springs Ranch Homeowner's Association
- Grandview Homeowners Association
- Guilbeau Park Homeowners Association
- Gulf Latin American District Council of the Assemblies of God
- H.O.P.E. Center
- Holy Trinity Presbyterian Church
- Live Oak Civic Center
- Live Oak Economic Development Corporation
- Livingway Church
- Madison High School
- Mosaic Vineyard Church
- Northern Hills Church
- Northwest Crossing Homeowners Association
- Northwest Park Baptist Church
- Our Lady of the Atonement Catholic Church
- River City Community Church
- Rotary Club of San Antonio
- San Antonio Automobile Dealers Association
- San Antonio Board of Realtors
- San Antonio Economic Development Foundation
- San Antonio Independent School District
- Southwest Workers Union
- Steadfast Apostolic Church
- The Montessori School of San Antonio
- Trinity Christian Academy
- Trinity Church
- USA Cycling



- West San Antonio Chamber of Commerce
- Willow Wood Homeowners Association
- Woodland Baptist Church
- Zion Lutheran Church of Helotes

1.2.4 Website Announcement

An announcement of Public Scoping Meeting No. 2 was posted on the Loop 1604 website (www.MoreFor1604.com) and on the Alamo RMA’s Google calendar (www.AlamoRMA.org). The Alamo RMA also employed social media tools to generate additional notification of Public Scoping Meeting No. 2, including the use of a blog, Facebook, Flickr, Twitter, and YouTube. A snap shot of the announcements posted on the Loop 1604 and Alamo RMA websites, and others posted using social media tools can be found in **Appendix A**.

1.2.5 Information Kiosks



Informational kiosks were set-up at three locations during peak hours prior to the scoping meetings. At each location, about 25 mailers were distributed and the meeting was advertised. The locations include:

April 5, 2010 – John Igo Library

13330 Kyle Seal Parkway, San Antonio, Texas 78249
5:00 p.m. – 7:00 p.m.

April 6, 2010 – Rolling Oaks Mall

6909 N Loop 1604 E, San Antonio, Texas 78247
11:00 a.m. – 1:00 p.m. and 5:00 p.m. – 7:00 p.m.

April 7, 2010 – Great Northwest Library

9050 Wellwood, San Antonio, Texas 78250
5:00 p.m. – 7:00 p.m.

1.2.6 Media Coverage

The Alamo RMA managed the pre-, during, and post-event media relations for Public Scoping Meeting No. 2, resulting in outreach to the following news audiences:



April 12, 2010 at 10:00 p.m. – Eyewitness News at 10 PM, KENS-CBS

April 12, 2010 at 10:00 p.m. – KSAT 12 Nightbeat, KSAT-ABC

April 12, 2010 at 10:00 p.m. – News 4 San Antonio at 10 PM, WOAI-NBC

April 13, 2010 at 5:00 a.m. – Eyewitness News at 5 AM, KENS-CBS

April 13, 2010 at 6:00 a.m. – Eyewitness News at 6 AM, KENS-CBS

The Aircheck report for these newscasts, as well as the request for coverage issued by the Alamo RMA on April 9, 2010 can be found in **Appendix A**. Available press packets contained the request for coverage, as well as handouts and electronic copy of the display exhibits.

1.3 Attendance

When attendees arrived, they were asked to sign in at a central registration table. Each attendee was provided a station guide and comment form. A total of 54 attendees signed in at The Vista at Valero, 49 at the Live Oak Civic Center, and 23 at Vale Middle School Cafeteria. **Appendix B** has copies of all sign-in sheets from Public Scoping Meeting No. 2.



2 MEETING FORMAT

2.1 Open House Format

Public Scoping Meeting No. 2 was conducted in an open house format with a brief PowerPoint presentation given multiple times each evening. The open house format used topic based stations to engage the attendees in discussions and interactive exercises with specialists at each station. Other staff members from the Alamo RMA and the consultant team were also available to assist and provide information as needed.

Public Scoping Meeting No. 2 officially began at 6:00 p.m. each evening; however, those attendees who arrived early were greeted and were able to register early. Attendees were guided to the meeting locations with the use of outdoor directional signs. Attendees were then greeted and directed to the sign-in table where they were given a meeting station guide and a comment form. Participants received additional handouts at the Where Are We Now, Seeking the Solution, and Get Involved & Stay Informed stations. These additional handouts included a



briefing on Public Scoping Meeting No. 1, an updated project location map with the new limits, an explanation of the screening process, a description of the various alternatives, a more detailed explanation of managed lanes, and instructional guide to social-media. Spanish-speaking team members were available at multiple stations and handouts in Spanish were located at the registration table. Copies of all handouts are located in **Appendix C** and pictures of the meeting can be viewed in **Appendix E**.

Figures 2-1 through **2-3** show the map layout of each meeting. **Figure 2-1** represents The Vista at Valero, **Figure 2-2** the Live Oak Civic Center, and **Figure 2-3** the Vale Middle School Cafeteria.

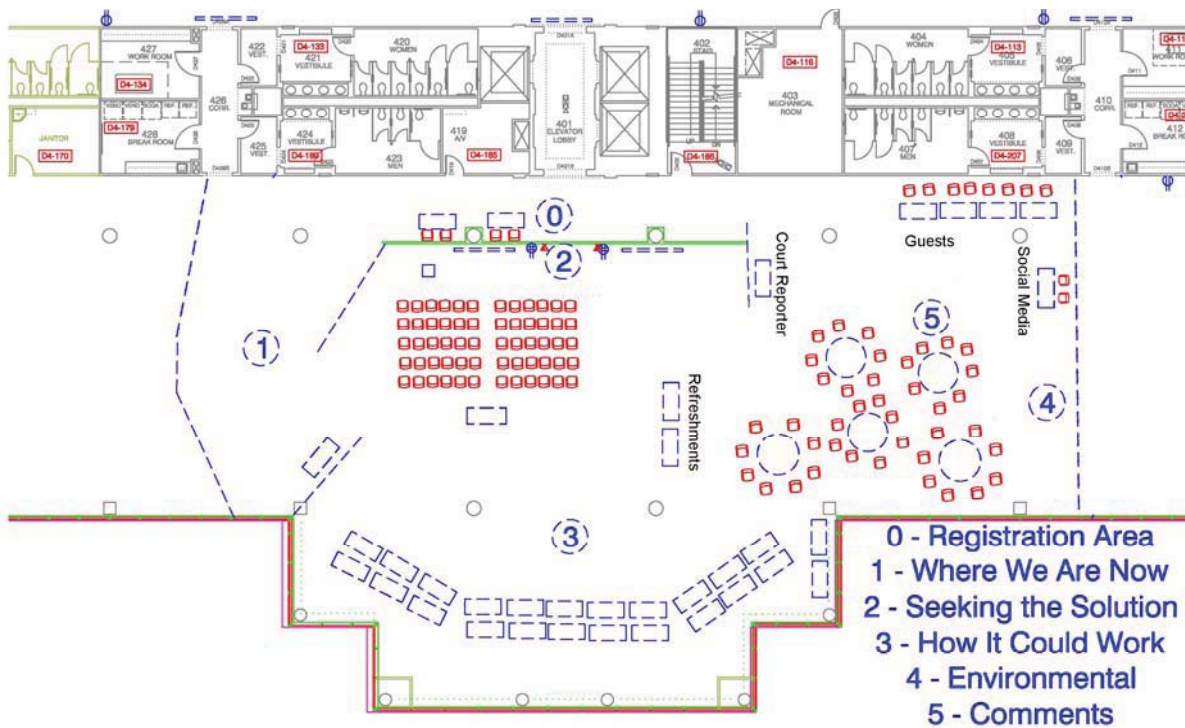


Figure 2-1: Meeting Location Layout – Valero Headquarters: The Vista at Valero – April 12, 2010

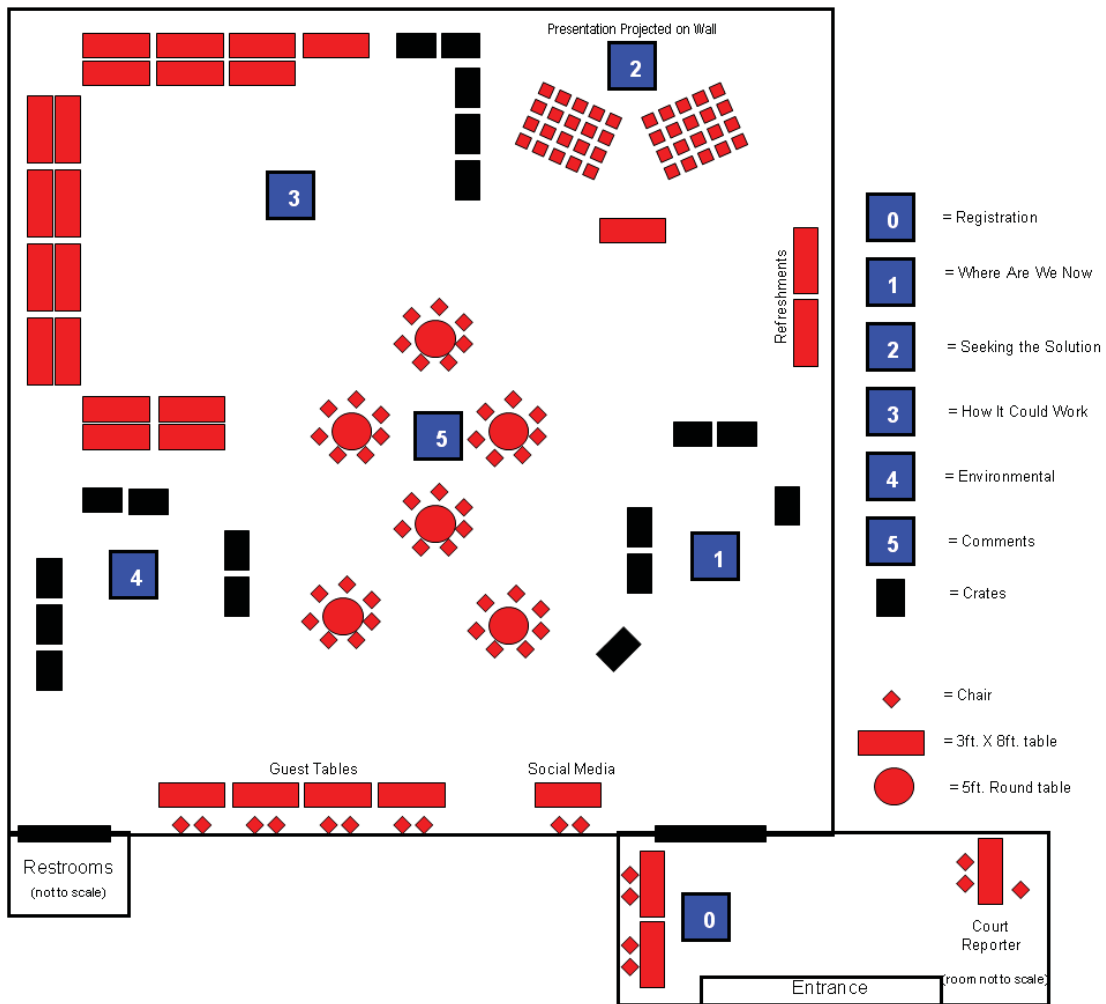


Figure 2-2: Meeting Location Layout – Live Oak Civic Center: Main Hall – April 13, 2010

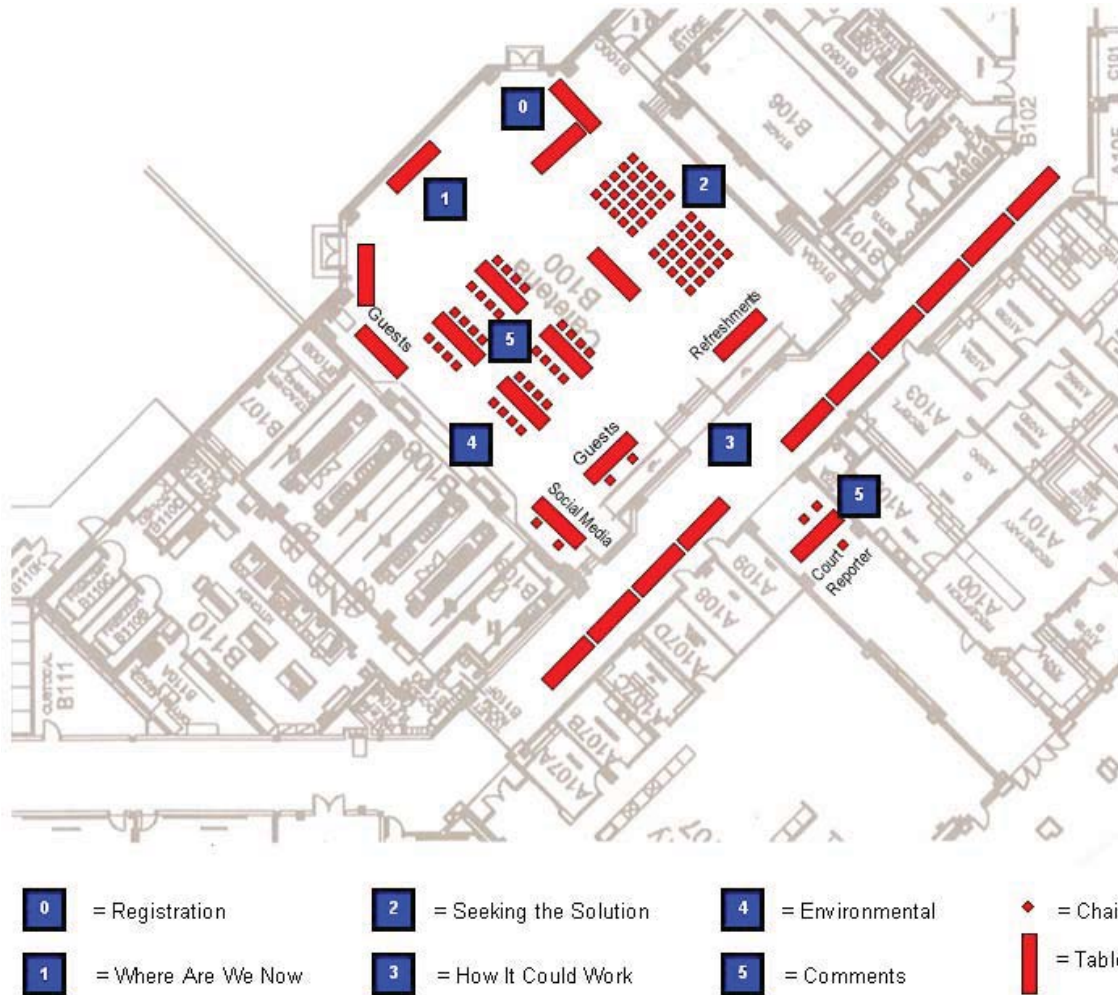


Figure 2-3: Meeting Location Layout – Vale Middle School: Cafeteria – April 14, 2010



2.2 Specific Stations

Within Public Scoping Meeting No. 2, stations were provided for the following areas of interest:

- Where Are We Now?
- Seeking the Solution
- How It Could Work
- Environmental
- Get Involved & Stay Informed

Guest tables were also provided. Guests presenting information at these tables included: VIA Metropolitan Transit, San Antonio – Bexar County Metropolitan Planning Organization, the City of San Antonio, Texas Toll Party / Texans Uniting for Reform and Freedom, and US-281 EIS team.



2.2.1 Where Are We Now?

This station provided attendees with a chance to review the progress made on the Loop 1604 EIS study and timeline, how to participate in the process, the revised documents pertaining to the study, and traffic and crash information related to Loop 1604. A handout at this station included a Briefing Sheet about Public Scoping Meeting No. 1 and an updated project location map that showed the new study limits. A copy of the handouts and displays available at this station can be found in **Appendix C** and **D**, respectively.

The Project Library was also located at this station. Project-related documents were available at this station in hard copy format and also posted on the project website (www.MoreFor1604.com). The available documents include:

- *Loop 1604 EIS SAFETEA-LU Section 6002 Coordination Plan* (March 2010)
- *Loop 1604 EIS Meeting Summary Report Public Scoping Meeting No. 1 October 21 and 22, 2009* (February 2010)



- A *Citizen’s Guide to NEPA Having Your Voice Heard* (Council on Environmental Quality, December 2007) was also available in hard copy form at this station and posted on the project website ([www. MoreFor1604.com](http://www.MoreFor1604.com)).

2.2.2 Seeking the Solution



This station provided attendees with a chance to review the draft screening process used and the draft alternatives that have been considered and screened thus far for this study. The study team used a combination of displays and a PowerPoint presentation. Flipchart notes were taken to capture comments provided at this station.

As participants entered this station, they were given a handout describing the screening process,

the alternatives under consideration, and the definition of managed lanes and sample strategies. This station also included an interactive screening exercise designed to demonstrate how the screening process works and the multi-screening level approach being used for the study.

A copy of the displays and PowerPoint presentation provided at this station can be found in **Appendix D**. A copy of the handout given at this station are included in **Appendix C**. Comments captured through flipchart notes are included in **Appendix L**.





2.2.3 How It Could Work

This station provided attendees the opportunity to review renderings of the No Build and conceptual draft alternatives resulting from the draft quantitative screening. Ten scroll plot maps of the corridor were laid out on a series of tables, allowing attendees to easily review, compare, and comment on the three conceptual draft alternatives. Specialists were available for any questions. A copy of the display materials provided at this station can be found in **Appendix D**. Photographs of the comments written on the scroll plot maps can be found in **Appendix F**.



2.2.4 Environmental

This station provided attendees the opportunity to learn more about the types of environmental impacts the Loop 1604 EIS is considering. It also gave attendees the chance to speak to specialists about environmental resources that exist along the corridor. A copy of the displays provided at this station can be found in **Appendix D**.

This station also included a flipchart exercise, where comments about what resources are valued the most were captured on Post-It notes. Responses to the flipchart exercise, *Tell Us What Resources You Value Most*, include:

- Time
- Mileage
- Protecting Edwards Aquifer
- Water Quality & Quantity
- Trees
- The ability to earn a living and be free
- An efficient infrastructure system that benefits our economy





2.2.5 Get Involved and Stay Informed

This station provided attendees with the opportunity to sit down and review documents, reflect on the information presented and displayed, and write their comments. Multiple tables were available, each with a comment box, additional comment forms, and writing utensils to make it easy for everyone to leave their comments.

A court reporter was available for those who preferred to give their comments verbally as part of the record for Public Scoping Meeting No. 2. This court reporter was available for the duration of the meeting.

Station technicians demonstrated the use of the project website and popular forms of social media. Attendees were provided information on how to provide comments through the project website

www.MoreFor1604.com, as well as how to

follow “More For 1604” on social media such as Facebook, Flickr, Twitter, and YouTube. These sites were projected on a poster board or wall that was visible primarily at this station. Attendees were able to post their live reactions to Public Scoping Meeting No. 2. A written instructional handout was available to take home for future reference.

A copy of the display provided at this station can be found in **Appendix D** and handout information can be found in **Appendix C**. A copy of the certified transcript is included in **Appendix K**.





2.3 Meeting Survey Results

The comment forms provided to participants as they signed in to Public Scoping Meeting No. 2 included a survey to evaluate the effectiveness of this meeting. **Table 2-1** presents the results of this survey. The comment forms that include the individual responses to survey questions are included in **Appendix G**.

Table 2-1: Results of Survey Regarding Public Scoping Meeting No. 2

	Agree	Somewhat Agree	Somewhat Disagree	Disagree	Not Applicable	Total Number of People Who Completed Question
The meeting materials were informative	68%	26%	3%	0%	3%	34
The process being used to evaluate and screen alternatives for improving Loop 1604 was clearly explained	71%	21%	6%	3%	0%	34
Information was presented in an easy to understand manner	65%	29%	3%	3%	0%	34
Study team members were knowledgeable	76%	18%	3%	0%	3%	33

*Note: Responses to the survey are provided in their original form in **Appendix G**.*



3 PUBLIC COMMENTS

3.1 *Deadline*

This meeting summary report includes comments received between March 13, 2010 (the date of the first public legal notice) and the comment deadline of April 26, 2010, as established in the legal notice for Public Scoping Meeting No. 2.

3.2 *Comments Received by the Alamo RMA*

Comments were received from 53 different commenters during the official comment period. Of these commenters, 44 (83%) are new commenters who have not previously submitted comments for this study. Some commenters used more than one of the available methods to voice their comments.

Multiple means for making comments were made available to the public at Public Scoping Meeting No. 2, as detailed throughout this report. Comments received at Public Scoping Meeting No. 2 include:

- 36 Comment Forms / Index Cards
- 55 Corridor Map Comments (written on scroll plot maps)
- 5 Verbal Comments provided to the Court Reporter
- 33 Verbal Comments received during the PowerPoint presentation and documented on flipchart notes

Additionally, the Alamo RMA published in all legal notices, the Loop 1604 website, and through other communications, that interested parties could also comment in the following ways:

- Website: www.MoreFor1604.com
- Email: Loop1604EIS@AlamoRMA.org
- Fax: (210) 495-5403
- Mail: Alamo RMA, ATTN: Loop 1604 EIS, 1222 N. Main Ave., Ste. 1000, San Antonio, Texas 78212

Other comments received by the Alamo RMA during the formal comment period include:

- 3 Website Comments
- 12 Email Comments
- 1 Fax Comment (Comment Form)
- 1 Mailed Comment (Comment Form)
- 1 Letter Comment (received by email attachment)



Copies of all comments can be found in their original form, as follows:

- **Appendix F** includes Comment Nos. 1-55 provided on corridor maps (scroll plot maps 1 through 10) at Public Scoping Meeting No. 2. Photos of the comments are provided, along with a reference to the applicable scroll plot map that the comment was written on. In some cases, the commenter also used numbers to help correlate text written in the general comment section at the bottom of the scroll plot with a specific location or sketch in another location. Photos of the entire scroll plot maps can be found in **Appendix D**.
- **Appendix G** includes Comment Nos. 56-128 provided on comment forms and index cards at Public Scoping Meeting No. 2.
- **Appendix H** includes Comment No. 129 from a letter received by the Alamo RMA during the comment period.
- **Appendix I** includes Comment Nos. 130-132 from the www.MoreFor1604.com website during the comment period.
- **Appendix J** includes Comment Nos. 133-144 from emails received by the Alamo RMA at Loop1604EIS@AlamoRMA.org during the comment period.
- **Appendix K** includes Comment Nos. 145-149 received verbally by the Court Reporter at Public Scoping Meeting No. 2.
- **Appendix L** includes Comment Nos. 150-183 from verbal comments given during the meeting presentation and recorded on a flip chart.

Table 3-1 provides a listing of each commenter, as well as the corresponding number assigned to comment(s) made by each individual. Comments received are listed in numerical order in **Tables 3-2** through **3-8** based on assigned comment numbers and the method the comment was received. Comments made on comment forms have been grouped as they pertain to each question that was asked, and some emails or letters have been subdivided into multiple comment numbers, resulting in a total of 183 comments. The comments have not been edited or corrected for spelling or grammar. Numbers assigned to each response are noted as applicable for each comment listed in **Table 3-2** through **3-8**. Responses to comments are located in **Section 4**.



Table 3-1: List of Commenters and Corresponding Comment Numbers

Commenter Name (Representing)	Commenter No.	Comment No.
Ackermann, John	116	139
Adams, Kenneth	2	134, 135
Anonymous	5	1-55, 65, 78, 87, 121, 125, 150-183
Atkins, Janet	114	136
Bellows, Chris	122	149
Bradley, William H.	112	107
Braun, Ervie E.	85	60
Brown, Linda	91	111
Cannizzo, Jim	92	74, 88, 112
Citizens	117	140
Cook, Herman	82	63, 75
David	121	148
Davis, Bruce	98	113
Dean, Lonnie	103	122
Dossey, Patrick	23	137
Drewa, David	26	132
Hall, Terri (Texans Uniting for Reform and Freedom)	35	142
Ingram, Jennifer	107	119
Jimenez, Keith	101	81, 94, 124
Jimenez, Nancy	38	81, 94, 124
Juen, Byron	39	90, 100, 114, 145
Kochan, Rebecca	81	70, 83, 96, 108
Kochan, Thaddeus	95	66, 79, 91, 101, 116
Lamberth, Lou P.	87	58, 73, 85, 97, 110
Leggett, Virginia	110	68, 105, 126
Lindgren, Jon	104	104
Maxey, James	93	62
McManus, Rick	52	93



Commenter Name (Representing)	Commenter No.	Comment No.
Miller, Mary	89	86
Miller, Richard	88	61
Molina, Bill	118	143
Morris, C.	119	144
Mueller, Melanie	106	103
Naranjo, Ray	111	128
Palombo, Leah	113	133
Pavילו, George	84	57, 72, 84
Peace, Annalisa (Executive Director, Greater Edwards Aquifer Alliance)	55	129, 141
Perez, John	120	147
Purdy, David J.	109	69, 82, 95, 106, 127
Radke, Lowell	108	120
Reinig, Fritz (Representing Rep. Doug Miller)	102	123
Rivas, Carlos	99	118
Salinas, Jason	96	64, 77, 89, 99, 146
Schramm, A. Herbert	97	76, 98
Schramm, Dottie	90	N/A
Sinclair, Jerry	100	117
Sizemore, David	124	131
Slife, Richard	94	115
Stong, Craig	83	56, 71, 109
Tafolla, Lori	115	138
Talbot, John	105	67, 80, 92, 102
Valdez, Jessica	86	59
Wilde, Jina	123	130

N/A = Commenter only completed the survey portion of the comment form.



Table 3-2: Comments 1 through 55 from Corridor Maps

Comment No.	Comment	Response No.
1	No tolls for personal vehicles [Map 1, Comments Section]	1
2	No tolls for personal vehicles! [Map 2, Comments Section]	1
3	All 3 are acceptable. Tolls acceptable for new lanes, not existing. [Map 2, Comments Section]	1 , 15
4	Make frontage roads toll free. [Map 2, Comments Section]	1
5	(NVC=Northwest Vista College) - Please consider keeping direct access to 1604/Ellison - NVC is a commuter school w/ regular traffic Mon-Sat 6 AM - 10 PM → Consider direct access via 1604 @ Ellison etc. w/ raised bridge, partial intersection - I imagine much of regular traffic in 90 → Bandera is local commuters work → shopping → home → school - not folks trying to go more than 5-10 miles (so we need easy access at each block) [Map 2, Comments Section]	2
6	Large traffic generator - 15,000 students [Map 2, Managed Lanes (Inside) - comment written on Northwest Vista College]	5
7	Consider overpass here [Map 2, Managed Lanes (Inside) - commenter circled intersection at N. Ellison Dr. and Loop 1604]	2
8	Turnaround traffic destined for college has to weave - problem [Map 2, Managed Lanes (Inside) - commenter identified area on map between N. Ellison Dr. and Wiseman Blvd. on Loop 1604 and indicated turnaround arrows from westbound to eastbound]	2
9	Add turnaround [Map 2, Managed Lanes (Outside) - comment located on northbound lanes of Loop 1604 at SH 151 from eastbound 1604 to westbound 1604]	2
10	[Map 2, General Purpose Lanes - commenter circled intersection of N. Ellison Dr. and Loop 1604]	2
11	Look @ this section. Believe this will be a traffic jam w/existing cars competing w/on ramp cars [Map 2, General Purpose Lanes - commenter circled Loop 1604 northbound ramps for SH 151 at Sta. 3510+00]	2, 5
12	Takata [Map 2, Managed Lanes (Outside) - commenter labeled the Takata facility on the map]	17



Comment No.	Comment	Response No.
13	[Map 2, Managed Lanes (Outside) - commenter circled intersection of N. Ellison Dr. and Loop 1604]	2
14	No tolls for personal vehicles [Map 3, Comments Section]	1
15	1, 2, 3 These stoplights must be eliminated! [Map 3, Comments Section; Map 3, Managed Lanes (Outside) - commenter circled "1" located at Shaeffeld/Loop 1604; commenter circled "2" located at Braun/Loop 1604; commenter circled "3" located at New Guilbeau/Loop 1604 - these locations also referenced in Comments 16 and 17]	2, 5
16	" " " I agree!! [Map 3, Comments Section; Map 3, Managed Lanes (Outside) - refer to Comment 15 for reference locations]	2, 5
17	" " " concur with adding over pass at all existing intersections on 1604 currently regulated w/stop lights (E-W traffic on Loop 1604) [Map 3, Comments Section; Map 3, Managed Lanes (Outside) - refer to Comment 15 for reference locations]	2, 5
18	Access here [Map 4, Managed Lanes (Outside) - commenter drew access ramp at westbound Sta. 3740+00]	2
19	Too close to intersection [Map 4, Managed Lanes (Outside) - at westbound Sta. 3780+00 (Bandera Road and Loop 1604)]	2
20	Move to here [Map 4, Managed Lanes (Outside) - commenter moved off-ramp at eastbound Sta. 3795+00 to Sta. 3805+00]	2
21	Control access points [Map 4, Managed Lanes (Outside) - commenter indicated area between eastbound Sta. 3790+00 and Sta. 3805+00]	2
22	No tolls period for personal vehicles [Map 4, Comments Section]	1
23	Access for a greater distance from intersection [Map 4, Comments Section]	2
24	No access points [Map 4, Managed Lanes (Outside) commenter indicated area between westbound Sta. 3880+00 and St. 3890+00]	2
25	Control access points [Map 4, Managed Lanes (Outside) commenter indicated area between eastbound Sta. 3900+00 and Sta. 3920+00]	2
26	Why is there no change planned for exit @ Bandera, at least going south? [Map 4, Comments Section]	2



Comment No.	Comment	Response No.
27	Save this huge oak!! [Name/phone excluded] [Map 4, Comments Section; Map 4, Managed Lanes (Outside) - commenter circled tree located between the Loop 1604 main lanes and the access road at Sta. 3760+00 and wrote: "3" save this tree]	8
28	No tolls for personal vehicles [Map 5, Comments Section]	1
29	DC? [Map 5, General Purpose Lanes - commenter drew a direct connector from northbound Loop 1604 to eastbound IH 10 at Sta. 4045+00]	2
30	1604 E to I-10 E → 3 lanes merge into 1 leading to UTSA exit (confusion congestion) [Map 5, Comments Section; Map 5, General Purpose Lanes - commenter circled "1" at interchange of IH 10 and Loop 1604]	2
31	Access road - eastbound - need stoplight @ Lockhill Selma Road [Map 5, Comments Section; Map 5, General Purpose Lanes - commenter wrote a circled 2 at Lockhill Selma Rd. and Loop 1604 and drew an arrow to where the commenter wrote "stoplight" to reference stoplight location]	2
32	Suggest "All" flyovers min 2 two lanes [Map 5, Comments Section]	2
33	Need (2) lanes flyover in all directions [Map 5, General Purpose Lanes - commenter marked comment on map located near the interchange of IH 10 and Loop 1604]	2
34	No tolls for personal vehicles [Map 6, Comments Section]	1
35	Need longer on ramp to merge [Map 6, General Purpose Lanes - commenter circled ramp at Sta. 4180+00]	2
36	Suspect this is next congestion point once land develops [Map 6, General Purpose Lanes - commenter drew an arrow to the intersection of NW Military Hwy and Loop 1604]	5
37	No tolls for personal vehicles! [Map 7, Comments Section]	1
38	Needs better lighting solutions [Map 7, Managed Lanes (Outside) - commenter circled intersection of Loop 1604 and Blanco Road at Sta. 4355+00]	2
39	Need improvement [Map 7, Managed Lanes (Outside) - commenter circled intersection of Stone Oak Parkway and Loop 1604 at Sta. 4405+00]	2, 5



Comment No.	Comment	Response No.
40	Stone Oak need improvement 1604 [Map 7, Comments Section]	2, 5
41	Blanco Rd 1604 improvement [Map 7, Comments Section]	2, 5
42	All flyovers should be a min of two (2) lanes [Map 7, Comments Section]	2
43	Question number of 281N flyover lanes suspect should be (2) [Map 7, General Purpose Lanes - commenter circled interchange at US 281 and Loop 1604]	2
44	No tolls for personal vehicles! [Map 8, Comments Section]	1
45	Ramp too short for safe merging [Map 8, Managed Lanes (Inside) - commenter circled ramp at Sta. 4555+00]	2
46	Good location for commuter rail platform. Austin - SA Commuter Rail District [Map 9, Managed Lanes (Outside) - commenter sketched the perimeter of area of land at the northeast quadrant of Loop 1604 and UP RR at Sta. 4850+00]	3
47	Curve too sharp needs improvement [Map 9, Managed Lanes (Inside) - commenter drew a line to a roadway curve located on Loop 1604 at eastbound Sta. 4830+00]	2
48	No tolls for personal vehicles [Map 9, Comments Section]	1
49	No tolls for personal vehicles [Map 10, Comments Section]	1
50	project needs to extend to I-10 - access roads needed from I-35 to I-10 especially from Kitty Hawk south [Map 10, Comments Section]	6
51	Map should be inspected to show the entire effected area photos are limited. [Map 10, Comments Section]	8
52	Needs improvement lots of traffic to I 35 No [Map 10, Managed Lanes (Inside) - commenter circled interchange at IH 35 N and Loop 1604, eastbound and westbound]	2, 5
53	Alt: Expand to two lanes [Map 10, General Purpose Lanes - commenter drew an arrow to Loop 1604 east bound entry ramps to northbound IH 35]	2
54	Concerned about noise from flyovers [Map 10, Managed Lanes (Inside) - commenter indicated interchange at IH 35 and Loop 1604]	8



Comment No.	Comment	Response No.
55	Concerned about light pollution from flyovers [Map 10, Managed Lanes (Outside) & Managed Lanes (Inside) - commenter indicated interchange at IH 35 and Loop 1604]	8

*Note: Copies of these comments can be found in their original form in **Appendix F**. Corridor maps (scroll plot maps 1 through 10) are located in **Appendix D**.*



Table 3-3: Comments 56 through 128 from Comment Forms and Index Cards

Comment No.	Comment	Response No.
<i>Please share your concerns or comments specific to: US 90 West to Bandera</i>		
56	Need to consider connectors to and from SH-16.	2
57	— proposed on ramp in General purpose @ Hwy 151 & Culebra conflicts w/ off ramp from 1604 — suspect flyovers should be (2) lanes instead of one (1)	2
58	General purpose lanes.	15
59	Environmental surveys must be done very carefully because of endangered species.	8
60	Building more lanes & bridges over the busy intersections would be the most effective in handling the congestion in my opinion	2, 5
61	Highest priority for conversion to 4 lane.	2
62	Lena was very informative. Relief at Braun Rd. is critical for traffic flow and safety. Super streets beyond Braun Road should be expedited.	2, 12
63	Need better access & exits at cross streets Braun Rd. & Gilbeau.	2
64	Capacity alternatives.	15
65	Need to move quickly to address the congestion due to traffic lights. Incremental improvements are welcome, but please don't make this the last portion to see permanent improvements.	2, 5
66	Eliminate stop lights.	2
67	No toll roads	1
68	Please study type of trips/commuters, expect you will find much of regular traffic outside the usual 8AM/5PM @ 90 & 151 is local, short trips to/from work, shopping, home, school, etc. because businesses & residences all mixed & abundant. Please also keep in mind college @ Ellison is 2 yr commuter college w/15,000 students that come & go MON-SAT 6AM-10PM and we need easy direct access to Ellison & frontage from Potranco, Wiseman, 151, & Culebra nearby & vica-versa.	5, 2
69	No tolls on personal vehicles for roads we use now for free!	1



Comment No.	Comment	Response No.
<i>Please share your concerns or comments specific to: Bandera to NW Military</i>		
70	*Stop light on access road - Eastbound - at Lockhill Selma, when 1604 back up - the access road backup at the stop sign. *1604 West to I-10 south - need stoplight - mornings backs up onto 1604 - very dangerous - cannot see traffic from I-10 who have no yield sign.	5, 2
71	Need to find way to eliminate clovers.	2
72	Be careful of Bandera Rd, eastbound (on 1604) exit. That exit currently backs up daily to Kyle Seal Parkway.	5
73	General purpose lanes.	15
74	Minimize impact on Camp Bullis, specifically light pollution and alternatives that would encourage development north of 1604 near Camp Bullis.	10
75	A more direct exit/entrance from 1604 onto I-10.	2
76	The interchange at 10 and 1604 traveling west, the high barricades and lack of lighting needs help.	2
77	Capacity alternatives.	15
78	San Antonio drivers unfortunately don't seem capable of navigating the cloverleaf at 1604/I-10. For everyone's sanity, please replace the cloverleaf with flyovers.	2
79	Better lane markings and management Improve cloverleaf interchanges at 1604/I-10.	2
80	No toll roads	1
81	Bad traffic back up - not even peak times - always. Bad lighting.	2, 5
82	No tolls on personal vehicles for roads we use now for free	1



Comment No.	Comment	Response No.
<i>Please share your concerns or comments specific to: NW Military to Redland</i>		
83	Always backs up eastbound @ 5 pm, around Gold Canyon. The access road from 281 traffic trying to get to east 1604 backs up at Gold Canyon light - weekends included.	2, 5
84	Northbound side of 281 needs (2) lane flyovers instead of (1) lane currently shown connecting to 1604	2
85	General purpose lanes.	15
86	Expedite work on this area. This is nearest our home.	13
87	Entrance ramp for west bound 1604 from Redland Rd. is too short. Near accidents happen all the time.	2
88	Minimize impacts on Camp Bullis, specifically light pollution and alternatives that would encourage development north of 1604 near Camp Bullis.	10
89	Capacity alternatives. When will improvements be made? Timeline.	13, 15
90	Need to add "general purpose lanes" "no toll roads" Also the "GPL" need to become the preferred alternative	1, 15
91	Cloverleaf/interchange desperately needed at 1604/281.	2
92	No toll roads	1
93	This span serves our area in Stone Oak. The multi-modal options combining additional lanes with targeted elevated sections make sense. One specific road - Hardy Oak - will eventually become a major feeder in/out of Stone Oak, at least once Hardy Oak is completed in its entirety, spilling a large volume of cars onto an access road less than a mile from the 1604/281 complex could stand close study.	2, 3
94	Bad lighting in this section. Blanco Road intersection is a nightmare. Can't get to I-10 area on weeknights.	2, 5
95	No tolls on personal vehicles for roads we use for free now!	1



Comment No.	Comment	Response No.
<i>Please share your concerns or comments specific to: Redland to IH 35</i>		
96	Stops at Bulverde Road - again - eastbound - during evening rush hour. Evenings and weekends - impossible to get onto north 35 - traffic backs up to Lookout Road. Access road to Lookout backs up over bridge w/people trying to avoid the 35 junction.	5
97	General purpose lanes.	15
98	Interchange at 35 and 1604 needs simpler access.	2
99	Capacity alternatives.	15
100	Need to add general purpose lanes "no toll roads" Also, the "GPL" need to become the preferred alternative	1, 15
101	Backups caused by dips and curves. No courtesy shown by people merging on/off.	2
102	No toll roads	1
103	lighting and noise/need more visuals w/housing areas included	8
104	This project does not go far enough. MAJOR safety concerns south to I-10.	6
105	Not as familiar w/stretch traffic patterns & businesses, only ever drive straight through.	17
106	No tolls on personal vehicles for roads we use for free now!	1
107	Lane additions will negatively impact home owners & business interests in this area. (suggest new roadway)	8, 15



Comment No.	Comment	Response No.
<i>Please explain any other comments or concerns about the study.</i>		
108	To improve safety - require driver's education courses in all high schools!!!! Raise gas tax to avoid tolls. If tolls are to be built, no toll booths on the highway! During construction - keep 2 lanes open at all times during rush hours and even on weekends. If you have to build a new lane first then do it. Illinois DOT did this when they reconfigured I-53/290/90 in the Northwest suburbs of Chicago (Schaumburg area). Protect Camp Bullis. Protect Edwards Aquifer. Protect green areas along 1604 - don't turn it into a concrete jungle like 410.	1, 8, 10, 11, 13
109	Managed lanes is a good idea. Works well in Houston on Katy Freeway.	2
110	Having lived and driven in Houston, I am very familiar with Katy Tollway - "managed lanes." 2 lanes during each peak period are virtually empty, the other 2 lanes are barely used while peak traffic is still backed up. It is apparent that the "managed lanes" is another attempt at tolling. Tolloed lanes are not the most efficient way of solving congestion.	2
111	Thank you!	17
112	Any new roadway lighting should use dark sky compliant fixtures (full cut off/downward shaped fixtures and lower foot candles). Laterals between 1604 and Camp Bullis or adding new overpasses in this area could negatively impact Camp Bullis - by encouraging grow very close to its boundaries.	2, 10
113	What are the sustainability considerations in this project? Is sustainability included as part of the decision making process.	4
114	1604 need to add "General Purpose Lanes" option to advance for further study and to become the preferred alternative. Also, it is my understanding that not one toll project in San Antonio is toll viable. In addition, I would like to see in the EIS of all the toll road failures across the United States of America. As a result of said toll road failures the tax payer is left on the hook to bail out the toll road opporator. This will not stand in today's market. "NO LIGHT RAIL" - I consider "managed lanes" and "market based tolls" to be evil period.	1, 15
115	Draft initial screening criteria need to add to Community & Environment a visual impact criteria. Use the criteria to assess the impact of an alternative on motorists ability to see: business along the surrounding terrain The view from businesses to the road A measure of visual clutter.	15



Comment No.	Comment	Response No.
116	<ul style="list-style-type: none"> * No to tolls! Please! (alternative gas tax increase!) * 3 or 4 lanes in each direction! * Better cloverleaves/interchanges * Clear traffic accidents faster to allow traffic to move again * Better Drivers Education Requirements * Please do all construction with as little impact on current traffic volumes as possible. No alternates are viable. 	1, 2, 13
117	Please provide me an electronic copy of what was presented in the meeting. Summary Report Public Scoping Meeting No. 1, October 21 and 22, 2009. Loop 1604 EIS FM 1957 to I35N. CSJs 2452-01-910, 2452-02-915, 2452-02-940, 2452-03-945, 2452-03-087, 2452-03-097 For the exchange of traffic from 1604 E @ I35N, consider expanding existing lane to two lanes.	2, 14
118	Main concern was 1604 @ IH 35 - what impact will be to homeowners in the surrounding area -	8
119	This is for TxDOT. What can be done to alleviate the noise on Amistad Blvd. (Kitty Hawk and 1604) along the townhomes. We need a noise reduction wall. The property value would increase as would tax roll amounts. Thank you.	12
120	<p>Bus transit - establish parking areas at selected intersections for transition to buses to major employment areas. Run buses at rush hours morning and evening.</p> <p>Any controlled lanes - no tolls - control with limitations on use by commercial vehicles such as trucks. No tolls.</p> <p>Time lights to establish smooth traffic flow. Just try it. It works.</p> <p>Do not toll any existing public roads or rights of way.</p>	1, 3, 5
121	Have you considered the truckers and other through traffic going from I-10 to I-10? El Paso - Houston. Come study area from I-35 to I-10 going past Randolph AFB	6
122	No comments at this time - other than in my estimation the train has left the station and everyone needs to get ready for a change regardless of how we feel.	17
123	Thank you. We'll be interested at the attendee feedback. This was terrifically public, friendly and informative.	17



Comment No.	Comment	Response No.
124	<ul style="list-style-type: none"> * Tremendous communication some of the best I've seen. * Leroy did an excellent job explaining communication plan. * Other team members "over-managed" the audience - came across as "shuffling" the attendees to avoid questions - if this wasn't a plan, it was inexperience * work w/your engineering team to handle this better - could influence someone's opinion of your project to the negative. * great explanation of cumulative and indirect impacts. * I think you were trying to accomplish a lot in this meeting - will be interesting to see if folks "get it" & give you input on alts * agree with added and managed lanes, like Katy Freeway 	7, 17
125	I assume you'll improve lighting all along 1604. Needs it - find a way to pay for it in your plan - Loop 1604 is "sub-par" as far as I'm concerned.	2, 1
126	<p>For Potranco → Culebra stretch (1st phase), please consider comments on front. Inside lanes would likely require far & long stretches between the managed vs. general lanes and cause many to have to turn around at some point or take roads other than 1604 to go their 2 or 3 blocks. Prefer outside lanes to allow more frequent intersections/crossovers & ramps on/off w/o disruption and ability to grow inside lanes in future. For reasons mentioned on front w/mostly short trip local commuters, please keep traffic mgmt and mass transit options at forefront to supplement this stretch. Would save from every business having to have double the parking lots. VIA has expanded and could work if they go all the way in Westover Hills general area. Was confusing to start at stations prior to presentation, quick overview of process and purpose of meeting clarified. Would have preferred intro include more guidance on what type of feedback would most help you.</p>	2, 7
127	<p>"No Build" is not really a correct name. "Maintain & Expand Existing" would be more appropriate Transportation & Demand Mngmt is a joke, unworkable. Build - new lanes is realistic. Commuter plan down town areas w/park & rides can be used on limited scale. Designated bus and truck lanes downtown can be utilized efficiently. Light rail is expensive & we started too late! Gaming & tolls for commercial vehicles w/designated lanes could pay for new lanes of traffic. Gaming taxes could easily pay for I35 & I281.</p>	1, 2, 3
128	<p>Why was the general purpose lanes shown with only three lanes? All others were shown with 4 lanes. With about the same space you can show four lanes and paint managed lanes (HOV). This will not cost as much as putting two barrier the full length of the project for managed lanes.</p>	2

Note: Copies of these comments can be found in their original form in Appendix G.

Table 3-4: Comment 129 from Letters Received by Mail or Email

Comment No.	Comment	Response No.
129.1	<p>[Letter dated April 26, 2010 received by email - see Comment No. 141] The Greater Edwards Aquifer Alliance (“GEAA”) would like to thank you for the opportunity to provide comments on the EIS process to assess improvements to Loop 1604 from Potranco Road to I-35 North.</p>	17
129.2	<p>Under NEPA and recent SAFETEA-LU provisions, it is essential that that the public be involved in the process of developing alternatives. While we would like to be able to meaningfully comment on the proposed alternatives for Loop 1604, the draft alternatives that are presented in the meeting handouts do not contain enough detail to be able to offer very much in the way of substantive comments.</p> <p>If there is more information besides what is currently on www.morefor1604.com, we would ask that such information be posted online and the comment period extended so that the public may have additional time to review and comment. If what is currently online is all the information that is available on the draft alternatives, we would ask that another scoping meeting be held to present greater detail on the draft alternatives. In order to meet NEPA's requirements for public involvement, the draft alternatives must incorporate a greater level of detail rather than just presenting a black box of vague road improvements.</p> <p>All three of the build alternatives are labeled "New Lanes Multi-Modal Upgrades," with the difference between each alternative merely being the locations of the proposed new highway lanes. There is no indication as to why all the alternatives must involve adding new highway lanes, and there is no indication as to how many new lanes each draft alternative proposes. This is basic information that should be disclosed at this time. Without such information, the public cannot actually evaluate any of the alternatives and it is not even clear why such a project (adding an indeterminate amount of highway lanes) is needed. It is troubling that the Alamo RMA is proposing a highway project without any justification or level of detail.</p> <p>It is impossible to tell from the scoping materials what precisely the proposed "multi-modal" upgrades would entail. We would again urge Alamo RMA to consider and specify alternatives that utilize a package of improvements based on TDM/TSM strategies. FHWA guidance lists six categories of demand-management alternatives, including travel</p> <p>(continued on next page)</p>	3, 11, 15



Comment No.	Comment	Response No.
129.2 (cont.)	<p>alternatives (alternate hours of travel, work schedules, telecommuting, etc.), land use alternatives (smart growth policies, pedestrian/bicycle connections, transit-oriented design), pricing alternatives (HOV lanes, parking pricing), HOV alternatives (rideshare matching, vanpools, priority HOV parking, etc.), transit alternatives (subsidized fares, trip itinerary planning), and freight alternatives (lane restrictions, delivery restrictions).</p> <p>Public transit is a primary means of decreasing peak travel demand and we strongly recommend incorporation of alternatives based on substantial new public transit service in combination with other improvements. Ridesharing and park-n-ride programs also reduce the number of cars during the peak periods and should be considered. Because of VIA's central role in such improvements, we would again urge VIA's designation a "cooperating agency" so that the proposal and refinement of alternatives will benefit from public transit expertise.</p> <p>Due to the sensitivity of the project's location on the Edwards Aquifer, and the need to reduce greenhouse gas emissions, it is imperative that all alternatives prioritize TDM/TSM improvements. The consideration of alternatives should, moreover, prioritize TDM/TSM measures that do not involve new highway lanes. Rather than starting with the assumption that the highway should be expanded, whether through managed lanes or not, combinations of non-capacity adding TDM/TSM measures should first be analyzed. After judging how well such demand and system management measures meet future traffic needs, Alamo RMA will have a better sense of how much new highway capacity is needed. If Alamo RMA must consider new capacity at that point, priority should be placed on HOV lanes before considering other types of highway lanes. This approach will not only lead to a smaller footprint (and perhaps no increase in the road footprint) that is better for the environment-it will prioritize the most cost-effective solutions that do not involve major highway construction.</p>	
129.3	<p>We also again urge that VIA and the Edwards Aquifer Authority be invited as cooperating agencies in light of their respective expertise on mass transit and the hydrogeology of the area. The regulations do not state that cooperating agencies must be federal. While we are pleased that VIA and EAA are involved as participating agencies, the need for mass transit and an environmentally-sensitive transportation project for Loop 1604 is overwhelming and compels the greater involvement of these local authorities.</p>	9

*Note: Copies of these comments can be found in their original form in **Appendix H**.*



Table 3-5: Comments 130 through 132 from Website

Comment No.	Comment	Response No.
130	<p>UTSA is an important institution that contributes heavily to San Antonio's economic future by graduating students with Bachelors Degrees and beyond as our current single public university. A major function of 1604 is getting students to UTSA. Our family lives in Schertz after retiring from the military and Schertz continues to grow and has been featured as the best place in Texas to live, and 3 members of our family are currently enrolled in studies there, one in a Masters program, and others are in a similar circumstance, and use 1604 to go to UTSA almost every day of the week, sometimes even twice a day, from Schertz. The turnoff from IH 35 to West 1604 is always slightly congested all the way from Schertz. That problem needs to be alleviated, and it seems 1604 on both sides needs at least one more lane added on each side all the way to UTSA, and probably even over by Bandera Road which is always a traffic problem. I hope engineers and planners study other problems of what is causing so much congestion at many of the exits on that part of the Loop. Thank you for listening.</p>	5
131	<p>I applaud the Alamo RMA's efforts and its drive "More for 1604." I am thrilled by the potential for improving 1604. After reviewing the draft alternatives handout, I believe immediate improvements would occur with the "NEW LANES MULTI MODAL UPGRADES, GENERAL PURPOSE LANES." I am convinced, however, that the approach's long-term impact is insufficient and would therefore support the "NEW LANES MULTI MODAL UPGRADES, ADD MANAGED LANES (OUTSIDE)" approach completely, even if it means paying tolls. The fact for the northwest stretch of 1604 near Braun Rd. is that too many cars travel on what is effectively a highway not designed for such extensive traffic. The two lights at Braun and New Guilbeau are so poorly timed and so close in proximity that traffic stalls completely in the afternoons. Furthermore, I see a clear trade-off for tolls: commuters can sit in traffic and lose time and money (i.e. wasting fuel) to congestion, or they can move along more freely, get to where they're going faster, and waste less money by improving MPG. I understand that no one, including myself, wants to pay tolls, but the logic of not wanting to pay more money for tolls fails to jibe with the fact that heavier congestion means more vehicular idling and fuel consumption, and time lost forever. I'd much prefer getting home 45 minutes earlier every day, using less \$2.70/gallon fuel, and not being exposed to traffic-associated stress, which I think is worth \$10 or so a month for tolls. The following is excerpted from a letter I wrote to SA city officials in May 2007</p> <p>(continued on next page)</p>	2, 5



Comment No.	Comment	Response No.
131 (cont.)	<p>regarding improving 1604, and it gives a fair overview of a typical commute in the area, along with some solutions: The city's northwest side is, according to the Mayor's Five Year Consolidation Plan, one of San Antonio's hottest areas for growth, but it is not a focus of infrastructural improvements. Bexar County's Health Collaborative estimated that the Far Northwest [grew] 24 percent between 2000 and 2004. Alamo Ranch on the city's Westside includes up to 12,000 new homes alone, and more are planned in other nearby locations. The growth throughout San Antonio is extraordinary, but the northwest, like the south, exhibits much recent expansion which stifles traffic on nearly every road, particularly during rush hour. The Braun and 1604 exit traveling in both directions on 1604 is perhaps the worst designed intersection I have witnessed in 25 years of driving, particularly since 1604's freeway ends there. Light timings are ridiculous, giving frequent and unnecessary rush hour priority to cars on Braun. Recent construction's measly turn lane at New Guilbeau has caused 1604 traffic south to stall in the evenings. Impatient people drive off 1604 over the median and onto the access road to avoid backups, clearly elevating risks, although police patrols are not uncommon and barriers have been installed. I learned personally to simply avoid the traffic by exiting earlier at or before Bandera. Unfortunately, the one-lane Bandera/1604 (S) exit is ridiculous: just this past Wednesday (May 2005) congestion at that intersection alone added roughly 40 minutes to my commute (i.e. it took me 40 minutes to travel from the Hausman Rd. exit on 1604 to Braun and Tezel). All this leaves 1604 traffic in both directions backed up for miles, southbound 1604 typically jams back to the Bandera exit (although this has been somewhat relieved recently with changes at Braun Rd), and northbound traffic goes on endlessly to Shaenfield, nearly two and three miles, respectively. That means there are days when it takes roughly 35 minutes to travel from the 1604 Bandera exit to my home near Nichols school. Suggested improvements: Finish 1604 as a freeway and eliminate the point at Braun and elsewhere where it is a highway. Time the lights properly in the interim to give preference to traffic exiting 1604. Add exit ramps and lanes at major exit points such as Bandera and Braun: a one lane exit at Bandera is simply insufficient for current traffic volume. Subtracting the number of cars traveling on 1604 (S) after the Bandera exit from the number traveling between the Hausman and Bandera exits translates into roughly 20,000 vehicles entering/exiting 1604 (S) on Bandera daily in 2005 (81,220-60,830=20,390--2005 data cited), yet only a one-lane exit exists! Reevaluate all major freeway exit interchanges so that they use efficient and safer cloverleaf</p> <p>(continued on next page)</p>	



Comment No.	Comment	Response No.
131 (cont.)	<p>ingress/egress ramps rather than the outdated, confusing, and downright dangerous cross-over exits in place presently. I know of no other non-Texas major city that uses this cross-over technique that demands merging skills too few people engage effectively. Cloverleaf ramps allow smooth transitions from one freeway to another roadway without having to cross traffic that is trying pass into your lane. Nearly every major exit on 1604 requires exiting on to an access road and stopping at a traffic signal. This makes no sense beyond coercing people to stop at retailers along the access road. Again, a cloverleaf system would be more effective as would transition ramps that merge directly into the roadway rather than having to stop at a signal. Retailer entrances are obviously motivating factors in this system but separate entrances can be included for access to them, they should NOT take priority over efficient traffic flows. Thank you,</p>	
132	<p>From all the information that has been presented, General Purpose lanes and Managed Lanes (Inside) appear to be the best choices. Managed Lanes (Outside) appears to waste resources by building more expensive elevated roadways, without the certainty of knowing that the existing median area will ever be used. Additionally, your plans should include a standalone Huebner Road exit from westbound 1604 so that the Huebner Road traffic doesn't have to go through the Blanco Road intersection. Also, an entrance ramp from Huebner Road going eastbound on 1604 should be included. Thank you.</p>	15

Note: Copies of these comments can be found in their original form in Appendix I.



Table 3-6: Comments 133 through 144 from Email

Comment No.	Comment	Response No.
133	<p>I live at 1604/281 and the traffic noise is already deafening. I am concerned about the worsening of traffic noise this project will create. Elevated ramps and added traffic capacity will substantially add to the noise levels that area already too loud for neighborhoods bordered by these freeways. Noise is a component of the environmental impact this project will have and cannot be ignored. My house was built in 1964 when 281 was a street with street lights. I had no way of knowing that super highways would merge around my property and the properties of other neighbors and neighborhoods. Last time I expressed my concerns I was told that the noise residents will have to bear along the length of the project would not be a consideration in the design of the project and no noise barriers would be considered. Noise reduction and barriers must be a part of the study and design. I am also concerned about the aquifer which is our drinking water. Thank you for your consideration.</p>	8, 11
134	<p>I am opposed to tolled lanes or road on 1604. We pay federal and state gas taxes each time we buy gas and that tax was intended to pay for the construction and maintenance of roads. Texas state government has mismanaged the tax by using it for other things. We have paid the gas tax to build the roads once and should not have to pay for the road twice. Texas should pass a bill to baring the use of gas tax from any other purpose than construction and maintenance of state roads. I am retired and live on a fixed retirement, I do not have money to pay to use a road, besides it has been paid for once with the gas tax. I have to travel to medical appointments, hospitals, supermarkets, Home Depot/Loves, etc and do not have extra funds to pay tolls. If The state would use the gas tax for its intended purpose there would be less problems with funding the needed construction/maintenance. The federal tax provided to Texas has to be used for road construction /maintenance, why doesn't the state tax have to be use for its intended purpose? If Texas, Bexar county does not have sufficient funds to build the highway without making it a toll road, build what can be build with available funds and leave the rest as it is at present and put the required balance on a priority list for next available funds.</p>	1
135	<p>I AM FOR THE UPGRADE OF 1604 BUT TOTALLY AGAINST TOLL ROADS.</p>	1



Comment No.	Comment	Response No.
136	I am 63 years old, and I own a home that is situated just one block from 1604. My plan is to sell my home and move away from the 1604 area which has become over-developed and and an eyesore. Had I known what would happen when I moved there in 1998, including the politics surrounding 1604 changes, I certainly would have selected a home in an area that would not be negatively affected by the forced-upon changes.	17
137	I firmly oppose using costly tolled lanes on 1604. I favor adding free, general purpose lanes to 1604 using pass-through financing if necessary. Please add my comments to those of others given at the meetings. I had to work those nights!	1, 15
138	add general purpose lanes. advance further study for this to become the preferred alternative	3, 15
139	Please forward information on the above Impact Statement and any other pertinent info on this. Thank you.	7, 14
140	<ol style="list-style-type: none"> 1. There needs to be a full environmental study. There is natural aquafier and land that needs to be preserved. 2. Current business should be able to remain with current ease of access for customers. 3. Since this is current roads - There should be NO Tolling or any additional costs to the Tax Payers. 4. Do not disturb the current animals and water sources - since many depend on it. 5. Due to the many airports/Air Force Bases and planes in the area - nothing should be built over 28 feet high. 	1, 8, 11
141	Please accept these comments on behalf of the Greater Edwards Aquifer Alliance. [attached letter is included as Comment No. 129]	See comment 129
142.1	We have growing concern about the terms being used to describe certain alternatives that seem to purposely mislead the public and/or to obscure what the RMA is planning to do with certain alternatives (ie - tolling). Rather than use technical transportation jargon, the general public needs to have each alternative described in terms it can understand. Using the term "managed lanes" instead of toll lanes or "demand management" instead of congestion tolling, does not properly inform the public as to the potential impacts of such an alternative, nor does an alternative that lumps mass transit and alternate modes of transportation into a simple "add general purpose lanes" alternative make sense to people (which is how it was initially presented to the community Advisory Committee). Those ought to be separated out as individual alternatives, each with a clearly defined purpose, proposed level of traffic for each mode, and individual sets of impacts.	15



Comment No.	Comment	Response No.
142.2	<p>Next, there are flawed assumptions already occurring with various alternatives. The EIS team is assuming that the same level of traffic will take the added lanes whether the lanes are tolled or not. Obviously if a motorist has to pay extra to use a lane, it diminishes the number of drivers who can access those lanes. The team admitted it had not studied (nor did it seem on the radar to study) the impacts of gas prices on the ability of people to pay tolls or the impact of gas prices on driving behavior (as well as specific times of day) and level of traffic in general.</p>	2, 5, 8, 15
142.3	<p>When questioned about the need for a certain level of expansion or not based on the planned expansion of surrounding arterial roads or freeways, the EIS team simply assumed all of the MPO's proposed expansions of such roadways would happen and that its numbers justified the need despite planned expansion of surrounding roads. MPO expansions may or may not occur depending on funding and may not happen within the timeline in its current plan. These projects routinely get postponed and even eliminated. However, no actual data of proposed development patterns, migration patterns, travel patterns, travel behavior, or traffic counts (other than general population growth) from surrounding expansion was analyzed nor did the team indicate it would study such data and incorporate the whole picture into its alternatives analysis, other than in very general terms. If an arterial expansion is deemed a priority in order to minimize impacts or a more costly expansion of a major highway, the MPO or other governmental entities can work in concert to comprehensively address the needs and aid in what may emerge as the preferred alternative (when given proper consideration/analysis).</p>	15
142.4	<p>Also, the financial viability of each alternative needs to be studied and disclosed to the public as well, like toll viability studies and how each project would be paid for (specific sources of funding, not just saying "toll bonds," but specifically what kind bonding, how much of each, and if other public subsidies are needed, specifying which kinds, etc.). Knowing the costs, financial and other potential impacts, and knowing the differences between the traffic levels and travel patterns for each alternative are crucial for the public to know before it can properly give feedback or potentially eliminate or advance various alternatives.</p>	1, 15



Comment No.	Comment	Response No.
143	<p>NEED MORE GENERAL PURPOSE LANE OPTIONS AND VIABLE INTERSECTION FIXES TO LOOP 1604 WITHOUT ANY TOLL AND/OR MANAGES LANES. ANY ADDITIONAL CAPACITY REQUIRES FURTHER STUDY AND APPROPRIATE SOLUTIONS TO INCREASED NOISE LEVELS ESPECIALLY THOSE COMMUNITIES DIRECTLY BEING AFFECTED AND ABUTTING LOOP 1604. Increased capacity, increased noise levels and cut through traffic problems have NOT been properly studied, fully addressed, much less any alternative solutions presented to the affected communities regarding potential social, economic impacts and mitigation measures of a proposed toll project as required by federal law. Furthermore, the meeting materials presented at public scoping meetings and hence the website are questionable at best by the use of misleading terms such as "managed lanes" rather than providing the public with full disclosure of the actual scope of the toll project being proposed by the very same agency conducting the environmental study. Which in itself is a clear conflict of interest. The ARMA's own letter to federal agencies seeking project approval, "The project is proposed as a four to eight full access-controlled through-lane facility with parallel partial access controlled lanes..." yet somehow that information seems to be somewhat be misguided from public presentation materials. All along the ARMA has publicly claimed it can only finance these projects as toll roads as outlined and specified in the MPO Long Range Transportation Plan. Yet nothing contained in the MPO plan conforms and identifies any preferred alternative options for Loop 1604 other than toll projects. THEREFORE THE PUBLIC REQUIRES MORE NON-TOLL GENERAL PURPOSE LANE OPTIONS</p>	1, 8, 15
144.1	<p>1. There needs to be a full environmental study. There is natural aquifer and land that needs to be preserved. The percolation of the soil and keeping the natural water sources protected needs to be done. This is one of the areas in which the Edwards Aquifer recharges and needs to be protected. There really should be no excess asphalt or cars around it.</p>	8, 11
144.2	<p>2. Current business should be able to remain with current ease of access for customers. Many have spent millions to start and develop their businesses including concrete plants, small repair and service industries, construction companies as well as many gas and retail stores. The public should be able to get to these businesses without any further travel, distance or trouble. Otherwise, these businesses may close. It is bad enough that the traffic will be disrupted during road construction - but to make many customers permanently travel longer and at times make turn around - just to get to these same businesses - deters many customers. They go elsewhere - so the businesses loses income and some close.</p>	2



Comment No.	Comment	Response No.
144.3	3. Since this is current roads - There should be NO Tolling or any additional costs to the Tax Payers. There are adequate funds in the Texas Department of Transportation to pay LOCAL Competitive BID firms to pay for regular FREE Lane expansion. This needs to be a FAIR and open PUBLIC BID from more than 3 Austin, Texas road firms. Expanding a few lanes on Loop 1604 doesn't REQUIRE A CUSTOM BUILD - EVER!!!!	1
144.4	4. Do not disturb the current animals and water sources - since many depend on it. The current home owners - should not be disturbed at all. There should be no erosion on their land rights nor highway lanes backing up into their areas. Any land acquired by public law must have a FAIR Third Party Appraise the Fair Market Price which should be paid to any land acquired.	8, 11
144.5	5. Due to the many airports/Air Force Bases and planes in the area - nothing should be built over 28 feet high. The air quality must remain at low levels in the best interest of all.	8

Note: Copies of these comments can be found in their original form in Appendix J.



Table 3-7: Comments 145 through 149 from Court Reporter Transcript (Verbal)

Comment No.	Comment	Response No.
145	I want the EIS to add general purpose lanes as an option to advance for further study and become the preferred alternative. In addition, at this time not one toll project in San Antonio is even toll viable. It would be nice to hear that at this meeting, which, so far, it has not been said. Also, I am against managed lanes, congestion toll pricing, and market-based tolling. And, in addition, I do not want to see light rail or heavy rail incorporated into any 1604 EIS Statement	1, 2, 3, 15
146	I'd like to see some sort of a timeline for when some of these alternative improvements might be taking place, even if it's just an out - - a way-out-projection, just to have an idea; and I think it would be helpful or -- in addition to what's presented in the presentations, to have some sort of, okay, we're considering doing this, and this is kind of the timeline we're looking at, realizing, of course, that that's a big refinement when it comes to the projects that will be taking place.	13
147	I would like to see anything that can be done on 1604 that would alleviate congestion and save me time. I'm very tired of sitting in traffic, so make it happen. I don't care what you do, make it happen.	5, 13
148	My comment is I now avoid the -- I avoid areas where there are toll roads. I had an experience at 35, in Pflugerville, that I'll never forget. I ended up having to drive over -- through a construction site to avoid the toll road. They don't take credit cards, so I ended up not having enough cash. I was told they were going to impound my car, so I drove through a construction site' to avoid the area. Now, I make it a habit; I will never go near them again, and so businesses in that area will never get my business. And I can tell it's already affecting businesses in that area, because their parking lots were pretty empty compared to other shopping centers further down 35 that are non-toll. I really resent the fact that these people threatened to impound my car because I only had a dollar cash on me. I also resent the fact that the access road that's supposed to go around the toll road ends right at the toll booths.	1, 8
149	I'm in favor of doing some sort of expansion on Loop 1604 to alleviate traffic congestion. I'm glad that things are moving in that direction. I am in favor of adding lanes. I would like to see that existing lanes remain toll free, and that ny additional managed lanes or expressway lanes I would consider a toll for, but I think it's important that there is a free option for people to go around as well, it they so desire to spend more time.	1, 5

Note: A copy of the Court Reporter Certified Transcript of verbal comments can be found in Appendix K.



**Table 3-8: Comments 150 through 183 from Verbal Comments
Made During PowerPoint Presentation**

Comment No.	Comment	Response No.
150	Was Mass Transit as an alternative eliminated?	3, 15
151	Are other transit systems still in the mix?	3, 15
152	Is No Build screened as other alternatives are?	15
153	Is safety a consideration/screening criteria?	15
154	Is 281 interchange project linked to this project?	12
155	Are Loop 1604 improvements in addition to those already planned/approved by TxDOT?	12
156	Are you considering possibility of other access points to 1604?	2
157	Are the visuals of/from the road taken into consideration in the screening criteria (i.e., visual impact/obstruction to commercial areas)?	15
158	Is the high cost of elevated roadway considered?	15
159	Funding sources and strategies?	1
160	When was first meeting?	7
161	When will we get next notification?	7
162	Mail received looked like a throw-away. Needs to look official.	7
163	How will people be notified (other methods)	7
164	Concerned about being railroaded and not contacted in timely manner	7
165	Concerned about surveys – misleading: 500’, 2000’ wide corridors	8
166	Many people are unaware of meeting	7
167	Who is in charge – RMA?	16
168	How much impact do our comments have?	7



Comment No.	Comment	Response No.
169	Do you consider other Mass Transit locations w/favorable weather for ridership (Charlotte, NC, etc.). Places that more reflect San Antonio characteristics (weather, congestion, development).	3, 15
170	You're getting feedback but ultimately what weight is given to citizen input?	7
171	It doesn't look like you are getting much public comment based on attendance.	7
172	Is this meeting part of your due diligence so you can ultimately move forward with your project?	7
173	We were not aware of where you published the meeting notices. We need to be made aware of where to look for notices.	7
174	For homeowners, this isn't early in the process.	7
175	Olympia Homeowners Association	7
176	Have you developed any right of way acquisition scenarios?	15
177	At what point, living in Olympia, would I need to worry about right of way acquisition?	13
178	Ultimately, will final decision be based on public opinion?	7
179	How will you pay for extra lanes?	1
180	What happens to the tax dollars I already pay: Why doesn't that go to construction rather than tolls?	1
181	What about completing I-10 to I-35? Why leave it as 2-4 lanes. Need to look at that section of Loop 1604.	2
182	Will there be any combined alternatives (Mass Transit plus added lanes)?	3
183	What's significant about year 2035?	15

Note: A list of these comments in their entirety can be found in Appendix L.



4 OFFICIAL RESPONSES TO COMMENTS

4.1 *Actions Attributed to Comments and Input Received*

The following list provides a brief summary of the actions taken that are attributed to the comments and input received.

- Conduct additional engineering review of improving parallel facilities within 3 miles of either side of Loop 1604 to better understand the viability of this alternative. This review will focus on functionally classified collectors or arterials with a roadway footprint parallel to Loop 1604. Parallel facilities may include existing parallel facilities without need for further improvement, existing facilities with improvements built to the maximum extent within existing right-of-ways, and proposed extensions to existing facilities as identified in the San Antonio-Bexar County Metropolitan Planning Organization's current long range Mobility 2035 Plan, adopted December 7, 2009. To become a viable alternative, improving parallel facilities would need to provide sufficient year 2035 capacity to be serviceable to Loop 1604 users since no additional lane improvements would be made to Loop 1604 under this scenario.
- Evaluate the effectiveness of the tools and techniques outlined in the community engagement and public information coordination plan to determine if there are more effective ways to outreach to surrounding neighborhoods and interested organizations.

4.2 *Responses to Comments Received by the Alamo RMA*

Response No. 1 – In response to comments about funding sources being considered for Loop 1604 improvements.

The Alamo RMA will continue to seek money to pay for Loop 1604 improvements from various funding sources including traditional federal funds and state funds such as the gas tax, as well as new legislation, new gas tax funds/re-allocations, bonds, and other potential revenue streams such as tolling. The investigation of funding sources and the analysis of potential alternatives does not consider the tolling of existing non-tolled lanes in any viable alternative. Any funding solution that involves tolling would have tolls only on new lanes. The exact combination of the funding sources that will ultimately be used has not been determined at this stage of the study. Should a toll option be identified as a Preferred Alternative, a toll viability study would be conducted at that time.

Current gas taxes are distributed within the state as shown in the following illustration developed by the San Antonio-Bexar County Metropolitan Planning Organization. The gas tax has not risen with inflation, and was last increased in 1991. The divergence of



tax revenue from transportation projects is a legislative issue beyond the control of the lead agencies.



Source: San Antonio-Bexar County Metropolitan Planning Organization, Presentation - Mobility 2035 Randolph Metrocom, March 9, 2010.

Response No. 2 – In response to comments to address design issues and specific, local operational issues and concerns along the Loop 1604 corridor.

The Loop 1604 engineering team will evaluate the merit of community-identified design comments and follow sound engineering judgment and industry standard of care as we strive to address safety, mobility, and access issues. The number of lanes, frequency of exits, turnarounds, turn queues, overpasses, traffic signals, merging of traffic, interchange styles and sizes, and lighting will be addressed through designs that best meet the needs of the traveling public while considering environmental and community impacts. Each reasonable and viable alternative identified in the Draft EIS will be evaluated to an equal level of detail. Additional design details will also be developed for



the Preferred Alternative as part of the Final EIS. It is important to note that the design details developed for the EIS process are considered preliminary. Final design decisions would occur once the EIS process is complete, should a Build Alternative be selected. In some cases, local improvements may occur at a later date, and/or be the responsibility of others to implement.

Managed lanes are one of the alternatives being considered for additional lanes. Managed lanes are those in which access is actively controlled through a combination of a number of methods, including high-occupancy restrictions, vehicle type restrictions, and tolls, in order to maintain a certain level of service in those lanes at all times throughout the day. At this time, the concept alternatives include the same number of additional through lanes for either of the managed lane options or the general purpose lane option. Further traffic analysis as part of the Draft EIS will verify the number of lanes needed for each alternative.

In regards to transit, one of the alternatives considered by the team in the analysis of reasonable alternatives was mass transit, which included light rail, commuter (heavy) rail, and various bus systems. Mass transit alternatives were found, through the alternatives screening process, to be reasonable, but not viable as a single solution to meet the project purpose and need. Mass transit continues to be considered as a complementary part of a multi-modal solution that primarily uses additional lanes to meet the project need and purpose.

Additional engineering review is being conducted to better understand the viability of improving parallel facilities within 3 miles of either side of Loop 1604. This review will focus on functionally classified collectors or arterials with a roadway footprint parallel to Loop 1604. Parallel facilities may include existing parallel facilities without need for further improvement, existing facilities with improvements built to the maximum extent within existing right-of-ways, and proposed extensions to existing facilities as identified in the San Antonio-Bexar County Metropolitan Planning Organization's current long range Mobility 2035 Plan, adopted December 7, 2009. To become a viable alternative, improving parallel facilities would need to provide sufficient year 2035 capacity to be serviceable to Loop 1604 users since no additional lane improvements would be made to Loop 1604 under this scenario.

Response No. 3 – In response to comments about modal choices.

A variety of modal choices are being considered, including expanding mass transit (including bus and rail solutions), bicycle and pedestrian facilities, high-occupancy



vehicle lanes, managed lanes, and additional general purpose lanes. Sound engineering practice recommends incorporating elements from a variety of modes (that is, a multi-modal solution) as the most effective way to address the transportation problems in the Loop 1604 corridor.

Response No. 4 – In response to comment regarding sustainability considerations.

In June 2009, the Partnership for Sustainable Communities was formed by the U.S. Department of Housing and Urban Development (HUD), the U.S. Department of Transportation (DOT), and the U.S. Environmental Protection Agency (EPA). These agencies have pledged to ensure that housing and transportation goals are met while simultaneously protecting the environment, promoting equitable development, and helping to address the challenges of climate change.

Additionally, the FHWA’s Livability Initiative is about improving the relationship between infrastructure and community needs, specifically to improve a community's 'livability,' to enhance the environmental sensitivity of roads and bridges and to help states explore multi-modal transportation options. FHWA has broad responsibility for improving mobility and safety on our nation's roads and highways through national leadership, innovation, and program delivery. Although state, local, and tribal governments own most of the nation's highways, FHWA provides financial and technical support, including: Federal-Aid Highway Program; Pedestrian and Bicycle Safety Program; Recreational Trails Program; National Scenic Byways Program; Transportation Enhancement Program; Context Sensitive Solutions; Safe Routes to School Program; Transportation, Community, and System Preservation Program; Flexible Programs; Congestion Mitigation and Air Quality Program; Surface Transportation Program; and National Highway System Program.

Sustainability considerations specifically for the Loop 1604 study incorporate a multi-modal solution, including vehicle lanes, mass transit, bicycle and pedestrian facilities, and management of demand, as well as consideration for the project’s potential impact to sensitive environmental features in the corridor including endangered species, karst geologic features, and the Edwards Aquifer, especially the recharge zone.

Response No. 5 – In response to comments about existing and future traffic problems (traffic bottlenecks, signal delays, long queues, and congested areas) and the transportation network.

The San Antonio – Bexar County Metropolitan Planning Organization has developed and approved, through a public review process a model of the future development trends and growth patterns, and their effects on the traffic volumes for the design year of 2035 as



reflected in their current long range Mobility 2035 Plan, adopted December 7, 2009. This traffic model incorporates all of the approved and planned improvements on all roads in Bexar County, including Loop 1604 and simulates the peak hour delays throughout the corridor based on the traffic volumes currently using and projected to use the Loop 1604 facility. Special traffic generators like schools and theme parks are reflected in this model.

Additionally, a model has been developed by the Project Team that simulates the effects of a “No Build” condition on Loop 1604 (but retains all other improvements) and the resulting traffic volumes and peak hour delays for comparison and analysis. The results of the traffic study and traffic model were used to develop the requirements for the conceptual alternative designs for the EIS. The conceptual alternatives will be designed and refined to provide for the transportation needs identified through both the traffic study and citizen input.

Response No. 6 – In response to comments pertaining to study limits.

The limits or logical termini for project development are defined as (1) rational end points for a transportation improvement, and (2) rational end points for review of the environmental impacts. The Federal Highway Administration (FHWA) considers three factors when determining the limits of study for an EIS. The logical termini must be: (1) of sufficient length to address environmental matters on a broad scope, (2) have independent utility or independent significance, i.e., be usable and be a reasonable expenditure even if no additional transportation improvements in the area are made, and (3) not restrict consideration of alternatives for other reasonably foreseeable transportation improvements. The logical termini evaluated in the previous Loop 1604 Draft Environmental Assessment and this EIS both satisfy these requirements. Additionally, studies completed as part of the Loop 1604 Draft Environmental Assessment process suggested that traffic and public concerns related to environmental issues were different for the portion of Loop 1604 west of IH 35 N from those to the east of IH 35 N towards IH 10 E. Given these differences, the FHWA, Texas Department of Transportation (TxDOT), and Alamo RMA agreed on the study limits as presented in Public Scoping Meeting No. 1. Since that time, the Alamo RMA sought and gained approval for an extension of the western study limit from FM 1957 to US 90 from the FHWA. The recent change to the limits of the proposed improvements is consistent with the updated San Antonio-Bexar County Metropolitan Planning Organization Mobility 2035 Plan (December 2009) and in response to comments received during the Public Scoping Meeting No. 1 held in October 2009.



Response No. 7 – In response to comments about public participation and outreach.

Public participation and involvement is pivotal to the National Environmental Policy Act (NEPA) process. Succinct, pertinent, and meaningful comments that result from public participation may be the most important contribution from citizens. It should be noted; however, that commenting is not a form of “voting” on an alternative as described in “A Citizen’s Guide to the NEPA: Having Your Voice Heard” (December 2007) [handbook distributed at the scoping meeting and available on the project website www.MoreFor1604.com]. Numerous factors play into the decision-making process including operational and technical data, comments received from agencies and the public, and long-range planning.

*The first Public Scoping Meeting was held on October 21 and 22, 2009. The second Public Scoping Meeting was held on April 12, 13, and 14, 2010. The next opportunity to meet with the public in a formal setting will be the Public Hearing where the Draft EIS will be presented. A date has not been set, but it is anticipated to take place in 2011. The Alamo RMA appreciates all feedback in regards to the effectiveness of our public meetings and other outreach for each of our projects. Advertising for Public Scoping Meeting No. 2, as well as notifications to elected officials, homeowner associations, adjacent property owners, and other interested individuals is outlined in **Section 1.2**. These methods are consistent with recommendations made in comments received to date. We also ask that each of you help spread the word and get your neighbors involved.*

The Alamo RMA will continue to refine the specific public participation tools we use to better communicate what the public and agencies want to learn about. As we continue forward with this study, the Alamo RMA will review if there are more effective ways to outreach to surrounding neighborhoods and interested organizations. The Alamo RMA will also continue to consider meeting formats, venues, advertising methods, team communication methods, and presentation materials to determine the best way to efficiently share information about this study that is important to all of us.

The public is welcome to talk to team members at any time at the Loop 1604 Project Office located at 17721 Rogers Ranch Parkway, Suite 250. For the most up to date information about this study, the Alamo RMA encourages you to visit www.MoreFor1604.com, a website developed specifically to share information about the Loop 1604 EIS with our entire community. In addition to notices of events, you and your neighbors can find facts about the study on this site, as well as documents related to the EIS. You can even submit comments at any time through the “Get Involved” page of this website. And, if you are a member of a group that has an interest in the Loop 1604 EIS



study, this page also allows you to schedule an appointment for a project representative to come and meet with your group.

Public comments received at the Public Scoping Meeting No. 2 and responses to these comments will be available for agencies and the public to view on www.MoreFor1604.com once the FHWA approves the meeting summary report.

Response No. 8 – In response to comments about potential social, economic, and environmental impacts and surveys.

Environmental issues have been and will continue to be an integral part of the transportation decision making process in this corridor. One of the important purposes of conducting an EIS is to gain a better understanding of the impacts resulting from proposed improvements and identifying measures that may avoid, minimize, or mitigate unavoidable impacts. In accordance with the National Environmental Policy Act (NEPA) of 1969 and FHWA's implementing regulations and related guidance, the EIS will consider a wide array of environmental, socio-economic, and other impacts as they pertain to each reasonable alternative considered. For example, the analysis for endangered and threatened species will comply with the requirements of Section 7 of the Endangered Species Act. As applicable, the methodologies and findings of technical analyses are coordinated with and reviewed by agencies that have regulatory authority. Similarly, a noise analysis will be conducted and presented in the Draft EIS in compliance with FHWA approved TxDOT Guidelines for Analysis and Abatement of Highway Traffic Noise.

It should be noted that each resource studied in the EIS have their own specific areas of potential effect (APE) i.e. those geographic boundaries established by regulatory guidance or environmental study conditions. For example, the APE for golden-cheeked warblers is 300 feet from the existing and proposed ROW while the APE for karst invertebrates is 500 feet from the existing and proposed ROW. The differing widths for study corridors by resource appears to be confusing, but it is not arbitrary and is in fact, carefully delineated to help gather complete technical data that will in turn improve the quality of the decision-making process. The findings of the technical analyses and agency consultation will be reflected in the Draft EIS for further review and comment. The schedule for when these studies will occur in the process is reflected in the Loop 1604 EIS SAFETEA-LU Section 6002 Coordination Plan, and future updates will be posted at www.MoreFor1604.com.



Response No. 9 – In response to comments pertaining to participating and cooperating agencies

Invitations for cooperating agencies and participating agencies were sent in accordance with Code of Federal Regulations, Title 40, Part 1501 and Section 6002 of the Safe, Accountable, Flexible, Efficient Transportation Equity Act as listed in Table 11 of the Loop 1604 EIS SAFETEA-LU Section 6002 Coordination Plan (March, 2010).

In response to comments provided by other groups requesting that Edwards Aquifer Authority and the VIA Metropolitan Transit also be invited to be cooperating agencies, the lead agencies (FHWA, TxDOT, and Alamo RMA) have determined that, although both of these agencies have valuable insight and expertise, their input would be most appropriate as participating agencies since they do not have legal jurisdiction with respect to environmental impact. Additionally, both agencies have accepted the invitation to be participating agencies and have not requested that their status be elevated to that of a cooperating agency consistent with FHWA guidance.

Response No. 10 – In response to comments regarding Camp Bullis.

The United States Department of the Army – Camp Bullis has accepted the invitation to become a participating agency in the Loop 1604 EIS process. In order to minimize impacts, a criterion was added to the reasonableness screening process in which each alternative was evaluated on its specific impact to Camp Bullis' mission, if any. The effects of lighting on the mission of Camp Bullis have been noted through numerous public comments, and will be incorporated into the environmental analysis of each alternative.

Response No. 11 – In response to comments regarding the protection of the Edwards Aquifer.

As the sole source of drinking water for the City of San Antonio and home to important wildlife species, protection of the Edwards Aquifer is critical to the human and natural environment. A technical drainage and water quality study will be completed as part of the Loop 1604 EIS process. The study will quantify stormwater runoff and other water quality parameters associated with each reasonable alternative so that the potential effects of the design concepts on water quality and the Edwards Aquifer can be easily compared. The project will conform to the Edwards Aquifer Rules, which are the regulatory requirements developed and implemented by the Texas Commission on Environmental Quality to protect this resource.



Response No. 12 – In response to comments about other projects located on Loop 1604.

Several projects located on Loop 1604 are in various stages of the planning and development process. These include operational improvements on the western Loop 1604 corridor for a proposed “Super Street” located between New Guilbeau Road and SH 151, as well as interchange improvements at Loop 1604/US 281. There are also improvements to Loop 1604 underway east of the study limits. These projects are proceeding forward under separate environmental and development efforts and have been shown to exhibit their own logical termini and independent utility from the Loop 1604 EIS process. Specific comments regarding these projects will be forwarded to their respective engineering/environmental teams. Likewise, comments regarding existing traffic noise levels on Amistad Boulevard will be provided to TxDOT as requested.

Response No. 13 – In response to comments about the project timeline and construction.

The FHWA reports that, on average, EISs take about five years to complete (<http://www.environment.fhwa.dot.gov/strmlng/nepatime.asp>, accessed November 3, 2009). This is due largely to the amount of detailed environmental and engineering work to be completed and several required agency reviews. The Alamo RMA is working to expedite the schedule for this study given current federal rules and regulations governing EISs. Even with an expedited schedule, the soonest approval of the EIS would be sought is 2012. Should a build alternative be selected and barring legal challenges or other delays, the procurement process and subsequent project award could take place by 2013. Property acquisition and construction could also begin as early as 2013. Prior to construction, a Traffic Control Plan would be prepared and approved by project engineers per the Texas Manual on Uniform Traffic Control Devices procedures for traffic control in an active construction zone.

Response No. 14 – In regards to requests for information.

Comment No. 117 and 139 included requests for information. Two other requests for information were received by the study team at the “Where Are We Now” station. Requests for information have been responded to by phone, email, and/or letter. Project-related documents can be reviewed in hard copy format at all Loop 1604 EIS public meetings, Alamo RMA offices, or the Loop 1604 Project Office. Project-related documents and meeting materials are available for no cost by downloading documents from the project website (<http://www.morefor1604.com/EIS.html>) or can be obtained for a cost in accordance with the Public Information Act.



Response No. 15 – In response to comments about the alternatives analysis.

All alternatives presented as part of the EIS process are considered “draft” and are open to revision based on revised engineering data, environmental considerations revealed through the investigation and analysis of the project and public comment.

The approach to determine alternatives for the EIS is a collaborative process and includes an initial screening for reasonableness, followed by a quantitative screening for viability. The range of alternatives initially considered include: No-Build, Transportation System and Demand Management (TSM/TDM), Mass Transit (Bus, Heavy Rail, Light Rail), and Build Alternatives (Multi Modal Upgrade, Parallel Road, Upgrade Other Facilities). As presented in Public Scoping Meeting No. 2, only the Multi Modal Upgrade meets screenings for both reasonableness and viability. In general, the Multi Modal Upgrade consists of new lanes added to the existing Loop 1604 to increase the capacity. It could also complement the transit system by using expanded lanes for express bus service or using the existing median or open space within the right of way for guideways.

Alternative design concepts for the Multi Modal Upgrade presented in Public Scoping Meeting No. 2 will be refined and the designs, costs, and quantitative effects on the natural and human environment of these Build Alternatives will be compared with that of the No-Build in the Draft EIS. Agencies and the public will have the opportunity to comment on this more detailed analysis as part of the circulation of the Draft EIS and Public Hearing comment period. The Final EIS will identify and assess the Preferred Alternative in further detail based on these comments and further technical evaluation.

The three alternative design concepts being considered for the Multi Modal Upgrade include: 1) Add general purpose lanes to the inside of the existing Loop 1604 lanes; 2) Add managed lanes to the inside of the existing Loop 1604 lanes, leaving the existing lanes as general purpose lanes and shifting them slightly to the outside; and, 3) Add primarily elevated managed lanes to the outside of existing Loop 1604, between the mainlanes and frontage roads. With either of the managed lane concepts, there would be use restrictions based on traffic demands and vehicle characteristics for the users of these lanes. Use restrictions could include user fees (fixed tolls or variable tolls), vehicle occupancy (High Occupancy Vehicles), or vehicle type (truck, car, bus, motorcycle, etc.).

Handouts, scroll plots depicting early concepts of each draft viable alternative, a presentation, and numerous static displays were available with detailed technical and non-technical descriptions of each alternative. These materials were made available for public comment and are included in Appendix D. They can also be viewed or downloaded from the www/MoreFor1604.com website.



The No Build alternative serves as a baseline and is required in the EIS in accordance with Code of Federal Regulations, Title 40, Part 1501.25. In the No Build alternative, other projects included in the San Antonio-Bexar County Metropolitan Planning Organization's Mobility 2035 Plan, adopted December 7, 2009, would be implemented as planned under separate environmental and engineering processes.

One of the alternatives considered by the Project Team in the analysis of reasonable alternatives was mass transit, which included light rail, commuter (heavy) rail, and various bus systems. Mass transit alternatives were found, through the alternatives screening process, to be reasonable, but not viable as a single solution to meet the project purpose and need. Transit continues to be considered as a complementary part of a multi-modal solution.

Reasonableness screening criteria were developed as yes/no questions which would address how reasonable each potential alternative was to address the need the purpose of the project. Criteria at this level included congestion relief, safety considerations and environmental considerations including limiting the amount of impacts outside of the existing right-of-way. These criteria were modified per input from the Community Advisory group and are open to further modification based on public input. Viability screening addressed the ability of those alternatives found to be reasonable to meet the need and purpose and sufficiently handle the traffic volumes in the Loop 1604 corridor in the design year 2035. The next level of screening, to be conducted in the coming months as part of the development of the EIS will address more specific aspects of each reasonable and viable alternative such as impacts and cost.

In response to comments received, additional engineering review is being conducted to better understand the viability of improving parallel facilities within 3 miles of either side of Loop 1604. This review will focus on functionally classified collectors or arterials with a roadway footprint parallel to Loop 1604. Parallel facilities may include existing parallel facilities without need for further improvement, existing facilities with improvements built to the maximum extent within existing right-of-ways, and proposed extensions to existing facilities as identified in the San Antonio-Bexar County Metropolitan Planning Organization's current long range Mobility 2035 Plan, adopted December 7, 2009. To become a viable alternative, improving parallel facilities would need to provide sufficient year 2035 capacity to be serviceable to Loop 1604 users since no additional lane improvements would be made to Loop 1604 under this scenario.

The year 2035 future design year for this project provides a 25 year planning horizon and represents the design life of any newly constructed facility. Additionally, consistent with federal requirements outlined in the Code of Federal Regulations Title 23, Part



450.322(a), the San Antonio-Bexar County Metropolitan Planning Organization's current long range plan is based on 2035.

Response No. 16 – In response to leadership at the Alamo RMA.

The Alamo RMA is overseen by a seven member Board of Directors and led by professional staff including Executive Director, Terry Brechtel, and eight full-time staff members. More information is available online at www.AlamoRMA.org.

Response No. 17 – In response to general comment.

Thank you for your attendance. Your comment sentiment has been noted.

5 THE NEXT STEP

5.1 Meeting Summary Report Posting and Notification of Responses

The Alamo RMA will, once the meeting summary report is approved by the FHWA, post the report on the website developed for the exchange of information with the community on the Loop 1604 EIS, specifically www.MoreFor1604.com.

The Alamo RMA will also provide notice to all individuals who submitted a comment and supplied a method to remain in contact, a mailed or emailed notice that their comment has been addressed within the Public Scoping Meeting No. 2 Summary Report. The report may also be reviewed in hard copy form at either the Alamo RMA offices or the Loop 1604 Project Office.