

# LEON VALLEY

**T E X A S**

SMALL TOWN HOSPITALITY. BIG CITY ADVANTAGES.

February 7, 2006

Ms. Terry Brechtel, Executive Director  
Alamo Regional Mobility Authority  
143 Billy Mitchell Blvd., Suite 6  
San Antonio, Texas 78226

Re: Impact of Proposed Bandera Road Toll Road Project- Rue Francois to Loop  
1604

Dear Ms. Brechtel:

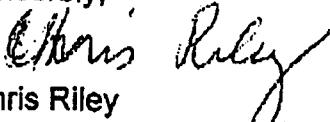
I have had a number of inquiries from citizens regarding the proposed toll road project. I would appreciate it if you would provide answers in writing to me to the following questions:

1. What will be the impact on businesses during and after construction of the roadway project? Will businesses be compensated for the loss of sales during construction? Will there be a reduction in sales tax revenues to the City of Leon Valley? If so, what is the estimated loss in City revenue? Are there studies that show the impacts of elevated highway projects on adjacent businesses? Will the ARMA fund an economic development study to help answer some of these questions? (We are a community of homes which receives approximately 25% of our general fund revenues from sales tax receipts. This project could have a devastating effect on our budget in the years to come.)
2. What will be the noise and air quality impacts of the new roadway? Won't high-speed traffic on an elevated highway create a lot greater noise impact than now experienced from SH-16? Have the concentrations of air toxins near the roadway been estimated? Will the ARMA conduct a thorough independent environmental impact study? Will the elevated toll road be visible from miles away?
3. What will be the impacts on traffic flows on adjacent streets? Citizens are concerned about an increase in traffic and "cut through" traffic in residential areas. I assume your traffic engineers have already examined these impacts.
4. If the project has no entry or exit points in Leon Valley, do the benefits to the residents of Leon Valley outweigh the negative impacts of the project?
5. Is it realistic to create a pleasant shopping experience in a healthy retail area in the shadow of an elevated highway?
6. Is it possible for us to handle traffic on Bandera Road more efficiently without doing the toll road, for example, by adding lanes or creating HOV lanes?

7. Will the toll road create an eyesore for residents along Bandera Road, basically splitting our communities in half?
8. How will the Leon Valley emergency services have access to the elevated toll road?
9. What will the safety design be to prevent or mitigate collateral damage to Leon Valley roadways below the proposed elevated roadway caused by collisions that result in breaches of railing containment and/or discarded debris?
10. Will the elevated roadway add graffiti "tagging" opportunities?
11. Who benefits from the toll road and who pays? What are the projected profits of the private contractors? What will be the probable cost to motorists on a monthly basis?
12. What is the proposed time line of this project? Five to ten years of construction? (taking into consideration the current flyover construction that is just beginning and will last up to 42 months).
13. What public money is already allocated to build roads in northwest Bexar County?
14. What is the estimated cost of the toll road project?
15. What appeals process will be in place for redress of excess rate setting?
16. Will the toll collection be permanent? Who will administer the funds?
17. What are the details of the Comprehensive Development Agreement?
18. What provisions safeguard us against an unresponsive or hostile contractor?

Thank you for your attention to this matter.

Sincerely,



Chris Riley  
Mayor, City of Leon Valley

Cc: Leon Valley City Council                      State Senator Leticia Van de Putte  
State Representative Joaquin Castro              Commissioner Paul Elizondo  
Mayor Jon Allen of Helotes                      David Casteel, P.E., TXDOT  
San Antonio City Councilwoman Elena Guajardo



## Alamo Regional Mobility Authority

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March 17, 2006

The Honorable Chris Riley  
Mayor  
City of Leon Valley  
6400 El Verde Road  
Leon Valley, Texas 78238

Dear Mayor Riley,

Thank you for allowing the AlamoRMA the opportunity to meet with you to discuss the proposed added capacity toll lanes along the State Highway 16 corridor. As we discussed, this project is the very early stages of consideration and evaluation and we will be looking to actively partner with the citizens of Leon Valley, and San Antonio to help shape the design and plans for this corridor.

In response to the questions you raised during our meeting and in your letter of February 7, 2006, please know the AlamoRMA staff will continue to provide you, the City Council and City Manager with detailed information as we move through this process.

At this time, there are still a number of uncertainties within this project and answers provided today may evolve as more information becomes available through this process. We will provide augmented responses and information as it becomes available.

As referenced in your previous letter, you asked what the potential economic impact of added capacity tolled lanes is upon Leon Valley, including construction impacts and operation impacts?

The AlamoRMA is committed to utilizing the "Business Access in Construction Zone" technique to provide access to businesses during our construction phase. This is the same standard and format followed by the Texas Department of Transportation and all efforts will be made to ensure business and residents have access to their properties during the construction phase of any potential project in this corridor.

Our staff is currently investigating the impact of elevated highway projects on adjacent businesses and will forward more information on this issue as it becomes available.

Additionally, the AlamoRMA will be undertaking, as part of the environmental assessment on this project, a review of the potential economic impacts that could result from this project. This impact study will provide further answers to your specific questions on potential economic loss or gain for sales tax revenues.

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Mayor Riley  
March 17, 2006

Your second question concerning air quality, noise quality and aesthetics of one possible route for the proposed project will be addressed during the environmental assessment. Each subsection of your question will be addressed during the environmental report. It is important to note that there is not a definitive plan at this time, and until we have received public input and finalized the environmental assessment based upon a preferred alternative, we are unable to provide further detail to possible environmental impact upon the corridor.

The AlamoRMA will comply with all relevant local, state, and federal environmental policies.

As outlined in our 2005-2009 Strategic Plan, the AlamoRMA Board has provided a clear direction for our projects and activities "to be environmentally friendly by minimizing air, water, and noise pollution in the construction and operation of planned improvements." The AlamoRMA will actively seek citizen involvement to maintain and enhance the quality of life within our communities while maintaining safety and mobility.

The impact to the local community from traffic flow on adjacent streets within the community has not been determined at this time. As stated previously, without having a preferred alternative design the AlamoRMA is unable to provide a detailed response on this question at this time. However, as we move forward with developing the proposal with public input we will be examining this option and will provide more information at that time.

In response to the ingress and egress points affecting Leon Valley, none of these have been determined yet and any potential points will be determined with public input and comment into any proposed plans which may be designed. The AlamoRMA staff will be available to discuss this issue in more detail with you, the City Council and City Manager.

Regarding the potential impact of an elevated highway structure upon business and retail industry, the AlamoRMA staff is currently investigating this issue and will provide further information to you in the near future.

Additionally, the AlamoRMA will be undertaking an economic impact study to provide further detailed responses as to the potential impact upon this corridor, as requested in your letter.

During the environmental assessment process, alternatives for Bandera Road will be considered, including a no build option. Any other option, besides no build, will require the identification of funds to construct any recommended improvements. The AlamoRMA will be in a better position to answer your sixth question after the environmental assessment is completed.

As discussed in your seventh question, any added capacity tolled lanes created within the corridor will be constructed in close coordination with all entities along the State Highway 16 corridor. The AlamoRMA will be working to create a functional and aesthetically pleasing design to minimize any impact on the corridor.

The AlamoRMA will also work closely with all our partner communities to ensure public safety vehicles and first responders will have access to the added capacity tolled lane system without impeding response times. We look forward to working with each agency to address specific concerns the community may have on this issue.

In regards to safety design and graffiti concerns, the AlamoRMA will evaluate and implement cost effective safeguards to protect motorists and residents to the highest possible degree. The AlamoRMA will be evaluating anti graffiti coatings for structures to minimize "tagging" and will be partnering with local public safety agencies to help provide enforcement on this issue.

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Mayor Riley  
March 17, 2006

In regards to your specific questions on who benefits and who pays for the added capacity tolled lane system, please note that only motorists who elect to use the tolled lane system will pay for the use of the system. The AlamoRMA is committed to always providing a non-toll alternative within the corridor to provide motorists a true choice in their daily driving.

At this time, there is not a projected cost per mile for this corridor. Any speculation of rates at this point would not be based on the State Highway 16 corridor and without detailed information on this corridor, including a traffic and revenue study, the AlamoRMA is not in a position to provide a detailed response to this question.

The proposed project does not have a timeline for construction, as a preferred alternative has not yet been identified through the environmental assessment process. Construction, once started, however, will be able to proceed on a faster timetable than under a traditional "pay as you go" method of construction due to the bonding of future revenue streams to provide the upfront capital to finance the project.

In your thirteenth question from the February 7, 2006 correspondence, the San Antonio Bexar County Metropolitan Planning Organization (MPO) Mobility 2030 plan outlines all available state and federal funding for the twenty-five year planning window. This plan is updated every five years, and is a financially constrained plan. This plan, however, does not include any funds provided by municipalities or local governments.

Over the twenty-five year planning window, at this time, there are no public funds allocated from the MPO to the State Highway 16 corridor.

In regards to your fourteenth question, as discussed previously, until the AlamoRMA has a design schematic developed with public input from the environmental assessment process, we will be unable to provide a specific answer on this question. Estimated costs for this project will depend entirely on the final design selected for implementation in this corridor.

The AlamoRMA Board is charged with the setting of toll rates, as referenced in your fifteenth question. An appeals process for toll rates has not been set yet as no toll rates have been established. As AlamoRMA projects move forward the Board of Directors will consider this issue.

The collection of tolls and funds collected will be utilized to maintain and operate the added capacity tolled lane system. The AlamoRMA is charged with the administration of all funds collected from the system.

In your seventeenth question, you ask for details regarding the Comprehensive Development Agreement. At this time, the State of Texas has not received an unsolicited proposal for any portion of State Highway 16, and as such, this corridor is being evaluated exclusively by the AlamoRMA.

Should the Texas Department of Transportation receive an unsolicited proposal on this project, as was the case on the Loop 1604 / US 281 project, then the steps required under state law for a Comprehensive Development Agreement would be followed.

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Mayor Riley  
March 17, 2006

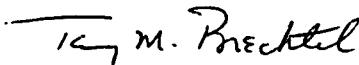
Finally, in regards to the provisions to provide safety against an unresponsive or hostile contractor, please note that the AlamoRMA will be the owner of any added capacity tolled lane facility with State Highway 16 and will have final authority over construction related issues and contractor performance. Should any issues arise during construction, which would impact Leon Valley it is my hope and our intention to maintain open lines of communication in order to correct those problems.

I thank you for allowing the AlamoRMA the opportunity to provide information to you in response to your questions. I look forward to continuing our open dialogue and please feel free to call up me if I can provide any additional information to you on these or any further questions.

I have also taken the liberty to enclosure copies of the MPO 2030 Plan, the AlamoRMA Regional Transportation Challenge Fact Sheet, the AlamoRMA 2005-2009 Strategic Plan, and the proposed system map for the AlamoRMA.

Again, thank you for the opportunity to meet with you to discuss your concerns and I look forward to our future working relationship.

Sincerely,



Terry M. Brechtel  
Executive Director

Enclosures

CC:

The Honorable Leticia Van De Putte, State Senator, District 26  
The Honorable Joaquin Castro, State Representative, District 125  
The Honorable Paul Elizondo, County Commissioner, Precinct 2, Bexar County  
The Honorable Jon Allan, Mayor, City of Helotes  
The Honorable Liz Maloy, City Councilwoman, Place 1, City of Leon Valley  
The Honorable Hubert Lange, City Councilman, Place 2, City of Leon Valley  
The Honorable Marcus Semmelmann, City Councilman, Place 3, City of Leon Valley  
The Honorable Jack Dean, City Councilman, Place 4, City of Leon Valley  
The Honorable Rick Rangel, City Councilman, Place 5, City of Leon Valley  
The Honorable Elena Guajardo, City Councilwoman District 7, City of San Antonio  
Mr. David Casteel, P.E., District Engineer, Texas Department of Transportation  
Mr. Rick Cortes, City Manager, City of Leon Valley