Appendix N-PH

Public Hearing Summary and Analysis Report

Part 1 of 3

This page intentionally left blank.

PUBLIC HEARING
SUMMARY AND ANALYSIS REPORT

Alamo Regional Mobility Authority

in conjunction with

Texas Department of Transportation

and

Federal Highway Administration

United States Highway 281

From Loop 1604 to Borgfeld Drive

Bexar County

CSJ: 0253-04-138, 0253-04-146

Hearing Date: June 20, 2013

Table of Contents

Section 1 Summary of Public Hearing

Section 2 Comment and Response

A. Comment Overview/General Issues
B. Individual Comments/Comment Responses

Appendices

Appendix A Public Hearing Certification

Appendix B Publications

Appendix C Hearing Invitations

Appendix D Sign-in Sheets

Appendix E Photos

Appendix F Exhibits and Presentation Slides

Appendix G Handouts

Appendix H Certified Transcript of Public Hearing (including Verbal Comments)

Appendix I Public Comments (Written)

Appendix J Master Comment Listing

Section 1
Summary of Public Hearing

PUBLIC HEARING CERTIFICATION: A Public Hearing was held on June 20, 2013 to discuss the proposed US 281 Corridor Project. Certification that the hearing was conducted in accordance with the requirements of 43 Texas Administrative Code (TAC) Rule §2.106-2.107, as signed by the public hearing officer, can be found in **Appendix A.**

LIMITS OF PROPOSED PROJECT: The limits of the proposed project are from Loop 1604 to Borgfeld Drive, all within Bexar County. The overall length of the proposed project is approximately 7.3 miles.

PROPOSED IMPROVEMENTS: Two reasonable Proposed Build Alternatives were developed in the Draft Environmental Impact Statement (EIS) to minimize, to the extent possible, the potential for impact to the social, economic, and natural environment while addressing the need and purpose of the proposed project: Expressway Alternative and Elevated Expressway Alternative. A Preferred Alternative was not identified in the Draft EIS.

PURPOSE AND NEED: The purpose of the proposed project is to improve mobility and accessibility, enhance safety, and improve community quality of life. The need for improvements to US 281 arises from historic and continuing trends in population and employment growth along the US 281 project corridor and within the surrounding areas. This growth generates increasing amounts of vehicle travel, which in turn impedes the function of US 281 to provide regional mobility and local access, leading to lengthy travel delays and a high rate of vehicle crashes. These transportation issues negatively affect the quality of life for communities surrounding the US 281 project corridor.

ENVIRONMENTAL DOCUMENT APPROVAL: The Federal Highway Administration (FHWA) published the Notice of Availability for the US 281 Draft EIS on April 26, 2013.

NOTICES AND ARTICLES: Legal notices in English and Spanish were placed in newspapers within Bexar County. All notices, articles, and social media posts are included in **Appendix B**.

The Notice of Availability for the US 281 Draft EIS appeared in the following publications:

- April 26, 2013 – Federal Register/ Volume 78, Number 81/ Friday, April 26, 2013/ Notices
- April 26, 2013 – Texas Register, Volume 38, Number 17, April 26, 2013, Pages 2710-2711
- April 26, 2013 – Legal Notice in San Antonio Express-News, Legal & Public Notice section
- April 28, 2013 – Legal Notice in La Prensa, Clasificados section

Below is a list of announcements and media requests for the Public Hearing:

- May 19, 2013 – Legal Notice in San Antonio Express-News, Legal & Public Notice section
- May 19, 2013 – Legal Notice in La Prensa, Clasificados section
- June 9, 2013 – Legal Notice in San Antonio Express-News, Legal & Public Notice section

- June 9, 2013 – Legal Notice in La Prensa, Clasificados section
- June 9, 2013 – Advertisement in San Antonio Express-News
- June 13, 2013 – Advertisement in North Central News
- June 13, 2013 – Advertisement in Bulverde News
- June 13, 2013 – Advertisement in Herald Zeitung in New Braunfels
- June 20, 2013 – Advertisement in North Central News Community Calendar
- June 20, 2013 – Request for Coverage to local media
- June 21, 2013 – Media Release to local media
- June 13 - June 20, 2013 – Dynamic Message Sign placed in US 281 Corridor
- June 13, 2013 – Eblast sent out to 3,007 people from Ximenes & Associates, Inc. public outreach database
- June 17, 2013 – Eblast sent out to 2,996 people from Ximenes & Associates, Inc. public outreach database
- June 20, 2013 – Eblast sent out to 2,983 people from Ximenes & Associates, Inc. public outreach database

Social Media:

- April 26, 2013 – Facebook to announce Draft EIS available for review
- April 26-June 28, 2013 – Facebook Draft EIS posts
- April 26-June 28, 2013 – Twitter Draft EIS tweets
- May 23, 2013 – Facebook Event Invite, Draft EIS Public Hearing
- May 23, 2013 – Draft EIS Public Hearing Event Timeline
- May 23, 2013 – Facebook May 2013 Newsletter
- June 19, 2013 – Facebook Draft EIS Public Hearing Reminder
- June 20, 2013 – Facebook Public Hearing Conclusion
- June 20, 2013 – Facebook Public Hearing photos posted

The project website, www.411on281.com, was used to provide information on the public hearing. Beginning on April 26, 2013 the home page provided links to download the Draft EIS, described locations where it was available for public review, and how to request an electronic copy. It also listed the date, time and location for the Public Hearing.

One dynamic message sign was placed along the US 281 project corridor between June 13, 2013 and June 20, 2013. The sign was located at Stone Oak Parkway and US 281 Southbound. In addition, the marquee at San Antonio Shrine Auditorium displayed a hearing announcement.

The project newsletter was published in English and in Spanish and 61,670 copies were distributed in hard copy to adjacent property owners, transportation partners, media outlets, Community Advisory Committee members, Peer Technical Review Committee members and other interested parties on May 21, 2013. The following zip codes within and surrounding the US 281 corridor were included in this mailing effort: 78232, 78258, 78259, 78260, and 78261.

Letters announcing the availability of the Draft EIS and Public Hearing were mailed to local, state and federal elected officials and agency representatives on April 22, 2013 (see **Appendix C**). An electronic copy (compact disk) of the Draft EIS was attached to each letter.

The Alamo Regional Mobility Authority (Alamo RMA) managed the pre-, during and post-event media relations for the Public Hearing. A request for coverage was sent multiple times to local media including weekly newspapers, social publications, the San Antonio News Bureau, television and AM/FM radio stations. A copy of the request for coverage, press release and media packet is included in **Appendix B**.

PUBLIC HEARING DATE AND PLACE: The Public Hearing was held on June 20, 2013 from 5:00 p.m. to 9:00 p.m. at the San Antonio Shrine Auditorium located at 901 North Loop 1604 W, San Antonio, Texas 78259.

ATTENDANCE: There were a total of 246 people signed in for the Public Hearing: 234 individuals/residents from the surrounding community; 4 representatives from the media; and 8 representatives of local, county and federal agencies. In addition, there were representatives present from the Alamo RMA, Texas Department of Transportation (TxDOT), and the US 281 EIS Team, which consisted of consultants from Jacobs Engineering Inc., Hicks & Company, AmaTerra Environmental, Inc., Zara Environmental, SMITH/Associates, and Ximenes & Associates, Inc. The sign-in sheets are included in **Appendix D**.

PUBLIC HEARING FORMAT: The hearing was conducted in three parts: Open House, Welcome and Formal Presentation, and Public Hearing Testimony.

The Open House consisted of six stations; an area to welcome the public and have them sign in; and two court reporters. These stations were located in the foyer and part of the auditorium of the San Antonio Shrine Auditorium. Below is a description of each of the six stations and the welcome and sign-in table at the Open House:

Welcome and Sign-In Tables
This area collected attendee names and contact information as well as provided an agenda, comment card, and hearing evaluation. The project newsletter was also made available. The agenda provided detailed information on how to submit comments and noted the July 1, 2013 comment period deadline.

Station 1 - EIS Process and Background
This station described the agencies involved in this EIS process, the members of the Peer Technical Review Committee; and a description of the Community Advisory Committee, its meetings and the organizations represented by its members. A diagram was presented showing the EIS process and where this Public Hearing occurred in the process. A definition for the NEPA and the Need and Purpose, as well as a list of factors considered in this EIS, was also displayed as part of this station.

Station 2 – Alternatives
This station displayed large conceptual layouts on tables and artist renderings (typical sections) of each Proposed Build Alternative analyzed in detail in the Draft EIS: Expressway Alternative (Non-Toll, Toll and Managed Lane Options) and Elevated Expressway Alternative (Non-Toll, Toll and Managed Lane Options). A description of the No-Build Alternative was also provided.

Station 3 - Potential Impacts and Mitigation
This area provided a description of the potential direct, indirect, and cumulative impacts along with the mitigation measures identified in the Draft EIS. Several environmental factors were highlighted through educational exhibits: cultural resources, threatened and endangered species, groundwater and water quality, air quality, and traffic noise. This station also included an opportunity to sign up as an interested party as defined by Section 106 of the National Historic Preservation Act.

Station 4 - Copies of the Draft EIS
A table with copies of the Draft EIS was set up in the auditorium. Several copies of the Draft EIS were available for review at this table. A member of the US 281 EIS team staffed this station to help answer questions.

Station 5 - Funding Options
This area defined the funding options including Non-Toll Lanes, Toll Lanes and Managed Lanes. It also described the San Antonio-Bexar County Metropolitan Planning Organization's concept for the US 281 Corridor Project.

Station 6 – Right-of-Way
Information about TxDOT's Relocation Assistance Program was available at a table inside the auditorium.

Two tables were available with copies of the comment card and writing utensils for attendees to submit a written comment during the Public Hearing. Two court reporters were available during the Open House, one in the foyer and the other in the auditorium. The court reporter in the foyer remained throughout the Public Hearing to collect additional verbal comments.

The Welcome and Formal Presentation was conducted in the auditorium, where chairs were arranged theater style for the presentation and the public testimony. The US 281 EIS Team gave a slide presentation that included an overview of the EIS process and the alternatives that were analyzed in the Draft EIS. The presentation reviewed the potential direct, indirect and cumulative impacts associated with the alternatives. It also described the current funding commitments provided in the San Antonio-Bexar County MPO's *Mobility 2035*. To conclude the presentation, information was given about how to submit comments on the Draft EIS, the duration of the comment period, and the next steps in the EIS process. Following the presentation there was a short break to allow people to go back to the exhibits and ask questions, get additional information, and to sign up to speak if desired.

For the Public Hearing Testimony, a microphone was provided at the front of the auditorium facing the audience, and a table at the side for attendees to register to be heard. The Hearing Officer, Renee Green of the Alamo RMA, was at the front when the public testimony began. One of the court reporters was recording the testimony from beginning to end. Thirty-one people registered to speak, one left early, so only thirty actually testified. Each person who testified was allowed to speak for up to three minutes. They were not allowed to cede their time to another person. People were allowed to register to speak at any time before and during the testimony period.

EXHIBITS, HANDOUTS AND PHOTOGRAPHS: Photographs from the Public Hearing are included in **Appendix E.** Copies of all exhibits from the Open House and presentation slides are included in **Appendix F**. Handouts are included in **Appendix G**.

SUMMARY OF PUBLIC COMMENTS: Numerous methods to submit comments were provided before the hearing, at the hearing and after the hearing. These included (1) public testimony; (2) filling out a comment card and dropping it into the comment box; (3) giving comments verbally to a court reporter; (4) submitting comments through the project website, (5) submitting comments through the project email; and (6) mailing or faxing written comments to TxDOT. All verbal comments are included in **Appendix H** and all written comments are included in **Appendix I**. **Appendix J** is a master comment listing that includes all comments received in alphabetical order by commenter as well as the corresponding reference number. A total of five hundred (500) comments were received during the comment period from April 26, 2013 through July 3, 2013:

- Seven (7) comments were received from six (6) federal, state and local agencies including the U.S. Fish and Wildlife Service, Natural Resources Conservation Service, Texas Parks and Wildlife Department, Edwards Aquifer Authority, VIA Metropolitan Transit and the Town of Hollywood Park. (VIA Metropolitan Transit submitted two comments, one through mail and another through public testimony).

- Four hundred ninety-three (493) comments were received from private citizens. These were comprised of the following:

    - 29 public verbal comments (Public Hearing Testimony)
    - 48 verbal comments recorded by court reporters
    - 416 written comments
        - 48 comment cards
        - 157 emails
        - 7 comments written on hearing evaluation forms
        - 195 website submissions
        - 9 mailed comments

Section 2
Comment and Response

A. Comment Overview/General Issues

The vast majority of verbal and written comments received expressed opposition to tolling. Nearly all of these comments were in favor of some type of transportation improvement to alleviate congestion on US 281, just so long as no tolling was involved.

Some commenters supported the project but requested certain adjustments or changes to further improve mobility efficiency or enhance safety. Those comments are addressed in connection with the responses to individual commenters (**Section B**). A few commenters expressed opposition to the proposed project and/or questioned the sufficiency of the Draft EIS.

The Alamo RMA and TxDOT appreciate all the comments received, whether positive or negative, and have carefully considered each one. Comments regarding the adequacy of the Draft EIS were carefully evaluated. The FHWA will consider the findings of the Final EIS as well as the input received through the public hearing process and open house public meeting regarding the Preferred Alternative in its Record of Decision.

While those who were critical of the Draft EIS made several comments, most of the comments could be grouped according to a few general categories: 1) opposition to tolling; 2) concerns about the Proposed Build Alternatives 3) water quality; 4) wildlife; 5) noise; and 6) bicycle and pedestrian facilities. The purpose of this section is to provide responses to the general issues; the responses to each individual comment are presented in **Section B**.

General Issue #1: Opposition to Tolling

General issues beyond the scope of the NEPA process:

- Some feel that tolling is a form of double taxation and they have concerns about why this project is not being paid for with non-toll revenue sources
- Some dislike tolling in perpetuity
- Some feel the toll rates are too high
- Some are concerned that the project is not toll viable and that toll revenues from the project will not pay for the debt; and, that the debt burden will later be passed along to the tax payers

Response: Transportation funding decisions are made by the Alamo Area Metropolitan Planning Organization (MPO), formerly the San Antonio – Bexar County MPO, through the development of the Metropolitan Transportation Plan (MTP) and the transportation improvement program (TIP). Agency and public input was considered during the development of the MTP and the TIP. The MPO has determined that the US 281 Corridor Project improvements are to be paid for through a combination of tolling and public funds. According to the MTP, the proposed four main lanes from Loop 1604 to Stone Oak Parkway and direct connector ramps at the northern half of the US 281/Loop 1604 interchange would be non-toll. (Direct connector ramps at the southern half of the US 281/Loop 1604 interchange are also non-toll.) Due to anticipated shortfalls in government funding for transportation improvements, pursuing the US 281 Corridor Project as a purely tax-funded facility could require that improvements be constructed in phases based on the annual availability of tax dollars. According to the MTP, one of the possible ways to close the gap in transportation funding is to phase projects; that is, look for ways to construct only critical sections of roadway instead of the ultimate build-out in the near term. However, this approach could delay completion of the eight-mile US 281 Corridor Project indefinitely because of funding limitations. Traditional highway funding on a pay-as-you-go basis would also result in higher construction costs should future phases encounter increases in material and labor costs. Future updates of the MTP, or future MTPs, may result in a change in project funding for the US 281 Corridor Project. The decision to fund the US 281 project, in part with toll resources, is beyond the scope of the NEPA process.

The Preferred Alternative includes a managed lane system. The exact toll amount for the managed lanes has not been determined but would be in accordance with the Alamo RMA's *Amended and Restated Policies and Procedures for Toll Collection Operations on the Alamo RMA Turnpike System*, established pursuant to Alamo RMA Resolution No. 07-20, 17 adopted on October 10, 2007 and revised by Resolution No. 12-08 adopted and approved by the Alamo RMA Board of Directors on April 12, 2012 under the provisions of Chapter 370 of the Texas Transportation Code. Policies concerning toll rates and whether tolling will occur in perpetuity is the purview of the Alamo RMA and beyond the scope of the NEPA process.

The scope of the NEPA process is to analyze the effects of the proposed project on the natural and socioeconomic environment. This includes the effects of the tolling component.

General Issue: Concern that tolling would adversely impact businesses and residents in the corridor and those (employees and patrons) who work in or conduct business in the corridor.

Response: The Proposed Build Alternatives for the US 281 Corridor Project would provide more travel lanes, improve traffic flow to the communities in proximity to the project, and would not restrict access to any existing public or community services, businesses, or commercial areas, regardless of funding option. The Preferred Alternative would not divide, separate, nor isolate any neighborhood or community; therefore, community cohesion would remain intact. The toll option could impact those that work and/or conduct business in the US 281 project corridor and may change how they access their place of business. Employees and business patrons may chose different routes based on their

willingness to pay a toll. It is possible that some motorists will chose to avoid the toll lanes and select a non-toll lane to reach their destination. The non-toll lanes that are included in the Preferred Alternative would offer better speed, capacity and operations, such as fewer stop lights and stop signs, when compared to other parallel roadway alternatives and the No Build Alternative.

General Issue: Concerns that tolling would result in greater congestion on non-toll lanes and/or would force travelers to use non-highway routes. Also, concerns that traffic would be displaced on to local streets and through neighborhoods resulting in adverse community impacts.

Response: The Proposed Build Alternatives analyzed in the Draft EIS and the Preferred Alternative include managed lanes. The introduction of managed lanes could result in a change in traffic patterns as motorists may chose different routes based on their willingness to pay a toll. It is possible that some motorists will chose to avoid the US 281 project corridor and select a local street to reach their destination. **Section 3.6 – Transportation Facilities** of the Draft EIS and Final EIS presents data about the future use of routes parallel to US 281 (Blanco Road and Bulverde Road) under the non-toll, toll and managed lane options in 2035. This study concludes that regardless of the funding scenario, the improved US 281 would reduce the amount of traffic likely to use a parallel corridor in 2035 when compared to the No Build Alternative. This means that improving US 281, regardless of funding scenario, would reduce the amount of traffic cutting through neighborhoods to reach a free parallel corridor. The encroachment-alteration effect (whereby travel patterns are changed and/or traffic is redistributed onto other streets) is not expected to occur because sufficient capacity (toll and/or non-toll) would be built to handle the 2035 traffic demands and traffic conditions on US 281. The US 281 corridor would be a more efficient route than the parallel corridors (see **Section 4.5.1 Encroachment-Alteration Effects**). Traffic diversion to local streets as a result of the managed lanes is not likely to be substantial.

General Issue: Concerns that tolling discriminates against low-income households

Response: Given the range of potential toll rates ($ 0.17 to $0.50 per mile), the financial burden of the tolling option could require a daily commuter to spend between $680 to $2,000 per year or about $57 to $167 per month, assuming they use the full length of the toll lane every day and in both directions. This financial burden may impact low-income and/or fixed income households more than others. Regardless of the funding option, the US 281 project would provide all travelers non-tolled lanes for access through and within the corridor. The Preferred Alternative provides the same or greater number of non-tolled lanes as exist in the corridor today. The 2035 traffic conditions on these non-tolled lanes under the Preferred Alternative would be an improvement over the existing condition and would offer comparable travel speeds regardless of whether a non-toll, toll, or managed lane option is selected (see **Section 3.6 Transportation Facilities**).

General Issue #2: Alternatives

General Issue: Of the Proposed Build Alternatives considered in the Draft EIS, many commented that they were not in favor of the Elevated Expressway Alternative. The following reasons were provided:

- The Elevated Expressway Alternative would result in greater adverse noise impacts than the Expressway Alternative
- Adjacent businesses would be adversely affected because the elevated lanes would offer limited access to the frontage roads
- The Elevated Expressway Alternative would result in adverse visual impacts for adjacent residences/neighborhoods
- The potential adverse effects (noise, visual) would adversely impact property values
- The limited number of ramps to/from the elevated sections would create bottlenecks and congestion

Response: The Elevated Expressway Alternative was not identified as the Preferred Alternative because the Expressway Alternative better met the need for and purpose of the project. The Preferred Alternative is a refined version of the Expressway Alternative, which was developed in consideration of agency and public input and to avoid and minimize adverse impacts to the extent practicable.

General Issue: Some commenters were concerned about ramp locations and the capacity of the ramps to handle the future traffic. Particular concern was focused on the northbound ramp at Stone Oak Parkway; there is a concern that travelers not wishing to pay a toll will divert to the frontage road lanes at this ramp, creating a traffic bottleneck.

Response: The location and size of ramps was designed using TxDOT standards to ensure safe and efficient operation of the facility and based on the analysis of future traffic demand. The concern about a potential bottleneck at Stone Oak Parkway was considered and addressed in the design during the refinement of the Preferred Alternative. North of Stone Oak Parkway motorists would have the option of either remaining on US 281 via a two-lane exit ramp or continuing northbound onto the US 281 Toll managed facility.

General Issue: Some commenters were opposed to accommodating the VIA Park and Ride. Some expressed that they did not believe a Park and Ride facility in the project area is warranted or needed. There was concern that the US 281 connector lanes to and from the Park and Ride facility would be expensive and an unnecessary cost to the project that would not advance the need and purpose of the project. Some felt that the transit facility connector lanes should be paid for by VIA.

Response: According to VIA Metropolitan Transit's (VIA) *2035 Long Range Comprehensive Transportation Plan*, the US 281 North corridor was evaluated for future transit needs; the plan recommends an express bus route from Stone Oak Parkway to downtown San Antonio and the US 281 North corridor was considered as a potential route for other future transit. The Park and Ride Facility at Stone Oak Parkway was studied by VIA, received federal approval in June 2013, and initial construction is expected to be complete in 2015.

The inclusion of the transit lanes to and from the Park and Ride Facility helps advance the need for and purpose of the project by:

- Addressing growth – the project is consistent with local and regional plans and policies, it develops facilities for multi-modal transportation, and allows for future high capacity transit
- Improving quality of life by providing transportation choices

All improvements made within the ROW of the US 281 Corridor Project will be funded with the resources designated for US 281; the Park and Ride Facility itself will be funded with the resources acquired by VIA for the project, which include local, state and federal sources.

General Issue #3: Water Quality

General Issue: Some commenters are concerned about the effect of the project on the Edwards Aquifer including adverse impacts to water quality.

Response: A Water Pollution Abatement Plan (WPAP) will be prepared for the proposed project. The WPAP will include provisions for temporary and permanent water quality best management practices (BMPs) designed in accordance with Edwards Aquifer Rule standards. The EIS has been reviewed by the Texas Commission on Environmental Quality (TCEQ) in accordance with the existing Memorandum of Understanding between TCEQ and TxDOT. TCEQ regulations require the use of temporary and permanent BMPs for the treatment of stormwater runoff from areas of impervious cover. The regulations require the removal of 80 percent of the total suspended solids (TSS) in the stormwater runoff from the increase in impervious cover resulting from the project. An evaluation of the efficacy of the TCEQ's existing water quality regulations is not necessary and is beyond the scope of the environmental review of a specific project. Nevertheless, it should be noted that the Proposed US 281 project will go beyond the Edwards Aquifer Rules requirement to meet 80 percent TSS removal for the project as a whole. Instead, the US 281 Corridor Project will meet the 80 percent TSS removal threshold at each stormwater outfall. As such the project will not let any stormwater runoff to the leave the project area without first passing through temporary BMPs (during construction) or permanent BMPs (post construction) to remove the necessary pollutant load. Some of the BMPs proposed during construction include silt fences, inlet protection, soil retention blankets, rock check dams, sedimentation ponds, mulch socks and seeding. Permanent BMPs include biofiltration ponds, grassy swales, and vegetated filter strips.

In **Section 3.9.2 Groundwater**, the Final EIS stresses the importance of TCEQ-approved storm water BMP's that are properly maintained. It points out that improvements in highway runoff water quality could result in improved groundwater quality because US 281 highway runoff is not currently treated before entering streams or karst features that may recharge the Edwards Aquifer.

FHWA's Record of Decision will identify any and all mitigation commitments for the selected alternative.

General Issue #4: Wildlife

General Issue: Commenters are concerned that the project, and potential land development that could be induced by the project, would reduce wildlife habitat and adversely impact wildlife species, including threatened and endangered species.

Response: The wildlife species in the project area include populations and habitats of threatened and endangered species and unique habitat types such as terrestrial karst, and sub-surface aquifer environments as well as oak-juniper woodlands and Canyonlands. Habitat for four federally-listed species was identified within the footprint of the Build Alternatives. No federally-listed endangered or threatened karst invertebrates are known to occur in the proposed project area nor were encountered during the survey of several karst features within the existing ROW and within 500 feet of the existing ROW. Golden-cheeked Warbler (GCWA) habitat exists along the US 281 ROW, although no birds were found after three years of survey, resulting in a finding that the proposed project *may affect but is not likely to adversely affect* the GCWA. The Biological Assessment prepared for this project is summarized in the Final EIS including results of consultation with U.S. Fish and Wildlife Service (USFWS).

Aquatic wildlife species are most susceptible to effects associated with water quality impacts and increased flooding. Various regulatory and conservation programs associated with surface water quality and floodplain protection are in place which would likely prevent or lessen the potential impacts of the project. The US 281 Corridor Project will exceed the Edwards Aquifer Rules for TSS removal by implementing BMPs to achieve 80 percent removal of TSS at each stormwater outfall, as opposed to 80 percent TSS removal for the project as a whole. This extra effort to protect water quality will reduce the risk to aquatic wildlife species. The effects on Comal Springs are extensively addressed in **Section 3.9.2 Groundwater**. **Table 3-50** lists several Comal Springs species for which the Preferred Alternative *may effect, but is not likely to adversely affect*.

Induced land development activities would result in minor effects to vegetation and wildlife habitat. Vegetation within the induced growth area is characterized as predominantly rangeland with valuable native vegetation and wildlife habitat along riparian corridors. The types of effects include habitat fragmentation for resident wildlife and migratory birds, as well as the loss and other alteration of vegetation cover types and wildlife habitat. These effects would be a continuation of an ongoing regional trend where wildlife habitat of higher quality has historically declined in favor of more fragmented, younger, and less diverse vegetation communities in both upland and in riparian corridors. Such alterations would be expected to have a minor effect on wildlife species composition, distribution, and abundance, with a trend towards increases in those wildlife species that are adaptable to human disturbance. More details about the effects of induced land development can be found in **Section 4.6.3 Effects Related to Induced Growth**.

In addition to the regulatory requirements that protect water resources and threatened and endangered species, several other programs and plans are in place to protect the wildlife species present in the project area:

- **Edwards Aquifer Recovery Implementation Program** is a voluntary, multi-stakeholder program aiming to protect federally-listed endangered species while addressing current and future development and water demand with respect to the Edwards Aquifer.
- **Southern Edwards Plateau Habitat Conservation Plan/Comal County Regional Habitat Conservation Plan** will allow for local control and a simplified process for complying with the Endangered Species Act in an attempt to balance conservation needs of rare species with the demands for economic growth and development in south central Texas. The plan includes a regional conservation program designed to preserve endangered species habitat and sensitive natural resources.
- **Bexar County Karst Invertebrate Recovery Plan/Black-capped Vireo Recovery Plan/Golden-cheeked Warbler Recovery Plan** were released by USFWS to aid in the recovery and ultimate down-listing of nine endangered karst invertebrate species and two endangered bird species found in the project area.

Each Build Alternative would encroach upon vegetated areas along US 281 via construction activities; however, construction activities are not anticipated to substantially impact existing vegetation. Furthermore, the vegetation types in the project corridor are currently highly disturbed due to the existing roadway and the existing land uses. After construction is complete, re-vegetation and landscaping activities will exclusively use regionally-native species. The project will comply with the Invasive Species Executive Order when selecting the appropriate seeds and landscaping for the project.

General Issue #5: Noise

General Issue: Some commenters felt that improvements would result in higher levels of traffic and therefore in adverse noise impacts. Members of several communities (Big Springs, Village on the Glen, Mountain Ranch at Sonterra, Summerglen, Wild Springs, Mountain Lodge, and Redland Heights) expressed that noise from the project would adversely impact their communities. Some feel that noise walls should be constructed along the whole corridor, and some feel that noise walls should be built higher (12 feet) than recommended.

Response: A traffic noise analysis was conducted following the TxDOT *Guidelines for Analysis and Abatement of Highway Traffic Noise* (April 2011) which was approved by FHWA. This analysis includes the determination of the existing traffic noise levels, the prediction of future traffic noise levels, and consideration of noise abatement measures (including noise barriers) for areas where noise impacts would occur. According to this analysis, reasonable and feasible noise abatement barriers are recommended to mitigate the noise impacts of the Proposed Build Alternatives. If a Build Alternative is recommended in the Record of Decision, the affected neighbors would be given the opportunity to discuss the proposed noise barriers and vote on their implementation. The Alamo RMA and TxDOT would host a noise workshop, post-NEPA, to facilitate this discussion and vote, as needed.

General Issue #6: Bicycle and Pedestrian Facilities

General Issue: Some are in favor of bicycle and pedestrian facilities and would like to see them on both east and west sides of US 281. Those in favor of these facilities recommended that they be built as a multi-use path, separated from roadway traffic, and with delineated areas for bicycles and pedestrians. Some feel that spending money on bicycle and pedestrian facilities is unwarranted because there is no evidence that there is a demand for these facilities, and that they do not advance the need and purpose of the project in terms of congestion relief. Others feel that bicycle and pedestrian amenities in this corridor pose a safety hazard because of the speed of vehicular traffic moving through the corridor.

Response: TxDOT's Bicycle and Pedestrian Program is governed by both federal and state law. A federal law, 23 USC 135, requires each state's statewide transportation plan and its transportation improvement program to include accessible pedestrian walkways and bicycle transportation facilities. Similarly, 23 USC 217 authorizes the use of federal funding for bicycle programs. The addition of bicycle and pedestrian facilities in the US 281 Corridor Project is consistent with the need and purpose of the project:

- Addresses growth – the addition of bicycle and pedestrian facilities is consistent with local and regional plans and policies, and develops facilities for multi-modal transportation
- Improves quality of life by providing transportation choices
- Improves safety by providing a designated location for cyclist and pedestrians to travel the corridor, thereby reducing the potential for vehicle-pedestrian conflicts.

The Build Alternatives include a provision for bicycle and pedestrian facilities within the US 281 project corridor ROW. These facilities would include 15-foot bikeable shoulders on the frontage roads, a 6-foot sidewalk, and crosswalks. The bicycle and pedestrian facilities would extend the length of the US 281 project corridor and would be built on both the west and east sides of US 281 (see **Appendix K1** or **Chapter 2 - Alternatives Considered, Figure 2-11** and **Figure 2-13** for more details).

This page intentionally left blank.

B. Individual Comments and Comment Responses

Table 1 presents the comments received from federal, state and local agencies and comment responses and **Table 2** presents all verbal and written comments received during the comment period and comment responses. The agency comments and comment responses are presented in a separate table because these agencies have specific roles and responsibilities in the review of the EIS. Cooperating agencies (U.S. Fish and Wildlife Service and Natural Resource Conservation Service) have jurisdiction by law or special expertise with respect to any environmental impact involved in the proposed project. These agencies have a higher degree of authority, responsibility, and involvement in the environmental review process. Participating agencies (Texas Parks and Wildlife Department, the Town of Hollywood Park, Edwards Aquifer Authority, and VIA Metropolitan Transit) have been participating in the project by providing input throughout the NEPA process, including the identification of any issues of concern regarding the project's potential environmental or socioeconomic impacts. **Appendix H** presents the court reporter record of the Public Hearing including all verbal comments and **Appendix I** presents all written comments submitted during the comment period.

Table 1: Comments Received From Federal, State and Local Agencies

Ref #	Agency Name	Comment	Method Comment was Received	Response
164	Texas Parks and Wildlife Department	For tracking purposes, please refer to TPWD project number ERCS-5889 in any return correspondence regarding this project. Project Description: The proposed project would improve approximately eight miles of US Highway (U.S.) 281 from Loop 1604 to Borgfeld Drive, Bexar County, Texas. Three alternatives including the No Build Alternative were considered. The Build Alternatives consist of Expressway and Elevated Expressway. The Expressway Alternative would consist of three full access-controlled through travel lanes in each direction with grade separations at major intersection with the project corridor. At-grade frontage roads would parallel the express lanes and provide direct access to businesses, neighborhoods and connecting streets. North of Sonterra Boulevard, a 28-foot wide median would be constructed to support future capacity improvements. The Expressway Alternative would require approximately 128 acres of additional right-of-way (ROW) and would require the removal of the existing US 281 travel lanes and US 281 Super Streets. The Elevated	Email	Response 164: All highway illumination will be designed to conform to the latest edition of the TxDOT Highway Illumination Manual. Analyses will be conducted to determine the need for and extent of continuous illumination and safety lighting along ramps and at intersections. The decision-making procedures that govern highway illumination in Texas contain provisions for addressing sky glow and light trespass issues, including considerations for alternative luminaries (e.g. LED) and glare shields. Recommendations on compensatory mitigation, including comments on riparian mitigation, coordination and avoidance and minimization of riparian impacts, will be noted in the records to incorporate in later stages of

Ref #	Agency Name	Comment	Method Comment was Received	Response
164 cont.	Texas Parks and Wildlife Department	Expressway would consist of two to three full access-controlled through travel lanes in each direction. The expressway lanes would be elevated; therefore, there would be no direct access from the expressway lanes to adjacent streets or driveways. The existing US 281 travel lanes and US 281 Super Streets would remain in place to provide at-grade direct access to businesses, neighborhoods, and connecting streets. Between Loop 1604 and Stone Oak Parkway, the Elevated Expressway would be constructed outside of the existing US 281 travel lanes. From the Stone Oak Parkway to Borgfeld Drive, the Elevated Expressway would be located to the west side of the existing US 281 travel lanes. South of Stone Oak Parkway, a 37-foot wide median would be constructed to support future capacity improvements. The Elevated Expressway Alternative would require approximately 99 acres of additional ROW. Chapter 2 Alternatives Considered, 2.4 Alternatives Considered in the Draft EIS, 2.4.2 Proposed Build Alternatives. Aesthetic considerations common to both build alternatives include the use of accent lighting. Specific descriptions of the proposed lighting structures were not provided. Artificial lighting can have several general effects on wildlife such as attracting them to areas making them vulnerable to predators, repelling them from areas (a form of habitat loss); or altering their diurnal cycles or patterns. Although the majority of the project is located in an areas of residential and commercial developments that already contain artificial lighting, cumulative impacts associated with artificial lighting can be avoided or minimized by using appropriate lighting fixtures and bulbs. Recommendation: TPWD recommends mounting shielded light fixtures as low as possible to direct light downward and reduce the amount of glare and light visible to the animals in the area. Also, using bulbs with long wavelengths (e.g., amber) that is the lowest possible lighting level consistent	Email	project development, when the permitting process would occur. The exclusive use of regionally native species in landscaping and revegetation will be noted in the records. The project will comply with the Invasive Species Executive Order when selecting the appropriate seeds and landscaping for the project. The amount of additional ROW that had been identified in the Draft EIS for the Expressway Alternative was reduced during more detailed engineering for the Preferred Alternative. The Preferred Alternative would require 78.8 additional acres of ROW, which is less than the Elevated Expressway Alternative (99.1 acres).

Ref #	Agency Name	Comment	Method Comment was Received	Response
164 cont.	Texas Parks and Wildlife Department	with human safety further reduces potential negative impacts to wildlife. Light emitted at 589 nm has been determined to provide effective vision for humans while minimizing the amount of interference with some nocturnal animals (Beier 2006). Chapter 3, Affected Environment and Environmental Consequences, 3.13 Wetlands and other Waters of the US, 3.13.3 Environmental Consequences. The DEIS states that after a Preferred Alternative is identified, jurisdictional wetland delineations would be performed and submitted to the U.S. Army Corp of Engineers for verification. The DEIS also states that, if necessary, a compensatory mitigation plan would be prepared as part of the Section 404 permit application. It is possible that the palustrine wetlands identified in the project corridor that would likely be impacted by the project are not jurisdictional. Recommendation: Per the "No Net Loss' goal of Executive Order 11990, Protection of Wetlands, and due to the unique functions and values of wetlands in the project area, TPWD recommends compensatory mitigation be offered for all wetland impact regardless of jurisdictional status. 3.14 Vegetation, 3.14.4 Conclusion and Proposed Mitigation Measures. Regardless of the build alternative selected, approximately 0.6 acres of riparian vegetation would be directly impacted. Non-regulatory mitigation for impacts to riparian vegetation is coordinated with TPWD per the TxDOT-TPWD MOU and MOA. However, the DEIS states that mitigation for impacts to riparian resources would be coordinated with the TCEQ. Recommendation: TPWD recommends coordinating riparian mitigation efforts with this agency (TPWD) per the TxDOT-TPWD MOU and MOA. Also, in order to avoid and/or minimize riparian impacts, TPWD recommends contractors remove trees in riparian construction areas by cutting at or slightly above ground level to allow roots to remain intact to prevent erosion	Email	

Ref #	Agency Name	Comment	Method Comment was Received	Response
164 cont.	Texas Parks and Wildlife Department	and maintain bank stability. In addition to stabilizing banks, leaving roots increases the probability that the area would revegetate naturally with existing species following construction. TPWD appreciates that efforts would be made to preserve trees within the ROW between the boundary of the clear zone and the ROW line. The DEIS states that when practicable, revegation efforts would use regionally native plans for landscaping. RECOMMENDATION: TPWD recommends the exclusive use of regionally native species in landscaping and revegetation efforts within the US 281 project corridor. Regarding herbaceous revegetation, TPWD recommends the use of seed mixes of native grasses having the same desirable characteristics as introduced grasses that are commonly used in landscaping, vegetation or revegetation plans. TPWD discourages the use of seed mixes that include Bermuda grass (Cynodondactylon) as a component. Lists of suitable plants and seed sources can be found in the Texas Plant Information Database at http://tpid.tpwd.state.tx.us/, by contacting the US Department of Agriculture-Natural Resource Conservation Service (USDA-NRCS) Plant Materials Center in Kingsville, TX (http://plant-materials.nrcs.usda.gov/stpmc) or 361-595-1313, or the Lady Bird Johnson Wildflower Center (http://www.wildflower.org). Additional information regarding the importance of native vegetation in revegetation or restoration activities, suitable seed mixes for South Texas, and seed availability are available from South Texas Natives (http://ckwri.tamuk.edu/research-programs/south-texas-natives). 3.16 Threatened and Endangered Species, 3.16.5 Proposed Mitigation Measures. The DEIS states that efforts would be made to avoid direct impacts to state-listed species by implementing several measure during construction. Measures include informing contractors of the potential presence of listed species in the project area, how to identify listed	Email	

Ref #	Agency Name	Comment	Method Comment was Received	Response
164 cont.	Texas Parks and Wildlife Department	species, and actions to take if encountered. The project also includes the proactive measure of installing a gate on a cave entrance that provides habitat to rare karst species. Comment: TPWD appreciates that proposed measures to avoid or minimize potential impacts to state listed species. TPWD also appreciates the proactive measure of installing a gate at the cave located in the project corridor in 2010. Recommended Build Alternative: Based on the information provided in the DEIS regarding potential impacts to rare, threatened, and endangered species and other fish and wildlife habitat, the Elevated Expressway would result in fewer direct impacts to wildlife habitat, would require less ROW than the Expressway Alternative, would allow more existing native vegetation to remain with the ROW, have fewer stream impacts and construct less impervious surface than the Expressway Alternative.	Email	
203	Town of Hollywood Park	In Chapter 3 and 4 the Highway 281 EIS, it never mentions the affect the tolling of Highway 281 will have on citizens and businesses of the Town of Hollywood Park. The Environmental Impact Study (EIS) does not consider the impact and effect the toll roads will have on access, ingress and egress for the citizens and business of Hollywood park and neighboring cities/subdivisions. The adverse impact the toll plan will have on our city's infrastructure and overall citizen safety that result from additional cut through traffic. No meaningful study has been performed to analyze the economic impact to the residents, businesses, and employees of the Hollywood Park corridor as required by federal law. (NEPA) The Draft EIS acknowledges (vol I, Chapter 3. p. 215) that traffic trying to avoid paying tolls will be displaced onto neighborhood streets. This will have a negative effect on safety, schools, property, quality of life, and access to local business. The tolled options DO NOT meet the purpose and need of the project when they	Email	Response 203: The Final EIS discusses potential project effects on incorporated communities adjacent to the US 281 project corridor, namely the City of Bulverde to the north, and the Town of Hollywood Park and the Town of Hill Country Village to the south. See **Section 3.4 Socioeconomics, Effects to Community and Public Resources** and **Changes to Traffic Patterns**. In comparison with the No Build Alternative, the Preferred Alternative would improve access to and from these adjacent communities by providing more travel lanes and shorter travel times. See **Section 3.6 Transportation Facilities**. The Preferred Alternative would not restrict access to any existing public of community services, businesses, or commercial areas located in these

Ref #	Agency Name	Comment	Method Comment was Received	Response
203 cont.	Town of Hollywood Park	will merely displace congestion into adjacent neighborhoods, rather than relieve it. Businesses in the local corridor is largely retail, hotel/motel, hospital, restaurants and other service industry that will be negatively impacted by potential customers and employees having to pay tolls to access business. The Draft EIS only looked at low income and social justice populations, and it claims no adverse impact to either of these groups. The EIS claims if someone cannot afford tolls, that person can use the frontage roads. This option relegates certain citizens to congested free routes, which is patently unfair, discriminatory and inefficient. The Town of Hollywood Park includes a population of retired residents that live on fixed incomes. This group of citizens will not be able to pay to ride on the roads their tax dollars have already paid for. The current toll plan does NOT add ANY new highway lanes from Loop 1604 to Stone Oak Pkwy, which will also adversely affect The Town of Hollywood Park. The current toll plan adds no new lanes south of Stone Oak Pkwy, therefore it does NOT meet the purpose and need of the project, which is to improve mobility and relieve congestion in the corridor. The non-toll highway lanes adjacent to the HOV/Transit toll lanes will remain congested through 2035 without new added capacity. Again, the all-toll lane option (no free highway lanes) will not meet the purpose and need of the project since it will displace traffic to adjacent neighborhoods, including The Town of Hollywood Park. Attached you will find a Resolution the City Council approved to provide adequate non-toll funding to complete needed highway improvements adjacent to Hollywood Park, which will enable the citizens access to adjacent highways without the imposition of tolls from access. Thank you for allowing the Town of Hollywood Park to submit our comments. RESOLUTION NO. 313 A RESOLUTION OF THE CITY COUNCIL OF THE TOWN OF HOLLYWOOD PARK, TEXAS, IMPLORING THE	Email	communities. The Preferred Alternative would not divide, separate, isolate, nor diminish the cohesion of these communities in any way. The potential for the Preferred Alternative to cause traffic to divert through the Town of Hollywood Park – either during construction of the US 281 improvements or during operation once construction is completed – is addressed in **Section 3.4 Socioeconomics, Changes to Traffic Patterns**. During construction, a Traffic Control Plan would be in effect to ensure that traffic continues to flow safely with the least amount of delay possible. Traffic that might seek an alternate route to avoid US 281 construction activity would have multiple parallel routes to choose from (e.g., Blanco Road, Bulverde Road, Stone Oak Parkway, etc.), but the additional distance and the lower speed limits associated with such detours is not likely to offer an overall time savings. Even if some motorists seek detours to the west of US 281 during construction, their route back to US 281 would most likely be via Loop 1604 and the direct connector ramps that connect Loop 1604 to US 281. These ramps provide direct, higher speed access for vehicles moving northbound to westbound, and eastbound to southbound at the Loop 1604/US 281 Interchange. Motorists are not likely to take a slower, more circuitous route through the residential neighborhoods of Hollywood Park. Once the proposed improvements are completed, the Preferred

Ref #	Agency Name	Comment	Method Comment was Received	Response
203 cont.	Town of Hollywood Park	TEXAS DEPARTMENT OF TRANSPORTATION AND BEXAR COUNTY METROPOLITAN PLANNING ORGANIZATION TO PROVIDE ADEQUATE FUNDING FOR HIGHWAY IMPROVEMENTS ADJACENT TO THE TOWN OF HOLLYWOOD PARK WHICH WILL ENABLE THE CITIZENS OF HOLLYWOOD PARK ACCESS TO ADJACENT HIGHWAYS WITHOUT THE IMPOSITION OF TOLLS FOR SUCH ACCESS. WHEREAS, the Town of Hollywood Park is a "bedroom" community of some 3,300 residents, bordered by two major business thoroughfares, in the north central metropolitan area of San Antonio; and WHEREAS, substantial growth in the north central metropolitan area of San Antonio has occurred and will continue to occur, resulting in the need for additional roads and highways adjacent and near to Hollywood Park; and WHEREAS, the Texas Department of Transportation and Bexar County Metropolitan Planning Organization are planning the construction of toll roads adjacent or near to Hollywood Park which may require citizens of Hollywood Park to pay tolls; and WHEREAS, when tolls are imposed on nearby highways it can cause drivers to seek to avoid paying tolls and find alternative routes, and this will inevitably result in cut-through traffic into the Town of Hollywood Park; and WHEREAS, "non-compete" or "adverse event" provisions are usually contained in toll contracts and financing arrangements that potentially impact the future expansion of public roads surrounding the toll lanes, which could hamper the Town of Hollywood Park residents from having adequate future road capacity in our community. NOW THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE TOWN OF HOLLYWOOD PARK, TEXAS, THAT: The city Council of the Town of Hollywood Park, Texas expects the Texas Department of Transportation to coordinate with the Town of Hollywood Park regarding the impacts of the Loop 1604 and US 281 toll projects on our community and	Email	Alternative would offer as many or more non-toll travel lanes on US 281 as exist today, again making it very unlikely that motorists seeking to avoid paying a toll would divert to parallel routes that result in much longer travel times. In contrast, the No Build Alternative would likely have a severe adverse effect on access, ingress and egress for the citizens and businesses in Hollywood Park and neighboring cities and subdivisions as US 281 congestion and travel times continue to worsen. If no improvements are made, it is possible that traffic would divert from the US 281 project corridor to the parallel corridors and other regional roadways. The economic effect of tolling on the local population is extensively addresses in the Final EIS. See **Section 3.4.3 Environmental Justice, Appendix E Environmental Justice Analysis**, and **Appendix F MPO Regional Toll Analysis**. The effects on the US 281 Corridor Project on the economy and employment overall is analyzed in the Final EIS (see **Section 3.4 Socioeconomics, Economic Effects,** and **Effects to Employment and Income**). Based on traffic forecasts under the No Build condition, the congestion of US 281 is likely to cause many more vehicles to divert off of US 281 to local streets than any of the Build Alternatives, because as explained in **Section 3.6.3 Transportation Facilities, Environmental Consequences**, future travel levels will far exceed the current capacity, resulting in major diversions. As demonstrations in the

Ref #	Agency Name	Comment	Method Comment was Received	Response
		implores the Texas Department of Transportation and Bexar County-San Antonio Metropolitan Planning Organization to provide adequate non-toll funding to complete needed highway improvements to Loop 1604 and US 281. PASSED AND APPROVED BY THE CITY COUNCIL OF THE TOWN OF HOLLYWOOD PARK, TEXAS, ON THE 15TH DAY OF JANUARY 2013. MARK PERRY, MAJOR ATTEST: Janice Alamia, City Secretary		traffic studies summarized in **Section 3.6.1** to **3.6.4**, the 2035 diversion of traffic from the No Build Alternative will be much higher than the Preferred Alternative. The No Build Alterative would likely result in traffic diversion to other parallel roadways (e.g. Blanco Road, Bulverde Road, etc.), resulting in potentially adverse effects on neighborhoods through which such parallel routes run. As a result of worsening congestion and lengthy travel delays, the No Build Alternative would be much more likely to have negative effects on quality of life and local businesses than the Preferred Alternative. The Preferred Alternative would offer as many or more n-toll travel lanes on US 281 as exist today. The Preferred Alternative would provide access to corridor area businesses via non-toll lanes, just like occurs today, although in the future overall congestion would be reduced and travel times would be improved when compared to the No Build Alternative. All people, regardless of income level, could choose to travel along to non-toll lanes provided by the Preferred Alternative if they want to avoid paying tolls, or they could choose to use toll lanes. Either way, the Preferred Alternative would provide improved travel times over the No Build Alternative. As such, all motorists, EJ and non-EJ alike, stand to benefit from the proposed improvements.

Ref #	Agency Name	Comment	Method Comment was Received	Response
				The Preferred Alternative provides new, non-toll grade separated lanes and overpasses between Loop 1604 and Stone Oak Parkway, as well as new, non-toll at-grade frontage road lanes for access to businesses and cross streets. Between Stone Oak Parkway and Borgfeld Drive, the Preferred Alternative provides the same number of non-toll at-grade lanes as today. The separation of through traffic (which uses the grade-separated lanes and overpasses) from turning traffic (which uses the non-toll at-grade lanes) provides for safer, more efficient traffic operations. Chapter 2 discusses how the Preferred Alternative meets the project's purpose, need, goals and objectives. The Preferred Alternative provides additional, non-toll capacity on both grade-separated lanes and overpasses as well as on at-grade lanes. The result of the traffic analysis (see **Section 3.6.3 Transportation Facilities, Environmental Consequences**) show that all lanes in the Preferred Alternative (grade-separated and at-grade) would operate at acceptable levels of service in 2035. The Preferred Alternative provides non-toll, toll and transit lanes and is not likely to result in displacing any traffic to other areas. Moreover, the location of and roadway network within the Town of Hollywood Park in relation to area roadways and Loop 1604 and US 281 highway facilities makes it particularly unlikely to become

Ref #	Agency Name	Comment	Method Comment was Received	Response
				an attractive alternative route to US 281. The Preferred Alternative provides the same or greater number of non-toll lanes as exist in the corridor today. The 2035 traffic conditions on these non-toll lanes under the Preferred Alternative would be an improvement over this existing condition and would offer comparable travel speeds regardless of whether a non-toll, toll, or managed lane option is selected (see **Section 3.6 Transportation Facilities**). Motorists would not be required to pay toll under the Preferred Alternative, which provides as many or more non-toll lanes as exist today. The Preferred Alternative also facilitates transit, high-occupancy vehicle, bicycle and pedestrian modes of travel in addition to providing faster travel times compared to the No Build Alternative. Drivers wanting to avoid paying tolls on US 281 would be able to use US 281 non-toll lanes, which include grade-separated, overpasses, and at-grade lanes. The Alamo RMA would be the toll operator under the Preferred Alternative and as such would be held to its own toll polices, which do not contain any provisions regarding “non-compete” or “adverse event,” rather than a contract with a private toll company.

Ref #	Agency Name	Comment	Method Comment was Received	Response
216 265 & 482	Edwards Aquifer Authority	The purpose of this letter is to provide comments to be included in the official record related to the US 281 Draft EIS. The Alamo Regional Mobility Authority provided the draft EIS to the Edwards Aquifer Authority (EAA) on April 22, 2013. EAA staff has reviewed the draft and offers the following comments: The draft EIS references analytical data from EAA's 2009 hydrologic data report summarizing the analytical results for wells and springs sampled that year. The EAA recommends using the more recent report containing data for 2011. This report can be obtained from the EAA website at www.edwardsaquifer.org. The draft EIS identifies wells in the project area that were found during a Texas Water Development Board (TWDB) database search. EAA staff maintains an extensive database of Edwards Aquifer wells that may include additional wells. In 2008, the EAA Board of Directors approved rules requiring certain facilities storing hazardous substances to register with the EAA. Additionally, certain spills of regulated substances are required to be reported to the EAA. The rules consist of Edwards Aquifer Authority Rules, ch. 713 (Water Quality), subsch. E (Spill Reporting), F (Hazardous Substances Registration, Storage, and Planning), and G (Aboveground and Underground Storage Tanks) and may be viewed on the EAA website. Incorporating information from a search of the EAA's databases related to regulated substances would be beneficial to the EIS. Regarding the subject of impervious cover in the context of EAA'S rules, the EAA Board has considered the concept of impervious cover regulation. However, the board chose not to pursue the concept. Please modify statements made in the draft EIS pertaining to EAA's consideration of adoption and implementation of impervious cover regulation. EAA staff would like to clarify a statement used multiple times in the draft EIS. The phrase "Expressway and the elevated Expressway Alternatives would involve	Email, Mail & Website	The Final EIS uses more recent hydrological data from 2012. The Final EIS has been revised to remove the inference that EAA has rules or policies pertaining to surface drainage.

Ref #	Agency Name	Comment	Method Comment was Received	Response
216 265 & 482 cont.	Edwards Aquifer Authority	the construction of storm water drainage facilities (i.e. detention and retention ponds), in accordance with the EAA and TCEQ policies and rules, that would better capture and contain potential hazardous materials spills" is misleading regarding the extent to which EAA regulates these activities. Currently, the EAA does not have rules or policies pertaining to surface drainage. EAA typically provides comments to the Texas Commission of Environmental Quality (TCEQ) concerning Water Pollution Abatement Plans (WPAPs) submitted for highway projects. EAA comments for these projects typically recommend the inclusion of hazardous materials traps.	Email, Mail & Website	
234	U.S. Fish and Wildlife Service	The U.S. Department of the Interior is providing comments on the Draft Environmental Impact Statement (DEIS) for the US 281 Corridor Project (Project) in northern Bexar County, Texas. The Federal Highway Administration (FHWA), Texas Department of Transportation (TxDOT) and Alamo Regional Mobility Authority are proposing improvements to an approximately 8-mile stretch of US 281 extending from south Loop 1604 within the City of San Antonio to the north at Borgfeld Drive. We provide general comments on the DEIS. General Comments: The Migratory Bird Treaty Act (MBTA) (16 U.S.C. 703-712) prohibits, among other actions, the taking, killing, possession, transportation, and importation of migratory birds, their eggs, parts, and nests, except when specifically authorized by the U.S. Department of the Interior through a permit or other regulation. Protected species of birds are listed under Title 50, Code of Federal Regulations, part 10. Currently 10078 species of birds are protected by the MBTA, including nearly all species that are native to the United States. Activities involving modification of habitats is which birds are nesting, or occurring adjacent to habitats in which birds are nesting, may take protected birds through direct mortality of eggs, nestling, or adults, or indirectly by	Email	The Final EIS includes commitments to comply with the Migratory Bird Treaty Act.

Ref #	Agency Name	Comment	Method Comment was Received	Response
234 cont.	U.S. Fish and Wildlife Service	causing nest abandonment, thereby leading to death of eggs or nestlings. The MBTA is a strict liability statue, in that the developer need not know the nesting birds are present and potentially at risk by development activities. There is also no permit available under MBTA that will authorize the unintentional take of migratory birds. The only way to ensure compliance with the MBTA is to avoid take altogether. Below are recommendations for minimizing or eliminating the potential for take during Project activities. 1. Conduct Project Activities outside the local nesting season so no active birds' nests may be inadvertently damaged or destroyed by the project actions, and no need to conduct surveys for active nests. 2. Minimize the loss, destruction, or degradation of migratory birds' habitat during the local nesting season if activities must occur during that timeframe. Within the Southwest Region, although most species nest between ally April and mid-August, some nesting activity may occur during all months of the year depending on location. In desert regions, for example, nesting may begin in January and continue into November. Some eagles, owls, and finches may nest in mid-winter. Due to this variability, project proponents should contact the U.S. Fish and Wildlife Service's Regional Migratory Bird Office, at 505-248-6875, for details on timing of nesting in the Project Area. The proponent should be knowledgeable of which species may nest outside of the core "nesting season" that is often cited by various entities. 3. For projects planned well in advance, clearing of vegetation in the year prior to construction (outside the nesting season) may discourage future nesting attempts of birds in the proposed project area, thereby decreasing chance of take during construction activities. 4. If a proposed project or action may take migratory birds through disturbance or alteration of nesting habitat, and work cannot occur outside the local nesting season, project proponents	Email	

Ref #	Agency Name	Comment	Method Comment was Received	Response
234 cont.	U.S. Fish and Wildlife Service	should provide the FWS with an explanation of why work has to occur during the migratory bird nesting season. In these cases, project proponents should also demonstrate all efforts to complete the work outside the migratory bird nesting season were attempted and the reasons work needs to completed during the nesting season were beyond the proponent's control. 5. To determine if migratory birds are nesting on-site and t therefore potentially at risk by the activity, project proponents should conduct initial general surveys of the project area during the best biological timeframe for detecting the presence of the locally nesting birds (to locate potential territories that may be in harm's way), followed by nest searches in the project area shortly before the disturbance will occur, ideally within a week of the start of construction due to the speed with which nests may be built. Except for the nests of large species, birds nests are well hidden and very difficult to find, and nest searches can be time intensive. Surveyors must be experienced in locating nests, as doing so successfully often relies on the ability to interpret subtle behavioral cues by the adult birds. Project proponents should also be aware that results of migratory bird surveys are subject to optional and temporal variability and should be conducted at the most appropriate times of day and season for detection of territories and ultimately nests. 6. If not migratory birds are found nesting in the Project area immediately prior to the time when construction and associated activities are to occur, then the project activity may proceed as planned. 7. If protected species of birds are present and nesting in the proposed project or action area when project activities are slated to occur, contact the nearest FWS Ecological Services Field Office and the Division of Migratory Birds for guidance on appropriate next steps for minimizing risk of violating the MBTA. We appreciate the opportunity to review the Draft EIS.	Email	

Ref #	Agency Name	Comment	Method Comment was Received	Response
263	VIA Metropolitan Transit	On behalf of the VIA Metropolitan Transit Board of Trustees and Advanced Transportation District Board of Trustees, we support the U.S. 281 planned improvements between Loop 1604 and Borgfeld Drive that will reduce congestion, enhance air quality and improve safety. The VIA and ATD Board support the transit priority managed lane concept of general purpose non-toll main lanes with overpasses and continuous frontage roads between Loop 1604 and Stone Oak Parkway as a preferred option. The ATD Board of Trustees passed a resolution on June 22nd, 2012, related to the use of the ATD funds to assist in improvements on the 281 from 1604 to Stone Oak Parkway. Included in this letter is an attached resolution and note four important conditions that the ADT board include and agreed to fund the project. These conditions include TxDOT constructing transit priority lane in a direct connection between the transit priority lanes in the future of VIA transit facility at U.S. 281 and Stone Oak. Also, funding is contingent upon the operating of the transit authority lanes and appropriate entity agreed upon by the ADT. We're pleased to report that last week VIA received a categorical exclusion by the Federal Transit Authority for the proposed Park and Ride facility at U.S. 281/Stone Oak Parkway in accordance to the National Environmental Policy Act of 1969. We have negotiated purchase of all the property required for the full build-out of the facility beginning detail design. RESOLUTION: 6-22-12-01 SUBJECT: STRATEGIC PLANNING & PROJECT DEVELOPMENT - Loop 1604 and US 281 Mobility Projects WHEREAS, the Texas Department of Transportation (TxDOT) and the County of Bexar, Texas (County) have identified a need for improvements/projects along Loop 1604 and U.S. 281 in the form of Mobility Enhancements (Projects); and WHEREAS, the Texas Transportation Commission will take action on June 28, 2012, to provide an additional $146.8 million dollars to be utilized in the San	Mail	VIA's support for the project is noted.

Ref #	Agency Name	Comment	Method Comment was Received	Response
263 cont.	VIA Metropolitan Transit	Antonio region; and WHEREAS, the San Antonio-Bexar County Metropolitan Planning Organization passed a resolution on March 26, 2012, to develop a funding plan that maximizes this impending local/state/federal funding opportunity in order to accelerate the implementation of added non-tolled capacity consisting of main lanes and frontage roads on: US 281 (from Loop 1604 to Stone Oak Parkway), Loop 1604 (from Bandera Road to US 90), VIA Metropolitan Transit's (VIA) multimodal strategies; and WHEREAS, the County passed a resolution on June 12, 2012 to develop a funding plan for these projects; and WHEREAS, there are timing requirements imposed by the Transportation Commission to obligate the $146.8 million dollars before August 2013; and WHEREAS, a Record of Decision ("ROD") by the Federal Highway Administration ("FHA") for Loop 1604 is expected in January 2013, approximately one year before the ROD for US 281; and WHEREAS, The Board of Trustees (Board) of the Advanced Transportation District (ATD) believes that local leveraging opportunities should be explored in conjunction with TxDOT and the County in order to maximize the benefits of these additional state/federal transportation funds and to meet the imposed timeline for implementation; and WHEREAS, uses of the funding collected by the ATD under Section 451.702(I) of the Texas Transportation Code subject to existing contractual obligations with the County is an appropriate source of funding for consideration subject to the terms and conditions herein set out; and WHEREAS, the Board believes that transportation solutions should be inclusive, multimodal and consider all modes of transportation including VIA's multimodal strategies; and WHEREAS, US 281 and Loop 1604 corridors represent two major corridors in need of transportation mobility and safety improvements; and WHEREAS, Transit Priority Lane(s) to be included in the improvements along the 281 corridor are designed to improve mobility and	Mail	

Ref #	Agency Name	Comment	Method Comment was Received	Response
263 cont.	VIA Metropolitan Transit	the addition of these lanes within the 281 corridor will enhance the transit experience for our patrons; and WHEREAS, the collaborative efforts of VIA and the ATD with Bexar County, TxDOT, the City of San Antonio, the MPO and various other stakeholders to develop a funding plan which supports public transit and multimodal initiatives is essential to improve the quality of life for Bexar County and the surrounding areas. NOW, THEREFORE BE IT RESOLVED, that 1. The President/CEO or his designee is hereby authorized to work in conjunction with representatives of TxDOT and the County to develop a plan for the utilization of up to $100,000,000 of ATD funding for non-toll express main lanes with overpasses and continuous frontage roads on Loop 1604 from SH 16 (Bandera Rd) to Potranco Road and on US 281 from Loop 1604 to Stone Oak Parkway. 2. The Plan must be subject to and substantially contain the following: TxDOT will be the implementing agency for the Mobility Projects; Transit Priority Lane(s) will be constructed by TXDOT and operated by an appropriate entity agreed upon by the ATD; TxDOT will construct Transit Priority Lane(s) on U.S. 281 and direct connection ramps between the proposed VIA Park & Ride at U.S. 281/Stone Oak and the Transit Priority Lane(s); and The $10 million dollars currently programmed for a CNG station will be reprogrammed for VIA/ATD Multimodal Strategies Including, but not limited to, the Streetcar Project and other elements within the Short Term Capital Program. 3. The funding plan must be presented to the Board of Trustees for final approval. I, the undersigned officer of the Advanced Transportation District, do hereby certify that the above and foregoing is a true and correct copy of a resolution adopted at the meeting of the Board of Trustees on June 22, 2012. Mary Briseño, Secretary.	Mail	

Ref #	Agency Name	Comment	Method Comment was Received	Response
266	Natural Resource Conservation Service	We have reviewed the information provided in the Draft Environmental Impact Statement (EIS) for the expansion of US 281 from Loop 1604 to Borgfeld Drive. Representing the Texas State Office of the Natural Resources Conservation Service (NRCS), we appreciate the opportunity to comment on this Draft EIS being prepared for the Federal Highway Administration, Texas Department of Transportation (TxDOT) and Alamo Regional Mobility Authority. Outlined below are our findings. Farmland Protection Policy Act This review is part of the National Environmental Policy Act (NEPA) evaluation for Texas Department of Transportation (TxDOT) We have evaluated the proposed site as required by the Farmland Protection Policy Act (FPPA). There are approximately 1.7 acres of the soil map unit Tf-Tinn and Frio soils, 0 to 1 percent slopes, frequently flooded. The map unit has a rating of partially hydric. This map unit occupies the flood plain areas and hydric soils can be found in the lower part of the flood plain, these areas are commonly referred to as sloughs. Precautions should be taken to avoid contaminating or destroying these potential wetland sites. Enclosed is Hydric Soils List for Bexar County to aid in your project planning. We encourage the use of accepted erosion control methods during the construction of this project. PL-566 Flood Control Structures In reviewing the plans and drawings of the proposed highway expansion on US 281 from Loop 1604 to Borgfeld Road, we found two Salado Creek Watershed (PL-566) dam sites that are along this section of US 281. However, neither will be physically impacted by what is currently being proposed as conceptual expansion alternatives. From the conceptual drawings, the expansion does not expand beyond the existing easement line along the west side of US 281 and, with that; the expansion would not get any closer than approximately 1200 feet from the auxiliary spillway on Site No. 9. Site No. 8 is situated farther away from US	Mail	Accepted erosion control methods used during the construction of this project will be noted in the records to incorporate in later stages of project development. The analysis of the dam sites in the vicinity of the project and the project's potential effect on these sites will be noted in the records to incorporate in hydrologic studies that occur in later stages of project development.

Ref #	Agency Name	Comment	Method Comment was Received	Response
266 cont.	Natural Resource Conservation Service	281 and the planned project would get no closer than 4500 feet from its auxiliary spillway. These dam sites are located on Mud Creek and a tributary of Mud Creek and it does flow under US 281 in the expansion section. Dam Site No. 8 is approximately 3800 feet upstream of US 281 and Site No. 9 is approximately 18,000 feet upstream of US 281. The report mentioned that the 100 year flood plain capacity would be maintained and that is pretty standard and would probably be adequate for auxiliary spillway flows from the two dam sites, but would probably not be enough glow capacity for catastrophic breaches of either of the structures. A breach analysis was not done, but from previous experience most highway bridges over stream channels designed to pass the 100 year storm runoff do not have enough capacity to pass a catastrophic breach of a dam in the size range of these two. Thus, overtopping of US 281 could occur in a catastrophic breach scenario. Both of the dam sites are considered high hazard already, so the expansion would not have an effect on hazard classification. Conservation Easements The USDA-NRCS has the authority to acquire interest in conservation easements through the Wetland Reserve Program (WRP), Grassland Reserve Program (GRP) and the Farm and Ranch Lands Protection Program (FRPP). These are permanent and term easements that the NRCS has provided funding to landowners to restore degraded wetlands, protect permanent grasslands and protect prime farm land. However, NRCS does not have any easements in Bexar County.	Mail	
270	VIA Metropolitan Transit	I'm the Director of the Advanced Transportation District Capital Improvements with VIA Metropolitan Transit, and I'd like to read a letter from the president--interim president, Jeff Arndt. We appreciate the opportunity to provide comments on the draft Environmental Impact Statement regarding the possible transportation improvements to US 281	Public Testimony	VIA's support for the project is noted.

Ref #	Agency Name	Comment	Method Comment was Received	Response
270 cont.	VIA Metropolitan Transit	from Loop 1604 to Borgfeld Drive. On behalf of the VIA Metropolitan Transit Board of Trustees and Advanced Transportation District Board of Trustees, we support the U.S. 281 planned improvements between Loop 1604 and Borgfeld Drive that will reduce congestion, enhance air quality and improve safety. The VIA and ATD Board support the transit priority managed lane concept of general purpose non-toll main lanes with overpasses and continuous frontage roads between Loop 1604 and Stone Oak Parkway as a preferred option. The ATD Board of Trustees passed a resolution on June 22nd, 2012, related to the use of the ATD funds to assist in improvements on the 281 from 1604 to Stone Oak Parkway. Included in this letter is an attached resolution and note four important conditions that the ADT board include and agreed to fund the project. These conditions include TxDOT constructing transit priority lane in a direct connection between the transit priority lanes in the future of VIA transit facility at U.S. 281 and Stone Oak. Also, funding is contingent upon the operating of the transit authority lanes and appropriate entity agreed upon by the ADT. We're pleased to report that last week VIA received a categorical exclusion by the Federal Transit Authority for the proposed Park and Ride facility at U.S. 281/Stone Oak Parkway in accordance to the National Environmental Policy Act of 1969. We have negotiated purchase of all the property required for the full build-out of the facility beginning detail design.	Public Testimony	

Table 2: Comments Record

Ref #	Comment	Method Comment was Received	Response
1	I have a great disdain for tolls roads because I view them as double taxation. I view toll roads much like I do pigs and that is you can put makeup and lipstick on a pig but at the end of the day it's still a pig.	Comment Card	Comment Noted.
2	Please NO Elevation!! Provide Longer, higher, sound walls at Big Springs!	Comment Card	Comment Noted.
3	Please! No elevated road, keep the car on the ground at least!	Comment Card	Comment Noted.
4	The US 281 project should be built completely without tolls. I am in favor of the complete non toll expressway option. No consideration should be given to any HOV lanes or separate lanes of the expressway. I am in favor of the complete ground planned non toll expressway, no tolls no taxes. Toll roads force people off the expressway. I am opposed to all toll roads including US 281.	Comment Card	Comment Noted.
5	Is there data on previous over passes? E.g. Bandera Rd, Downtown SA, Austin, etc., My concern with an elevated road is noise impact and property value. I am interested in the best solution for business and home owners.	Comment Card	Response 5: The noise analysis was conducted in accordance with current FHWA and TxDOT guidelines using a TNM 2.5 model. Noise modeling is project-specific and uses projected traffic counts for the project corridor as well as elevation of the roadway/overpasses and surrounding landscape. Section 3.8 Traffic Noise describes the potential noise effects of the US 281 Corridor Project on noise sensitive receivers and proposes reasonable and feasible mitigation where impacts could occur. Reasonable and feasible noise abatement barriers would be used mitigate noise impacts. Adverse impacts to property values are unlikely to result from noise impacts after mitigation.

Ref #	Comment	Method Comment was Received	Response
6	EIS study fails to say a toll way would be more beneficial than a regular expressway so get rid of Alamo Mobility Authority, Forget the Draft EIS don't wait and get TxDOT going. Tired of RMA who has spayed and neutered TxDOT too long.	Comment Card	Comment Noted.
7	Support build alternatives - specifically the "expressway alternative" (not elevated)	Comment Card	Comment Noted.
8	I ask you include multiuse path on both sides of the project. Please make sure it is a minimum of 12 ft. wide or larger. Would be great if this was separated between bikes & pedestrians.	Comment Card	Comment Noted.
9	We do not need toll roads, If you look at what has occurred for other states such as California the adding bus lanes and bicycle lanes impaired traffic and are a waste of money. 281 needs over passes and more lanes. We have paid for the roads and the tax money has been used for other expenses instead of the highways.	Comment Card	Comment Noted.
10	My vote is for the complete non-toll expressway option. Hwy 281 is our only way into San Antonio. We have two elderly mothers and have to travel Hwy 281 very often. We have lived in Bulverde 25 years and are "appalled" that TxDOT is even considering tolling our existing hwy.	Comment Card	Comment Noted.
11	I am against the use of tolls to fund any part of US 281	Comment Card	Comment Noted.
12	I support and approve of only the complete non-toll freeway option and solution. The toll option is unacceptable due to high cost to get on toll road. A toll road discriminates against low socio-economic class and forces them to unsafe slow alternative routes tolls have negative economic on business, residents, employees.	Comment Card	Comment Noted.
13	The hearing was informative. I was educated by both sides. After hearing testimony. I don't want toll roads. I would like to see the "non-toll express option." It seems to me the only people in favor of toll roads are the Chamber of Commerce people and agencies. I felt their argument was weak and they did not have the support they claimed.	Comment Card	Comment Noted.

Ref #	Comment	Method Comment was Received	Response
14	I support this project w/or w/out tolls. I prefer the "at grade" alternative. One concern, the SB traffic from Overlook Pkwy should receive priority at the Summer Glen intersection. The NB traffic from Summer Glen should be VIVO controlled.	Comment Card	Comment Noted.
15	Meeting was well planned. Unfortunately no public elected officials attended. Continual sound barriers for the full 8 miles to protect health, safety and welfare of residents. Toll roads are only reasonable if state collects tolls and uses money for funding free roads.	Comment Card	Comment Noted.
16	I know you can't be total idiots. Quit looking at toll roads and start making a regular fund for roads and infrastructure. Good roads for Texas league made our roads the best in the Nation. Politicians have subverted everything for their own purpose. Start representing the people instead of your own special interest. Do the bridges as we should have done in the beginning! No toll road without a definite end date!	Comment Card	Comment Noted.
17	Businesses on the SW quadrant of 1604 & 281 have seen their receipt go down about 40% since the ramps have opened. This also devaluates commercial property values when either an elevated or a toll road goes in. Commercial businesses and land will pay less taxes.	Comment Card	Comment Noted.
18	The original plan which was fully funded by 2001, was to build overpasses, not toll roads. This was the least expensive alternative, but the funds were "diverted" to other projects. So WHY, WHY, WHY, has that not been considered as an alternative.	Comment Card	Response 18: With regard to data on previous overpasses, please see Section 2.3.4 - Reasons for Eliminating Overpass/Expansion.
19	Ease congestion by extending Encino Commons through to Encino Rio which will help the huge post office trucks too. Also, any tolled option will NOT be welcome or accepted by this community. Prepare for protests and huge voter turnout to oust any public officials who are pro-toll.	Comment Card	Comment Noted.
20	I support the "complete non-toll expressway option, Lower the grade to reduce noise, fight for more money sent to the state from gas tax.	Comment Card	Comment Noted.
21	No Toll Roads	Comment Card	Comment Noted.

Ref #	Comment	Method Comment was Received	Response
22	I am completely opposed to toll expressways. It is double taxation. I've already paid my part of 281 through my taxes and I do not want to have to keep on paying! As I continue paying taxes I am already paying for future roads and overpasses as well.	Comment Card	Comment Noted.
23	I'm absolutely opposed to both alternatives of the toll projects.	Comment Card	Comment Noted.
24	Need "Complete - Non Toll expressway option"	Comment Card	Comment Noted.
25	First issue comment time needs to be longer, second issue, no toll road for San Antonio and Bexar County - Tolls Roads Do not pay for themselves third - Tax Payers foot bill when project fails or do not generate revenue for payment of debt. 4th Issue put it to vote of all county and SA area 5th we can build roads with states Federal Funds without toll funding because we already have funding ways. Listen to voter and tax payers - not just business owners who have no interest in all individuals living in county - They can pass costs onto everyone so they show no mercy to those living on fixed incomes, poor and those without jobs. Also, we need leaders who listen to what is said by all rather than yes men & women to special interest groups. You want to stop growth - just add toll road to SA and area, business will move to cities & county areas without toll roads. We can use our tax dollars better if we don't give money to big firm that say we will provide XXX number of jobs and don't. They go bankrupt or pay no taxes and guess who gets to pick up the debt. Taxpayers of county and San Antonio.	Comment Card	Comment Noted.
26	I am in support of enlarging 281 but am opposed to any toll option. If money is an issue I suggest completing small sections as funding is available. I suggest hard bids rather than design build option. Why wasn’t an expansion without tolls presented as an alternative? Current residents have purchased property assuming no tolls. Tolls are unfair, create a double taxation and are not what the residents want or deserve.	Comment Card	Response 26: Funding for the proposed improvements is addressed in Section 2.3.3 Level 3 Alternatives Evaluation Process and Results, Project Financing and Tolling Considerations.
27	Complete non toll expressway option - no CDA's no PP's no managed lanes - no toll roads no gas tax funded toll roads, no design build contracts.	Comment Card	Comment Noted.

Ref #	Comment	Method Comment was Received	Response
28	I would prefer the expressway alternative. I am a resident of Big Springs and feel the elevated option would significantly affect our neighborhood/home/family in a negative way.	Comment Card	Comment Noted.
29	The current traffic situation on US281 is completely unacceptable and getting worse. The "Super Street" concept is a bad joke. My preferred alternative is the complete non-toll expressway option.	Comment Card	Comment Noted.
30	TxDOT we want our "complete non-toll expressway option" and we want it now! It seems thugs and dictators appear to be in charge of TxDOT. Are TxDOT officials related to Adolph Hitler? Do TxDOT officials worship the devil? Hitler didn't listen to the cries of the Jews. And the devil does what he wants. TxDOT...listen to us!	Comment Card Comment Card	Comment Noted.
31	My primary concern is traffic congestion. If the toll begins short of Marshal Road, it is my belief that people will be unwilling to pay a toll if they live between Marshal Road and Bulverde Rd. Thousands of homes /apartments are located in the area. Traffic probably will back up from Marshal Road south on the frontage rd. and onto the expressway much like it did at the 1604 off ramp prior to the interchange being constructed. The toll will be the problem - no one wants a 4mile toll road and pay a quality of life price.	Comment Card	Comment Noted.
32	I'm Bill Mock and I'm the Executive Vice President for the Greater San Antonio Chamber of Commerce and I'm here tonight on behalf of our nearly 2,000 businesses to tell you that we support construction of additional capacity improvements along the 281 corridor from Loop 1604 to Borgfeld as part of a system-wide plan that will help deliver needed infrastructure, improve safety and much needed congestion relief. San Antonio has the opportunity today that most cities envy. We have a diverse and growing economy that is anchored by strong businesses, community and elected leaders working together to create good jobs and to improve our quality of life. You've already heard that traffic has increased dramatically on this highway and that there are numerous conflict points and that the situation has resulted in numerous accidents, not to mention the feeling of people being penalized each day by being stuck in traffic and congestion. While none of us wake up each morning excited about building a toll road, we do wake up faced with the necessity to leave home earlier to get to	Comment Card	Comment Noted.

Ref #	Comment	Method Comment was Received	Response
32 cont.	work or to leave work later to get home and so we often sacrifice our time with our family and loved ones stuck in traffic and we need to empower our community with more choices and more options instead of just sacrificing time each day. But more importantly, as a voice of the business community, we know that infrastructure is critical to economic development and getting our employees to and from work is a huge safety issue for our employers, not to mention moving goods and services that keep people employed and businesses open. We know that the places that have poor infrastructure cannot grow and sustain their business or grow jobs. And this is why the Greater San Antonio Chamber of Commerce supports options that include the build alternative. We believe the no-build alternative should be rejected as it will not address future growth and the congestion within the corridor, nor will it address the safety and air quality concerns that follow. So after so many years of studies, lawsuits, delays and inaction, we believe it's imperative that we continue to invest in our transportation network and expedite delivery of this long-promised project in order to provide motorists with some measure of relief from rising congestion routes, to address air quality concerns and to promote the retention and expansion who pays their employees.	Comment Card	
33	My option is for non-toll roads. Makes no sense to penalize one segment of the city to pay what amounts to an added tax. Also, I am disappointed in the lack of public transit in this area. For a growing city it is pathetic at the lack of public transit access North of 1604.	Comment Card	Comment Noted.
34	I prefer the complete non-toll expressway option. Overpasses should have been put in years ago as the city continued to expand north. Should have stayed ahead of the game, now time to catch-up. Eliminate the rail part and start as soon as possible.	Comment Card	Comment Noted.
35	I am a firm believer that any roads built should be free or non-tolled. Thus, any expanded lanes on US 281 or 1604 that are built on the taxpayer purchased property should be non-tolled. Our state leaders and local leaders have abused their power and fiduciary duties by misappropriating highway tax dollars for too long (1993). Bottom line, build the roads/lanes for 281 and 1604 and ensure they are non-tolled.	Comment Card	Comment Noted.

Ref #	Comment	Method Comment was Received	Response
36	Complete NON-TOLL expressway option. We have repeatedly said that we do not want toll roads in San Antonio. There are other ways to pay for roads and toll roads are a burden to those who live with/around them, both financially and mobility wise.	Comment Card	Comment Noted.
37	No Toll Rd. Please 281 -(or) 1604	Comment Card	Comment Noted.
38	Complete non-toll expressway option.	Comment Card	Comment Noted.
39	Please be proud of the work done to date. This corridor is extremely important to the presidential and business entities that have invested in homes and business spaces. Let's proceed forward with this project to protect these investments and the quality of life the residential/business persons deserve.	Comment Card	Comment Noted.
40	You had the money! I've been here from the beginning (1972) and before STOP THIS CRAP and don’t build any toll roads until we have the money. Again this form of taxation is WRONG! You are crooks and stole the money. Please stop this B.S.	Comment Card	Comment Noted.
41	Please include a multi-use path in the preferred alternative on both sides of the project corridor. Please ensure this path is a minimum of 12' wide per FHWA guidelines of or high-volume multi use paths. Please make sure this path is marked and separated for pedestrian and bicyclist traffic to help reduce conflicts, per FHWA "goal design" guidelines for multi-use paths.	Comment Card	Comment Noted.
42	I prefer the "elevated" alternative. I prefer the money collected for roads to be used for roads. Tolling should be the last resort, after all others. I prefer gas tax increase instead of tolling, if money goes towards the roads. Don't toll or make me pay again for what I have already paid for.	Comment Card	Comment Noted.
43	I recommend no change to 281 (loop 1604 - Borgfeld Dr. Instead, more public transportation, light rail and bus service should be the alternatives provided.) These provisions could be used without taking more land away businesses and residents. The plans presented by TxDOT are	Comment Card	Comment Noted.

Ref #	Comment	Method Comment was Received	Response
43 cont.	too expensive and have too great an environmental impact. No toll roads. The United States has been left behind. Other countries in Europe and in Asia have planned efficiently with sustainable transportation systems.	Comment Card	
44	Complete non-toll expressway option!!	Comment Card	Comment Noted.
45	My opinion/vote is complete non-toll expressway option 1. How many meetings does it take before the public is heard? This is the sixth meeting. I have attended and I am still being asked if I want to pay more $$ each time I drive on Hwy 281.	Comment Card	Response 45: All public comments that have been received during an official comment period have been considered. More information can be found in Chapter 6 Public and Agency Coordination and Appendix N Public Meeting Summary Reports in the Final EIS.
46	I vote for complete non toll expressway only option.	Comment Card	Comment Noted.
47	Of the two build options the expressway alternative (non-elevated) provides for the best flow of traffic heading north on 281 coming from south of 1604. With just one entrance ramp to the elevated expressway at the Redland Road area there will continue to be a back up of traffic trying to enter the elevated expressway. The majority of traffic moving north on 281 is coming from south 281, not east or west 1604.	Comment Card	Comment Noted.
48	I want the expressway alternative NOW and toll roads/lanes are ok with me.	Comment Card	Comment Noted.
49	I have a great disdain for toll roads because, in my opinion, it's double taxation. More importantly, toll roads will create a problem for some of the workers traveling from the south side to go to the north side where, you know, they have jobs and I think that toll roads are not in the best interest of the city of San Antonio or its citizens. I view a toll road like I do a pig. You can put lipstick on a pig, but at the end of the day, it's still a pig.	Court Reporter	Comment Noted.

Ref #	Comment	Method Comment was Received	Response
50	There are some local manufacturers here in San Antonio that depends on highway construction for employment of literally thousands of people, so try to keep the contracts available for local contractors.	Court Reporter	Comment Noted.
51	Summerglen Community Resident: I want to comment that I've been well informed by the attendants on the projects and I'm very much for the expressway alternative because of the time frame to build it, the price on it, and the impact on the real estate of the area will be more convenient for the people that live next to this area, including myself, and after living here for seven years, I think that would be the best choice of the two. And the outlook, because it will look--it is-- this area is familiar, it's residential. If they do the elevated expressway it will take away from the overall look of the area, it will look too city-like, and we don't want that. Plus, the noise will be very disturbing because, being as high as it is, the trees that we have at our homes, which are not that tall, will not buffer that noise and we'll still be exposed to it. And we already have stress enough as life is, and we don't need any more noise.	Court Reporter	Comment Noted.
52	I just wanted to say I live in Iron Mountain Ranch, which is right off of Sonterra, but I can see the overpass from 281/1604, the new overpasses that they put up and -- I can see it. Visually, it's kind of pleasing to see, but I can also hear the traffic from there. It's not real loud, but if there's an addition -- yeah, there's not as much traffic on there as there will be on 281, so I'm concerned about the sound. If there's an elevated road put over 281, then I'm concerned about the noise traveling to my neighborhood, because I can hear it from the overpass they made at the intersection of 281.	Court Reporter	Comment Noted.
53	I want to vote for the non-complete non-tolled expressway option. I want to leave this as a record of me voting for this, and I am opposed to toll roads.	Court Reporter	Comment Noted.

Ref #	Comment	Method Comment was Received	Response
54	My comment is, basically, I've been in the manufacturer's business in San Antonio for many, many years, and one thing I really liked about San Antonio is the freedom to travel that San Antonio has provided us over the years, and that's compared to my tremendous problems with the cost of travel in New York and New Jersey, because there are toll roads up there. So we need to keep the toll roads out of San Antonio so we can protect our manufacturing base, our distributors, our military, our tourism, and the freedom of travel from everyone in the city, so on the 281 project, the complete non-tolled freeway is the only acceptable solution. San Antonio highway district taxpayers contribute 700 million to $1 billion per year for the state roads. We should build non-tolled freeways with this road money, and not street cars and not toll roads. In the last three or four years the San Antonio highway district has actually been shorted the funds that we've been sending up to Austin. It's averaging about 335 million a year return, where we send in 700 to a million dollars a year. And since these last five years, we -- or so we've been short, our shortage is building up to about $1.3 billion. That's basically what we've been shorted over the last few years, so we should be concentrating on getting this money back into San Antonio, building roads that everyone can use, and not buy into the toll road promotion that TxDOT and the RMA are promoting. We can do these roads without tolls, and we've just got to work to that end.	Court Reporter	Comment Noted.
55	My concern is that the taxpayers are carrying a heavy burden. The government system is unstable, gas prices are high, outrageous, why are we subject to this extra burden; and at least give us some kind of alternative. You're saying we're going to have foreign backers. Who are they? At least make things transparent to us. I just want to know what's going on. I like the neighborhood, I like the environment. Just keep us informed.	Court Reporter	Response 55: Project financing and tolling considerations are addressed in the Final EIS in Section 2.3.1 Alternatives Evaluation Process.
56	We've been working on 281 for at least ten years now and we just need to bet it built and it shouldn't matter whether its funded by tolls or not. It needs to be done.	Court Reporter	Comment Noted.

Ref #	Comment	Method Comment was Received	Response
57	The absence of improvements to ameliorate traffic - increased traffic has been a causation of, and a factor for, increased and often intense development adjacent to the original right-of-way. A considerable amount of development has been residential housing, primarily, single-family homes. The proposed build alternatives as presented would greatly increase the traffic count to greater than 230,000 vehicles per day and increase heavy truck and other commercial traffic by three-fold. In addition, there is a provision for train tracks in both north and south directions. The nature of and increased volume of highway usage will benefit travel time only somewhat for Bexar County residents living adjacent to the right-of-way. The greatest amount of travel time benefit will accrue to vehicles originating north of Bexar County. A severe and negative impact for Bexar County residents living within a mile of a reconstructed Highway 281 would be a tripling of road noise and a very heavy production of particulate matter and exhaust including, but not limited to, airborne rubber particle, brake dust, diesel fumes, debris from truckloads, parts of the vehicles themselves and the like. The foregoing is verifiable from records of all major interstate highways and other throughways. Such detrimental impact on the peaceful enjoyment of a citizen's property is in violation of Texas statutes and upheld by such -- as such -- upheld as such by federal and state environmental protection agencies. Clearly, the impact of all the build alternatives represent in law and in fact a taking of property as well as a taking of homeowners' and property owners' rights to peaceful possession and quiet enjoyment and cause a sharp decrease in home values within a mile on either side of Highway 281's right-of-way. Again, the foregoing is an unequivocal taking of real and tangible property. As such, the State of Texas, the RMA and Bexar County will be obliged to compensate all property owners for their losses. This will be a considerable amount of money. To greatly ameliorate the delineated problems and concomitant costs, there are a number of solutions including 1, improved pavement design using engineered pavement services -- surfaces. Noise and rubber dust production is somewhat reduced without sacrificing traction, braking or durability. 2, installation of Federal Highway Administration-approved 10-foot-high sound barrier walls when residential	Court Reporter	Comment Noted. Response 57: The traffic noise analysis follows TxDOT Guidelines for Analysis and Abatement of Highway Traffic Noise (April 2011). The noise analysis is addressed in the Final EIS in Section 3.8 Traffic Noise.

Ref #	Comment	Method Comment was Received	Response
57 cont.	properties are 100 feet or more from Highway 281 edges of right-of-way. Sound barriers are used in all major cities and have proven to be most effective in all categories of protection. Ten foot high sound barriers are reimbursable under Federal Highway Administration regulations. The Alamo RMA, as does TxDOT, has a clear and present obligation to protect the health, safety and welfare of all persons impacted by their engineering design and associated activities. Indeed, that is the duty, federal and state, of all licensed professional engineers, land planners and others. Certainly, no involved party desires to perform other than in the best interest of the citizens of Bexar County and environs. The foregoing proposals are common in the industry and inexpensive to implement. It would seem failure to do so would create long-term problems for all persons, particularly young and elderly.	Court Reporter	
58	I would like to see cars left on the ground as much as possible, no elevated highway. It will destroy our neighborhood. And I would also like to see a sound barrier wall between Evans Road and Redland Road.	Court Reporter	Comment Noted.
59	We have wasted an inordinate amount of time and taxpayer resources to arrive at a foregone conclusion.	Court Reporter	Comment Noted.
60	I'm against toll roads. I've lived off of Encino Rio for the past 15 years and would like to see the roads only expanded one lane on the eastbound and westbound.	Court Reporter	Comment Noted.
61	We want the complete expressway option, the non-tolled option.	Court Reporter	Comment Noted.
62	I live at 461 Stealth Drive, in Spring Branch, Texas, and it's up near the intersection of 281 and 46. We use 281 to go to see our doctors and that, and make business appointments downtown. We've done a lot of business down here. We have three buildings in San Antonio on the east side of town that we have to take care of. And we would like to place a vote that we want the complete non-tolled expressway option.	Court Reporter	Comment Noted.
63	I am for a complete non-tolled expressway option.	Court Reporter	Comment Noted.

Ref #	Comment	Method Comment was Received	Response
64	And I'd like to comment that I'm against all tolls. I've lived in this area for more than 50 years. I've seen what they can do. When they first got started they broke into a sewage main on 281, then they were halted, thankfully. But if they had just allowed us to have what TxDOT originally recommended and funded, which was pass-overs over 281, we wouldn't need to be having this meeting today. Their -- I don't know what you call it -- their attempt to improve traffic with the so-called Super Street was a fiasco, and it is today. We have more wrecks that we had then, before that. The traffic is marginally improved at best, and that is simply because they finally timed the lights. I need to travel 281 regularly, and I feel that this would hamper my capacity to travel as often as I used to or I have been because of the increased costs.	Court Reporter	Comment Noted.
65	I want absolutely no toll roads, complete non-tolled roads. I think its double taxation. I think it's unfair. I think it's going to cause a mess. The traffic is bad enough already and I think it forces traffic, people like ourselves, who will try to avoid it. It's going to congest 35 and 10 even worse. So I think it's a bad idea. I don't want it.	Court Reporter	Comment Noted.
66	Well, yeah, we're completely opposed to the toll roads, both propositions. And that's all I need to say.	Court Reporter	Comment Noted.
67	I own the property at 26587 Highway 281, and I'm opposed to the property -- or to the highway. I would just like it to stay the way it is. I'm a business owner at that intersection.	Court Reporter	Comment Noted.
68	I guess my main concern is that even though they're saying here tonight that it's not been determined if it's going to be tolled or managed lanes or whatever, the MPO plan does say it's going to be toll and managed lanes, so my main concern is that they're not presenting the full picture to the public when that has been determined by the MPO plan, so I guess on the record I'm officially opposed to any kind of toll component in any of the improvements. And reasons for that would be the toll rates that are going to be just astronomically high, even 50 cents a mile, the tolls will never come off; we've already got that on the record, that the RMA has said it will not go off, it will be in perpetuity. Also, the contracts with the tolling will prohibit any kind of expansion of the surrounding routes, and I'm opposed to all that, so,	Court Reporter	Comment Noted.

Ref #	Comment	Method Comment was Received	Response
68 cont.	basically, the solutions are taking existing right-of-way and existing lanes and converting them to a toll component, and that's what I'm opposed -- against. If you were taking the tolling out of the whole picture I would be in favor of the expressway at grade level, that plan, but, again, because it has the toll components, I'm not in favor even of that one.	Court Reporter	
69	My comment is off of Stone Oak Parkway. And, first of all, I feel that 281 should be a non-tolled highway all the way to the county line. The reasons being, first of all, there are a lot of people that do not have a lot of income that are retired on this side of town that could not afford toll road fees. There's no guarantee that the toll road would be profitable to pay off the debt. Who would be stuck with the debt if it's not paid off, the taxpayer, who is I and others from the south side, the east side, the west side, the north side, therefore, it's an issue that needs to be looked at. The toll road from Seguin to north of Austin was recently publicized as losing a lot of money, and who's going to be stuck for that, the state and the taxpayers of Texas. The money that was given--distributed from the tolls, a great majority of it went to the public firm that made a short segment of the toll road, and the state got a small portion, and they built the biggest portion of that toll road, so I feel like that toll roads are not profitable. And it's been shown that toll roads are not profitable as a whole. There's no guarantee that a toll road right now would be profitable in San Antonio. I believe that we need mass transit. I look forward to using 281 as a road that is elevated, where you have overpasses or whatever it is that's required to connect major thoroughfares from one side to the other, like Stone Oak, Evans, Sonterra, and other -- Bulverde Road, and those types of streets that intersect 281. I also feel like anything that involves funding for the roads should be given to the voters of the county and the city, San Antonio, to determine if they want to be taxed for this or if they wish to have federal money, state money, and toll road -- not toll road money, but money for street development used for these projects. I feel that there is sufficient time for a good plan source of roads and a plan for funding that can be worked out between the federal government, the state, and the county, and we don’t need any toll roads. And that's my feeling on it.	Court Reporter	Comment Noted.

Ref #	Comment	Method Comment was Received	Response
70	I want the expressed alternative, non-tolled plan.	Court Reporter	Comment Noted.
71	The option that I would choose for 281 -- any part of 281 is a complete non-tolled expressway option, and I'll leave it at that. My zip code is 78230.	Court Reporter	Comment Noted.
72	I am for the preferred alternative. I want them to complete the non-tolled expressway option. I am against public/private partnerships. I'm against comprehensive development agreements. I am against managed lanes. I am against using our gas tax dollars to build toll roads. I'm against tolling into perpetuity, and I want them to build the -- and complete the non-tolled expressway option.	Court Reporter	Comment Noted.
73	I used to live in the Houston area and they put a toll road in Pasadena where I was actually living and it just -- it was a really bad problem. You know, they thought they would make money with the toll road, but a lot of people in the city didn't use it and it actually caused the surrounding streets to become really congested and so it was a problem for everybody there. So, because of that reason, I don't want toll roads here because I think the same thing is going to happen and the streets are already congested enough as it is. So I am against toll roads anywhere.	Court Reporter	Comment Noted.
74	I am not in favor of a toll road. I don’t understand why this particular highway, out of all of the highways serving the San Antonio/metropolitan area has been targeted for this type of a project, for tolling. I don’t believe anything like this would ever happen in an area on the south side or other areas of town. I'm tired of providing a revenue base for the entire city. In addition, I do believe that something needs to be done. I don't think that this plan has taken into account any sort of protection of preservation of what is really the gateway to the Hill Country. I think it's hideous, both of those designs. With that being said, I'm absolutely against an elevated option. And everyone that I've spoken with here, none can give me an exact same scenario where this has been done around the country and where it's been successful. I think an elevated option would be ugly; it's going to be more costly. I don't believe the cost overrun estimates that have been provided are the cost -- the difference in	Court Reporter	Please see Responses 26 and 55.

Ref #	Comment	Method Comment was Received	Response
74 cont.	estimates, it would be much more expensive to do something like that. I'm definitely in favor of a project that is on the ground and that is a free, non-tolled project, paid for with our tax dollars.	Court Reporter	
75	I live in the Big Springs Homeowner's Association, Village on the Glen, the one that they want to put the wall right up against my neighborhood, and to double deck the neighborhood would totally annihilate the property values in my whole neighborhood. We want it to stay on the ground and we want a higher, longer sound barrier wall, period, and we're not going to take no for an answer. We also don't care for toll roads.	Court Reporter	Comment Noted.
76	I'm not against toll roads, per se, I'm against them when we don't have money.	Court Reporter	Comment Noted.
77	Comment I have on this -- this option is I fully -- fully want and support a non-tolled option. Okay? I've thought for many years our -- our state leaders, governor on down, maybe even previous governor on down, have misused their fiduciary duty to manage the highway funds that have been taken in and used those funds for other means, i.e., the general fund as opposed to solely on improving infrastructure in or around San Antonio, specifically, and/or other cities. To that end, I don't think we should be using land that has already been purchased by taxpayers for reuse for something that the taxpayers are going to have to be sold for again. The only way I would support a tolled option is in the case was the city was to float a bond or, basically, you know, put up a bond for the -- the money needed to -- to put in toll roads in which the city would manage, be able to reclaim the funds from those tolled roads. Once the tolled roads -- once the bond was paid off, the -- the tolls would actually cease and the State would then, obviously, maintain the roads like they are supposed to.	Court Reporter	Comment Noted.
78	We've been talking about the issue of transportation on 281 for years. I don't know what genius thought that they could put in unregulated, unsynchronized stop signs - - stoplights, five in a row, and expect traffic to flow through properly. Politicians in the toll are told repeatedly that San Antonio doesn't want tolls. Nobody wants to pay a toll in perpetuity, which is what's planned here. They've had the money and -- TxDOT has had the money for	Court Reporter	Comment Noted.

Ref #	Comment	Method Comment was Received	Response
78 cont.	years to take care of this issue; instead, the politicians decide that they want to have a designed build concept where they tell someone to build a new road rather than having a low cost bid process where they provide engineering data. The process here is now, basically, an architect's dream, an expense that's unneeded. The only thing that 281 needs is extra lanes with overpasses and access roads. Politicians continually say we don't' have any money, but they also don't address the problems like diverting all the gas tax revenue, all the auto sales tax revenue, and registration fee revenue that they get into the state coffers and then they spend it on something else, so all of a sudden they don't have any money and we should buy a road on a credit card. I guess that's it, other than the only option that I'm willing to support is the complete non-tolled expressway option.	Court Reporter	
79	The proposed cut-through between Evans Road and Encino on the northbound side is going to close off entrances to those shopping centers, that when you turn -- when you're going northbound and you turn right on Encino, there's no provision today and there's no provision on the proposed map to allow a left-hand turn onto that access road to get over into those shopping areas. The gentleman who was manning the table did not know why or did not have the answer to the questions, if it was going to be done or not.	Court Reporter	Response 79: Specific impacts of the project on the communities around the US 281 corridor are discussed in Section 3.4.4 – Socioeconomics Potential Effects to Community and Public Resources, and Changes to Traffic Patterns. The Preferred Alternative schematic is presented in Appendix K1 and the detailed description of proposed improvements are found in Chapter 2.
80	On the elevated and the non-elevated version, there is a site designated as VIA's transit station that is in Stone Oak. And that is not a confirmed, approved deal and situation, and I don't think it ought to be put on there until they know that they're definitely going to get it, because I have knowledge to know that it's not a definite.	Court Reporter	Comment Noted.

Ref #	Comment	Method Comment was Received	Response
81	I oppose toll roads on 1604. I support the non-tolled position adopted by Texans United for Form and Freedom and all the good citizens' groups that really have studied this issue. I believe that the effort to toll 1604 is self-motivated by folks that just want to make -- you know, take advantage of the public and rip off public infrastructure. I think that this whole tolling effort supported by Governor Rick Perry is a crooked, scammy operation too, basically, pay back political benefactors of his. I think it's wrong. I think that it's detestable and I think that -- you know that all people of good will, especially Republicans, should be opposed to this because the Republicans will be sorely affected by tolling on 1604 Anybody with a private vehicle will be sorely affected by tolling on 1604. I'm tired of having to go to these meetings and we keep saying the same thing, but nobody ever listens to us. I'm tired of the efforts that were made over the last two-and-a-half years to make me unemployable because I spoke out publicly against tolls. I'm tired of the continued harassments and, basically, economic sanctions that were applied to me by people who are associated with Rick Perry and public office and I allege this to be the truth. But they -- that they've attempted to make sure I couldn't stay employed, couldn't keep a job, couldn't do anything and I'm disgusted by it. I'm opposed to toll roads on 1604 and I'm opposed to them.	Court Reporter	Comment Noted.
82	I want to complete the non-tolled expressway option.	Court Reporter	Comment Noted.
83	I'm speaking for my brother that lives in Timberwood, up on 281. What I -- he and I prefer are the ones over there with the bridges, but the only thing -- that's the perfect one, no toll bridges, and a few turnarounds. They work perfectly with what they built south of 281 -- on 1604 on 281. That's a perfect way.	Court Reporter	Comment Noted.
84	No tolls. I want a complete non-tolled expressway option all the way from 1604 to Cibolo Creek.	Court Reporter	Comment Noted.
85	I live at 26007 Wooded Acres, San Antonio, Texas, 78260. That's nearly in the -- to the Comal County line and I drive 281 on a daily basis and I'm totally against having toll roads put on 281. There's -- The roads were built with public money, they should stay with public money.	Court Reporter	Comment Noted.

Ref #	Comment	Method Comment was Received	Response
85 cont.	The best thing they can do for 281 is put overpasses at all the crossing points at Marshall Road and Stone Oak, Evans, Encino Rio. When I first moved out there, they had just put in two red lights, one at Encino Rio and one at Evans. Now, for me to come from my house down 281, I've got to go through nine or ten red lights to get to 1604 and that's atrocious. They put in those silly little turn-around lanes and U-turn lanes and no-left-turn-here lanes, tore up traffic for months to do it and although it flows smoothly, it's not as efficient as if they would have just gone right ahead and put in overpasses. If you want to reduce congestion on 281, you'll put some little more access roads so people can access to the overpasses and they can cross at those crossing places over 281 or 281 can go over them and it'll make it a lot more smoother and I don't think that we should have to pay tolls to ride on roads that were already paid for with government money. And that's my say.	Court Reporter	
86	If there was to be an alternative made, my preference would be for the elevated expressway alternative. I believe that would allow us future potential in growth without having to go through something like this again. My preference also related to toll or non-tolled would be non-tolled, and I would like to see the highway funds that are currently being collected be used for road improvement projects, rather than used for other things. I believe in the -- if managed roads are in place, that tolls should not be a part of that. I also believe that I shouldn't have to pay for a road that I've already paid for more than once through maintenance, through tolls, whatever, and I believe the gas tax is too low, it should be increased to compensate.	Court Reporter	Comment Noted.
87	I support the complete non-tolled expressway option.	Court Reporter	Comment Noted.
88	I live off of 1604 and 281. They need to get rid of the toll road plan because it is a waste of space, waste of land, and use that for our roads instead.	Court Reporter	Comment Noted.
89	I'm against toll roads in any form or fashion and I believe that's how they should vote, because, you know, we need to pay for our roads and not be, you know, on toll roads, because it's a debt that will never be paid off and it could lead to our roads being sold to a	Court Reporter	Comment Noted.

Ref #	Comment	Method Comment was Received	Response
89 cont.	foreign country or -- I would ask that they would vote that way. Also, toll roads can lead to fraud.	Court Reporter	
90	I have been opposed to any type of toll road on 281 or 1604 since day one. There is no need for it. The funds have been identified previously and were conveniently lost or mishandled by TxDOT. TxDOT should fund the expansion of 281 out of their pocket, not out of the taxpayers' pocket and certainly not on some toll arrangement where tolls will be charged forever and could be as high as 75 cents a mile, which is going to cost people hundreds, if not thousands, of dollars a year just to go to work. I think if--if they want to talk about a toll plan, they ought to put it up to a public vote and not let the unelected members of the various boards and agencies that have been approving all these toll actions, you know, skate free 'cause all they're doing is lining their own pockets. They should put it up to a public vote if they want a toll road, see what happens.	Court Reporter	Comment Noted.
91	Looking at the three alternatives in the EIS being on-build, expressway, and elevated expressway, I don't think it makes any sense to even consider the elevated expressway. I mean, it costs $200 million more. And what do we get for that? Essentially, nothing. So between the elevated expressway and the regular expressway, I think there's no question that the normal ground level expressway with overpasses, whatever, makes more sense, but also I think that the no-build alternative should be considered with the addition of extra lanes of traffic, extra through-lanes, because right now the biggest bottlenecks--even with the Super Street the biggest bottlenecks are where 281 narrows down from four lanes to three and then three lanes to two. You get huge traffic back ups and bottlenecks at each of those narrow-downs, so if you just had four lanes of through traffic all the way, even with the lights and the grade crossings it would be -- would do a whole lot to reduce the congestion. No matter what, I don't want a toll road. No-build is better that a toll road.	Court Reporter	Please see Responses 18 and 26.
92	I'd like to just state my stance that I am, in fact, opposed to the new toll road construction and the timing of the meeting or the hearing is really inconvenient and seems strategic. With that being said, there are many people in my residence and the increased traffic is--is a	Court Reporter	Comment Noted.

Ref #	Comment	Method Comment was Received	Response
92 cont.	problem, but we need--we do need to quit looking outward and build up instead of out. Our land is a precious commodity that is in short supply.	Court Reporter	
93	I'm here to give comments as it relates to the 281 EIS improvements. Specifically, I'm a member of the EIS committee representing Encino Park Homeowners Association and I'm representing both their views as well as my own as it relates to the funding for the 281 improvements from 1604 out to the Bexar County line on the north side of the town. Terry Brechtel assured us, as part of the committee, that the funding would be a separate item from the development of the road, i.e., the engineering would happen in one court and funding to pay for the engineering would be separately handled. Unfortunately, it doesn't look like there was a lot of funding alternatives investigated because it's either pay as you go under normal TxDOT means or a toll road. I haven't heard of any funding options exploring, perhaps an increase to the gas tax as it relates to Bexar County only, maybe the city passing a sales tax increase, specifically, to fund this portion of the road or any other funding alternatives as that. So, therefore, we felt like we were not listened to and that they have not done their due diligence on identifying innovative and other funding alternatives. It is not too late for that. While we all agree that the roadway needs to be improved, albeit, not an elevated roadway, just the expressway, but how we pay for it needs to be investigated further. As time goes on, there seems to be more and more money found to fund a non-toll provision. So that for funding of the difference, maybe we can come up with a solution that has a sunset date for funding, i.e., ten years, five years, pass a bond and we don't have to pay for toll roads in perpetuity.	Court Reporter	Comment Noted.
94	I would like to see the complete non-tolled expressway option. I just don’t want to have to pay a toll. I don’t go to San Antonio that often, but I don’t want to have to pay the toll to get there.	Court Reporter	Comment Noted.

Ref #	Comment	Method Comment was Received	Response
95	Okay, the no-build option is not an option. We have to do something to stop the delay on 281 from 1604 out to Borgfeld Road. I am for either option, whichever one that we can actually do. It can be the overpasses or it can be the elevated, it could be tolled or it could be non-tolled. Preferably, everyone agrees that a non-tolled option would be better. Unfortunately, the funding is not going to come for a long, long time. It's just too expensive of a project. So it could be managed lanes or toll or free. We should have overpasses over all the proposed routes or either elevated or on the ground. On the ground is the least expensive option by about $200,000, if I recall. So as a homeowner in that area, I live at 281 and Borgfeld Road in the Estates of Stone Gate, 78260, so I drive it every day, morning, evening and in between and we just need some relief out here that's going to be long-lasting.	Court Reporter	Comment Noted.
96	First, I'm opposed to toll roads with toll tags. We have been travelers in other cities and found toll roads with toll tags very confusing and intimidating. Houston is one example, Denver is another. Second, the plan should not look only at northern San Antonio neighborhoods, but also at the use of 281 by others. Going north, Highway 281 leads to several state parks, as well as Johnson City and the LBJ Ranch. A toll road will affect this travel to not only San Antonio residents, but tourists. For people living north of San Antonio who would drive south on 281 to visit or shop in San Antonio, they will certainly think again if 281 is a toll road. Also commercial traffic using 281 would be impacted by increased cost of tolls or their need to change routes. Third, many people here tonight know of the traffic congestion on northern 281. The many businesses north of 1604, along 281, will feel a negative impact by any construction, and even more long-term negative impact if 281 becomes a toll road. Fourth, the information presented by groups opposed to the 281 toll road idea points out several concerns; one is changing a freeway paid for by taxes into a toll road to collect another tax; another concern is the plan for toll status to continue forever, rather than to address a specific project payback. While I personally avoid northern 281 because of the congestion, I feel that a toll road would not be advantageous at this time, so I would be opposed to a toll road.	Court Reporter	Comment Noted.

Ref #	Comment	Method Comment was Received	Response
97	I do not know what part of the word "NO" our elected officials do not understand. Is it the "N" or the "O"? Toll roads are not necessary and they are not in the best interest of our community and taxpayers. The funds planned to be spent on toll roads can be better spent on more critical and vital services needed in our community.	Email	Comment Noted.
98	STOP THE TOLL ROADS ON 281!! If not I will work to ensure every one of you are replaced at the next election cycle!!	Email	Comment Noted.
99	NO TOLL EXPRESSWAYS!! It will hike prices of foods and other goods brought into SA. Many retired people come into SA for health care and medications...they are already on fixed incomes and can't afford any more expenses! It will cause even more congestion and accidents on I-10 and I-35 and other areas as people try to avoid 281. Residents have already paid taxes on 281. NO TOLL EXPRESSWAYS!!	Email	Comment Noted.
100	1) Executive Summary (ES) p. ES-4, Fig. ES-3: This map needs a legend. Specifically the boundary line depicting the areal (sic) extent of the EIS study area needs to be added to the legend. 2) Page ES-7, Fig. ES-4: "NORTHBOUND LANE" should be changed to "NORTHBOUND LANES" and "SOUTHBOUND LANE" should be changed to "SOUTHBOUND LANES." 3) Page ES-8, Fig. ES-5: Recommend labeling Evans Road and adding a bar scale and north arrow.4) Page ES-10, Fig. ES-6: "NORTHBOUND LANE" should be changed to "NORTHBOUND LANES" and "SOUTHBOUND LANE" should be changed to "SOUTHBOUND LANES."5) Page ES-11, Figs. ES-7 and ES-8: "NORTHBOUND LANE" should be changed to "NORTHBOUND LANES" and "SOUTHBOUND LANE" should be changed to "SOUTHBOUND LANES."6) Page ES-15, Line 41: "phosphorous" should be corrected to "phosphorus."7) Page ES-16, Line 34: Suggesting stating whether the Trinity Aquifer lies above or below the Edwards Aquifer or neither and the relative ages of these aquifers. 8) Page 3-134, Line 4: "phosphorous" should be corrected to "phosphorus." 9) Page 3-141, Lines 3 and 4: To correct subject-verb agreement, recommend changing "are likely to miss" to "is likely to miss." 10) Page 3-142, Line 21: Suggest placing the equivalent volume in gallons placed inside parentheses following the acre-feet volume. This comment applies to the entire document. 11) Page 3-143, Line 25: To	Email	Comment Noted.

Ref #	Comment	Method Comment was Received	Response
100 cont.	correct scientific terminology, suggest changing "nitrate" to "nitrate-nitrogen." 12) Page 3-124, lines 25 and 26: Suggest changing "…Borgfeld Drive and will have…" to "…Borgfeld Drive will have…"13) Page 3-150, Fig.3-28: The wide orange lines need to be added to the legend. 14) Page 5-7, Table 5-2: "Groundwater" occurs here, but often in the text it is two words. This inconsistency needs to be resolved. 15) Page 5-7, Line 13: To enhance clarity and completeness, recommending expanding "USGS quads" to USGS topographic quadrangle maps." 16) Page 5-11, Lines 20, 22, 25 and 29: Here "groundwater" occurs but often it is two words. This inconsistency needs to be resolved. 17) Page 5-12, Fig 5-3: The legend contains a symbol for county boundaries, but the boundary between Bexar and Comal counties for example, is not visible. 18) Page 5-29, Lines 36 thru 39: The text should state that Joint Base San Antonio includes Lackland and Randolph AFBs, Fort Sam Houston, Camp Bullis, and Camp Stanley, Brooks City-Base no longer exist and should be deleted. 19) Page 5-32, Line 33: The term "groundwater manipulation" is vague and should be defined or explained. 20) 20: Page 5-46, Lines 30-31: To correct subject-verb agreement, recommend changing "are likely to miss" to "is likely to miss." 21) Page 5-46, Line 45: To correct scientific terminology, suggest changing "(including heavy metals)" to ("including trace metals)." 22) Page 5-47, Line 23: Suggest changing "Nitrates" to "Nitrate." 23) Page 5-47, Lines 24 and 41: To correct scientific terminology, suggest changing "nitrate" to "nitrate-nitrogen." 24) Page 5-48, Line 16: Suggest placing the area of the Edwards Plateau in square miles inside parenthesis following the metric value.25) Page 5-79, Fig. 5-15: Recommend adding a bar scale and north arrow. 26) Page 5-81, Fig.5-16: "Encino Rd" should be changed to "Encino Rio." Additionally, recommend adding a bar scale and north arrow. 27) Page 5-83, Fig 5-17: Recommend adding a bar scale and north arrow. 28) Page 5-87, Line 10: To correct scientific terminology, suggest changing "heavy metals" to "trace metals."	Email	
101	For the record: the people DO NOT want toll roads on 281. The logical solution to the traffic congestion at peak travel times on US 281 is to build overpasses for a non-toll expressway to eliminate traffic lights which cause the obstruction. Furthermore, we are opposed to using	Email	Comment Noted.

Ref #	Comment	Method Comment was Received	Response
101 cont.	the oil and gas tax revenues and depleting the Texas Rainy Day Fund.	Email	
102	Complete non-toll expressway' option. NO TOLLS. This is me. I would also like any state employees lobbying for toll roads to be fired. They are lice, parasites desirous of more hosts. I am FED UP.	Email	Comment Noted.
103	Please include my comments in the official record for the US 281 Public Forum in San Antonio, Texas, on Thursday June 20, 2013. We need to prohibit any and all State Highway Fund money from being used to build toll roads. When a road is paid for with tax money it must be a FREEway, not a toll way. Toll ways are a DOUBLE TAX! I urge you to allocate all existing road taxes (gas tax, vehicle sales tax, tax on auto parts, etc.) to roads & get us back to pay-as-you-go freeways. Tolling roads in Texas is an unwanted tax. Specifically, tolling roads that are now non-toll roads is double taxation without representation. When these roads are sold to private companies, the tax is relegated to companies that have no interest in controlling rates. They have no interest in the private taxpayer. They have no interest in representing anyone but themselves. They have one goal in mind: money. Private companies and government entities created to raise taxes have no interest in representing the private citizen. Tax toll rates keep going up with no controls. In fact, there is a conflict of interest to have government transportation entities create taxing authorities to arbitrarily set tax rates through the guise of a road toll (tax). I urge you to call this what it is: a tax. Let's see how the public reacts to another tax. I also urge you to prohibit double taxing of roads. We already pay for these roads through gas tax, registration fees, and other sources. The public is being hoodwinked by government entities and doublespeak. US 281 is desperately needed to reduce traffic congestion in San Antonio. But double taxing is not the way to go about solving this problem. Re-defining "main lanes" is a sneaky way to insert toll roads. Selling out to private companies for the source of money and unregulated tax increases is not what the public tax paying citizen wants.	Email	Comment Noted.

Ref #	Comment	Method Comment was Received	Response
104	I have been following the progress and reading up on the 281 EIS when I am able. I understand that there are a lot of people who have very strong desires to oppose tolls. Please understand that the loudest voice is not always right. It seems that transportation funding is hard to come by in San Antonio, and the gas tax hasn't been raised since 1991 if I am not mistaken. There are a lot of people who reside along the 281 project that would not mind having the toll option. After all, it is indeed an option that no one is forcing you to take. The expressway alternative seems the most ideal to flow with the general surroundings of the project area. It is also an environmentally safe and clean way to expand 281. Looking forward to seeing some dirt churning in the project area soon. This is a beautiful and wealthy area that is long due for this expansion.	Email	Comment Noted.
105	I wanted to go on record for supporting and insisting on the complete NON-toll option expressway option for 281. I live near the intersection of Marshall Road and 281. My family's income has already been stretched by high prices at the gas pump, in the grocery stores, and everywhere else. Now you want to tax every mile we drive? When will enough be enough? Irresponsible government behavior needs to be stopped and monies appointed for infrastructure needs to be applied appropriately to infrastructure. No tolls. As a tax paying citizen, I want my voice and opinion to be heard. Please send a confirmatory email stating that my opinion and comments have been recorded. Scheduling this meeting on a playoff night appears manipulative an purposeful. Poor judgement or thoughtlessness on someone's part.	Email	Please see Response 55.
106	I wanted to go on record for supporting and insisting on the complete NON-toll expressway option for 281. I live near the intersection of Marshall Road and 281. My family's income has already been stretched by high prices at the gas pump, in the grocery stores, and everywhere else. Now you want to tax every mile we drive? When will enough be enough? Irresponsible behavior needs to be stopped and the monies appointed for infrastructure needs to be applied appropriately to infrastructure. No tolls. As a tax paying citizen, I want my voice and opinion to be heard. Please send a confirmatory email stating that my opinion and comments	Email	Please see Response 55.

Ref #	Comment	Method Comment was Received	Response
106 cont.	have been recorded. Scheduling this meeting on a playoff night appears manipulative and purposeful. Poor judgement or thoughtlessness on someone's part.	Email	
107	Highway 281 between Borgfeld Road and Loop 1604 should be at least 4 lanes in each direction. Let's take future growth of the areas north of Borgfeld into consideration and get the appropriate number of lanes done right now and not wait until there is more congestion and bottlenecks in the future.	Email	Comment Noted.
108	As a motorist, cyclist and runner who lives off US281, I would love to see the space made available for bicycles (and pedestrians) are part of both the design and funding of each proposed alternative. We pay our taxes like everyone else and this would make the road much safer for all users. I feel the requested space or path should be a minimum of 12 feet wide to be able to accommodate both bicycle and pedestrians at the same time. It would be even better to mark the path with lanes – one for pedestrians and one for bicycles in order to avoid potential conflicts. We see this conflict in our local parks all the time. I am counting on this group to do the right thing by ALL users. You have the opportunity right now.	Email Email	Comment Noted.
109	I am currently the precinct chairperson for Precinct 3125. This Precinct borders the 281 corridor just South of Lookout Canyon. In conversations with constituents in this Precinct, I would estimate that considerable MORE than a simple majority are NOT in favor of a tolling solution for 281. In fact, most have opposed tolling 281 since the option to use tolling as a means of improving 281 was initiated years ago. They, as well as myself, oppose tolling for many reasons while having many questions that need addressing. I will highlight some of the reasons in the following why I, as well as many others in the 281 corridor, insist on a COMPLETE NON-TOLL OPTION for improving Hwy 281. I am requesting that you acknowledge receipt of my comments. A Tolling Proposal is Double Taxation (we already paid for the free lanes The Metropolitan Planning Organization (MPO) currently has two HOV/transit toll lanes planned from Loop 1604 to Marshall Road. According to MPO documents, all existing FREEway lanes north of Marshall Rd. to the county line will be converted to toll lanes with NO toll-free express lane option! Toll Viability - An issue that has NOT yet been addressed is the	Email	Comment Noted. Response 109: A. Transportation funding decisions are made by the MPO and beyond the scope of the NEPA process. B. Toll viability is beyond the scope of the NEPA process. C. Section 3.4 Socioeconomics, 3.4.5 Environmental Consequences, Financial Options presents the cost to use the toll lanes for daily commuting and the share of median household income that this cost represents. Appendix E presents a detailed

Ref #	Comment	Method Comment was Received	Response
109 cont.	viability of tolling as a means of funding 281 improvements. This issue arises from a review of toll roads in the state that appear not to be toll viable, have basically gone into foreclosure, or have continued to raise toll rates in an attempt to recoup funds to pay for the road. Therefore, where is an assessment, or study, of the toll viability as part of the EIS? Nothing has yet been presented to the public in support of the financial viability of a tolling option. It would appear that this issue MUST be addressed before the EIS can be approved. This would appear to be a common sense and logical approach since toll rates and possible failure of the toll road will have an impact on the public. Other Financial Impact to Citizens - Another issue that concerns the citizens of the 281 corridor is the financial impact on each family, whether they use the toll road or not. This MUST be a part of the EIS since the EIS is concerned with more than the physical environment such as the impact on water quality, our land, air pollution, plants and animals, etc. What is the impact on the humans and their families? That is, what will it cost us as a result of the travel cost increase (published toll rates of 17 cents to 50 cents per mile) and what will it cost us as a result of the increased cost we will be charge by merchants in this corridor because of their increased overhead? Or, will merchants such as HEB, CVS, Walgreens, restaurants, dry cleaners, etc., be granted free access to the toll road? Displaced Traffic Through Neighborhood Streets - The Draft EIS acknowledges (Vol I, Chap. 3 p. 215) traffic trying to avoid paying tolls will be displaced onto neighborhood streets. And we know that many drivers will try to avoid paying a toll by finding alternate routes through our neighborhoods. Those of us who live adjacent to 281 have already seen increased neighborhood street traffic as congestion on 281 has increased. Studies show tolls displace traffic onto surrounding neighborhood streets and increase accidents and congestion on these local streets. This affects safety, schools, property values, quality of life, and access to gainful employment. The tolled options DO NOT meet the purpose and need of the project when it will merely displace congestion into neighborhoods, rather than relieve it. Since much of the development in the corridor is retail, schools, hotels, and hospitals, many of	Email	analysis of the financial impacts of tolling on minority and low-income households at the project level, and Appendix F provides a regional toll analysis. D. The potential for traffic diversion is discussed in Section 3.4.5 Environmental Consequences, Potential Effects to Community and Public Resources, Changes to Traffic Patterns. E. Non-tolled travel lanes will be available to all motorists. F. Section 3.6 Transportation Facilities describes the future traffic level of service. All proposed main lanes, frontage roads and intersections are expected to operate at acceptable levels of service. G. Under the *State Toll Exemption Policy* emergency vehicles are granted free passage on toll roads. H. The Alamo RMA's toll policy is beyond the scope of the NEPA process. I. Regarding fewer overpasses, a "smaller footprint, lower cost" approach was considered and determined to not adequately meet the access and mobility needs of the project. See Section 2.3.4 – Level 3 Alternatives Evaluation Process and Results.

Ref #	Comment	Method Comment was Received	Response
109 cont.	these industries employ low to mid-wage earners. How will businesses retain employees if their salaries can't possibly pay for tolls to get access to their jobs? Driving congested, stop-light ridden frontage roads is NOT an efficient or an effective alternative to freeway lanes. The Draft EIS only looked at low income & social justice populations & claims no adverse impacts to either of these groups. The EIS claims if someone can't afford tolls, they can use the frontage roads. Making those who can't afford tolls second class citizens relegated to congested free routes is not only patently unfair (especially since they're paying gas tax for state highways), it's discriminatory and inefficient. The Current Toll Plan Will Create a Permanent MAJOR BOTTLENECK at Stone Oak Parkway - The proposed hybrid Toll plan (called managed lane option, with 2 toll lanes in the middle, 4 non-toll highway lanes alongside) will create a Texas-sized BOTTLENECK at Stone Oak when the non-toll highway lanes stop and will have to exit! All 6 highway lanes north of Stone Oak will be TOLLED. So all non-toll traffic, which will be in the majority, will be forced to exit onto the frontage roads which will back-up both the freeway and the frontage roads. The Current Toll Plan does NOT add ANY New Highway Lanes from Loop 1604 to Stone Oak Parkway - The current toll plan adds no new lanes south of Stone Oak Pkwy, therefore it does NOT meet the purpose and need of the project, which is to improve mobility and relieve congestion in the corridor. The non-toll highway lanes adjacent to the HOV/Transit toll lanes will remain congested through 2035 without new added capacity. The all-toll lane option (no free highway lanes) will not meet the purpose and need of the project since it will displace traffic avoiding the toll onto frontage roads and neighborhood streets creating permanent congestion in the corridor. Toll Lanes Impede Emergency Services from Reaching Victims, Crashes, and Hospitals - The HOV-Transit toll lanes ('managed lane' option) in the center of the non-toll freeway lanes (up to Stone Oak Pkwy, all lanes tolled north of Stone Oak) inhibit the ability of EMS and police to reach victims and quickly usher them to hospitals when they have to cross 2 lanes of congested freeway lanes and try to access limited access/barriered center toll/HOV lanes. Such an arrangement puts lives at risk when every second counts. Toll Contracts Limit	Email	

Ref #	Comment	Method Comment was Received	Response
109 cont.	Expansion of Free Routes- Many toll contracts contain non-compete clauses that penalize or prohibit the expansion of free routes surrounding the toll road to guarantee congestion on free roads and force more Texans to pay tolls. Since many toll contracts are not revealed to the public, what assurance does the public have that such clauses WILL NOT be a part of a contract if a toll road is built? Will such positions be stated in writing? Tolls Will be Charged in Perpetuity - The Alamo Regional Mobility Authority (RMA), or toll authority, has stated on the record since 2009 that it plans to charge tolls on 281 in perpetuity. So this will be a PERMANENT NEW TAX on driving. Furthermore, if in fact tolls are to pay for the construction of the road, why then must it be tolled in perpetuity? In many successful toll roads, tolls were eliminated when the debt was retired. Where are the studies that show each toll road being considered will be viable on its own merits? Or, are tolls for one road being used to subsidize other roads (i.e., is the viability of tolling 1604 and perhaps I-35 dependent on tolling Hwy 281)? The Numbers Don't Add Up - A 10-mile stretch of Loop 1604 West is being expanded from 2 to 4 main lanes with 5 overpasses, all non-toll right now, for $200 million (or $20 million a mile). Yet on 281, the claim is that it cannot be expanded without tolls and that the cost for just a 7-mile project is $448 million (or over $60 million a mile). Furthermore, the number of overpasses for the current 281 proposal is NOT necessary and can be reduced to be more consistent with the distance between overpasses on 281 South of 1604. Every access street to 281 doesn't need to have an overpass. Reducing the number of overpasses will further reduce the cost of improving 281. There's $168 million in non-toll funds allocated right now to 281. 281 can be fixed with available funds and do it non-toll. Therefore, just do it! The 'HOV Rides Free' Argument - In order to get that free ride in an HOV lane, you have to be a 'registered' carpool vehicle with an active Toll Tag account (which costs you money to keep open) and it usually requires at least 3 (not 2) people to be in your car. So just hopping into the HOV/toll lane to take relatives to the airport or to go to lunch with colleagues won't count as a qualified HOV 'free ride.' Moms in minivans shuttling kids to soccer practice also won't qualify either unless they register in advance and meet the	Email	

Ref #	Comment	Method Comment was Received	Response
109 cont.	qualifications as a 'registered, declared' carpool vehicle with the government. Plus, the HOV/transit toll lanes on 281 convert an existing FREE lane each direction into this toll lane, so it's a DOUBLE TAX to charge tolls to access a lane we use today toll-free! Conclusion - Every time the surface is scratched on proposals for tolling, a new wrinkle is found that either encroaches on the freedom of citizens or hidden cost increases are revealed that are to be passed on to us. What happened to open government? Why are things being hidden from us? The EIS has not gone far enough in its evaluation and MUST address the issues identified in these comments. Furthermore, the majority of citizens are not in favor of tolling 281 and maintain that the most economical and beneficial approach is the complete Non-Toll Expressway Option. And finally, if a majority of the citizens object to a toll or managed lane option for 281 improvements, will they be ignored, against their will, in favor of the special interest minority? Will the toll option be imposed by a minority which are not elected and will in effect be against the will of the majority? Is this taxation without representation?	Email	
110	We are writing this letter to express Weingarten's strong preference for the Expressway Alternative (at grade) for the US 281 project, as discussed at the June 20th Public Hearing. We strongly believe the Elevated Expressway Alternative would have a negative impact on Weingarten's undeveloped property located at US 281 & Wilderness Oak, as well as negatively impact commercial properties and neighborhoods to the west which either front US 281 or seek access to US 281 at this location. We have held our property since 2009 in anticipation of the US 281 TxDOT project. While we support the overall project and solution to the traffic congestion of US 281, we respectfully request TxDOT choose the Expressway Alternative (at grade) option for the project.	Email	Comment Noted.
111	It was my belief when the super street was built a couple years ago that the only reason was for it was to build support for a toll road by building a totally inconvenient 281 system rather that expanding the expressway north of 1604. Because the super street has not speed up traffic to any significant degree, the proponents of the toll road falsely believe that the toll road will gain support. It does not have the support of anyone that I know or have talked to.	Email	Comment Noted.

Ref #	Comment	Method Comment was Received	Response
111 cont.	Making 281 a toll road would kill all commercial business in the area. It would devalue all the homes in the area. It would divert even more traffic to Bulverde Rd. while residents made plans to leave the area. It is an incredibly misguided idea. I live in the area and I would be greatly inconvenienced if 281 becomes a toll road. I would be forced to totally change my driving habits or move from the area. I would never pay to drive on a road that should be free to the tax-paying public. The only option that I would support is a complete non-toll expressway. That is what should have been done long ago.	Email	
112 112	I am VERY opposed to tolling 281 for any reason. The road could have been fixed long ago by putting overpasses at the signal light/cross streets which was already financed but the money was spent for some other "political" project. I am sick of hearing everyone who lives north is a fat cat. When I look at the slick and smooth roads traveling south--it is very discriminatory. Look at 281 at 1604 south bound and 410 southbound. Much nicer exits--don't see businesses sitting right on the side of the roads. City planning offices & county planning along with TXDOT should hang their heads in shame. What a mess. Environmental concerns are not an issue when at least 75 new businesses have gone in during the past 5 years--without any access roads built. This traffic is responsible for at least 40-50% of the traffic jam starting at noon and only adds to the cluster after 3:30. The HEB does great business but the accident rate at that crossroad and off 281 is probably horrendous. I see at least 2 every week. Cars turning into Stone Oak Mall "swoop" into the short, dangerous right turn lanes going 60 mph. The same is true at the HEB going south, and all the other businesses. It is nuts that the speed limit is still that high. AND NOW, Sam's Club is going in right at Marshall-281 which will only add to the already snail passage from Stone Oak to all points north. On Sat/Sun, after the Summit Christian Center services, it is impossible to get out onto 281. The Valero Gas station adds to the problem because people pull out in front of traffic and also pull in while speeding. Rampant building (almighty dollar) without any planning--not the fault of 281 but rather the city, county, state. Don't punish the people for their mistakes. Try to use common sense and just fix the problem instead of dreaming up spaghetti bowls and Jetson traffic 100 feet up in	Email	Comment Noted.

Ref #	Comment	Method Comment was Received	Response
cont.	the air. Just build new lanes on each side with overpasses like in Bulverde. Good grief	Email	
113	Are there any more plans to add to what's already been done on 281? Rush hour is still a nightmare, taking as long as 45 minutes to get from Thousand Oaks to TPC Parkway. The changes so far seem to have done nothing to help. In addition, when I try to get off TPC to go South, I'm just delayed by a total of three traffic lights, instead of one. Making you feel like you are getting somewhere instead of actually doing it are two different things. The situation is just going to get worse as population and businesses continue to migrate north. Sam's Club and CVS Pharmacy are now building at 281 and Marshall's. The current infrastructure cannot sustain the growth.	Email	Response 113: The US 281 EIS considers long-term improvements to US 281. Please see Section 2.5 Preferred Alternative for more information on what is being proposed.
114	I am opposed to the use of tolls to fund the build plans for US 281 from 1604 to Borgfeld Road. One of its many flaws is that it will force traffic that does not want to pay the toll onto other routes, increasing, not decreasing congestion. This could result in more traffic on Blanco Road, which I currently live next to. This can be anecdotally validated by what I see at IH 45 in Northern Harris County. Most drivers avoid the Hardy Toll Road and use IH 45, which is nearly always congested.	Email	Comment Noted.

Ref #	Comment	Method Comment was Received	Response
115	Please accept the following comments on the draft EIS. Necessarily some comments are repetitious and/or address overlapping issues. The order of these comments does not relate to their relative level of importance. These comments are numbered to facilitate response by ARMA. 1. The Executive Summary (ES) states that the purposes of the proposed preferred alternative are to improve mobility and access, enhance safety and improve quality of life; and reduce travel time and increase speed. The EIS fails to recognize that these purposes run at cross purposes and that the project will harm these values in significant ways. For example, increasing the travel speed will make the road more dangerous. For example, how many more fatalities per year are likely given projected traffic and speed increases? Reducing access to the roadway will, to some degree, reduce mobility and access. Increased water, air and light pollution will degrade quality of life, especially for those in the area of impact that prefer a more rural setting for their homes, schools and neighborhoods. 2. The DEIS completely fails to analyze the enormous harm done to the remainder of the San Antonio region that comes from directing such an enormous share of the region's limited transportation dollars to a project that primarily serves and promotes ever more remote suburban development on top of the region's primary and extremely vulnerable water supply for primarily upper and upper middle class people. The DEIS environmental justice analysis ignores this essential issue. These socio-economic economic impacts are very real and cannot be ignored. The issue is amplified when considered in context and (a) the costs of the 1604/281 interchange and proposed Loop 1604 improvements are included with the proposed US 281 costs, and (b) the projects included in the metro transportation plan that are not being completed due to a shortage of funds caused by these expenditures on US 281 North and Loop 1604 North are considered. These foregone transportation opportunities, or "opportunity costs," that would serve other, underserved populations and areas within the San Antonio metro region, must be analyzed, with particular attention to alternative transportation investments in public transit and other demand reduction strategies in more centrally urban areas that would benefit all citizens and residents, especially those residents	Email	Response 115: 1. The purpose of the project is accurately stated in Section ES3 along with sixteen objectives, including reduce travel time and increase travel speeds. Section 1.3.3 addresses the need for improved safety and analyzes historic crash data. Section 2.4 describes the Preferred Alternative and how it meets the stated need, purpose and objectives. For example, under the Preferred Alternative driveways and cross streets will connect to frontage roads, which will connect to main lanes via on and off ramps. The Preferred Alternative enhances safety by eliminating the many conflict points (i.e., driveways and streets opening up directly onto US 281 main lanes) that occur along the current US 281 project corridor. The EIS does not estimate future number of fatalities. 2. Transportation funding decisions are made by the MPO and are outside the scope of the NEPA process. However, as required by Title VI of the Civil Rights Act and related environmental justice statutes, the MPO, as a recipient of Federal funding, must ensure that no person be excluded from participation in, denied the benefits of, or otherwise discriminated against by any MPO program or activity. The MPO applied these

Ref #	Comment	Method Comment was Received	Response
115 cont.	who cannot afford to drive a car or prefer not to do so. Such alternative investments, rendered impossible by the "irretrievable commitment of resources" to the proposed project and its companions, would help minimize pollution loading to the region's water supply, and would reduce greenhouse gas emissions, heat island effects, and water demands by promoting more dense development in areas downstream of the Edwards Aquifer. In short, such investments would be sustainable, while funding and facilitating more far-flung development in far northern Bexar, western Comal, and Blanco Counties is not sustainable. 3. The DEIS says absolutely nothing about adverse impacts on water supply, focusing exclusively on water quality. More pavement from the project and the secondary development will reduce recharge, further reducing critical water supplies for the region. By stimulating more growth, more wells will be drilled into the Edwards and Glen Rose/Trinity, with greater drawdown on the Edwards and Trinity aquifers, with direct harm to water supplies, spring flows, spring dependent endangered species and spring dependent tourism businesses, primarily in New Braunfels. They type of growth that will most likely be spurred will be lower-density suburban development that tends to use far more water for lawns and residential and commercial landscaping. Water consumption increases significantly from both more wells in the region and from the extension of water supply by SAWS or other water suppliers. 4. The DEIS recognizes that the worst water quality impacts from the project will be on Comal Springs. But there is no analysis, just recognition. Water quality trends at Comal Springs and in drinking water wells at greatest risk from the project should be spelled out, with data, and then an analysis of how this current background and existing trends will be affected by the direct, indirect, and cumulative effects of the project. This is the only way to examine the potential "tipping points" that are mentioned but not actually described or considered. The obvious "tipping point" that should receive a great deal of scrutiny is pollution levels in portions of the aquifer that force construction of treatment plants or, in the alternative, abandonment of wells in certain areas. The references in the DEIS state that wells and springs have suffered from pollution from existing development, but actual data is not included or	Email	policies in the planning and development of *Mobility 2040* and the *2015-2018 Transportation Improvement Program*. Environmental justice considerations, including the effects of toll lanes, were considered in the development of the three planning scenarios and the future roadway network. The MPO conducted specific outreach in underserved communities by hosting public meetings in strategic locations, taking into account available transit service, translating information into Spanish, including minorities/disabled persons on committees, advertising public meetings and information in a variety of print media and documenting all efforts. When considering any transportation project for funding, the MPO takes into account potential impacts to the environment and the community and considers, where appropriate and necessary, environmental mitigation activities (see the MPO's Title VI and Environmental Justice webpage for more details www.alamoareampo.org/GetInvolved/title6.html). 3. Water quantity is addressed in several sections of the Final EIS, including: Section 3.9.2 Groundwater; 4.6.3 Effects Related to Induced Growth, Water Resource Effects; 5.3.4 Water

Ref #	Comment	Method Comment was Received	Response
115 cont.	analyzed. 5. The public process description does not indicate that there was any meaningful effort to alert New Braunfels residents or public or private leaders in New Braunfels or southern Comal County that they face the greatest environmental and economic threats from the proposed project and that they should engage and comment. 6. The DEIS improperly punts analysis on several of the most important issues to the final EIS, when public comment and consideration by the community will be limited or non-existent. The DEIS indicates that these deferred studies will take place for (a) MSAT (air toxics), (b) endangered species and critical habitats, (c) historic and archeological resources, and (d) potential hazardous material sites that may be encountered. These studies should be completed and incorporated into a draft EIS, not simply slapped on to a final EIS. 7. While recognizing the importance of the Edwards Aquifer to the region, and the characteristics of the aquifer that make it particularly vulnerable to pollution from the direct, indirect, and cumulative impacts from the project, the DEIS also consistently downplays the importance of the aquifer and the potential harm to it throughout the aquifer. In doing so, such downplaying is rarely supported by citation to facts, data, or relevant technical literature. Perhaps most notably, the ES mentions that the Edwards Aquifer is "currently" the primary water supply for the region – suggesting that it won't be in the future and therefore why all of the fuss. This is both disturbing and telling. Other examples of this follow: (a) The DEIS boldly asserts that building the project will reduce pollution compared to the existing roadway because the new roadway will be built under TCEQ Edwards Aquifer Rules standards. But there's no actual analysis to support this claim. (b) There's not a single mention of how often TCEQ actually undertakes field inspections or brings enforcement actions when required controls are not installed properly (or installed at all) or there is a failure in maintenance. Rules on the books do not translate to actual protection on the ground or over time without enforcement, maintenance, repairs, and regular inspections. The DEIS should include actual data on TCEQ's track record for these essential practices. (c) Similarly, the DEIS should include data and analysis on TxDOT's actual track record in	Email	Resources – Groundwater, 5.3.6 Ecological Resources –Threatened and Endangered Species, 5.6.4 Cumulative Effects on Ecological Resources 4. Comal Springs is extensively addressed in 3.9.2 Groundwater. Table 4-50 lists several Comal Springs species for which the Preferred Alternative *may effect, but is not likely to adversely affect*. 5. Figure 6-1 shows the spatial distribution of the dozens of Comal County residents on the US 281 mailing list, as well as those who attended US 281 public meetings, and those who submitted comments. Public meeting announcements were included in *The Bulverde News* (southern Comal County). 6. The Final EIS will be distributed for public and agency comment in accordance with state and federal laws and regulations. Please see the following sections of the Final EIS for more information: MSATs - Section 3.7.4; Threatened and Endangered Species - Section 3.16 and Appendix I4; Cultural Resources – Section 3.17; and Hazardous and Regulated Materials – Section 3.19. 7. The Edwards Aquifer is adequately and extensively addressed in many sections of the Final EIS. The Preferred Alternative will utilize

Ref #	Comment	Method Comment was Received	Response
115 cont.	building, maintaining and repairing controls on other highway projects built in sensitive areas. Simply assuming that TxDOT or the ARMA will spend limited funds assuring that actual water quality protection takes place on the ground, year in and year out, does not constitute legally adequate analysis. (d) Likewise the DEIS assumes that all of the new development spurred by the roadway project won't cause much pollution because that development will also be subject to the TCEQ Edwards Rules. In reality, those rules are woefully inadequate to prevent degradation; inspections and enforcement are rare to non-existent. The recent example of the sewer line laid through a large cave is only the most obvious and egregious example. The DEIS cannot pretend or credibly assert that design standards of removing 80 percent of pollutant loading will translate into pollution controls that actually function, year after year, at levels even remotely approaching 80 percent. Similarly, the DEIS cannot assert without presenting data that TCEQ rules that protect caves and major recharge features will be followed. (e) The 80 percent removal figure is also misleading in that it refers to only some, not all pollutants. It also refers to only the percentage increase in pollutant loading; there is no limit in the actual increase in pollutant loading. And it ignores catastrophic spills that are a certainty: the only question is where, what kind, and how severe. The breaking of a small sewer line in the first attempt to build the project is not mentioned: that break happened at the very beginning of construction and went unnoticed for an unknown period of time. 8. The DEIS repeatedly ticks off lists of types of water quality controls that satisfy TCEQ rules, but there's never any statement about which ones will be used and in what locations. Nothing is said about how to assure that polluted runoff will not plunge through fractures or small recharge features before reaching the proposed water quality controls. If polluted runoff recharges the aquifer before reaching the control, the effectiveness of the control will be 0%. 9. The DEIS acknowledges that there is "substantial potential" for cumulative adverse effects on water quality. But this assertion is then dismissed by insisting that engineered controls required by TCEQ and perhaps the EAA or local entities will prevent that from occurring. Without	Email	storm water Best Management Practices (BMPs) approved by the TCEQ for safeguarding groundwater quality. Section 5.8 extensively documents the many federal, state and local regulations for mitigating effects on water quality. 8. The EIS lays out with clarity the various programs and measures that have the effect of avoiding or mitigating potential impacts. In particular, those measures relating to potential impacts on water quality and the Edwards Aquifer are well-understood and derived from existing regulatory programs and practices. Construction of the proposed project would also comply with all applicable laws and regulations, including, without limitation, section 404 of the Clean Water Act (potentially, through utilization of Nationwide Permit 14) and the TCEQ's Texas Pollutant Discharge Elimination System program. BMPs proposed for this project includes seeding, silt fence, bio-retention, vegetated filter strips, and low impact development and green infrastructure. The current highway design does not include any storm water BMPs for treating total suspended solids (TSS) and other contaminants. The water

Ref #	Comment	Method Comment was Received	Response
115 cont.	addressing the points above, the DEIS claim that such cumulative effects aren't likely to be significant cannot be supported. 10. The DEIS ignores the great deal of travel delay, construction pollution, and other hazards from the construction phase. A worker died in building the first half of the US 281/Loop 1604 interchange. Commuters have suffered uncounted hours of travel delays and traffic hazards. Yet these impacts were dubbed insignificant for the interchange project and are similarly dismissed in the DEIS here. 11. The DEIS ignores the changing driving habits of residents of the region and of the nation as a whole. Predicted "demands" for expanded capacity are based on driving trends from the 70s through the 90s and ignore changes in demographics, technology, and driving habits that began at the turn of the century but have especially taken hold since 2007. See, for example, the U.S PIRG study reported recently on the front page of the New York Times. http://www.uspirg.org/news/usp/new-report-reduction-driving-likely-continue. The San Antonio Metro Region, as with other metro regions, urgently need to address the "new reality" of driving or risk wasting billions of dollars on suburban highway projects that the highway industry insists are based on driving projections that ignore current data and trends. The proposed expenditure of almost $500 million on the proposed US 281 project must be analyzed through the lens of 21st, not 20th, century driving trends. 12. Simply choosing an elevated version of the preferred alternative does not meet the requirement for evaluating potential alternatives to the proposed project. The elevated expressway is far-fetched; the price tag alone disqualifies the proposal from the outset. 13. The social, economic, and environmental differences between a tolled and untolled project are significant, yet these differences are largely ignored in the DEIS. The repetition of a few sentences in each section concerning "funding options" does not add up to a good faith analysis of these differences. 14. The DEIS does make an accurate summary of recent research by the EAA and others showing (a) the path of dye tracers places in recharge waters near the US 281 alignment, (b) the recharge and flow of dye-containing water placed on recharge zone land where there were no visible recharge features. This is very important information. This summary,	Email	quality BMPs proposed for the Preferred Expressway Alternative would meet the Edwards Aquifer Rules by removing 80 percent of the incremental increase in TSS resulting from the additional impervious cover; this threshold would be met at each storm water outfall. Therefore the Preferred Expressway Alternative would increase the amount of TSS removed from roadway runoff compared to the existing conditions. BMPs specific to this project will be designed during final design, during which TCEQ-required SW3P and WPAP will be prepared. 9. The Final EIS states in Section 5.8.4 that the substantial cumulative effects on water quality can be reduced by the many regulations and programs identified in Section 5.8.1. 10. Construction impacts are adequately addressed in Section 3.24. 11. The forecast of future socio-economic conditions and development of transportation plans to address future travel demand is the responsibility of the MPO and is reflected in *Mobility 2040*, the region's official long range MTP. 12. The analysis of alternatives is thoroughly

Ref #	Comment	Method Comment was Received	Response
115 cont.	however, is not connected to the primary conclusions in the document. For example, TCEQ, San Antonio and other jurisdictional rules focus on protecting only the biggest and most obvious recharge features (i.e. "significant" features). If recharge is happening at significant levels where no such features are found, then these rules don't achieve the protections that are claimed in the DEIS or by the regulating agencies. 15. The DEIS ignores the relationship between road projects that support and encourage long distance commuting and physical health. This is an important issue that should be addressed in a viable DEIS. See, for example, R. Ewing, "Relationship Between Urban Sprawl and Physical Activity, Obesity, and Morbidity," American Journal of Health Promotion, Vol. 18, September/October 2003 (one of the most cited articles in the social sciences over the last few decades). 16. The DEIS claims that the proposed project's effects on, or relationship to, climate change cannot be meaningfully analyzed. This is not true if the analysis looks at the opportunity costs of building the proposed project versus one that would support more dense development patterns that result in much lower vehicle miles travelled per capita and much lower per capita water use. Even without such an analysis, the DEIS admits that it will have indirect effects of increasing up to 18,000 more acres of low-density suburban development. The water and fossil fuel consumption of this development can and should be estimated with currently available data. Likewise this estimate could be compared to the rates of water and oil consumption for other parts of the San Antonio region, including but not limited to more central areas inside Loop 410. The DEIS states the primary need for and purpose of the proposed action is to reduce traffic congestion, reduce travel delays, and address safety concerns. The DEIS also lists ways to improve quality of life for local residents and others, including reducing harmful vehicle emissions, excessive noise levels, unappealing visual setting, and the lack of transportation choices. While the DEIS admits that these secondary objectives are significant considerations for the people who live and work along the US 281 project corridor, the DEIS maintains that the motorists' needs are most important. But even the DEIS indicates that the proposed transportation "improvements to US 281 present an opportunity to improve the livability of	Email	documented in Chapter 2 Alternatives Considered. 13. Funding options were not found to have meaningful differences in social and environmental effects; economic effects of tolling are thoroughly documented in the Final EIS. (See Section 3.4.5, Appendix E and Appendix F.) 14. In Section 3.9.2 Groundwater, the Final EIS stresses the importance of TCEQ-approved storm water BMP's that are properly maintained. It points out that improvements in highway runoff water quality could result in improved groundwater quality because US 281 highway runoff is not currently treated before entering streams or karst features that may recharge the Edwards Aquifer. 15. The phenomenon of urban sprawl is beyond the scope of this EIS. The Preferred Alternative includes facilities for transit, biking and walking. 16. In Section 5.8.5 the Final EIS accurately states that climate change considerations are more appropriately addressed at a regional level by the MPO during the transportation planning process. 17. N/A. 18. The potential indirect and cumulative effects of

Ref #	Comment	Method Comment was Received	Response
115 cont.	the neighboring communities around the US 281 project corridor." And yet, the DEIS does not fully evaluate the indirect long-term effects that the proposed alternatives will have on the local community and the region at-large. We encourage those designing the proposed alternatives to use this project as an opportunity to ensure that any project along the 281 corridor improve the quality of life for all local residents and the region, and do this by considering not only the concerns of motorists, but the negative and irreversible impacts that come with more cars on the road, a much bigger and higher speed roadway, and the greater and more rapid urban development that will be caused by expanding the existing roadway. 18. Growth-Inducing Effects and Edwards Aquifer: Perhaps the largest indirect effect is the additional development that the 281 project will undoubtedly encourage. When discussing the growth-inducing effects the proposed project will have, the DEIS relies heavily on the existence of local government plans and policies to avoid addressing the effects altogether or incorporating mitigation plans of its own. As the DEIS states, a portion of the corridor, from Loop 1604 to approximately Marshall Road, is located in the City of San Antonio; north of Marshall Road is unincorporated and is regulated by Bexar County. According to the DEIS, the City of San Antonio has (and must) develop a Master Plan. However, the DEIS points out that Bexar County does not have the power to regulate zoning in the county or the use or appearance of property, nor is it legally bound to develop comprehensive plans like the City of San Antonio. Therefore, the growth and development in the northern portion of the project corridor is regulated only by regional agreements, such as the Alamo Regional Mobility Authority (RMA) Roadmap and the San Antonio Bexar County Metropolitan Planning Organization (Mobility 2035). It is imperative that the DEIS consider the direct, indirect, and cumulative impacts of the entire 281 project. The DEIS states that the proposed project could make the area potentially more attractive to development overall; instead, it must realize that the proposed alternatives will make the area more attractive to development overall. The DEIS should be more explicit about the fact that this proposed project will catalyze development in the area, and that this development	Email	the Preferred Alternative and the various mitigation measures available are thoroughly addressed in Chapter 4 and Chapter 5, respectively. 19. Comment noted. 20. The Final EIS accurately concludes in Section 3.4.5 that no disproportionately high and adverse effects to environmental justice populations are anticipated to result from implementation of the Preferred Alternative. The Preferred Alternative includes transit lanes for accessing VIA's new park and ride facility at US 281 and Stone Oak Parkway. 21. The Final EIS includes a quantitative assessment of MSATs in Section 3.7 Air Quality. 22. Comment noted. FHWA's Record of Decision will identify any and all mitigation commitments for the selected alternative. 23. A Biological Assessment will be circulated for public and agency comment as part of the Final EIS.

Ref #	Comment	Method Comment was Received	Response
115 cont.	will mean an increase in impervious cover that will harm the aquifer. Thus, this proposed project will pose a threat to the region's water supply In addition, the DEIS states that urban development in the study area is mainly concentrated between Loop 1604 and Marshall Road, the Southern end of the project corridor. The DEIS indicates that recent trends show dramatic growth extending into previously low-density areas, primarily rangeland, forest, and areas of open space. The proposed alternatives should be designed to concentrate any new development in the southern areas and reduce sprawl in low-density areas. And while the DEIS states that proposed alternatives will not likely result in substantial direct impacts to the land uses along the US 281 land use study area, the indirect effects of urban sprawl and increased impervious cover, if unchecked, will be severe and cannot be understated. The DEIS admits that both of the proposed alternatives would result in long-term water quality impacts on the Edwards Aquifer because of the expected increase in impermeable cover and increased storm water runoff. This impermeable cover will impact groundwater quality because of the increased amounts of automobile pollutants that will be present in storm water runoff. The DEIS cites a recent study, performed for the EAA that estimates that approximately 50 percent of the recharge occurs on land surfaces and 50 percent occurs as channel loss (LBG-Guyton Associates 2005; 21 EAA 2009b). Taking these recharge estimates into consideration, and that the DEIS's acknowledges an indirect effect of increasing impervious cover is water quality degradation, AGUA and SOSA would like to see a more comprehensive plan to mitigate the water quality degradation that would undoubtedly result from this project. Of great interest to us is whether funding will be allocated to buying tracts of land in an effort to mitigate water pollution and further promote watershed protection. The DEIS suggests that this will not happen. 19. Additionally, paving the surface of the sensitive Edwards Aquifer Recharge Zone will negatively impact the health of the aquifer and the local water supply. The DEIS points out a number of mapped karst features valuable for aquifer recharge and admits that all voids that can receive potential recharge are not necessarily observable and at a mapable scale, and that the Recharge Zone is particularly	Email	

Ref #	Comment	Method Comment was Received	Response
115 cont.	vulnerable to water contamination regardless of known karst features. Developers are notorious for ignoring the karst features over the Recharge Zone and any environmental assessment should not assume developers will follow responsible environmental mitigation measures.20. More on Environmental Justice: The DEIS admits that both the Expressway and the Elevated Expressway alternatives have the potential to displace a multi-family residential parcel located in an environmental justice block. The preferred alternative must not disadvantage the low-income community. Any proposed alternative must directly address any other impacts of routing a major roadway so closely to an environmental justice block. The DEIS acknowledges that the proposed alternatives have the potential to displace businesses and could have the effect of displacing jobs within the US 281 project corridor. The DEIS admits this could have an adverse effect on the low-income community. Any negative effects on the environmental justice blocks or low-income communities are simply unacceptable when one of the stated goals is to improve the livability of the region for the local population. Recently, the United States District Court for the Western District of Wisconsin, held, in an analogous NEPA evaluation, that the FHWA and the Wisconsin Department of Transportation in analyzing cumulative effects “must examine the potential social and economic impact on the transit-dependent of continuing to expand highway capacity in the region while transit capacity declines. If after conducting this examination the agencies determine that continuing to expand highway capacity while transit capacity declines will have negative effects, the agencies must consider identifying and assessing an alternative to the project that might avoid, minimize, or mitigate those negative effects.” [1]. First, the DEIS indicates that Travelers unwilling or unable to pay the toll will divert to alternative free paths resulting in greater congestion and fewer travel time benefits for those travelers. It is unclear from the DEIS what the likelihood of increased toll rates is or when such an increase would take place, in any event more congestion on alternative arteries would place a burden on those who are unable to utilize 281 as a result of their financial situation. In addition, there is no discussion in the DEIS of increased alternative transit	Email	

Ref #	Comment	Method Comment was Received	Response
115 cont.	capacity. According to the DEIS, only three bus routes currently serve the area, and they only offer access up to the US 281/Loop 1604 interchange. No public transportation options exist further north into the US 281 project corridor. Unmet transit needs are significant in other parts of the metro region as well. 21. Air Quality: The DEIS makes the case that when a highway is widened and vehicle miles traveled increase, because of increased speeds and reduced congestion, coupled with EPA's projected vehicle and fuel regulations (2007 EPA Mobile Source Air Toxics (MSAT) rule), the levels of mobile source air toxics will actually decrease in the area. This conclusion relies too heavily on not yet realized fuel efficiency standards and the assumption that the traffic will flow at an efficient rate. The DEIS admits that the new project will draw traffic from other locations and will increase development in the area, which will in turn, attract more traffic. The proposed project does not deal directly with the very real problem of too many vehicles on the road – it instead aims to increase efficiency of vehicle travel, so that the number of vehicles can continue to increase unimpeded. Figure 3-19 of the DEIS is misleading, because it illustrates national levels since 1999 and projected national levels. It does not illustrate those expected at the project site. In fact, the DEIS admits that the project may result in increased exposure to MSAT emissions in certain locations and that concentrations and duration of exposures are uncertain, so that these emissions cannot be estimated without a quantitative MSAT analysis. A quantitative analysis should be completed for any proposed alternative, including the no-action alternative, before any decision is made. In short, the alternatives as proposed do more to increase the numbers of vehicles on the road and vehicle miles traveled. With increased accessibility, property value will rise and development will increase at a rapid pace. The alternatives as proposed will have a particularly negative and irreversible impact on the Edwards Aquifer and the low-income communities. 22. Mitigation: Throughout, the DEIS references mitigation measures that could be undertaken, quite often by others, and suggests that they will be implemented or are likely to be implemented, but more often than not there is no clear commitment to	Email	

Ref #	Comment	Method Comment was Received	Response
115 cont.	assuring these mitigation measures will actually be taken. At the same time, quite often the DEIS suggests that the potential mitigation measures will eliminate the adverse impacts that the potential mitigation measures would address. With a near $500 million dollar, massive construction project built over an extremely vulnerable aquifer and through the habitat of multiple endangered species, at least $15 percent, or $70 million should be committed to purchasing watershed protection and habitat mitigation lands within the corridor. 23. Endangered Species: AGUA and SOSA very much disagree with the assertion that the project is not likely to harm endangered species and "not likely to adversely affect" critical habitat. The massive construction through critical habitat will almost certainly cause adverse effects as well as cause take of listed species. The geology does not change under the US 281 right of way: there is simply no reason to believe that caves and smaller voids holding endangered species will not be paved over, filled in, and degraded with both construction pollution and pollution during decades of operation of the proposed project. Similarly, pollution from the project and the secondary effects of the project will harm endangered species at Comal Springs: the only questions are how much harm and how soon this will be manifested. While the DEIS states that further analysis will be included in the FEIS, this analysis should have been completed for the DEIS so that it could be evaluated and peer reviewed on a timely basis. Submitted by Bill Bunch, on behalf of AGUA and SOSA [1] MILWAUKEE INNER-CITY CONGREGATIONS ALLIED FOR HOPE (MICAH), et al. v. MARK GOTTLIEB, et al., Case No. 12-C-0556 (W.D. Wisconsin 2013).	Email	
116	We are still waiting for the FIVE OVERPASSES that were already approved and funded, and that money was spent elsewhere. We DO NOT agree with ANY tolled roadway for Hwy 281. Hwy 281 is a tax payer roadway already and should NEVER be tolled. We are very adamant on our position on this! Thus, we completely in favor of complete non-toll expressway option.	Email	Comment Noted.
117	My response to your request for feedback is that I oppose all tolls on 281. I would like you to pursue the complete non toll expressway option.	Email	Comment Noted.

Ref #	Comment	Method Comment was Received	Response
118	I want the complete non-toll expressway option, and please email me receipt of this email.	Email	Comment Noted.
119	It is time to listen to the people. Citizens from the 281 area have spoken at meeting after meeting. Approximately 98% of speakers have opposed the toll road - - in every meeting - - only to see your committee vote for Toll Roads. It is time to put in the overpasses as originally designed in 2003. Based on information I've read - - 1604 is not being tolled so why are you concentrating on the 281 area? In all the reports I've read - - nothing has addressed this situation - - once you hit Bitters and 281 going South in the morning and North in the evenings - - you are in a bottle neck. The $'s do not make sense to pour the additional money into the few miles from 1604 North on 281 when the citizens will hit a stop at Bitters both mornings and evenings. It is time for the overpasses.	Email	See Responses 18, 26 and 55.
120	As a resident of San Antonio for the past 71 years and presently living in the Encino Park Subdivision for the past 17 years, I whole-heartedly endorse any of the proposed improvements to traffic flow in the area extending from US281N at Loop 1604 to Borgfeld Drive. This project is desperately needed for anyone living and/or traveling this stretch of highway and should not be delayed in any manner. This is not just a congestion issue, but a safety issue as well. You cannot stop progress.	Email	Comment Noted.
121	Please note my opinion and voice regarding the 281 Toll Project: I am AGAINST tolling and am IN FAVOR OF the complete non-toll expressway option. Please send email confirmation of the receipt of my comments.	Email	Comment Noted.
122	Was at your meeting on the 20th of June and listened to all that was said. I feel we are looking at it all wrong. We are not looking at the environment, more carbon monoxide with so many cars on the access (sp) roads, cars jamming the roads in the housing areas with so many standing idle waiting for a chance to move. This will put more gas into our atmosphere. Another thing I would like to point out, that all other Cities on the Car Pool lane is for two or more passengers. You are stating three or more. Since my husband and I travel quite a bit, using the Car Pool Lane in the different Cities helps us get through the Cities a lot faster and not hung up in the local traffic. We have good roads here in Texas, but we need additional	Email	Response 122: The VIA connection is designed to provide express service to the ridership that chooses mass transportation. This mode of transportation and the direct connection to the US 281 system increases safety and decreases congestion by decreasing the number of vehicles maneuvering from the Stone Oak Parkway intersection and along the frontage road headed towards the southbound on-ramp. Also, see Response 55.

Ref #	Comment	Method Comment was Received	Response
122 cont.	lanes to accommodate the increase of cars. Why not be different than any State in the Union and put in a mono-rail elevated above the Highways, either in the middle between the Highway or elevated along the side of the Highway. Connect Cities like San Antonio, El Paso, Houston, Austin and Dallas. I feel people would ride something like this instead of driving or riding the train or bus. We need to think beyond what will be needed in the few years to accommodate the number of people of tomorrow. This is just a thought that you might consider. I think this would be more practical. I do not know if you are on the City for Street Cars. Being reared in Pittsburgh, PA with Street Cars running just about everywhere is very expensive, not just to run them but the cost of liability, people will sue the City for falls, possible being hit by a car any number of things. San Antonio maybe the 7th largest City in the Country but the down town section is rather small. We have those unique Trolley Buses in the downtown which helps to make San Antonio different just the Cable Cars in San Francisco. Why do we need to have what other large Cities have???? Also, I know we have very, very talented people in the United State who are very good in the building roads and bridges and etc. Why are we employing people from other Countries to build our roads, bridges and whatever when our people (millions) are out of work. We built our roads and everything else without foreign help before. I cannot see our money being sent to these Countries when we need help here in the States to put our people to work. It just like people buying foreign cars that are built here in the States but the money is still going to the foreign Countries. Does that make sense?	Email	
123	Do not put toll roads or make any part of 281 a toll road. Instead use the "complete the non tollway expressway". Add overpasses on 281 at all the light and that will take care of congestion!!! I live in Spring Branch and work near Sea World so I drive 281 and 1604 every day and would not be able to afford the tolls. FIX 281now!!! Do Not Toll 281!!! I live in Spring Branch and drive 281 and 1604 every day to get to work and cannot afford the toll charges!!! You need to fix 281 with overpasses and not use our existing roads for toll roads!!	Email	Comment noted.
124	Please DO NOT make any US 281 lanes into toll lanes.	Email	Comment Noted.

Ref #	Comment	Method Comment was Received	Response
125	Build the overpasses on 281!! I am firmly against 281 being tolled in any way!	Email	Comment Noted.
126	Toll roads would be bad for the environment, people and businesses on 281. Overpasses are what are necessary to fix 281and would not harm any of the previously listed.	Email	Comment Noted.
127	Please record my position on the use of toll roads in and around San Antonio TX. I definitely vote for the complete non-toll expressway option. The government should NOT make sweetheart deals with favored corporations. Texas already charges us to build the roads. This is a breach of contract and a "solution" which removes our say in the spending of our fees by the government and pampered corporations.	Email	Comment Noted.
128	I am writing to express my opinion regarding for the proposed Toll Road. I strongly think that the "Complete Non-Toll Expressway" is the only suitable option. I see several problems with the original draft.1. The Bottleneck created by having all 6 lanes North of Stone Oak as toll lanes is not environmentally sound. It makes no sense to intentionally create a situation where there are cars being needlessly idle, thereby completely defeating the purpose of an "Expressway". Forcing all non-toll traffic to exit the freeway and use frontage roads is unacceptable for too many reasons. 2. It is irresponsible to take away lanes from a Freeway and turn them into a permanent Toll-way. Any toll road should utilize any tolls collected toward the cost of the construction of the toll road. The current plan does not add any new highway lanes from Loop 1604 to Stone Oak Pkwy. 3. The Draft EIS is not economically sound. 9 overpasses within a 7 mile range are excessive and expensive. 4. It should be one fee for all. Anyone choosing to pay with a credit card should pay for the extra fees associated with the credit card. But people paying cash should never pay a higher fee. 5. There must be an impact study done on the neighborhoods that would be affected. Neighborhood streets are built to accommodate the neighborhoods. Overflow traffic forced into neighborhoods will have a detrimental impact and this needs to be researched prior to implementation. 6. Toll lanes slow down emergency vehicles and there needs to be some safety checks in place to avoid foreseeable problems. There will always be a need to improve traffic congestion, but the Draft EIS is not a good one. The "Complete Non-Toll Expressway Option" is a better	Email	Please see Response 26 and 79.

Ref #	Comment	Method Comment was Received	Response
128 cont.	alternative. I think the question needs to be answered; Who benefits from both of these plans?	Email	
129	Although I am unable to attend the 20 June 2013 meeting, I am emailing my comments for the record. 1. Marshall Road to north to the county line tolling is double taxation, and is confiscatory taxation without representation. 2. 1604 north to Marshall Road is already a complete disaster, why would you prohibit its already limited use by restricting one lane to tolls? While we're at it, why not make it limited-access FREEway all the way to the county line? Road's a joke! 3. Double taxation is confiscatory policy, and will certainly cost anyone who supports it their job. 4. Tax money from fuel should be reallocated to its primary designed use.... building and maintaining roads. 5. Do not even consider converting already existing free lanes into tolled lanes.	Email	Please see Responses 26 and 55.
130	Regarding US281 from Loop 1604 to the Comal line, I am well aware of the "superstreet" plans for this section of the corridor. I am also aware of the Environmental Impact Study currently underway for it. I submitted my comments about it just yesterday to the RMA. Any option which puts "tolls" or "fees" or "user-fees" or "HOV-restrictions" or any other form of quasi-taxation on already-existing surfaces is completely confiscatory policy and is an unacceptable scheme. Regarding an actual Michigan Left.... having lived in Michigan for nearly 11 years, I can attest and verify THEY WORK! I don't particularly like them, and usually try to avoid them if possible, BUT they do the job. They remove "left turn wanting" traffic from busy roads, and prohibit all left turns. The queue lanes for U-turns are generally two lanes, and there is a "continuous left" option as on-coming traffic volume permits (i.e. there are zero 'no turn on red' signage...as drivers technically are making and completing a turn from one one-way street onto another one-way street).Residing in Cibolo Canyons (TPC Pkwy and Bulverde Rd.), I have the distinct nightmare of traversing the subject sections of this piece of crap federal highway all too often, and even though plans are "on the table" to remediate the causes of all the congestion, I believe, as a taxpayer, I deserve better than what I have there, and it needs to be executed sooner than later. I am not a traffic engineer	Email	Please see Response 113.

Ref #	Comment	Method Comment was Received	Response
130 cont.	or a civil engineer, nor am I familiar with what costs would be associated with converting the existing intersections at, say, Evans Rd. and Stone Oak/TPC to TRUE Michigan Lefts, but I am astute enough to know that the benefits to be gained by doing it would far outweigh the costs. From my perspective it really, simply, comes down to opening-up the intersections so that east/west traffic can pass through the intersections instead of putting them back onto US281 to have them sit through 1-3 signal cycles only to make a U-turn to, again, get back onto US281. Seems that TxDOT would've wanted to REDUCE the number of vehicles on the road NOT INCREASE it? Additionally, I would also highly recommend several more U-turn cuts into the median so as to reduce the forced intersection traffic. Example.... let's take a person who lives in Mountain Lodge (north of Marshall Rd.). Let's assume they bought groceries at the HEB at Evans Rd and 281, and need to get home so the ice cream doesn't melt. It's 530pm on Friday. This poor soul loads up their groceries, and after waiting 2-3 minutes at the entrance to 281, finally exits the parking lot (heading south) on 281 toward the intersection at Evans/281. More than likely, they will experience a back-up there which requires them to sit (idle) for at least 1 signal cycle. They also have to concern themselves with maneuvering over 3 lanes within 1/4-1/2 mile because they know they have to go THROUGH the intersection AND queue themselves into one of two U-turn lanes to turn around to go north toward home. Finally, after a few minutes, they find themselves queued-up, and sitting through the 2nd signal cycle. After they finally get "their turn" to make a U-turn, they do so, and then they get to sit again at the Evans/281 intersection....for at least one (possibly 2 or 3) signal cycles. Now they're 10 minutes post-HEB, and they haven't even been able to go one foot closer to their home in Mountain Lodge. Finally!!!...they clear the Evans/281 intersection.....only to be met with traffic stacked-up (in two lanes, no less) at TPC/Stone Oak Pkwy all the way back to Evans. Grrrr! So, for another 5-10 minutes, they nurse their clutch and brakes (no accelerator needed) until they finally clear 1-2 signal cycles at TPC/Stone Oak Pkwy. Now they're a solid 15-20 minutes into their ice cream melting commute home from the HEB (which is only, as the crow flies, 3 miles). If all the left turns	Email	

Ref #	Comment	Method Comment was Received	Response
130 cont.	were eliminated from the scenario, I guarantee you, traffic would run better.... hell, it can't run worse! While we're at it, why are there actual right turn lanes??? There are currently just "shoulder" or "emergency lane" right turn lanes there. Somebody should've been fired over this cluster%$@# of a road...seriously! Additionally, with all the construction and mess associated with the insanely long "upgrade" at the 1604/281 fly-over project completed last year, why in the world weren't northbound ramps from 1604 onto 281 and southbound ramps from 281 TO 1604 installed at the same time the whole enchilada was underway???? What an idiotic decision. Honestly, having been a Texas resident now for a year, I am sorely disappointed with the infrastructure here. I understand that growth has caused quite a bit of it, but I also believe there's no good reason why it should take someone with ice cream in their vehicle 20-30 minutes to travel 3-4 miles. Just a citizen's thoughts. Hope you guys tackle this nightmare more effectively than in the past. Needs to happen today too.....don't wait 'til 2015 or 2020 or whenever the Austin whack job politicians decide they might want to allocate gas-tax funding for its intended purpose (i.e. road construction). This needs fixed. There is no good reason it has to stay as it is. The more time nothing is done to improve it, the more vehicles are going to be added to the nightmare.	Email	
131	I am emailing my comments for the record.1. The only option I approve is a complete non-toll option.2. US 281 from Marshall Road to north to the county line tolling is double and confiscatory taxation without representation.3. US 281 from 1604 north to Marshall Road is already a complete disaster. Why would you promote more congestion by tolling one lane in both directions?4. Make it limited-access FREEway all the way to the county line! The road is a joke! 5. Consider doing the so-called U-turns properly. Search “Michigan left” in Google.6. Double taxation is confiscatory policy, and will certainly cost anyone who promotes, approves, or supports it their job.7. Tax money from fuel should be allocated to its primary designed use...building and maintaining roads.8. Do not even consider converting already existing free lanes into tolled lanes. There will be revolution!	Email	Please see Response 26 and 55.

Ref #	Comment	Method Comment was Received	Response
132	I favor the complete non-tolled expressway option for HWY 281. Please enter my opinion on the EIS for hwy 281. Pay for it using the $187 million set aside for a tolled road and use the rest for completion of Wurzbach Parkway, if needed.	Email	Comment Noted.
133	The District 9 Neighborhood Alliance (D9NA) is comprised of over 30 member organizations including homeowner and neighborhood associations and individuals, primarily located in City Council District 9. The purpose of the organization is to assist Alliance member associations and individuals in dealing with community issues, educate members and member associations as to issues within the governments of San Antonio, Bexar County, and the State of Texas, and to advise the members of the Alliance on issues before the City Council, County Commissioner's Court and State Legislature. On June 26, 2013, at a meeting of the District 9 Neighborhood Alliance after discussion of the 281 EIS Public Hearing, a motion was made, seconded and approved to conduct a straw poll of the membership on the three alternatives and forward the results of that poll to the Alamo RMA. After some discussion of the three alternatives, the straw poll was taken and the vote was overwhelmingly in favor of the third alternative, the Elevated Expressway. There were no votes for the No Build Alternative. The Alliance and its members endorsed the public process used to vet the proposed EIS alternatives and we fully endorse alternative three: the elevated expressway, which will improve transportation in our city. FOR THE MEMBERSHIP, Art Downey, President, D9NA	Email	Comment Noted.
134	Please complete the non-toll expressway option. We commute on 281, North of San Antonio. We're tired of the lights and believe the existing intersections and lights are too dangerous for a US Highway with this volume of traffic. We don't want toll roads. We don't want alternate roads and toll roads. We only want the tax paid option to a US Highway that should have been updated years ago instead of funneling monies away.	Email	Comment Noted.
135	We want the complete non-toll expressway option for Highway 281.	Email	Comment Noted.
136	We want the complete non-toll expressway option for Highway 281.	Email	Comment Noted.

Ref #	Comment	Method Comment was Received	Response
137	Let's make this simple, use common sense, and save us all a lot of time and money!....The sooner we ease the traffic flow on 281, the better for the environment, period. Even a moron has to know that vehicles sitting for long periods of time emit more harmful emissions into our atmosphere, AND we waste more gas and oil. What is so difficult for people to understand this. We have to stop the environmental wackos who lack common sense dictate misery to our lives. And, by the way, the simplest and best solution is to ADD MORE LANES!! And they need to continue all the way thru for at least a couple miles north of Stone Oak Parkway, with no bottlenecks by reducing lanes. This would help tremendously and be the most cost effective. We already pay PLENTY in property taxes to deserve this relief and proper infrastructure. Stop wasting our money. But here I go just using common sense again...	Email	Comment Noted.
138	I'm not in favor of US281 Toll. I vote for "Complete Non-Toll Expressway Option."	Email	Comment Noted.
139	I currently live in Timberwood Park and the inclusion of a multi-use portion of the proposed 281-north project has been brought to my attention. I would like to express my wish that this multi-use path become a reality in the design and funding in each of the proposed alternatives. Too often, I'll visit another city and notice that the accommodation for cyclists is clearly obvious in that dedicated paths provide separation for bicycles and pedestrians. The last such city I visited was Albuquerque and the bike lanes were specifically separated from the highway. I'm not saying that San Antonio needs to be "like" any other city because other cities can't be like San Antonio (especially where Mexican food comes into play). But, I do need to be able to ride a bike in order to offset the effects of Mexican food. I'm not a competitive cyclist and I have no visions of riding in the Tour de France. But I do love a good bike ride and I would love to not be limited to only riding around in my neighborhood. Like other cyclists I feel that our community would be better served by having the multi-use path included in the designs with clear separation to limit any conflicts with motor vehicles. A shoulder on the highway won't do it because the proposals to 281 will only increase the	Email	Comment Noted.

Ref #	Comment	Method Comment was Received	Response
139 cont.	speed that motor vehicles will travel. Past experience has shown me that this is not the optimal situation to place cyclists and pedestrians because it's too risky. We don't want to do it over so let's do it right the first time.	Email	
140	I previously submitted comments about this work, but I received an email that I needed to resubmit them due to technical difficulties. I regret that I could not attend the meeting in person in which this was discussed, but I had another obligation. I favor the expansion of 281 that requires a wider area without elevated roadways. The elevated roadways would be an expensive eyesore; it would cost 200 million dollars more to do that, and it would look awful! Please, please do this construction right and just expand the roadway without erecting elevated roadways. Frankly, the proposal to build those things seems to me only to benefit construction companies that have had undue influence in planning roads in Texas for many years. This has got to stop! Also, I am strongly opposed to any tolls on these roads. Use general tax revenue to do the construction. If there is not enough money, then raise taxes to generate enough revenue to support this and any other essential government services. I am sick and tired of corrupt politicians in Texas opposing taxes for rich people who can easily afford to pay more in taxes and thereby failing to adequately fund essential services such as schools, roads, and parks.	Email	Comment Noted.
141	As a resident in the Lookout Canyon subdivision I am in support of any alternative by any means necessary to relieve traffic on the US 281 corridor.	Email	Comment Noted.
142	I am in favor of expansion of 281 with a toll road. I would strongly suggest that Department review the work that is being done on US 36. Please see: http://www.nytimes.com/2013/06/21/us/a-highway-projects-focus-discouraging-driving.html?_r=0 Driving needs to be in the long term discouraged on the route.	Email	Comment Noted.
143	Now is the time to improve a Complete [No-Toll] Expressway Option on Hwy 281 North from 2604 to Borgfield Road. These improvements have been promised to us since 2001. There have been many years past since we have been promised these improvements and many accidents and injuries have occurred doing this period of time that could have been	Email	Comment Noted.

Ref #	Comment	Method Comment was Received	Response
143 cont.	prevented by improving the congestion. Each year that goes by causes the cost to go up on this highway section. The non-improvement of this roadway has slowed the building by homeowners and business on this route. This is why we are asking to build this Complete [No-Toll] Expressway Option now.	Email	
144	Now is the time to approve a Complete [No-Toll] Expressway Option on Hwy 281 North from 1604 to Borgfeld Road. These improvements have been promised to us since 2001. There have been many years past since we have been promised these improvements and many accidents and injuries have occurred doing this period of time that could have been prevented by improving the congestion. Each year that goes by causes the cost to go up on the highway section. The non-improvement of this roadway has slowed the building by home owners and businesses on this route. This is why we are asking to build the Complete [No-Toll] Expressway Option now.	Email	Comment Noted.
145	Why are we still discussing this subject? This is a terrible idea and most people oppose this option. Instead of giving away our roads and our freedoms to entities that will charge usage for perpetuity we need to keep the roads open and free of charge. No Toll Roads!!!!	Email	Please see Responses 25 and 55.
146	We oppose toll roads period, but how is it that North 281 would have a toll road and South 281 would not. A toll for North 281 would be a tremendous financial burden on people.	Email	Comment Noted.
147	Please complete a No Toll 281. Appreciate your attention to this matter.	Email	Comment Noted.
148	I urge you to listen to all of our people that support you; I wish to inform you about our needs and desires: To: TxDOT & RMA I want the "complete non-toll expressway option." Please email confirmation of the receipt of my comments.	Email	Comment Noted.
149	I support the non-toll option on US 281. I oppose any toll action on US 281	Email	Comment Noted.
150	Since my family could not attend your open meeting, we would like to let you know how we feel about the 281 Road Project. We live in the Summerglen Subdivision and feel that the overpass solution is the way to go. With an overpass at every major street crossing it would alleviate all of the congestion on 281. Having any extra overpasses at individual subdivisions	Email	Comment Noted.

Ref #	Comment	Method Comment was Received	Response
150 cont.	is a waste of the taxpayers' money. As for any toll roads, I would rather not see them implemented for more than one reason, first the daily cost, second if you see able to put overpasses on 1604w, then we should be given the same.	Email	
151	First, what kind of sick fascination do you have with forcing toll roads down the throat of a public that clearly does not want them? Second, we have already paid for this road many times over. Officials have repeatedly stolen money allocated to fix 281 in order to force us to pay tolls. Third, the roads slated for tolls virtually trap the residents NE, N, and NW of 1604, leaving them with no public highway into the city. You clearly are targeting these areas with excess taxation. Fourth, your environmental justice maps clearly indicate the financial impact of the slated toll roads is designed to be borne by non-Hispanic whites, even though they represent a minority of the area's population. This is discriminatory. Fifth, expect to be sued. Sixth, San Antonio will suffer negative economic consequences. People will no longer drive into the city to shop or do business. I know I will not. No meaningful study of economic impacts to residents, businesses, or employees in the corridor has been considered as required by federal law. Seventh, TxDOT's insistence on tolling roads has gotten to the point of being abusive. I urge you to reject the toll plan on Hwy 281 and I demand the complete non-toll expressway option be advanced as the 'preferred alternative' for the Final Environmental Impact Statement as it advances to the Federal Highway Administration (FHWA) for final approval in 2014.	Email	Comment Noted.
152	I support the "Complete non-toll expressway" option for the US 281 north of 1604 upgrade.	Email	Comment Noted.
153	The 281 expansion north of 1604 should not be a toll road.	Email	Comment Noted.
154	I am against any form of toll roads. No "Toll Roads", No "Dedicated Toll Lanes". Use dedicated gas tax for roads, road use and maintenance.	Email	Comment Noted.
155	I just want to express my opinion. I do not support any toll roads. 281 north of 1604 should be expanded without putting in a toll road.	Email	Comment Noted.
156	I support the non-tolled expressway option for highway 281 in San Antonio. This is the most	Email	Comment Noted.

Ref #	Comment	Method Comment was Received	Response
156 cont.	cost effective option that will relieve the congestion and does not cost the State taxpayer more than they should be paying in the long run. I live in Austin but travel on 281 to and in the San Antonio area regularly.	Email	
157	I am in favor of a complete non-toll expressway on 281 because paying 50 cents a mile, or more, in perpetuity on lanes that have already been paid for is double taxation. Also, expansion of free routes will be limited, and the neighborhoods in the tolled areas will become congested. There needs to be a meaningful study of the economic impact of the toll roads on the surrounding area.	Email	Comment Noted.
158	I moved to The Crossing at Lookout Canyon on Overlook Parkway in May 2012 which makes right at a year traveling on 281. It has been a nightmare from day one. It is imperative that the plans to build the expressway alternative begin immediately. The expressway will increase distance in between vehicles, expedite arrivals to work (decreasing road rage/speeding drivers), increase growth along the 281 corridor, decrease accidents, and meet the demands of a growing city. If the elevated expressway begins southbound right past Overlook Parkway and northbound right past Sonterra this will help tremendously. I have been on many road systems and I believe San Antonio has some of the worst drivers in America (texters, gawkers, people with no destination, foreign travelers, tourists, lack of driving training). We have to get this done.	Email	Comment Noted.
159	This message is to let you know that: I want a complete non-toll expressway option. Also, please send me a confirmation that you received my email.	Email	Comment Noted.
160	The Texas Historical Commission has reviewed the Draft EIS for the Alamo RMA's proposed improvements to US 281 from Loop 1604 to Borgfeld Drive. We have no additional comments at this time but will continue working with Alamo RMA and TxDOT on the project as needed. Please contact me with any questions or concerns regarding our review of the project.	Email	Comment Noted.

Ref #	Comment	Method Comment was Received	Response
161	In short: We want the 'preferred alternative' (or option) to be: the 'COMPLETE NON-TOLL EXPRESSWAY OPTION.' Below we outline areas of concern regarding FLAWS in the DRAFT ENVIRONMENTAL statement. THE CURRENT TOLL PLAN WILL CREATE A PERMANENT MAJOR BOTTLENECK AT STONE OAK PKY. & 281.--COMMENT: ~The Toll Hybrid plan (called the "managed lane option,") -- with 2 toll lanes in the middle and 4 non-tolled highway lanes alongside them [2 free lanes and 1 tolled lane in each direction] -- will create a jumbo BOTTLENECK at Stone Oak Pkwy. & 281. Here is where the NON-TOLLED highway lanes will END ABRUPTLY and drivers who don't wish to continue on the tolled lanes will have to exit to the 'free' lanes; that is, the access roads, also call the frontage roads.~ALL SIX (6) HIGHWAY LANES [3 in each direction] NORTH OF STONE OAK Pkwy. WILL BE CONVERTED TO TOLLED ROADS. ~SO. as stated --- the non-toll traffic will be forced to exit [abruptly?] onto the FRONTAGE ROADs [which TxDOT/RMA renamed 'free lanes'], thereby backing up both the freeway and the frontage road ['free lane'] traffic. >>>• THE CURRENT TOLL PLAN DOES NOT ADD ANY NEW HIGHWAY LANES FROM LOOP 1604 TO STONE OAK PKWY.--Comment: ~~The current toll plan adds NO NEW LANES south of Stone Oak Pkwy, therefore it DOES NOT MEET THE PURPOSE AND NEED OF THE PROJECT, which is to improve mobility and relieve congestion in the corridor.~~ Note that the 'managed lanes' (for the HOV) will NOT be newly built lanes. They are merely lanes to be converted from existing FREE free lanes [from a total of 3 lanes each direction] and renamed and made to be tolled, HOV lanes. [Remember: 'HOV' lanes ARE TOLLED, 'managed' lanes.] ~This takes away from the 3 FREE lanes ea. direction and makes it 2 free lanes each direction. ~TxDOT and RMA like to use the phrase "added lanes," instead of the correct phrase, “converted present lanes." ~~The non-toll highway lanes, adjacent to the HOV/Transit toll lanes, will remain congested through 2035 without new added capacity. ~~The 'ALL-TOLL LANE OPTION' (that is, NO FREE highway LANES, at all) will not meet the purpose and need of the project! ~It will displace that traffic which endeavors to avoid the toll and thereby forcing it onto the frontage roads and neighborhood streets. This will also cause permanent congestion in the corridor. >>>• MANY UNNECESSARY	Email	Please see Response 109.

Ref #	Comment	Method Comment was Received	Response
161 cont.	ELEMENTS of CONSTRUCTION ARE DRIVING UP THE COSTS. --Comments: ~Firstly, nine (9) overpasses are planned in just 7 miles. ~That planning is OVERKILL and could actually make the corridor less safe. (It could end up making the corridor much like a rollercoaster--going up & over & down, up & over & down-- with that many intersections and so many overpasses very close together.)~ Each overpass will cost about $10 million.~SO---eliminating some of the overpasses would shave cost and help make THE NON-TOLL OPTION EVEN MORE AFFORDABLE.~~Secondly, a direct connect access ramp for a Via Park-N-Ride facility is planned at Stone Oak for express buses to take residents to and fro downtown SA. This planned facility is without any justification of it and lacking actual data to show how many residents would utilize such an express bus on a daily basis -- or, why taxpayers should foot the bill for such a special access ramp for it (estimated at $58 million).~~~Thirdly, the project includes bike and pedestrian pathways throughout this entire 7- mile corridor section, thereby adding unnecessary cost. Bikes & pedestrians can safely travel along the planned frontage roads.~~~Fourthly, the project also includes 'context sensitive solutions' such as artistic elements: accent lighting, rain gardens, etc. All of these extra costs MUST to be eliminated.>>>• CASH TOLL PAYERS WILL BE CHARGED 33-50% MORE THAN TollTag USERS.--Comment: ~Since the tolling will be all electronic, government entities will necessitate each auto having a GI [government-issued] TollTag and requiring drivers to keep an account open in order to pay the lowest toll rate. (Toll rates range: 17-50 cents a mile). ~Those autos/drivers who don't have a TollTag and get billed by 'SNAIL' mail will pay 33-50% higher toll rates. ~There is no way to bill out-of-state or international drivers, so San Antonio taxpayers will foot the bill for these visitors who will get a free ride! >>>• THERE IS NO MEANINGFUL STUDY OF ECONOMIC IMPACTS TO RESIDENTS, BUSINESSes AND EMPLOYEES IN THE CORRIDOR AS REQUIRED BY FEDERAL LAW [NEPA]. (This underscores our comment at top: Humans are impacted more than any other species...) --Comment: ~The Draft EIS [Environmental Impact Statement/study] acknowledges that (Vol I, Chap. 3 p. 215) traffic trying to avoid paying tolls will be displaced onto neighborhood streets. AS WE'VE ALREADY	Email	

Ref #	Comment	Method Comment was Received	Response
161 cont.	INDICATED, this will effect elements of: safety, schools, property values, quality of life, and access to gainful employment.~The tolled 'options' put forth in the statement DO NOT meet the purpose and need of the project as they will merely displace congestion into neighborhoods, rather than relieving it.~Since much of the development in the corridor is retail, schools, hotels, and hospitals, many of these industries employ low to mid-range wage earners. This will put a huge burden on businesses to retain employees if their job salaries can't possibly pay for toll fees when getting access to their jobs!~Driving congested, stoplight-ridden frontage roads is NOT AN EFFICIENT NOR EFFECTIVE ALTERNATIVE TO 'FREE' HIGHWAY LANES.~The Draft EIS only looks at low-income & other social segments of the populace --and, claims there are no adverse impacts to these groups.~The EIS claims that if someone can't afford tolls, they can use the frontage roads.~FLASH!: Non-affordability to pay tolls of some taxpayers -- who also pay for ALL roads -- relegates them to second-class citizens by not allowing them access to toll roads --AND, sends them to inferior congested 'free' routes. This is not only patently unfair, it's discriminatory and inefficient.>>>• TOLL LANES IMPEDE EMERGENCY SERVICES FROM REACHING VICTIMS, CRASHES AND HOSPITALS.--Comments:~~The HOV-Transit toll lanes... [HOV: The so-called 'Managed-Lane Option' in the center of the non-toll freeway lanes (to be constructed from Loop 1604 up to Stone Oak Pkwy; ALL lanes ON 281 to be tolled north of Stone Oak Pkwy.)]...Inhibit the ability of EMS and police to reach victims and quickly usher them to hospitals. ~Reason: they will have to cross 2 lanes of freeway and then try to access limited access/barriered center toll/HOV lanes. When every second counts, such an arrangement puts lives at risk.**MORE EXPLANATIONS FOR NON-TOLLED OPTION**Here below is more sampling of just HOW any TOLLING option offered in the STUDY will NEGATIVELY IMPACT we HUMANS: *TOLLS MAY BE AS HIGH AS 50 CENTS A MILE!--Comment: ~The published toll rate range is 17 cents a mile up to 50 cents a mile. ~ Big government will track every mile with electronic toll tag--adding MORE government intrusion into our private lives. **TOLLS WILL BE CHARGED IN PERPETUITY!--Comment:~~The Alamo Regional Mobility Authority (RMA), or toll authority,	Email	

Ref #	Comment	Method Comment was Received	Response
161 cont.	has stated on the record since 2009 that it plans to charge tolls on 281 IN PERPETUITY! ~ [FOR EVER! The toll road(s) will never get paid off. Government wants this as a NEVER ENDING budgeted TAX. THEY ARE SCRAMBLING FOR FUNDS as these tolling projects will never pay for themselves. So, this will be a PERMANENT NEW TAX on driving.]_**TOLL CONTRACTS BETWEEN OUR GOVERNMENT AND PRIVATE ENTITIES CAN STIPULATE LIMITED EXPANSION AND IMPROVEMENTS on nearby 'FREE' ROUTES!--Comment: ~The toll contracts --with FOREIGN or domestic private ENTITIES-- also contain 'non-compete' clauses which penalize or prohibit the expansion/improvements of free-lane alternatives in the mapped areas surrounding the tollway(s).~This practice guarantees congestion will happen on NON-tolled roads (read: access roads will become the non-tolled 'free option', accompanied by their existing stop lights and stop signs, etc.) -AND, FORCE more Texans to pay tolls. Visiting travelers should pay as well.*****ALL EXISTING NON-TOLLED 'FREE' LANES on 281 WILL BE CONVERTED TO TOLLED LANES NORTH OF STONE OAK where it joins 281.*****--Comments: ~~The four lanes [2 in each direction] of the original 6 non-toll expressway [there are presently 3 in each direction] lanes will disappear north of Marshall Road. All SIX expressway lanes WILL BE TOLLED! All the lanes we taxpayers drive on today for 'free' [not really; we already are paying taxes to build, maintain and drive on all roads] will be converted to toll lanes ~~~creating a massive DOUBLE TAX!**TOLLS DISPLACE TRAFFIC ONTO NEIGHBORHOOD STREETS. --Comments:~Studies show toll roads and fees displace traffic onto surrounding neighborhood streets and increase congestion and risk of accidents on local streets. I urge the agencies to do the right thing and choose the 'COMPLETE NON-TOLL EXPRESSWAY OPTION.'	Email	
162	As great as implementing a new alternative to the already disastrous situation how long will it take? People are already finding alternatives so they don't deal with the construction. These are things to consider when you say you want to implement a toll. I won't pay a toll and the fluctuation of traffic will make me miserable. I live facing directly to 281 and can hear the traffic all through the day and night. I am also a college student who will be paying back	Email	Response 162: If a Build Alternative is selected in the Record of Decision, the project would be eligible to proceed to the next stage of project development: final design, right-of-way acquisition and construction. Construction could be complete in 2018.

Ref #	Comment	Method Comment was Received	Response
162 cont.	student loans soon. The last thing I want to worry about is toll roads.	Email	
163	I am writing to express my opposition to the proposed Managed Lane Option for US281. As taxpayers, one the primary functions of state government is the maintenance of our infrastructure. There is no justification for exercising any toll option when non-toll alternatives exist. If there is insufficient revenue for road construction, then the gas tax needs to be increased. With today's fluctuating gas prices, a 10-cent increase would be forgotten within a week. With this toll road, some people could end up paying more for tolls than they do for property tax. That is unconscionable. And those that are trying to make ends meet (that would be the majority of workers in the US right now) will be relegated to the frontage roads, and will have to deal with MUCH longer commute times. This means less sleep, less time with family, greater stress, and more pollution. The proposed plan seems like gross overkill as far as the amenities that would be provided. There are too many overpasses. Bike lanes could go on frontage roads (unless, of course, you already know how congested they'll be). Fifty-six million for a Park & Ride access lane? Really? All I see being driven around town is a bunch of nearly empty double-length VIA buses. It's time you started looking out for the people of this great city instead of trying to screw them. Therefore, I officially request that you abandon any toll option in favor of a COMPLETE, NON-TOLL EXPRESSWAY OPTION.	Email	Comment Noted.
164	Comment from Texas Parks and Wildlife Department is included in Table 1, which is a record of comments from federal, state and local agencies.	Email	Please see Responses to Agency Comments in Table 1.

Ref #	Comment	Method Comment was Received	Response
165	Something must be done sooner, than later, to improve the congestion on Hwy 281. I personally waste over an hour a day to commute from the 1604 exit to my residence off Overlook. Multiple my wait time by the tens of thousands of motorists that use 2821 daily -- that is a huge loss hours, excessive fuel being consumed and undoubtedly more accidents There is enough room to make roadway additions and/or build elevated bridges over major roads. The traffic continues to grow and the bottlenecks at Sonterra Blvd, Encino, Evans and TPC/Stone Oak will only get worse! We need more lanes, plain and simple. We need more efficient ways to enter and exit the elevated 281 express way. I am sure the vehicle count on Hwy 281 more than justifies building additional lanes. Build multi-lane frontage roads for the retail that will be built in the future and to detour traffic on; in case of road closures for accidents or planned construction. There are very few north/south roadways in San Antonio. Steps have been taken to improve I-10 and I-35 in the past and currently. Half of the 1604/281 interchange has been competed -- finish that project and connect it to three lane elevated roadway (past Bulverde Rd). Build three lane "ground" roadways utilizing the current "super street" format. Finally, you need to build three to four lane frontage roads to handle the increased retail traffic and the exit and entrance ramps for the elevated roadway in the future. I am not an engineer, but build something that will be functional for at least the next twenty years -- like the supports for the elevated roadway being designed for two additional lanes (both directions) in the future. Park and ride locations under the elevated roadway would be a cost effective bonus. There are plenty of ways to finance the cost of these expansions without installing a toll road. Paying these improvements that has already been funded will not go over too well with the public. Perhaps a road taxes based upon mileage, increased fuel tax, increased taxes on items that are harmful (liquor, tobacco) and possibly a small general property tax for residents of Bexar county.	Email	Comment Noted.
166	I am against making 281 a toll road! Can't afford it! Everything is too high as it is to make it pay day to payday! WHAT IS SA THINKING!! IT'S OUTRAGEOUS.	Email	Comment Noted.

Ref #	Comment	Method Comment was Received	Response
167	We don't want toll roads! We want to be listened to! 281 are better with the turn lanes; taking lanes will return to the past but with more cars. The people have spoken (in favor of overpasses not toll roads). If you are one who is pushing your own wishes for toll roads, you are not listening, as your position requires! I must travel 281 many times a month for family affairs. My friends must use it daily for work. The cost will be more than we can handle. Listen to our plight. So far, America is a democracy.	Email	Comment Noted.
168	WHAT IS ABOUT NO TOLL ROADS DO YOU MORONS NOT UNDERSTAND	Email	Comment Noted.
169	I am sick of new and inventive ways to raise taxes. Raising taxes on the northern portions of 281 and 1604 through tolls is disgusting. If you want to raise taxes on 1604 and 281 then apply the tolls to the entire length of the highways within San Antonio not just the northern portions. We all live in and around San Antonio so we should all share in the increased taxes. The recent construction on the 281/1604 interchange is another example of people on the north side of town being asked to shoulder the brunt of the traffic congestion. Amazing, even on the north side of town at the 281/1604 interchange only the lanes SOUTH of the interchange were involved in the interchange system.	Email	Comment Noted.
170	Taxpayers must take a stand! I am so tired of Government officials deciding what is the best way to use OUR taxpayers' money for their needs and their own personal pockets. They never take in to consideration our opinions and they are always ready to line their pockets or sell US land and property. They are not considering our kids and grandkids futures and what they are costing us taxpayers. They don't even consider their own families' futures, as long as they are fulfilled for the moment. Instead of funding useless things like Streetcars and Pre K for S.A., put that money towards what us Taxpayers really need! Why don't they stop the street cars, close Pre K for S.A. for those select few of 700, and other asinine projects & apply those funds to our city streets & projects we truly need. These projects they pass are only to get a pat on the back from their fellow officials, climb the ladder or to benefit themselves. They don't care how this affects all of us or if we can pay our bills. They will get their money one way or another. Why must we pay again to use our highways? This world is becoming	Email	Comment Noted.

Ref #	Comment	Method Comment was Received	Response
170 cont.	about greed and not unity and what's best for us taxpayer/citizens. I am also curious if builders get taxed or have to pay certain fees when they build shopping strips, apartments, homes, and commercial sites. Do they just build, profit and don't have to pay for any further growth as in roads, schools, etc. for those areas? What about taxing the person that actually started the Stone Oak madness and construction. Where are they now? Sitting someone out of the 281/1604 traffic I bet. It just sickens me that these politicians are just so power hungry & greedy that they truly don't consider the repercussions. Truly, truly a sad situation and becomes when it all comes down to it, they will make their own decisions without even considering taxpayers opinions. It all comes down to GREED!	Email	
171	I cannot afford to pay to drive to and from work, pay for my children to drive to and from college, pay for my wife to drive to and from work and all at different times. This plan will hit me exceptionally hard as we will travel the entire length of the toll roads 8 times a day. I want the complete non-toll expressway option.	Email	Comment Noted.
172	We live in the Mountain Lodge subdivision off US 281 near Marshall Road. We see the Expressway alternative as the better way to reduce traffic congestion for two reasons: 1. If TxDOT does not have the funding to build improvements without a toll road, why would we choose the $650 million Elevated Expressway instead of the $450 million Expressway? We want to solve the problem as economically as possible. 2. We are especially concerned about the noise of an Elevated Expressway right outside our neighborhood. Please choose the Expressway alternative.	Email	Please see Response 18.
173	I use Hwy 281 almost daily, but if you put a toll road on it I will move away. TXDOT has squandered our tax dollars like stealing from us and it is evil.	Email	Comment Noted.
174	WHY SHOULD WE PAY TOLLS WHEN WE ALREADY PAY A GAS TAX AT THE PUMP FOR HIGHWAYS? PERHAPS SOMEONE WANTS A WAY TO PAY FOR ROADS ELSEWHERE WHILE THE 281 DRIVERS CONTRIBUTE. LISTEN TO WHAT THE VOTERS WANT!!! DIANE IN STALLION ESTATES	Email	Please see Responses 26 and 55.

Ref #	Comment	Method Comment was Received	Response
175	I am only in favor of a complete non-toll expressway for 281. I want a non-toll expressway to be constructed and maintained.	Email	Comment Noted.
176	In short I want the complete non-toll expressway option! Please send me a confirmation email when you receive this one...	Email	Comment Noted.
177	I do not want a toll road in San Antonio. It means more taxes...	Email	Comment Noted.
178	I am writing to voice my opposition to any project that creates more toll roads, both those converting existing highways into toll roads and new toll roads. Please confirm by return email your receipt of this comment.	Email	Comment Noted.
179	We have lived in SAT for 10 years. We bought the house in this area (Big Springs precisely) because we loved the idea of living in a quiet and safe residential place. Now, over time, not only have we lost a lot of security but also run the following risks and dangers of: 1. Our property losing value 2. Our children no longer enjoying their play in the backyard 3. The increased noise, pollution, and the risk of a car crash on our wall. (Our house is next to 281). 4. Having the elevated highway. 5. The increase in traffic, especially trucks. These are just some of the many dangers that such construction could cause. Even with the "noise barrier" we will be seriously affected. We are not against the idea of building an elevated highway, but rather to build one at street level (and non-tolled). It is an injustice that they want to charge for access to our own residential area. We already pay enough in taxes. We appreciate that a highway will be built, but please at street level. [This comment was also submitted in Spanish.]	Email	Comment Noted.

Ref #	Comment	Method Comment was Received	Response
180	It's not that complicated! Interesting conceptual drawings. I hope that professional engineers will be hired to provide the final drawings. What causes backups to traffic is the constant changing in the amount of available lanes and bottlenecks that occur when 4 lanes turn into 2 lanes. Avoid this by providing 4 lanes in each direction to complement any feeder roads. There are too many on and off ramps. To facilitate smooth flowing traffic there should only be on/off ramps at Encino Rio, Evans, TCP/Stone Oak, Marshall, and Bulverde roads. All other roads potential on/off to the highway should be through the use of feeder roads. All traffic that needs to go South off of Encino Rio should only be able to turn North and then make a U-turn under Rt. 281 to connect to the South feeder to an on ramp. Borgfeld Rd. should only be able to go turn right onto a feeder going South, if they want to go North they would need to do a U-turn under 281 at Bulverde Rd. There should not be any tolls. This should be a free road paid for by gasoline taxes. If additional money to build these roads is needed increase the gasoline tax to do it but stipulate that gasoline taxes are to be used for roads only. This area has shopping and commuters, very similar to I-10 between Rt. 1604 and I-410. That section of I-10 would not function well as a toll road and neither would Rt. 281. There should not be any HOV lanes. One of the biggest failures in US traffic design is HOV lanes. Los Angeles California, Houston Texas, or Washington D.C. are all good examples of the uselessness of HOV lanes. The objective of roads is to allow people to move from point A to point B, there is nothing worse than seeing empty HOV lanes while the lanes that all of the regular people are driving in are in gridlock. I hope that this free road is economically built expeditiously.	Email	Comment Noted.
181	I like the Expressway proposal (ES-6) the best. It seems to me that tolling the limited-access express lanes is the only feasible financing method for this much-needed project to be completed promptly. No build would be disastrous for an already unacceptable traffic situation.	Email	Comment Noted.

Ref #	Comment	Method Comment was Received	Response
182	Please acknowledge receipt of my comments. My husband and I have attended and testified at public meetings and hearings, including joint hearings before the legislature in Austin for several years. Time and again the overwhelming majority of the people have stated their absolute opposition to any toll option for solving the traffic issues on US 281. And time and again the bureaucratic "authorities," to paraphrase Michael Corleone, just when we thought it was out, they pull it back in. *There have been no reliable studies that show the viability of tolling any portion of US 281.*Tolling already built free lanes paid for with tax dollars is double taxation.*Tolling pushes taxpayers who do not wish, or cannot afford, to ride on tolled roads off on access roads or neighborhoods, creating more congestion and safety issues in those areas.*Tolling in perpetuity, as stated on record by Metropolitan Planning Organization (MPO), without public input or oversight, is taxation without representation. It also raises the question of where the money goes or what it is used for after the cost of (re)constructing the road is satisfied. Shoring up existing toll roads that are not making the money projected? *The published costs of the non-toll option for 281 are suspect. The 10-mile stretch of Loop 1604 W. is being expanded from 2 to 4 lanes using 5 overpasses, all non-toll, for $200 million which translates to $20 million per mile. Yet the published costs for the 7-mile stretch of 281 is $448 million and calls for 9 overpasses--shorter distance, more overpasses which are far more than needed, and translates to more than $60 million per mile. It does not compute, unless someone wants it to fail. *The "HOV Rides Free" requirements is far more onerous that most other HOV lanes in the state (Houston, for instance). Requires prior registration, 3 (not 2) people, open Toll Tag account (what is that money used for if it's "free?"). Soccer moms or occasional users are shut out. The only acceptable solution is COMPLETE NON-TOLL OPTION for improving Hwy 281.	Email	Please see Response 109.

Ref #	Comment	Method Comment was Received	Response
183	My comments regarding the highway project are in opposition to tolls. My reasons are twofold. First, tolling is inefficient. Highways must be constructed with toll booths, access roads built to allow local drivers to get around the toll roads, and we create a highway system that is only lightly used while motorists line up on non-toll roads. In addition, a whole infrastructure must be created to record, collect and account for tolls. Thus, a significant portion of toll revenue is new overhead (to build toll booths, collect tolls, enforcement, etc.). In contrast, an increase in gas tax would not result in any additional overhead. Second, when a toll road was last considered, about two thirds of the cost of construction was still going to be paid from gas tax revenue. It appeared that the toll bonds did little more than to raise enough money to cover the incremental costs to construct toll booths, toll lanes and other infrastructure necessary to collect tolls. This is a huge boondoggle and waste of taxpayer money. I have driven the toll road in Austin, mostly by accident. At $3.00 per toll booth on TX 130, I couldn't wait to find the next exit and have never been back. San Antonio has successfully unelected every public office who supported toll roads. Let's keep up the good work!!	Email	Comment Noted.
184	Since I'm unable to attend the public meeting on 20 June 2013, I would like to encourage you to consider a complete non-toll expressway option. No one I know is in favor of toll roads in this area or in this state. I would like email confirmation of the receipt of my comments.	Email	Comment Noted.
185	I believe the Elevated Expressway Alternative should be built whether it is toll or non-toll. This should be done sooner rather than later. It would eliminate a lot of accidents, wasted time, gas, pollution from idling automobiles, and just a bunch of headaches. This should have been done when it was first proposed. At that time it was stopped by environmentalist. What the environmentalist should have looked at, are all the buildings that are going up in this area. All the stripping of land to build new houses. That's my opinion.	Email	Comment Noted.

Ref #	Comment	Method Comment was Received	Response
186	I live close to 1863 & 281. I'm a recent widow, and live on a fixed income. There are many out this way like me, we cannot afford these proposed fees!! PLEASE use the 160 million dollars already available... It is NOT the will of the folks who drive 281, to have to pay tolls to people who don't!!!	Email	Comment Noted.
187	As a resident of Comal County, I urge you to build the elevated tollway to relieve the awful traffic and commute time that currently exists. This improvement is so long overdue and all other options would only ensure more red tape in the near future. My family and I moved from the Austin area in 2011 where we saw tolls go up such as 183A that improved quality of life. We were happy to pay our toll fees every day for these improvements.	Email	Comment Noted.
188	I would see to see 281 solved once and for all as a non-toll expressway with overpasses at the current traffic lights thru to Borgfeld Rd. Since I have lived in San Antonio all I have heard about is diverted money from the transportation fund and ongoing environmental studies, including invalid ones due to conflicts of interest. It is a very short stretch of highway that needs to be fixed once and for all. Listening to all of the VIA projects, park and rides, streetcars, and every other issue is frustrating when no one is addressing the “elephant in the room”. Everyone who lives on the far north side knows the super street was a waste of money. In terms of environmental studies, nothing was beyond the Home Depot when I moved here, and now the HEB shopping center, Target shopping center, soon to be Sam’s Club at Marshall and a few thousand houses have popped up. Sounds like an environmental joke that widening a road will be disastrous but a few thousand acres developed is not.	Email	Comment Noted.

Ref #	Comment	Method Comment was Received	Response
189	I strongly urge you to implement a complete non-toll option for Highway 281. It is appalling to know that our over passes that were paid for with tax dollars were never built because of kowtowing to environmentalist groups. How can the Texas law of not tolling EXISTING HIGHWAYS JUST BE IGNORED???? Find the funds – quit robbing the road fund for other pet projects. I certainly don't want to be paying $.50 a mile to travel this route. I have lived out 281 all my adult life and worked in San Antonio. I and my adult children cannot afford to pay these tolls. You need to toll other projects like the Wurzbach Parkway – it was NOT an EXISTING HIGHWAY!!!!!!	Email	Please see Responses 26 and 55.
190	I strongly oppose both tolling Hwy 281 and creating HOV/Bus only lanes. Instead, use a non-toll expressway option.	Email	Comment Noted.
191	While the subject is on the San Antonio area roads, I believe I have a right to speak because this project is in Texas and because US 281 is a federal highway paid for by federal dollars. The proposal to toll US 281 is unconstitutional because it prohibits building of equivalent parallel roads required by the Texas Constitution. TxDOT has been violating this provision of the Constitutional Amendment from the day it was passed. Not one toll road has been built that has been provided an equivalent, non-obstructed highway running in parallel with the toll road. The mobility authorities of Texas have taken advantage of the Constitution by running their boards and following illegal directions from TxDOT to take over federal roads in pieces all over the state. They have declared the parallel access roads to be the equivalent parallel highways required by the Constitution, but have directed these access roads to be restrictive and to use poorly timed traffic lights and barriers to force drivers onto the toll roads. TxDOT and the mobility authorities have wasted highway building and repair funds by using the money for member paychecks, by spending excess funds for engineering planning that would not be needed for non-toll road planning, and by spending money holding meetings to sell the toll roads to the public when their plans are to ignore the public in the first place. It is time to stop tolling roads in the state of Texas. Toll roads are also wrong because they place our public land in the hands of private domestic and foreign companies,	Email	Comment Noted.

Ref #	Comment	Method Comment was Received	Response
191 cont.	resulting in our land being stolen from the citizens. These roads block public access across every mile unless the toll is paid, and the locations of the tolling are limited so much as to restrict free travel that has been guaranteed to us by both the United States and Texas Constitutions. Return the land to the citizens and stop wasting our money of companies and people who have not earned it.	Email	
192	First, I am FOR a 'COMPLETE NON-TOLL EXPRESSWAY OPTION.' This would be the only option that would address my concern that I have spoken of before. That would allow myself and thousands of other drivers like myself that CURRENTLY do not drive on Hwy 281 during the hours most drive, but instead drive 281 at those times, due to work or other reasons, that allows me to actually drive the actual speed limit, 55mph, 60mph, and 65mph. A 'COMPLETE NON-TOLL EXPRESSWAY OPTION' is the only option that would allow those same speed limits to be obtained and an equal to those same speeds that are obtained by us non-traditional time of day drivers today. Tolling lanes and shoving me and like drivers to the frontage roads with yield signs, possible stop signs, and a greatly reduced speed limit is not giving me and thousands of like drivers an 'equal' lane(s), so therefore this would be against the law. Being it would be against the law, I would never pay a toll fee for driving on a stretch of road when political crooks convert existing free lanes into toll or managed lanes. My right to drive on these existing lanes will always remain my right as you do not have the right to give me lanes that are NOT equal to the ones I currently drive and for the time of day I and thousands of other drive. Nobody, no agency, no entity, or contractors and the like shall have any legal right to collect toll fees and/or penalties from me when I drive Hwy 281 at times that allow me to drive the maximum speed limit being I can currently drive the maximum speed limits during the off-peak times that I drive, if 281 is converted to toll and/or managed lanes. I shall have and retain my right to drive on the main lanes of 281 for free even if the existing lanes are converted to toll or managed lanes. YOU HAVE HEREBY BEEN GIVEN NOTICE. Furthermore...No meaningful study of economic impacts to residents, businesses, employees in the corridor as required by federal law (NEPA) The Draft EIS acknowledges (Vol I, Chap. 3 p.	Email	Please see Response 26, 55, 79, and 109.

Ref #	Comment	Method Comment was Received	Response
192 cont.	215) traffic trying to avoid paying tolls will be displaced onto neighborhood streets. This affects safety, schools, property values, quality of life, and access to gainful employment. The tolled options DO NOT meet the purpose and need of the project when it will merely displace congestion into neighborhoods, rather than relieve it. Since much of the development in the corridor is retail, schools, hotels, and hospitals, many of these industries employ low to mid-wage earners. How will businesses retain employees if their salaries can't possibly pay for tolls to get access to their jobs? Driving congested, stop-light ridden frontage roads is NOT an efficient or effective alternative to freeway lanes. The Draft EIS only looked at low income & social justice populations & claims no adverse impacts to either of these groups. The EIS claims if someone can't afford tolls, they can use the frontage roads. Making those who can't afford tolls second class citizens relegated to congested free routes is not only patently unfair (especially since they're paying gas tax for state highways), it's discriminatory and inefficient. Furthermore...Cash toll payers will be charged 33-50% more. Since the tolling will be all electronic, you have to have a government issued TollTag and pay to keep an account open in order to pay the lowest toll rate (toll rate range: 17-50 cents a mile). Those who get billed by mail will pay 33-50% higher toll rates. There is no way to bill out of state or international drivers, so San Antonio taxpayers will foot the bill for these visitors to get a free ride! Furthermore...Current Toll Plan does NOT add ANY new highway lanes from Loop 1604 to Stone Oak Pkwy. The current toll plan adds no new lanes south of Stone Oak Pkwy, therefore it does NOT meet the purpose and need of the project, which is to improve mobility and relieve congestion in the corridor. The non-toll highway lanes adjacent to the HOV/Transit toll lanes will remain congested through 2035 without new added capacity. The all-toll lane option (no free highway lanes) will not meet the purpose and need of the project since it will displace traffic avoiding the toll onto frontage roads and neighborhood streets creating permanent congestion in the corridor. Furthermore...Current Toll Plan will create a permanent MAJOR BOTTLENECK at Stone Oak Pkwy! Toll hybrid plan (called managed lane option, with 2 toll lanes in the middle, 4 non-toll highway lanes alongside) will create a Texas-	Email	

Ref #	Comment	Method Comment was Received	Response
192 cont.	sized BOTTLENECK at Stone Oak when the non-toll highway lanes stop and will have to exit! All 6 highway lanes north of Stone Oak will be TOLLED. So non-toll traffic will be forced to exit onto the frontage roads which will back-up both the freeway and the frontage roads. Furthermore...Toll lanes impede emergency services from reaching victims, crashes, hospitals. The HOV-Transit toll lanes ('managed lane' option) in the center of the non-toll freeway lanes (up to Stone Oak Pkwy, all lanes tolled north of Stone Oak) inhibit the ability of EMS and police to reach victims and quickly usher them to hospitals when they have to cross 2 lanes of congested freeway lanes and try to access limited access/barriered center toll/HOV lanes. Such an arrangement puts lives at risk when every second counts. Furthermore...Toll contracts can limit expansion of free routes. The toll contracts also contain non-compete clauses that penalize or prohibit the expansion of free alternatives surrounding the tollway to guarantee congestion on free roads and force more Texans to pay tolls. Furthermore...Tolls displace traffic onto neighborhood streets. People try to avoid paying tolls, so they find alternate routes to bypass the toll lanes. Studies show tolls displace traffic onto surrounding neighborhood streets and increase accidents and congestion on local streets.	Email	
193	My family and I want to have you use the non-toll option for Highway 281 in Bexar and Comal County's. By adopting any other plan, it is my opinion that you will create more difficulties than you solve. There will be a bad traffic backup at Stone Oak, there are many unnecessary add-ons that will drive up the cost, and there will be a very negative cost to be absorbed by the people who will be forced to pay tolls to go to and from work. The economic impact will far out way any potential benefit from tolling.	Email	Comment Noted.
194	Making 281 into a toll road will increase the road footprint vs a non-tolled highway. It will cause more traffic congestion and idle time on the access roads which commuters will use to avoid the tolls.	Email	Comment Noted.
195	I don't know if we're allowed to submit a second comment, but if we are, we want to strongly support the ground level improvement and not the elevated option.	Email	Comment Noted.

Ref #	Comment	Method Comment was Received	Response
196	Please consider pathways for walking and biking. I consider the future use of walking paths and bike paths very important to our future health and to reduce traffic congestion.	Email	Comment Noted.
197	The Real Estate Council of San Antonio (RECSA) represents 250 member organizations involved in the commercial real estate development industry in the San Antonio area. We are pleased to be part of an industry that generates approximately 1/7 of the area's economic output; employs 120,000 people in the San Antonio area; has an economic impact of $22 billion each year with an annual payroll of $4.8 billion; and generates over $168 million in tax revenue. With regard to the US 281 Draft Environmental Impact Statement (EIS), we offer the following comments for your consideration: • RECSA supports the construction of added capacity improvements along the US 281 corridor from Loop 1604 to Borgfeld Drive. • Residential and commercial development along the US 281 corridor continues growing at a rapid pace. - Current projections indicate the regional population will grow to 3.58 million by 2040, up 76% from the 2010 estimate of 2.03 million. Much of the growth is occurring in northern Bexar County. According to an analysis conducted by the SA-Bexar MPO, the number of residents living in census tracts adjacent this portion of US 281 will reach 142,240 by 2035, a 93% increase from 2005. According to TxDOT and MPO data, the portion of US 281 0.3 miles north of Loop 1604 saw Average Daily Traffic (ADT) of 133,000 in 2010…this number will rise to 205,000 by 2035. For the portion of US 281 0.5 miles north of Borgfeld, ADT was 30,000 in 2010 and will grow to 140,000 by 2035. • The "Super Street" improvement have eased congestion slightly in the near term, but failure to add additional capacity to US 281 will result in unacceptable levels of congestion and delay for motorists. • Of the three alternatives under consideration in the Draft EIS, the No-Build Alternative does not address future growth/congestion in the corridor nor does it address safety concerns or air-quality concerns. • Either of the two proposed Build Alternatives (Expressway and Elevated Expressway) will address current traffic issues and future growth in the corridor and RECSA supports moving forward with one of these alternatives.	Email	Comment Noted.

Ref #	Comment	Method Comment was Received	Response
197 cont.	(Note – Expressway is projected to cost $448 million versus $655.2 million for the Elevated Expressway, under toll/managed lane scenarios).	Email	
198	I am opposed to tollways in Texas. I am from Chicagoland. Tollways do NOT make money for the state or for investors. Like RR's, they must be subsidized to remain in business. They do not alleviate rush hour congestion but are an aggravation as one cannot exit once in the toll booth pay section of the road. Texas is doing better than most states in the USA today. Keep it that way without tollways. I request confirmation of receiving this email from your organization.	Email	Comment Noted.
199	Continuing to dictate to the Texas voters is disgusting. I am strongly against continuing any "push" from government, when the majority has spoken up quite clearly. Stop these tolls, on 281 and any part of the greater Bexar County metroplex. We do NOT need politicians or bureaucrats who do not do as we say to do, in issues voted upon.	Email	Comment Noted.
200	Please consider including a protected bike path on any improvements to 281. Too many bike deaths are the result of poor planning at state and local level. Help protect bikers.	Email	Comment Noted.
201	I want the COMPLETE NON-TOLL EXPRESSWAY OPTION. Turning existing lanes of highways into toll roads is unacceptable. The same roads that were built by gas taxes and federal funds. This is double taxation and should not happen.	Email	Comment Noted.
202	I would like to encourage you to keep bike lanes in all your projects. I have shown many doctors around that were being recruited by different medical groups and two of them said one of their primary reasons for not wanting the job in SA was that lack of ability for them to ride safely to work. There are more and more cyclists in the metro area. The less we do to accommodate them, the greater impact they have on traffic in general and as we get closer to non-attainment for the EPA, that becomes a bigger and bigger deal. More cyclists commuting, less cars, more cyclist out of main traffic lanes, the faster traffic flows.	Email	Comment Noted.
203	Comment from Town of Hollywood Park is included in Table 1, which is a record of comments from federal, state and local agencies.	Email	Please see Responses to Agency Comments in Table 1.

Ref #	Comment	Method Comment was Received	Response
204	This is a real easy fix and you know it!!!! Put overpasses and get on with it. Quit playing games with the people's money...the ones that PAY YOUR SALARIES.	Email	Comment Noted.
205	I am opposed to the Texas Toll Roads in San Antonio!	Email	Comment Noted.
206	I am in favor of not tolling 281.	Email	Comment Noted.
207	FEEDBACK FOR THE TOLL PLAN FOR US 281 IN SAN ANTONIO As a concerned citizen that lives and drives in this area almost daily I would like to submit my commentary on the proposed draft EIS construction options for the US 281 as a taxpayer. For many years the Political cabal anchored by Governor Perry in directing the Texas Department of Transportation, the Metropolitan Planning Organization (MPO), RMA as well as selected politician's to methodically insure that this and other road construction projects around Texas be built utilizing CDA and PPP as TOLL ROADS. The common refrain from these groups is that Texas doesn't have the funding to build new road infrastructure without tolling. The actual issue is the shell game played by diverting funds (gas taxes, vehicle sales taxes and vehicle registration fees) dedicated for road construction for other non-transportation purposes. The funding for this particular road project, 8 miles has been available for years but the Texas Department of Transportation continues to play a shell game and applying this funding elsewhere. A similar 10 mile expansion on the adjacent Loop 1604 project is being built for $20 million/mile yet the so called cost to build on US 281 has been artificially inflated to $60 million per mile. Adding superfluous extras; i.e., Via bus exits, HOV lanes requiring a registered 3 occupants vehicle, biking and pedestrian pathways to this US 281 project does not advance any reasonable goal of relieved congestion and saving time in daily commutes. TOLL Roads only add another level of perpetual taxation (cost) to get around town for whose benefit. TOLL ROADS AREN'T NEEDED! MY PREFERENCE FOR THE PREFERRED CONSTRUCTION ALTERNATIVE TO BE SUBMITTED TO THE FHWA REGARDING THIS FEIS IS: A COMPLETE NON-TOLL EXPRESSWAY OPTION ON US 281.	Email	Comment Noted.

Ref #	Comment	Method Comment was Received	Response
208	I support extending highway 281 north from loop 1604 and making it a controlled access highway. The environmental impact would be improved by having better traffic flow and reducing the time commuters are on the road. I do NOT support making this a toll road. I would appreciate an email response confirming receipt of my comments.	Email	Comment Noted.
209	No! Please! No more toll roads. Texas should not become part of this scam. It will create more problems than it will solve.	Email	Comment Noted.
210	I oppose the efforts to toll Loop 1604 and US Hwy 1604. I have no confidence in the Alamo RMA/ TX DOT scam they call an effort to improve traffic systems on US 281 and Loop 1604 so completely support the Complete Non-Toll Expressway Option! I allege and believe there has been widespread corruption in the efforts to create toll roads in the San Antonio/Bexar County area including the securing of political contributions in the 2010 GOP Gubernatorial Primary Re-election by the Rick Perry Campaign against Sen Kay B Hutchison as well as Debra Medina and the effort to demonize Sen Ted Cruz in his 2012 election bid by political associates and consultants with ties to Gov Rick Perry's 2010 re-election campaign I believe paid for by contributions by business elements that would benefit from tolling San Antonio/Bexar County transportation arteries! I also allege/believe there has been an organized campaign to harass/unemploy outspoken anti-toll activists and to intimidate business elements that will be hurt by tolls to silence the local opposition in Bexar County to tolls! No road should be tolled until my allegations that I believe to be true are investigated thoroughly! Meanwhile, I demand that the businesses and nonprofit entities who have been promised percentages of the tolls should be exposed by name and I believe that their exposure would also show collusion to support the campaign to reelect Gov Rick Perry in 2010 and the campaign to demonize Sen Ted Cruz in 2012 as alleged in my earlier point from what I believe to be an organized campaign of self-interest to promote, support and give public infrastructure to toll road entities for these entities' own financial self-interest! The obvious remedy for this allegation is for any possibility of any gifting of any percentage of toll revenue to any commercial and nonprofit entities to be completely and forever publicly	Email	Comment Noted.

Ref #	Comment	Method Comment was Received	Response
210 cont.	repudiated by the Alamo RMA and TX DOT as a conflict of interest and will never happen with all entities along tolled highways having to suffer the certain loss of business since nobody wants to pay a toll to go to some place when they can go elsewhere and not pay one except for those living close enough to get to a tolled location by bicycle/bus but of course won't be buying a lot of stuff! I believe that the effort to toll these expressways mentioned has been aided by an effort to commit fraud with transportation dollars so as to not increase needed public infrastructure that would be toll-free! Due to the nature of this kind of fraud involving public monies, it is my belief that we need federal investigation of my allegations that I believe to be true. I would like to see public hearings conducted regarding my allegations that I believe to be true and those allegations of TURF founder, Terri Hall investigated by a committee outside the control or influence of the Governor of the State of TX, Gov Rick Perry! Once my allegations that I believe to be correct are proven so, I believe that the only fair thing to do is turn US 281 and Loop 1604 over to the federal highway system! Since I believe and allege that TX DOT failed to stop this fraud and I believe/allege promoted toll roads with monies meant to be spent on actual toll free road construction with public gas taxes, the federal Dept. of Transportation should demand that portion of state gas tax that is going to support US 281 and Loop 1604 be garnished to federal authorities to support the extension of the federal highway system in Bexar County made up of US 281 and Loop 1604! Since TX DOT and the Alamo RMA are dead set on promoting the confiscation of public infrastructure to promote tolls despite the majority opposition of the Bexar County citizenry, they lead us no choice but to seek redress via investigation of all these allegations I believe to be true from our federal, elected officials like Sen Ted Cruz is now my opinion! I demand receipt of this email by you. It sucks that I have to continually spend my time and energy on this matter but since the threat of the scam of tolling the roads I use now toll-free forces me to, I will! I recognize all too well that the forces promoting toll roads are powerful and malicious to those of us who speak out against them and hope that nothing happens to me like unusual car accidents or my livelihood being threatened again as I believe/allege has	Email	

Ref #	Comment	Method Comment was Received	Response
210 cont.	been the case several times before in 2010 through 2012! However, there are those who are by nature cowards and others who just can't stand being like that and this effort to jam tolls down our throats again just really sucks!	Email	
211	Tell TxDOT & RMA you want the "complete non-toll expressway option". I don't want any more toll roads, there are enough. Another thing, San Antonio doesn't need trolley car tracks in the streets either!	Email	Comment Noted.
212	Complete non-toll expressway on 281.	Email	Comment Noted.
213	As a citizen who frequently utilizes 281 North of Loop 1604, I hereby express my objection to the 281 toll project and ask that you strongly consider a complete “non-toll” expressway. Briefly, 1) The current toll plan does not add any highway lanes from 1604 to Stone Oak. This represents a major flaw in your toll plan and does not accomplish the objective of relieving congestion. 2) Toll lanes in the surrounding area have not been successful. Just look at Highway 130 and the very light volume in traffic? That is likely because people do not wish to pay high toll rates when free lanes are available. Thus, the congestion on 281 would remain (via the free lanes) 3) The planned Via park-n-ride is also an option without merit. I have never seen data that reflects volume of mass-transit ridership that would justify the cost and added congestion caused by this option. 4) A toll option would not accomplish the main objective – to relieve congestion. Instead, you merely would move more traffic to the free lanes. 5) Tolling existing lanes is not the solution! In the long-term, it amounts to double-taxation (as these lanes have already been paid for with taxes) 6) In the long-term, traditional construction of lanes (without tolling) would be the best cost-effective solution for the taxpayer. I urge you to reconsider your decision to toll Hwy 281 north of Loop 1604. I am certain most fellow taxpayers would agree. Finally, I ask for confirmation that my comments have been entered into the official record and read.	Email	Comment Noted.

Ref #	Comment	Method Comment was Received	Response
214	As a Stone Oak area resident and taxpayer, my concerns with the Draft EIS are as follows: • The current Toll Plan will create a permanent MAJOR BOTTLENECK at Stone Oak Pkwy. Toll hybrid plan (called managed lane option, with 2 toll lanes in the middle, 4 non-toll highway lanes alongside) will create a Texas-sized BOTTLENECK at Stone Oak when the non-toll highway lanes stop and will have to exit! All 6 highway lanes north of Stone Oak will be TOLLED. So non-toll traffic will be forced to exit onto the frontage roads which will back-up both the freeway and the frontage roads. • The current Toll Plan does NOT add ANY new highway lanes from Loop 1604 to Stone Oak Pkwy. The current toll plan adds no new lanes south of Stone Oak Pkwy, therefore it does NOT meet the purpose and need of the project, which is to improve mobility and relieve congestion in the corridor. The non-toll highway lanes adjacent to the HOV/Transit toll lanes will remain congested through 2035 without new added capacity. The all-toll lane option (no free highway lanes) will not meet the purpose and need of the project since it will displace traffic avoiding the toll onto frontage roads and neighborhood streets creating permanent congestion in the corridor.• Many unnecessary elements are driving up the cost. First, there are 9 overpasses planned in just 7 miles. That's OVERKILL and could actually make the corridor less safe (could end up making it like a rollercoaster to go up and over that many intersections with so many overpasses so close together). Each one costs about $10 million, so eliminating some of the overpasses would shave cost and help make a non-toll option more affordable. Second, a direct connect ramp for a Via Park-N-Ride facility is planned at Stone Oak for an express bus to take residents downtown without any justification or actual data to show how many residents would utilize such an express bus on a daily basis or why taxpayers should foot the bill for a special ramp for it (estimated at $58 million). Third, the project includes bike and pedestrian pathways throughout the entire 7 mile corridor adding unnecessary cost. Bikes & pedestrians can safely travel along the planned frontage roads. Fourth, the project also includes 'context sensitive solutions' like artistic elements, accent lighting, rain gardens, etc. All of these extra costs need to be eliminated. • Cash toll payers will be charged 33-50% more. Since the tolling will	Email	Please see Responses 55, 109, and 122.

Ref #	Comment	Method Comment was Received	Response
214 cont.	be all electronic, you have to have a government issued TollTag and pay to keep an account open in order to pay the lowest toll rate (toll rate range: 17-50 cents a mile). Those who get billed by mail will pay 33-50% higher toll rates. There is no way to bill out of state or international drivers, so San Antonio taxpayers will foot the bill for these visitors to get a free ride! • No meaningful study of economic impacts to residents, businesses, employees in the corridor as required by federal law (NEPA). The Draft EIS acknowledges (Vol I, Chap. 3 p. 215) traffic trying to avoid paying tolls will be displaced onto neighborhood streets. This affects safety, schools, property values, quality of life, and access to gainful employment. The tolled options DO NOT meet the purpose and need of the project when it will merely displace congestion into neighborhoods, rather than relieve it. Since much of the development in the corridor is retail, schools, hotels, and hospitals, many of these industries employ low to mid-wage earners. How will businesses retain employees if their salaries can't possibly pay for tolls to get access to their jobs? Driving congested, stop-light ridden frontage roads is NOT an efficient or effective alternative to freeway lanes. The Draft EIS only looked at low income & social justice populations & claims no adverse impacts to either of these groups. The EIS claims if someone can't afford tolls, they can use the frontage roads. Making those who can't afford tolls second class citizens relegated to congested free routes is not only patently unfair (especially since they're paying gas tax for state highways), it's discriminatory and inefficient. • Toll lanes impede emergency services from reaching victims, crashes, hospitals. The HOV-Transit toll lanes ('managed lane' option) in the center of the non-toll freeway lanes (up to Stone Oak Pkwy, all lanes tolled north of Stone Oak) inhibit the ability of EMS and police to reach victims and quickly usher them to hospitals when they have to cross 2 lanes of congested freeway lanes and try to access limited access/barriered center toll/HOV lanes. Such an arrangement puts lives at risk when every second counts. Bexar and Comal county residents do not want tolls on roads built on right-of-way land already purchased by our tax money. We want a non-toll expressway, not a toll road like those in Houston, Austin and Dallas!	Email	

Ref #	Comment	Method Comment was Received	Response
215	I am sorry you did not get the email I sent earlier. I will try again. I got your paper that was mailed to me. I appreciated that you sent it to me! On the paper three choices. I prefer the one with the Elevated Expressways are on the outside of the regular roads and the regular roads in the middle. The choice that says "south of Evans Road". Is there enough land there already to do this?	Email	Please see Responses 18 and 113.
216	Comment from Edwards Aquifer Authority is included in Table 1 which is a record of comments from federal, state and local agencies.	Email	Please see Responses to Agency Comments in Table 1.
217	I want the complete non-toll expressway option, and please email me receipt of this email.	Email	Comment Noted.
218	Hi! I just wanted to chime in and say that I'd prefer the Expressway Alternative to the Elevated Expressway Alternative. While I understand that that elevated expressway takes up less surface area, I really don't like the look of overpasses in general - as a matter of fact, that's one of the things I like about our area (my turn off is at Overlook Parkway). I know there isn't always much room on either side of the existing highway to build more roadway, but I still think it would both look and feel better than the elevated alternative. I'm also wondering whether you have considered building more roads parallel to the 281, that would connect at the 281/1604 interchange, but would originate further east and west, thus alleviating traffic on the 281 itself.	Email	Comment Noted.
219	Toll roads are an unacceptable solution to a problem that does not want to be dealt with. I would prefer to pay a temporary tax increase for necessary items rather than funding a solution that will not relinquish itself from the people. I have seen tolls built, to be turned back over once financing was paid off but that never occurs and eventually needs more money for sustainment. I will continue to support no tolls and those who support their end.	Email	Comment Noted.
220	I am in favor of the COMPLETE NON-TOLL EXPRESSWAY OPTION. Concerns with the Draft EIS: • Current Toll Plan will create a permanent MAJOR BOTTLENECK at Stone Oak Pkwy! Toll hybrid plan (called managed lane option, with 2 toll lanes in the middle, 4 non-toll highway lanes alongside) will create a Texas-sized BOTTLENECK at Stone Oak when the non-toll	Email	Please see Responses 79, 109 and 122.

Ref #	Comment	Method Comment was Received	Response
220 cont.	highway lanes stop and will have to exit! All 6 highway lanes north of Stone Oak will be TOLLED. So non-toll traffic will be forced to exit onto the frontage roads which will back-up both the freeway and the frontage roads. • Current Toll Plan does NOT add ANY new highway lanes from Loop 1604 to Stone Oak Pkwy. The current toll plan adds no new lanes south of Stone Oak Pkwy, therefore it does NOT meet the purpose and need of the project, which is to improve mobility and relieve congestion in the corridor. The non-toll highway lanes adjacent to the HOV/Transit toll lanes will remain congested through 2035 without new added capacity. The all-toll lane option (no free highway lanes) will not meet the purpose and need of the project since it will displace traffic avoiding the toll onto frontage roads and neighborhood streets creating permanent congestion in the corridor. • Many unnecessary elements are driving up the cost. First, there are 9 overpasses planned in just 7 miles. That's OVERKILL and could actually make the corridor less safe (could end up making it like a rollercoaster to go up and over that many intersections with so many overpasses so close together). Each one costs about $10 million, so eliminating some of the overpasses would shave cost and help make a non-toll option more affordable. Second, a direct connect ramp for a Via Park-N-Ride facility is planned at Stone Oak for an express bus to take residents downtown without any justification or actual data to show how many residents would utilize such an express bus on a daily basis or why taxpayers should foot the bill for a special ramp for it (estimated at $58 million). Third, the project includes bike and pedestrian pathways throughout the entire 7 mile corridor adding unnecessary cost. Bikes & pedestrians can safely travel along the planned frontage roads. Fourth, the project also includes 'context sensitive solutions' like artistic elements, accent lighting, rain gardens, etc. All of these extra costs need to be eliminated. • Cash toll payers will be charged 33-50% more. Since the tolling will be all electronic, you have to have a government issued TollTag and pay to keep an account open in order to pay the lowest toll rate (toll rate range: 17-50 cents a mile). Those who get billed by mail will pay 33-50% higher toll rates. There is no way to bill out of state or international drivers, so San Antonio taxpayers will foot the bill for these visitors to get a free	Email	

Ref #	Comment	Method Comment was Received	Response
220 cont.	ride! • No meaningful study of economic impacts to residents, businesses, employees in the corridor as required by federal law (NEPA) The Draft EIS acknowledges (Vol I, Chap. 3 p. 215) traffic trying to avoid paying tolls will be displaced onto neighborhood streets. This affects safety, schools, property values, quality of life, and access to gainful employment. The tolled options DO NOT meet the purpose and need of the project when it will merely displace congestion into neighborhoods, rather than relieve it. Since much of the development in the corridor is retail, schools, hotels, and hospitals, many of these industries employ low to mid-wage earners. How will businesses retain employees if their salaries can't possibly pay for tolls to get access to their jobs? Driving congested, stop-light ridden frontage roads is NOT an efficient or effective alternative to freeway lanes. The Draft EIS only looked at low income & social justice populations & claims no adverse impacts to either of these groups. The EIS claims if someone can't afford tolls, they can use the frontage roads. Making those who can't afford tolls second class citizens relegated to congested free routes is not only patently unfair (especially since they're paying gas tax for state highways), it's discriminatory and inefficient. • Toll lanes impede emergency services from reaching victims, crashes, hospitals The HOV-Transit toll lanes ('managed lane' option) in the center of the non-toll freeway lanes (up to Stone Oak Pkwy, all lanes tolled north of Stone Oak) inhibit the ability of EMS and police to reach victims and quickly usher them to hospitals when they have to cross 2 lanes of congested freeway lanes and try to access limited access/barriered center toll/HOV lanes. Such an arrangement puts lives at risk when every second counts.	Email	
221	"PROHIBIT ANY State Highway Fund money from being used to build TOLL roads. When a road is paid for with tax money it MUST be a FREEway, not a tollway - which is a DOUBLE TAX! ALLOCATE ALL EXISTING ROAD TAXES (gas tax, vehicle sales tax, tax on auto parts, etc.) to roads & get us back to pay-as-you-go FREEways."	Email	Comment Noted.

Ref #	Comment	Method Comment was Received	Response
222	As a property owner in north central San Antonio, I have the following comments to the draft EIS for 281 north: 1. I feel elevated highways are very expensive to develop and maintain and are a detriment to economic development in the area. The elevated alternative will be an eyesore to residents in northern Bexar County. I recommend and fully support construction of the Expressway Alternative. 2. An exit for Trinity Oaks Subdivision can relieve traffic on the Bulverde Road interchange. Since almost every interchange in San Antonio is over capacity in the peak periods, anything that can be done to relieve traffic on a major interchange such as Bulverde Road will be an improvement for the future. Please construct an exit ramp that services the Trinity Oaks Subdivision. 3. The northeast corner of Trinity Oaks and the northbound frontage road is being considered for a possible school site. The exit for Trinity Oaks is a safety issue for buses and school traffic. Please account for this in your design. 4. The US 281 Expansion Project is long overdue. Please do whatever is possible to expedite construction of this facility.	Email	Comment Noted.
223	DO NOT TOLL US HWY 281. It is highway robbery to charge people double taxes for a road that has already been paid for with gasoline taxes. If Hwy 281 is tolled, I will commute into San Antonio by going Texas Hwy 46 to FM 3009 to Hwy 35 to avoid paying a toll. I will not pay a toll fee!	Email	Comment Noted.
224	DO NOT TOLL US HWY 281. It is wrong to double tax people for roads that have already been paid for with gasoline taxes. If Hwy 281 is tolled, I will commute into San Antonio by going Texas Hwy 46 to FM 3009 to Hwy 35 to avoid paying a toll. I will not pay a toll fee.	Email	Comment Noted.
225	You misspent our highway money - and you now keep trying to double tax us with toll roads. Also selling our roads. NO TOLLS.	Email	Comment Noted.

Ref #	Comment	Method Comment was Received	Response
226	As I hear more about the plans moving forward for improvements for US 281 North of Loop 1604, I'm deeply concerned about provisions for bicycles and pedestrians. The road expansions will interfere with several very popular bicycle routes that cross the freeway at Bulverde Road, TPC Parkway and Evans Road. Please include accommodations for bicycles and pedestrians in the design and funding of each proposed alternative. Texas law requires a provision for multi-use that includes bicycles and pedestrians. It's important to make a substantial path with a minimum width of 12'. That's the size recommended for paths with heavy bicycle and pedestrian use. Make sure the multi-use path is marked with separation for bicycles and pedestrians to limit conflicts. The provision I'm looking for includes BOTH paths along the right of way & a way for bicycles and pedestrians to cross the road without concern for auto traffic. With good planning and quality construction, bicycle / pedestrian lanes on US 281 could allow a substantial number of Texans to travel this route without using their cars. That opens up a lot of possibilities for commuting and fitness.	Email	Comment Noted.
227	I want the 'preferred alternative' (or option) to be: the 'COMPLETE NON-TOLL EXPRESSWAY OPTION.' My concerns with the Draft EIS is: Current Toll Plan will create a permanent MAJOR BOTTLENECK at Stone Oak Pkwy! Current Toll Plan does NOT add ANY new highway lanes from Loop 1604 to Stone Oak Pkwy. Many unnecessary elements are driving up the cost. Cash toll payers will be charged 33-50% more. No meaningful study of economic impacts to residents, businesses, employees in the corridor as required by federal law (NEPA). The Draft EIS acknowledges (Vol I, Chap. 3 p. 215) traffic trying to avoid paying tolls will be displaced onto neighborhood streets. This effects. Toll lanes impede emergency services from reaching victims, crashes, hospitals. The HOV-Transit toll lanes ('managed lane' option) in the center of the non-toll freeway lanes (up to Stone Oak Pkwy, all lanes tolled north of Stone Oak) inhibit the ability of EMS and police to reach victims and quickly usher them to hospitals when they have to cross 2 lanes of congested freeway lanes and try to access limited access/barriered center toll/HOV lanes. Such an arrangement puts lives at risk when every second counts.	Email	Comment Noted.

Ref #	Comment	Method Comment was Received	Response
228	Thank you for the presentation on June 20th concerning the Highway 281 project. I would like to express my encouragement of proceeding with the Expressway Alternative without the elevated lanes. As a homeowner in the 281 corridor, I think the elevated expressway will be extremely intrusive in our suburban, more hill country area. I think the size and height of the project will be too cumbersome with the elevated lanes. An elevated freeway is a better fit in a more urban setting. Not only am I concerned with the visual aspect of elevated lanes, but I am also concerned with the noise problem. I understand that the traffic situation is extreme and that no solution will be perfect. However, I hope that the aesthetics of our area will be factored into any decision. I appreciate the opportunity to express my opinions on such an important infrastructure project for our city.	Email	Comment Noted.
229	I'm writing to ask that accommodations for bicycles and pedestrians be included in ALL design and funding proposals for this project. A multi-use path should be at least 12 feet wide and have marked separation for pedestrian and cyclist traffic to reduce conflicts.	Email	Comment Noted.
230	I was not able to attend the 6/20 meeting but did want to share my opinions after reading the documents regarding the options. • First, the No Build is NOT an option in my opinion. The “Super Streets” have solved very little for a lot of money. Something does need to be done. • Adding more surface roadway, while it would solve the problems, does add to impervious ground cover and we do not need more of that for environmental reasons • Building the elevated roadway is the best option, provided some kind of noise barrier is included so the noise does not spill into the neighborhoods. These options should include underpasses at Redland Rd, Encino Rio, and Evans (can you tell I live in Encino Park!), and of course surface improvements for the existing free lanes on 281. • Funding: If the state does not have the money to pay for the elevated roadway, then I have no problem with it being funded as a toll way. I already have my Toll Tags and use the toll ways around Austin and Houston. “Free” is always nice, and yes we are paying taxes for road improvements, but in the end these improvements must occur for environmental, safety, and convenience reasons. Growth is going to occur on the 281 corridor regardless, it already has, so let’s get caught up!	Email	Comment Noted.

Ref #	Comment	Method Comment was Received	Response
230 cont.	As an added note, the activities by the Anti-Toll Activists and their partnership with AGUA cost us the use of federal stimulus money that would have allowed the roads to be built without tolls. Their short sightedness is not helping the environment or the people of this area. I know there is a lot of emotion about this, but folks need to step back and understand the greater good. Feel free to contact me if you have any questions.	Email	
231	Please register my choice, and notify me by emails about any toll-road decisions	Email	Comment Noted.
232	PLEASE DO NOT TOLL ANY OF THE LANES OF HWY 281...NONE OF US CAN AFFORD IT!	Email	Comment Noted.
233	I am opposed to highway 281, or any other public road, being converted into a tollway. We need a fully non-toll expressway option. Please provide me with email confirmation that my comments have been received and added to the official record.	Email	Comment Noted.
234	Comment is from U.S. Fish and Wildlife Service is included in Table 1 which is a record of comments from federal, state and local agencies.	Email	Please see Responses to Agency Comments in Table 1.
235	I'm writing to express my support for the complete non-toll expressway option. I believe the proposal of any toll road will result in an unfair burden on tax payers who are already footing the bill to build the state infrastructure. I also believe this will have a negative economic impact on businesses located along the proposed route as citizens will forego doing commerce in the area to avoid paying tolls. Another result would be an increase traffic in residential neighborhoods as citizens will use these routes to circumvent the paying of tolls. While I agree that the traffic problem needs to be addressed along this route, I cannot support an action where the impact on businesses and citizens will burden them more than it will help them. We are already paying taxes that should more than cover the expense of expanding our highway infrastructure.	Email	Comment Noted.

Ref #	Comment	Method Comment was Received	Response
236	I am a homeowner in the Redland Heights subdivision located north of 1604 at Redland Road. We were promised a sound barrier wall running from Redland Road west to Mud Creek on the north side of 1604 when the 1604-281 interchange was announced. I have been trying since mid-March to get a response from Alamo RMA engineering with no success. I have sent emails and made repeated phone calls, leaving messages. No response has ever been made. I want to know why our sound barrier wall has not yet been constructed. It was scheduled for completion mid February 2013. It is very frustrating to be ignored. Please let me know you have received this request and if you cannot respond, tell me who I must contact to get this matter resolved.	Email	Response 236: A noise wall near Redland Heights is not proposed in the US 281 EIS. A traffic noise analysis following the TxDOT Guidelines for Analysis and Abatement of Highway Traffic Noise (April 2011) was completed along the US 281 corridor. This analysis included the determination of the existing traffic noise levels, the prediction of future (in 2035) traffic noise levels and consideration of noise abatement measures (including noise barriers) for areas where a noise impact occurs. More information can be found in Section 3.8 Traffic Noise.
237	Please register my vote for complete NON-Toll expressways. Being retired, I certainly can't afford toll roads on the ones I travel so much.	Email	Comment Noted.
238	I am in favor of a complete non-toll expressway'	Email	Comment Noted.
239	The current plan permits only one good option for meeting the needs of the people living in and around the area of this project: an un-tolled (i.e., freeway) ground level expressway with additional through traffic lanes all the way from Loop 1604 to the northern terminus of the project. The elevated roadway option provides no real benefit and is exceedingly costly. Any toll options are a double taxation on those who must use this road to get to and from their homes and businesses. "Managed" toll/HOV lanes will cause severe bottlenecks as most traffic tries to exit the main lanes on to the free frontage roads. The un-tolled, ground level additional lanes could be built at substantially lower cost if a few of the overpasses were consolidated (i.e., perhaps 6 or 7 instead of 9), and the bikeway/walking path could be planned for, but added later perhaps with a substantially volunteer workforce of local residents. If VIA wants a Park and Ride facility, then VIA should contribute to the cost. If the RMA/MPO is not willing to commit to un-tolled, ground level additional lanes, then I would prefer the "no build" option to any toll road. Of course this does nothing to improve transit	Email	Comment Noted.

Ref #	Comment	Method Comment was Received	Response
239 cont.	conditions in the project area – but the major cause of the current congestion on 281 is wherever the roadway narrows from 4 lanes to 3 and then 3 lanes to 2. The simple solution is add more lanes, even if just at grade level (no overpasses) with the current stoplights in place. We remain adamantly opposed to toll roads, which have been shown to be a huge economic liability for taxpayers throughout the nation, and especially here in Texas – viz, failing SH 130 in the Austin area.	Email	
240	I was unable to attend the meeting the other night due to being out of town on vacation but I do want my thoughts entered into the record. Before I built my house in Encino Park in 2001, I attended a TXDOT meeting that said they would start the expansion of 281 in 2003 to four lanes in each direction with over passes. Then in 2005 (when the project was already supposed to be completed) they came back and said we now don't have the money anymore and we want to Toll the new lanes if not the whole highway. I've been writing and fighting this option ever since. This highway 281 was bought and paid for with our gas taxes at least two generations ago. IF the legislature would stop raiding the road and building fund we would not have such a short fall. We collect plenty of taxes and that money needs to be spent on bridges and roads not pet projects of the legislatures. The oil boom has to be filling up the public coffers to the brim. Use that money for the infrastructure needed to expand. I could write for a day about how upset I am for even having to write this letter along with all the other letters. I want the complete NON- TOLL expressway option. Hire the contractors and please get started on the expressway NON-TOLL option ASAP as promised 12 years ago.	Email	Comment Noted.
241	I live north of San Antonio in Comal County. I travel 281 daily for work. It's inconceivable to me that you want to TAX my way to WORK and home every day. I work hard and some months just making it as it is. The Super Street has made quite a difference, but then you go and put lights in at Marshall and that horrible one just north of Marshall that backs up traffic on both sides for quite often one car!! Why in the world is there no turnaround at that light like the rest. You cannot just hijack 281 and ransom it back to us daily. DO NOT TOLL 281. Complete non-toll 281 expressway option.	Email	Comment Noted.

Ref #	Comment	Method Comment was Received	Response
242	I am getting tired of your gamesmanship. You have been told time and time again that the people of Bexar County and your neighbors to the north DO NOT WANT US 281 to be converted to a toll road. Why don't you find another cause to corrupt and stop trying to toll free ways? For the record here is the law. This is quoted from a letter written by Salvador Deocampo, District Engineer, Federal Highway Administration. The use of tolling for a financing mechanism on highways eligible for Federal aid funding is permitted under Title 23 of the United States Code (USC) Section 129. Specifically, US 281 qualifies under 23 USC 129(a)(I)(D) allowing previously non-tolled roadways to be tolled following reconstruction. However, Texas law only permits, in a corridor such as US 281, the tolling of new capacity lanes. The alternative selected in the EA (prior to its being withdrawn as discussed above) was to reconstruct and widen the existing US 281 arterial lanes to the outside (remaining non-toll) of tolled freeway lanes within the corridor. We won't go away, your neighbor to the north.	Email	Comment Noted.
243	We favor the "Complete Non-Toll Expressway Option". We would like to register our opposition to having a toll road on Hwy. 281, north of San Antonio. We frequently use Hwy. 281from Blanco to San Antonio. It is patently dishonest for the State to use our taxpayer funds to build highways and then charge a toll for the use of the highway. This is double taxation and is an additional cause for the growing distrust of elected officials who are elected to do the will of the people.	Email	Comment Noted.
244	NO toll roads on hwy 281	Email	Comment Noted.
245	I want to express my desire for a completely NON-toll expressway from Loop 1604 up US 281. Build the over passes as they should have been. No tolls.	Email	Comment Noted.
246	The brochure I received from you in the mail is the first information I have received on this project and, frankly, I was practically ecstatic to find out that we are not going to have to continue to live with that massive debacle created by the latest "improvements" on US 281 north of Loop 1604. It is absolutely awful I am grateful for the opportunity to comment on our new design. As part of my work, I have lived and traveled all over the country. My mother	Email	Comment Noted.

Ref #	Comment	Method Comment was Received	Response
246 cont.	taught me to be humble but I have felt justifiably proud of the great common sense represented by Texas highway design and the quality and speediness of Texas highway construction and I must admit that I have bragged on Texas highways and laughed up my sleeve at the incredible ineptitude of highway designers in other areas of the country; even ridiculed it to those unlucky enough to not live in our great state. Well, I have had that grin wiped off my face recently by the most inept, incredibly complex, incredibly expensive, moronic highway design project that I have ever had the misfortune to encounter in all my travels in the United States and abroad ... and it is right here in Texas ... in my own backyard. It is that section of US 281 from north of Loop 1604 to a point about a mile north of Evans Rd. When this project was finished, I didn't know whether to laugh, cry, be irate, outraged, embarrassed, humiliated, indignant, insulted, or furious at the obvious amount of our hard-earned tax money that was squandered on that boondoggle. I decided that it was all of the above. The NEXT "improvement" to US 281 MUST NOT be a repeat of this embarrassingly inept, disgustingly insulting, maddening exercise; this tarring of our Texas reputation for excellent highway design. Whoever came up with that disaster should be hung at sunrise in front of the Alamo (kidding ... barely). Regarding the US 281 EIS, of the three options described in your brochure, I recommend an extension of the design of the section of US 281 south of Loop 1604, which is divided, limited access surface highways with service roads on each side, periodic cross-over/under roads, and traditional Texas-style turnarounds (turnaround BEFORE the light). However, I do NOT think that these service roads need bike paths. Bike paths alongside high speed roadways is an invitation to disaster, which is the usual result when automobiles collide at high speed with bicyclists and pedestrians. Bike paths and jogging paths should be limited to lower speed roads. US 281 is a major, high-speed artery and its design should be addressed with respect for the danger that multi-ton steel vehicles moving at highway speeds deserve. Please register my vote for surface-bedded highways with service roads alongside, similar to US 281 south of Loop 1604. I believe that this design provides the best bang for the buck, the best utility, and avoids what appears to	Email	

Ref #	Comment	Method Comment was Received	Response
246 cont.	be an extravagantly unnecessary and undesirable expense that would be associated with elevated roadways. Thank you once again for the opportunity to comment on this project plan. I hope and pray that you will not allow the designer who came up with the failed design described above to have ANY access whatsoever to THIS design. In fact, that individual should seriously consider a career change. This one doesn't suit him. My wife and I will attend your meeting on June 20th.	Email	
247	Your continued attempt to toll the 281 and at the same time limiting construction and speed limits of any parallel routes is not only disingenuous, but boarders on criminal conspiracy and competent against the will of the people of the state of Texas. Kindly be very aware of the legal and constitutional lines that you are attempting to circumvent before mandating toll roads on the 281 which have been built with public funds. Any attempt by government individuals to steal these public funds from the state will be aggressively investigated and, if necessary, result in individuals being investigated and prosecuted for conspiring to steal tax payer funds from the citizens of Texas. Further, the same goes for those who would steal $280,000,000 or more from Bexar county and the city of San Antonio for the idiotic idea of construction of a downtown trolley system. Not spending this money on overpasses on the 281, requiring tolls and then taking this money that the citizens rejected in a 2000 referendum is also grounds for further investigations and possible individual prosecutions.	Email	Comment Noted.
248	I want to urge lawmakers to say NO to a 281 tollway. We pay gas taxes to build roads and be reasonable with their costs. The current plan is neither. This taxpayer says NO to TOLLWAY on 281.	Email	Comment Noted.
249	I would like to add one point to my comments submitted via your website tonight. I mentioned that the Elevated Expressway Alternative would cause confusion in some drivers. I would like to add that confused drivers cause accidents. This may seem obvious, but I wanted to make the connection clear.	Email	Comment Noted.

Ref #	Comment	Method Comment was Received	Response
250	Tolling 281? Are you nuts? Do you know what will the impact will be on us who live off of 281? NO I didn't think so let me explain to you-folks will be driving all the back roads so they do not have to pay toll our roads will not be able to keep up with the loads and getting out of our subdivisions will be a nightmare. But what do you care you don't come to north 281. Why didn't you build the overpasses in 2004 when you had the money set aside for them?? Dumb	Email	Please see Responses 55 and 79.
251	The recent changes to the 281 corridor of turn arounds have NOT solved the traffic issue. The solution is very very easy-construct overpasses at the road intersections, similar to I-35 in San Marcos at exit 200 and the Outlet mall. The overpasses allow North bound traffic to continue north without backups of red lights and side traffic interference, which will then go under the overpass, and those wanting to go to the side roads and strip shopping areas, do the same on exit ramps and access roads. It is a no brainer-overpass 281 north, same money, no tolls required and business owners get their business access from side ramps and access roads.	Email	Comment Noted.
252	I am unable to come to the meeting tonight out on 1604 for San Antonians to express their EXTREME DISPLEASURE with the proposed tolls on our highways. I am OPPOSED to changing any existing, free, Texas roads OR building new toll roads in Texas, especially 281 here in San Antonio. You are only going to hurt the average guy and gal by charging them a toll (after taxing them first to build the roads) to drive on those same roads. We taxpayers have already paid for the highways once - now to TAX us with TOLLS is unfair and illegal - and paying some private company or foreign company to collect tolls for their private/personal profit, is adding insult to injury. What will it take for you politicians and bureaucrats to get your filthy hands out of our pockets and purses! By what perverse logic do you dream up new schemes to double tax us when we've already paid for those roads? NO - NO - NO to tolling the roads of the people of Texas.	Email	Please see Response 109.
253	To whom it may concern: I do not want US281 tolled. This is my primary means to work each day and the toll would take $2500 away from my income each year. That coupled with all the other increases for utilities, gas, and no pay raises plus furlough is simply too much. I urge you to listen to our concerns and stop this project.	Email	Comment Noted.

Ref #	Comment	Method Comment was Received	Response
254	I support a complete non-toll expressway. Please do not toll HWY281 north of FM1604.	Email	Comment Noted.
255	The truth is that the tolls never come off and always increase and the highways are no better. Even if we had to have tollways, the tolls should at least be kept in state, not given out to foreign countries and companies. I always avoid tollways. There is no way that they are cost effective. This is nothing more than a political scam.	Email	Comment Noted.
256	I live in Precinct 3125 which borders the 281 corridor just South of Lookout Canyon. In conversations we've had with many people in the Precinct, I would estimate that considerable MORE than a simple majority are not in favor of a tolling solution for 281. In fact most have opposed tolling 281 since the option to use tolling as a means of improving 281 was initiated years ago. Others, as well as myself, oppose tolling for many reasons while having many questions that need addressing. I will highlight some of the reasons in the following why I, as well as many others in the 281 corridor, insist on a COMPLETE NON-TOLL OPTION for improving Hwy 281. I am requesting that you acknowledge receipt of my comments. A Tolling Proposal is Double Taxation (we already paid for the free lanes) The Metropolitan Planning Organization (MPO) currently has two HOV/transit toll lanes planned from Loop 1604 to Marshall Road. According to MPO documents, all existing FREEway lanes north of Marshall Rd. to the county line will be converted to toll lanes with NO toll-free express lane option! Toll Viability. An issue that has NOT yet been addressed is the viability of tolling as a means of funding 281 improvements. This issue arises from a review of toll roads in the state that appear not to be toll viable, have basically gone into foreclosure, or have continued to raise toll rates in an attempt to recoup funds to pay for the road. Therefore, where is an assessment, or study, of the toll viability as part of the EIS? Nothing has yet been presented to the public in support of the financial viability of a tolling option. It would appear that this issue MUST be addressed before the EIS can be approved. This would appear to be a common sense and logical approach since toll rates and possible failure of the toll road will have an impact on the public. Other Financial Impact to Citizens. Another issue that concerns the citizens of the 281 corridor is the financial impact on each family, whether they use the	Email	Please see Responses 79 and 109.

Ref #	Comment	Method Comment was Received	Response
256 cont.	toll road or not. This MUST be a part of the EIS since the EIS is concerned with more than the physical environment such as the impact on water quality, our land, air pollution, plants and animals, etc. What is the impact on the humans and their families? That is, what will it cost us as a result of the travel cost increase (published toll rates of 17 cents to 50 cents per mile) and what will it cost us as a result of the increased cost we will be charge by merchants in this corridor because of their increased overhead? Or, will merchants such as HEB, CVS, Walgreens, restaurants, dry cleaners, etc., be granted free access to the toll road? Displaced Traffic Through Neighborhood Streets. The Draft EIS acknowledges (Vol I, Chap. 3 p. 215) traffic trying to avoid paying tolls will be displaced onto neighborhood streets. And we know that many drivers will try to avoid paying a toll by finding alternate routes through our neighborhoods. Those of us who live adjacent to 281 have already seen increased neighborhood street traffic as congestion on 281 has increased. Studies show tolls displace traffic onto surrounding neighborhood streets and increase accidents and congestion on these local streets. This affects safety, schools, property values, quality of life, and access to gainful employment. The tolled options DO NOT meet the purpose and need of the project when it will merely displace congestion into neighborhoods, rather than relieve it. Since much of the development in the corridor is retail, schools, hotels, and hospitals, many of these industries employ low to mid-wage earners. How will businesses retain employees if their salaries can't possibly pay for tolls to get access to their jobs? Driving congested, stop-light ridden frontage roads is NOT an efficient or an effective alternative to freeway lanes. The Draft EIS only looked at low income & social justice populations & claims no adverse impacts to either of these groups. The EIS claims if someone can't afford tolls, they can use the frontage roads. Making those who can't afford tolls second class citizens relegated to congested free routes is not only patently unfair (especially since they're paying gas tax for state highways), it's discriminatory and inefficient. The Current Toll Plan Will Create a Permanent MAJOR BOTTLENECK at Stone Oak Parkway The proposed hybrid Toll plan (called managed lane option, with 2 toll lanes in the middle, 4 non-toll highway lanes alongside) will	Email	

Ref #	Comment	Method Comment was Received	Response
256 cont.	create a Texas-sized BOTTLENECK at Stone Oak when the non-toll highway lanes stop and will have to exit! All 6 highway lanes north of Stone Oak will be TOLLED. So all non-toll traffic, which will be in the majority, will be forced to exit onto the frontage roads which will back-up both the freeway and the frontage roads. The Current Toll Plan does NOT add ANY New Highway Lanes from Loop 1604 to Stone Oak Parkway The current toll plan adds no new lanes south of Stone Oak Pkwy, therefore it does NOT meet the purpose and need of the project, which is to improve mobility and relieve congestion in the corridor. The non-toll highway lanes adjacent to the HOV/Transit toll lanes will remain congested through 2035 without new added capacity. The all-toll lane option (no free highway lanes) will not meet the purpose and need of the project since it will displace traffic avoiding the toll onto frontage roads and neighborhood streets creating permanent congestion in the corridor. Toll Lanes Impede Emergency Services from Reaching Victims, Crashes, and Hospitals The HOV-Transit toll lanes ('managed lane' option) in the center of the non-toll freeway lanes (up to Stone Oak Pkwy, all lanes tolled north of Stone Oak) inhibit the ability of EMS and police to reach victims and quickly usher them to hospitals when they have to cross 2 lanes of congested freeway lanes and try to access limited access/barriered center toll/HOV lanes. Such an arrangement puts lives at risk when every second counts. Toll Contracts Limit Expansion of Free Routes Many toll contracts contain non-compete clauses that penalize or prohibit the expansion of free routes surrounding the toll road to guarantee congestion on free roads and force more Texans to pay tolls. Since many toll contracts are not revealed to the public, what assurance does the public have that such clauses WILL NOT be a part of a contract if a toll road is built? Will such positions be stated in writing? Tolls Will be Charged in Perpetuity The Alamo Regional Mobility Authority (RMA), or toll authority, has stated on the record since 2009 that it plans to charge tolls on 281 in perpetuity. So this will be a PERMANENT NEW TAX on driving. Furthermore, if in fact tolls are to pay for the construction of the road, why then must it be tolled in perpetuity? In many successful toll roads, tolls were eliminated when the debt was retired. Where are the studies that show each toll road being considered will be	Email	

Ref #	Comment	Method Comment was Received	Response
256 cont.	viable on its own merits? Or, are tolls for one road being used to subsidize other roads (i.e., is the viability of tolling 1604 and perhaps I-35 dependent on tolling Hwy 281)? The Numbers Don't Add Up A 10-mile stretch of Loop 1604 West is being expanded from 2 to 4 main lanes with 5 overpasses, all non-toll right now, for $200 million (or $20 million a mile). Yet on 281, the claim is that it cannot be expanded without tolls and that the cost for just a 7-mile project is $448 million (or over $60 million a mile). Furthermore, the number of overpasses for the current 281 proposal is NOT necessary and can be reduced to be more consistent with the distance between overpasses on 281 South of 1604. Every access street to 281 doesn't need to have an overpass. Reducing the number of overpasses will further reduce the cost of improving 281. There's $168 million in non-toll funds allocated right now to 281. 281 can be fixed with available funds and do it non-toll. Therefore, just do it! The 'HOV Rides Free' Argument In order to get that free ride in an HOV lane, you have to be a 'registered' carpool vehicle with an active Toll Tag account (which costs you money to keep open) and it usually requires at least 3 (not 2) people to be in your car. So just hopping into the HOV/toll lane to take relatives to the airport or to go to lunch with colleagues won't count as a qualified HOV 'free ride.' Moms in minivans shuttling kids to soccer practice also won't qualify either unless they register in advance and meet the qualifications as a 'registered, declared' carpool vehicle with the government. Plus, the HOV/transit toll lanes on 281 convert an existing FREE lane each direction into this toll lane, so it's a DOUBLE TAX to charge tolls to access a lane we use today toll-free! Conclusion Every time the surface is scratched on proposals for tolling, a new wrinkle is found that either encroaches on the freedom of citizens or hidden cost increases are revealed that are to be passed on to us. What happened to open government? Why are things being hidden from us? The EIS has not gone far enough in its evaluation and MUST address the issues identified in these comments. Furthermore, the majority of citizens are not in favor of tolling 281 and maintain that the most economical and beneficial approach is the complete Non-Toll Expressway Option. And finally, if a majority of the citizens object to a toll or managed lane option for 281 improvements, will they be ignored, against their will,	Email	

Ref #	Comment	Method Comment was Received	Response
256 cont.	in favor of the special interest minority? Will the toll option be imposed by a minority which are not elected and will in effect be against the will of the majority? Is this taxation without representation?	Email	
257	We are writing this letter to express Weingarten's strong preference for the Expressway Alternative (at grade) for the US 281 project, as discussed at the June 20th Public Hearing. We strongly believe the Elevated Expressway Alternative would have a negative impact on Weingarten's undeveloped property located at US 281 & Wilderness Oak, as well as negatively impact commercial properties and neighborhoods to the west which either front US 281 or seek access to US 281 at this location. We have held our property since 2009 in anticipation of the US 281 TxDOT project. While we support the overall project and solution to the traffic congestion of US 281, we respectfully request TxDOT choose the Expressway Alternative (at grade) option for the project.	Mail	Comment Noted.
258	I have looked at plans for Hwy. 281 since 1988. Obviously very little has been done about the traffic problems. The most feasible and least expensive solution is Plan A. It allows traffic movement without stoplights on the exiting lanes and feeder streets/business access from the new frontage roads. I am very disappointed that the officials in this city/county have always indicated that any solution was both too expensive and the money was not available. Where is the vision for traffic problems here? Please do something about the problems this time.	Mail	Please see Responses 26 and 55.
259	I am a longtime resident of Bulverde and have seen the traffic on Hwy 281 become a nightmare over recent years. I was not able to attend the public meeting held on 20 June, but I have read the proposals as explained in the San Antonio Express news. I am surprised to see that only three options are being considered: do nothing, expand to a surface expressway, or build elevated expressway. The traffic problem is caused by too many traffic lights that cause vehicles to back up for miles. The superstreet idea that was built does not solve the problem at high traffic times. The quickest fix, and less expensive, is the most obvious - build	Mail	Comment Noted.

Ref #	Comment	Method Comment was Received	Response
259 cont.	overpasses at the major intersections and add additional lanes to widen the existing roadways to four lanes. It does not have to be an expressway.	Mail	
260	It was a pleasure to visit together at the above reference public hearing, and I thank you for the courtesies extended by you and TxDOT staff. As a consequence of discussions and presentations at the hearing, I would respectfully request that my formal comments previously submitted, be replaced by the redaction of those comments enclosed herein. Accordingly the previous comments are rescinded and those dated June 21, 2013 be entered into the record. The absence of improvements to ameliorate increased traffic for twelve years has been a causation of, and factor for, increased and often intense development adjacent to the original Right-of Way. A considerable amount of development has been residential housing, primarily single family homes. The proposed Build Alternative as presented, will greatly increase the traffic count to greater than 230,000 vehicles per day, and, increase heavy truck and other commercial traffic by three fold. In addition, there is provision for train tracks in both north and south directions. Furthermore, the long term goal planners have for highway 281 is a multiuse expressway to Dallas. The nature of, and increased volume of, this highway's usage, will benefit travel time only somewhat for Bexar County residents living adjacent to the right-Of-Way. The greatest amount of benefit will accrue to vehicles originating north of Bexar County. A severe and negative impact for Bexar County residents living within a mile of reconstructed highway 281 will be tripling of road noise, and a very heavy production of particulate matter and exhaust including but not limited to, airborne rubber particles, brake dust, diesel fumes, debris from truck loads, parts of vehicles themselves, and the like. This is verifiable from operational records of all major municipal Interstate Highways and other thruways. Such detrimental impact on the peaceful enjoyment of a citizens' property is in violation of Texas Statues, and upheld as such by Federal State Environmental Protection Agencies. Clearly, as such, the impact of all of the "Build Alternatives" represent in law and in fact a "taking of Property" as well as a taking of homeowners and property owners rights to "peaceful possession" and "quiet enjoyment"	Mail	Comment Noted.

Ref #	Comment	Method Comment was Received	Response
260 cont.	and cause a sharp decrease in home values within a mile of either side of the highway 281 Rights-of Way. Again, the foregoing is an unequivocal taking of real and tangible property. As such, the State of Texas, City of San Antonio, TxDOT the ARMA, and Bexar County, will be obligated to compensate all property owners for their losses. That will be a considerable amount of money. To greatly reduce the negative impact on citizens caused by the delineated problems, and concomitant costs, there are a number of solutions, which include the following proposals: Improved pavement design using engineered pavement surface. Noise and rubber dust production is somewhat reduced without sacrificing traction, braking, or durability; 2. Installation of FHWA approved twelve foot high continuous & uninterrupted sound barrier walls when residential properties are fifty feet or more from Highway 281 edges of Rights-of Way. Sound barrier walls are used in all major cities, and have proven to be most effective in all categories of protection. Twelve foot high sound barriers are Federal reimbursable costs, and a requirement under FHWA regulations. The State of Texas, as does TxDOT, City of San Antonio, Bexar County, Alamo RMA, all, have a clear and present obligation to protect the, health, safety and welfare of all person impacted by their engineering design and associated activities. Indeed, that is the prescribed and legal duty-Federal and State-individually, of all Licensed Professional Engineers, Land Planners, and others. Certainly, no involved party desires to perform other that in the very best interest of the citizens of Bexar County and environs. The foregoing proposals are common in the industry and inexpensive to implement. Failure to do so would create long term health problems for all persons, particularly young children and elderly and be violation of Statues.	Mail	
261	We own property in Spring Branch; our daughter owns property in Stone Oak. Just like Obamacare these tolls will be shoved down our throats like it or not. Just for the record we are opposed to toll roads and do not want to pay to drive on highways we've already paid for. P.S. Let the toll road people buy their own land and put toll roads on it.	Mail	Comment Noted.

Ref #	Comment	Method Comment was Received	Response
262	We live at 20714 Wild Springs Drive, San Antonio, Texas 78258 which resides in Big Springs - Village on the Glen. We moved into our newly built house on December 17, 1999, more than 13 years ago. The back side of our home faces US 281. Our property is separated from US 281 by an eight foot wall. At the 281 Draft EIS Public Hearing meeting held on June 20, 2013, it was mentioned that traffic will increase drastically on US 281 and measures are to be taken by adding either an access road on the ground next to the eight foot wall or an elevated road towering above us. To our family this will destroy the aesthetics of the area and significantly decrease our property value. A higher wall or elevated road will negatively change the plan of our community and scenery which attracted us to Big Springs - Village on the Glen. Home ownership in the United States is a very significant purchase. A great deal of time and money are allocated. Family's futures and livelihoods are imbedded in these investments, as is the case with our family. If the US 281 expansion moves forward, the value of our property in The Village of the Glen will decrease and so will our family's livelihood. The homes, including ours, whose backyards face US 281 will become less attractive to potential buyers. The road and noise will be closer, and if elevated, the site will be an eye sore. In addition to the construction issues, exposure to additional pollution caused by vehicle exhaust, toxic fumes, and trash endanger the health of residents whose homes are directly exposed. Further, resident properties can be exposed to accidents on the elevated roads. Vehicle impact could endanger residents below whom live facing US 281. If this expansion takes place it will drastically reduce the quality of life for the current Village on the Glen residents whose backyards face US 281. As a remedy to the existing homeowners living in The Village on The Glen whose backyards face US 281 and who would be most affected by this US 281 expansion (24 homeowners), these homeowners should be offered a buyout. These homes can then be sold to individuals aware of and accepting of the construction plans. It is estimated that this project is to cost approximately $200 million. A small percentage of this total cost can be used to buyout a fair market value the homeowners' property in The Village of the Glen who are not in agreement with the expansion and whose homes face US 281, an option we are in	Mail	Comment Noted.

Ref #	Comment	Method Comment was Received	Response
262 cont.	favor of. We urge that hose individuals with decision making authority managing this potential project take into consideration the information, suggestions, and options contained in this correspondence. We respectfully request a response to the contents of this letter.	Mail	
263	Comment is from VIA Metropolitan Transit and is included in Table 1 which is a record of comments from federal, state and local agencies.	Mail	Please see Responses to Agency Comments in Table 1.
264	As a resident living within the study area, I would like to provide my written comments regarding the US 281 highway project. I want the final preferred alternative being considered to be a COMPLETE NON-TOLL EXPRESSWAY. I oppose any kind of alternative or option that includes tolled or managed lane options, including any transportation priority lanes. The purpose and need of the 281 Corridor Project is to improve mobility and accessibility, improve safety, and enhance community quality of life. Yet the Texas Department of Transportation (TXDOT), the Federal Highway Administration (FHWA) and the Alamo Regional Mobility Authority (ARMA) have failed to properly study the toll road impacts on the environment as mandated by Federal Law. No meaningful toll study on economic impacts to residents, businesses, or employees along the US 281 corridor has been fully realized. The purpose of the National Environmental Policy Act (NEPA) is to ensure that all environmental factors, including effects to the human environment are considered in the decision-making process. The DEIS study selectively summarizes the project history in order to avoid disclosing the controversy surrounding the US 281 project. In response to a legal complaint in the late 2005, FHWA withdrew all prior environmental approvals, which resulted in the cancellation of construction activities along US 281 between Loop 1604 and Marshall Road. Another legal complaint was filed in February 2008, and FHWA again decided to withdraw its approval. When in fact knowing the environmental consequences, TXDOT continued to push forward with the toll project without conducting any environmental studies. Much less disclosing why the construction was halted after the sewage leak incident was discovered. US 281 corridor in Bexar County has been the focus of much controversy over the years. In 1970 litigation escalated all the way to the United States Supreme Court. US District Court refused to stop	Mail	Comment Noted.

Ref #	Comment	Method Comment was Received	Response
264 cont.	the North San Antonio Expressway project over environmental concerns. Four years later, the construction was underway. In 2001, the Texas Department of Transportation announced plans to upgrade the freeway lanes on US Highway 281 north of Loop 1604. Two years later, Governor Rick Perry urged the Texas Legislature to pass a bill allowing regional mobility authorities (RMA's) to form and proliferate toll roads. The Texas Transportation Commission passed a minute order 109519 that required TXDOT to evaluate all controlled -access mobility projects in any stage of development or construction as a potential toll project. In 2005 TXDOT received an unsolicited proposal from Spain based on Cintra and locally owned Zachary to build both 281 and 1604 toll projects. Both local officials and citizens objected to the proposed toll projects. The first of several environmental complaints was also filed. In 2008, the Texas Commission authorized the removal of a portion of US 281 from the state highway system, a taxpayer-funded right-of-way, and transferred it to the Alamo Regional Mobility Authority to design, finance, construct, operate and maintain a turnpike project without a public vote. A second lawsuit was later filed challenging the failure of the FHWA, TXDOT, and ARMA to comply with NEPA requirements and conduct a full environmental study on US 281 and Loop 1604. Even though the State determined the Edwards Aquifer as the most environmentally sensitive area in Texas, TXDOT failed to comply with the National Environmental Policy Act (NEPA) from the outset of this project. The department tried unsuccessfully to move forward with the US 281 toll project multiple times without acquiring the required Environmental Impact Statement (EIS). Before any environmental studies were ever conducted there were records that showed TXDOT tried to predetermine the outcome of the US 281 environmental study by simply seeking a FONSI (Finding of No Significant Impact). "District staff attempted to implement controls to mitigate a conflict, but the controls were insufficient and in some instances were circumvented." Deputy Director of the government and Public Affairs TXDOT Division sent out an email stating: "This week, the Texas Department of Transportation requested that the Federal Highway Administration withdraw its Finding of No Significant Impact on the U.S. 281 project in Bexar County. TXDOT	Mail	

Ref #	Comment	Method Comment was Received	Response
264 cont.	recently discovered possible irregularities in the procurement of a scientific services contract that was utilized in the preparation of the Environmental Assessment." "Calling this 'irregularities' is their way of covering-up the fact that they broke the law to predetermine the outcome of the environmental work on the 281 and deliberately suppressed a study that warned of the potential damage to the aquifer. What TXDOT did is tantamount to fraud and collusion to break federal law." Subsequently TXDOT was ordered to stop the US 281 toll construction, not only because FHWA withdrew prior environmental clearances, but also in recognition of the issues raised by AGUA and TURF lawsuit(s). Most significantly, whether the construction projects violated federal and state environmental laws. It was also discovered through the litigation process that TXDOT had withheld key documents not only from the public and TURF attorneys, but also the FHWA. This time, FHWA called for the preparation of an Environmental Impact Statement (EIS) for US 281 from Loop 1604 to Borgfeld Drive and acknowledged that the Alamo RMA would be responsible for preparing the EIS. However, the fact that TXDOT San Antonio District was reprimanded for conducting a tainted Environmental Assessment (EA) and subsequently removed from supervising the EIS while the ARMA assumed the environmental lead role on its very own proposed toll projects(s) was not only a clear conflict of interest but unprecedented. William Thornton, Chairman of the ARMA, clearly stated a rather forgone conclusion during a VIA Metropolitan Transit public hearing. "We'll keep running toll roads; we struggled along for five years. We'll finally get a project. It may be ten years. But in twenty years we'll have a cash flow that everybody is gonna envy. What I want to do is remove the competition... But if we don't to do this, we'll just keep doing what we're doing. And I'm gonna tell you who is going to need the money twenty years from now more than the toll road group, it’s going to be transit. Transit will still be subsidized. The ARMA is coming to this not as someone who is looking to save us, please save us. We'll go ahead, will get the EIS, in what four years, will get that passes, three to five and once we get it, the need will be just exploding where you have to do something on 281, we will find a way to build a road on 281. It'll happen. And although construction was slated	Mail	

Ref #	Comment	Method Comment was Received	Response
264 cont.	to take place right over the most environmentally sensitive and vulnerable area in Texas, FHWA continued to issue the ARMA several Categorical Exclusions (CEs) not only for the US 281 Superstreet project, but the massive interchange with Loop 1604. A categorical exclusion means a category of actions, which do not individually or cumulatively have a significant effect on the human environment...and, for which, therefore, neither an environmental assessment nor an environmental impact statement is required. But instead of complying with laws intended to protect environmental human health, air and water quality. TXDOT and FHWA recklessly forged ahead using categorical exclusions to avoid the required environmental studies and safeguards. Aquifer Guardians in Urban Areas (AGUA) filed a motion for preliminary injunction seeking to stop any and all construction work on the 281/1604 interchange Lawsuit. The ARMA expressed outrage at AGUA's court filing. AGUA argued officials failed to take the necessary steps to make sure no pollutants reached the aquifer. And even though "two intersecting parts would be connected to create an Aristotelian whole," Judge Biery denied Agua's motion for a preliminary injunction. The interchange project was obviously an integral part of the massive expansions of US 281 and Loop 1604. ARMA and TXDOT pretended that the projects were separate in order to claim they had no significant environmental impacts. The US 281 project corridor crosses the Edwards and Trinity Aquifers, which supply water to millions of people in Central Texas. In the San Antonio region, the aquifer supplies drinking water to more than 1.7 million people. (8) The Draft EIS clearly acknowledges and asserts the obvious reasons why the ARMA and TXDOT tried so desperately to avoid and circumvent the environmental process altogether: Both of the Proposed Build Alternatives would result in both short-term, construction related water quality impacts and long-term water quality impacts. (9) Construction and operation of either of the Proposed Build Alternatives has a number of potential environmental impacts related to groundwater quality in the local area and within the region. (10) Increased human development throughout the region has created a higher level of pollutants and greater potential for adversely affecting both surface water and groundwater quality. (11) Special	Mail	

Ref #	Comment	Method Comment was Received	Response
264 cont.	consideration is required to protect the karst groundwater resources from urban development, including that related to the proposed US 281 Corridor Project. (12) And although the study points to very serious environmental consequences, it does not address the real practical solutions that would mitigate such damage. Especially given that the objective and purpose of the process is to avoid and minimize environmental impacts. The Draft EIS also continues to minimize and circumvent the impact of toll roads. The facts are tolls and managed lanes are the basic elements and components to all proposed alternatives. US 281 has the potential option to be a tolled facility under each Proposed Build Alternative. The exact amount of toll, whether toll or managed lanes, has not been determined but would be in accordance with the Alamo RMA (13) The ARMA has determined and repeatedly stated in public meetings that they will toll US 281 in perpetuity. (14) Not only have these "forever" impacts and studies never been fully analyzed, but are a clear violation of the Texas Constitution. "Perpetuities and monopolies are contrary to the genius of a free government, and shall never be allowed, nor shall the law of primogeniture or entailments ever be in force in this State."(15) The Draft EIS continues to state, "The Expressway Alternative meets the need, purpose and objectives of the US 281 Corridor Project." However, the environmental analysis does not include any meaningful toll feasibility studies as per TXDOT's own environmental guidance: "Depending on the purpose and need of the project, toll feasibility can be included in the environmental analysis as either an essential element of the purpose and need statement or it can be included in the second set of criteria for analysis and comparison, as a part of the project goals and objectives. In sum, by including toll feasibility as an essential elements of the purpose and need we would be specifically "requiring" that (all) alternatives carried forward through the environmental analysis must be toll feasible at the required level. The purpose and need statement can establish how the toll feasibility (qualitative and/or quantitative) will be evaluated. By including toll feasibility as a desirable rather than an essential element of the goals and objectives, we, in essence, would be evaluating toll feasibility as part of a second set of criteria that includes other considerations	Mail	

Ref #	Comment	Method Comment was Received	Response
264 cont.	including environmental impacts. The tolling option will be studied during the NEPA process for all alignment alternatives that survived the first cut. (16) Just for the record, the ARMA also failed to factor higher motor fuel prices into its toll revenue projections and later changed the law to eliminate any further oversight by the State Auditor. Please note that during the NEPA process, if it is determined that an alternative under consideration does not meet the purpose and need to resolve an identified transportation problem(s) it must be eliminated from further study. (17) MPO documents state, "The expressway, toll and managed lane network is a major component of the San Antonio region's future transportation system." But the document also attached to the study contains rather misleading statements regarding the toll plan: "It is important to note that two of the corridors, US 281 North and Loop 1604, currently have an Environmental Impact Statement under development. While certain assumptions have been made about a toll and/or managed lane system in this document, it is premature to assert that any toll/managed lane facilities, their final configuration, construction phasing and financing are known at this time." The Metropolitan Planning Organization's long-range transportation plan and TIP have included toll financing all along and the transportation board voted in 2009 to keep the toll option on US 281 and Loop 1604 in the plan. To state otherwise is patently false. Furthermore, TXDOT representatives clearly stated in a MPO Board meeting with FHWA representatives present: "Prior to the resolution, all the new express lanes on 281, were all tolled. All of them are tolled... We currently have a toll plan already. It's not a toll vote. We did that before. As we turn in that environmental document, we have to have a routing number. We have to know where it is coming from, in order to get that record of decision from Federal Highway." (18) TXDOT District Engineer Mario Medina also concurred at the same board meeting: "In order to go ahead and have the non-toll portion you are asking, we have to go ahead and address the toll portion." Another misleading conclusion presented in the Draft EIS: "A 2009 study conducted by TxDOT reported that US 281 from Loop 1604 to the Comal County line is the thirty-eighth (out of 100) most congested roadway segment in	Mail	

Ref #	Comment	Method Comment was Received	Response
264 cont.	Texas. (19) But what the study eludes to mention, TXDOT conducted the very same study in 2008: US 281 did not even make the list of "Hundred Most Congested State Roads". A huge disparity in study figures given only one year apart. The cost estimates of a toll vs. non-toll expressway (Chapter 2 page 40) are also rather questionable. Especially given TXDOT refused to sponsor and provide cost estimates to the MPO and the public for a non-toll option ion US 281. (20) The Draft EIS resulted in the selection of two Proposed Build Alternatives for inclusion, both of which have variations that include non-toll, toll, or managed lanes. But throughout the document and public hearings, the non-toll, toll and managed lane options are presented and combined as one in the same "Expressway Alternative", when in fact they are not. The cost factors, construction and environmental impacts vary considerably and substantially for each option presented and should be evaluated and studied individually as such. Not surmised and assumed as one-in-the-same alternative. Furthermore, the DEIS has completely neglected to fully address the human impacts and public controversy surrounding the toll project. The overwhelming majority of people have publicly OPPOSED any tolls or managed lanes in the corridor, yet the planning, approval and funding of a toll project forges ahead unabated without any consideration of citizen input and human impact. "People should have a say in transportation decisions that affect their lives."(21) The Draft EIS only makes assumptions over low income and social justice populations and claims there are no adverse impacts to either of these groups. In summary, no disproportionately high and adverse impacts to minority and/or low-income populations are likely to occur as a result of either of the Proposed Build Alternatives under consideration for the US 281 Corridor Project. (22) After considering the potential burdens and benefits of the toll/managed lanes options of the Proposed Build Alternatives, the project level toll analysis concludes that there would not be disproportionately high and adverse effects to EJ populations. (23) Yet the MPO's own Analysis Methodology states otherwise. "At this stage, without an existing system in operation, it is difficult to determine the precise differences between EJ and Non EJ populations in regards to the toll system. (24) Improvements to the US 281 have the	Mail	

Ref #	Comment	Method Comment was Received	Response
264 cont.	potential to impact environmental justice populations through the displacement of businesses, thereby removing employment and/or services that may be relied upon by low-income and/or minority populations. (25) Toll roads have the potential to disproportionately affect low-income populations because a low-income person would have to use a larger percentage of his or her income to pay tolls when compared to the general population, given the same level of use. (26) So, if the Draft EIS assessments mentioned hereinabove are consistent, how can the following assumptions be made without any supporting basis? It is pure speculation at best: This financial burden to low-income populations is unlikely to be realized because a non-toll travel option would be provided in the US 281 project corridor that would offer better travel speeds than if no improvements were made. (27) No degradation of service is anticipated for non-toll users. (28) Despite all the statements of non-impact, the Draft EIS acknowledges that traffic trying to avoid paying tolls will be displaced onto neighborhood streets. This directly affects safety, quality of life, property values, schools, churches and access to gainful employment. The toll alternatives DO NOT meet the purpose and need of the project when it will merely displaces permanent congestion onto frontage roads and neighborhood streets, rather than relieve traffic congestion. Once again, if "The purpose and need of the US 281 Corridor Project is to improve mobility and accessibility, improve safety, and enhance community quality of life", the objective should NOT be to create more congestion by adding toll alternatives. The current toll plan will also create a permanent major bottleneck on the corridor. Non-toll traffic will be forced to exit onto signalized frontage roads, which will back-up both the freeway, and the frontage roads. Air quality, among other environmental impacts will be severely impacted by the increased congested traffic. In the study area, alternate routes would be available to those unable or unwilling to use the toll facility. First, a frontage road system would be constructed directly adjacent to the toll facility. This system would include a minimum of two one-way lanes for both directions of travel and would provide local access along the corridor as well as access to and from the tollway. (29) Currently there are three-	Mail	

Ref #	Comment	Method Comment was Received	Response
264 cont.	lanes of travel south of Evans road and not two as mentioned. Under this alternative neither the existing US 281 travel lanes nor the existing US 281 Super Street would remain in place. (30) Even though recent legislation clearly states to the contrary: The highway or segment is reconstructed so that the number of non-tolled lanes on the highway or segment is greater than or equal to the number in existence before the reconstruction. (31) The current toll plan does NOT add ANY new highway lanes from Loop 16904 to Stone Oak Pkwy. Therefore it does NOT meet the purpose and need of the project, which is to improve mobility and relieve congestion in the corridor. Most recently during an MPO public meeting, when representatives of the FHWA Texas Division were asked the "burning" question regarding the addition of a managed toll lane alternative within the existing study plan: "Are we going to screw up our EIS?" The laughing response, "If I told you no, can I go home."(32) All Proposed Build Alternatives include space within the proposed right-of-way for potential future capacity improvements. These could take the form of additional travel lanes for transit or non-transit vehicles, or fixed-guideway facilities for public transportation. As a potential future project not included in the currently proposed improvements addressed by this EIS, these capacity improvements within the US 281 project corridor would be subject to additional project approvals and public involvement requirements. (33) So what is the purpose and need of an environmental study if you can just add new alternatives at the last minute without first giving the public an opportunity to review, comment or analyze the economic, social and human impacts before decisions are made? As currently proposed, the San Antonio Toll System will include and incorporate non-toll capacity within the same corridor as toll capacity, in accordance with Texas state law. No corridor in which non-toll traffic exists today will be converted to a toll-only traffic scenario in the future. (34) However, the proposed managed lane alternative, which has not been properly vetted in a single public meeting, converts an existing free lane into a transportation priority lane, therefore reducing existing non-toll capacity and further creating congestion on existing lanes. And just last year, even though ALL construction was supposedly suspended until all environmental studies	Mail	

Ref #	Comment	Method Comment was Received	Response
264 cont.	were fully conducted, ground excavation and large rock removal was allowed to take place within the US 281 ROW at Stone Oak Parkway to make way for development and/or VIA Park-N-Ride. Both Proposed Build Alternatives include provision of a bus park-and-ride facility in the immediate vicinity of the proposed US 281 interchange with Stone Oak Parkway/TPC Parking. (35) Consequently, in my opinion, the entire environmental process regarding toll roads on US 281 has been rather questionable and tainted from the onset. Hopefully, the first environmental study will conform to NEPA requirements, and find that toll alternative(s) do not meet the purpose and need, and therefore should be entirely eliminated from any further US 281 options. Respectfully, Bill Molina 624 Kuntz Pt. Bulverde, Texas 78163 (1) US 281 Draft EIS April 2013 ES-6 (2) US 281 Draft EIS April 2013 Chapter 1-4 (3) TXDOT District Manager Mario Medina, Express-News Patrick Driscoll 11/26/2008 (4) Texans Uniting for Reform and Freedom Founder and Executive Director Terri Hall (5) US 281 Draft EIS April 2013 Chapter 1-4 (6) William Thornton, ARMA Chairman, speaking on camera 2/25/2009 "Truth Be Tolled, 281 Special Edition" (7) NEPA Documentation 40 CFR 1508 4 (8)US 281 Draft EIS April 2013 Chapter 3-140 (9) US 281 Draft EIS April 2013 Chapter 3-132 (10)US 281 Draft EIS April 2013 Chapter 3-144 (11)US 281 Draft EIS April 2013 Chapter 3-143 (12)US 281 Draft EIS April 2013 Chapter 3-144 (13)US 281 Draft EIS April 2013, Chapter 2-35 (14)Terry Brechtel, ARMA Executive Director, speaking on camera 10/26/2009 "Truth be Tolled, 281 Special Edition" (15) Texas Constitution, Bill of Rights, Article 1 Section 26 (16) TXDOT's Guidance on the Environmental Process for Toll Roads page 5 July 2004 (17)TXDOT's Guidance on the Environmental Process for Toll Roads page 5 (July 2004) (18)Clay Smith, TxDOT Director of TP&D, speaking on camera 6/15/2012 "Truth be Tolled; 281 Special Edition" (19)US 281 Draft EIS April 2013 Chapter 1-13 (20)TxDOT letter sent to the MPO Policy Board Chairman 10/22/2009 (21)Metropolitan Planning Organization Policy By Laws (22)US 281 Draft EIS April 2013 Chapter 3-43 (23)US 281 Draft EIS April 2013 Chapter 3-43 (24)US 281 Draft EIS April 2013 Appendix F (25)US 281 Draft EIS April 2013 Chapter 3-14 (26)US 281 Draft EIS April 2013 Chapter 3-42 (27)US 281 Draft EIS April 2013 Chapter 3-43	Mail	

Ref #	Comment	Method Comment was Received	Response
264 cont.	(28)MPO Analysis Methodology Appendix F (29) US 281 Draft EIS April 2013 Appendix E-4 (30)US 281 Draft EIS April 2013 Chapter 2-23 (31)Senate Bill 1029 (32)Mike Leary FHWA, speaking on camera 6/15/2012 "Truth Be Tolled; 281 Special Edition" (33)US 281 Draft EIS April 213 Chapter ES-14 (34)US281 Draft EIS April 2013 Appendix F-28 (35)US281 Draft EIS April 2013 Chapter ES-13	Mail	
265	Comment is from Edwards Aquifer Authority and is included in Table 1 which is a record of comments from federal, state and local agencies.	Mail	Please see Responses to Agency Comments in Table 1.
266	Comment is from Natural Resources Conservation Service and is included in Table 1 which is a record of comments from federal, state and local agencies.	Mail	Please see Responses to Agency Comments in Table 1.
267	The North San Antonio Chamber of Commerce, representing almost 1,400 business entities, has been a continued supporter of added capacity improvements along the US 281 corridor from Loop 1604 to Borgfeld Road. While the completion of the US 281 Super Street eased congestion slightly, we are seeing congestion at unacceptable levels once again during early morning and evening drive times. Traffic volumes have increased significantly along US 281 in recent years and are expected to continue growing at a rapid pace. According to TxDOT and MPO data, the portion of US 281 0.3 miles north of Loop 1604 saw Average Daily Traffic (ADT) of 133,000 in 2010. ATD will rise to 205,000 by 2035. Employment growth along the corridor has also risen from 3, 312 in 1980 to 25,635 in 2005, and is projected to increase to an estimated 43,635 in 2035. Also according to an analysis conducted by the SA-Bexar County MPO, the number of residents living in census tracts adjacent to the portion of US 281 that is being studied will reach 142,240 by 2035, an increase of 93 percent from 2005. Of the three alternatives under consideration in the Draft EIS, we feel the No-Build Alternative should be rejected as it will not address future growth and congestion. Additionally, the No-Build Alternative fails to address safety and air quality concerns resulting from increased congestion. The two proposed Build Alternatives address growth that has either already occurred or is likely to occur, and the North San Antonio Chamber supports moving forward with one of the Build Alternatives. Regarding the issue of funding, we have actively supported	Mail	Comment Noted.

Ref #	Comment	Method Comment was Received	Response
267 cont.	use of available federal, state, and local funding to build new non-toll lanes. However, based on recent congressional and Legislature inaction on transportation funding, the outlook for additional funding for added capacity projects locally and statewide appears minimal at best. In the absence of such funding, we support moving forward with the project through either managed lane and/or toll funding approaches.	Mail	
268	Well, I've lived here all my life and San Antonio Texas, we've always -- we've always had growth, but the thing is our leaders have had the intelligence to know how to handle this growth without toll roads and paying as you go sometimes. Would you believe they say we're going to have more growth? Well, you know what means? More vehicles. That means more tax receipts. So question. Gasoline taxes are high. Question --We'll have more money, right? Okay. Gasoline taxes are higher than the profit to the company that produces the gasoline. Why can't our state and local governments build our highways on this funding? I was told, Well, taxes haven't gone up in years. Well, simple. Raise the gas tax. Duh. Well, let's see, instead -- instead of turning the toll road -- we managed our own roads managed by foreign governments. Where's the wisdom? Raise the tax. That's bureaucracy. When I come to one of these things, there are so many agencies that contribute to all of this development that it's got to be expensive just paying for all these experts and they make a lot of money. They sure dress better than I do, I've noticed. So citizens are against the toll road. I have been in San Antonio coming to some of these meetings and I've seen a lot of instances that citizens are against a lot of things, but we're not being heard. I mean, there is a user patient -- Our declaration calls it user patient and then we lose. We lose the rule of law and that's the only thing that separates us from Mexico. They have lost the rule of law and the cronyism and the money that goes to places that we don't know. You've heard it talked about there's money, but where is it? Where is it going? And to have a foreign entity build our highways and do they get to own these highways? This is our sovereignty. There is a fourth option to all of this: No tolls and use our taxpayers' money. New Jersey, they don't have much land so they need toll. As far as I know, Texas has a lot of land and there are a lot of states who have no	Public Testimony	Please see Responses 55 and 109.

Ref #	Comment	Method Comment was Received	Response
268 cont.	toll roads. Why can't we be like them? So no build, no tolls. There is a choice.	Public Testimony	
269	I am currently the Precinct Chairman of the precinct that borders the 281 corridor. In conversations that I have had with my constituents in that area, I can assure you that more than a simple majority oppose tolling in that area. Yes, we want a solution and we know that it can be done for the funds that are available. Now, I'm not going to go through--it'll take me 20 minutes to go through this thing so I am just going to hit the high spots. But what I'm going to do is acknowledge what Terri said. Every point she made I will submit in a written testimony, if you will. But just some of the high spots. One of the issues that the EIS has not addressed yet is the question of toll viability. Is that going to be able to fund the highway if we toll it? Most of the toll roads currently in the State of Texas are critical, very close to not being able to support the investment that was made. Check it out if you don't believe me. Also, the EIS must assess the financial impact to its citizens. Yeah, we're worried about water quality, we're about this, we're about that, the birds and bugs, et cetera. What about the impact to me? What's it going to hit me when HEB increases their cost and I have to pay for it because their trucks are running on that toll road? Give me some assessment of that in that EIS study. So that's the impact to human beings that I'm concerned about. Oh, talk about impact to humans. The displaced traffic. Even today--by the way, I've been fighting this thing for the last seven or eight years. My traffic in the area that I live, which is off of Canyon Gulf and--in that area, the traffic has increased because people are avoiding what's going on 281 right now. Do you think it's going to get better with that stupid toll road? That people are going to try avoid it and get off? No. They're going to be driving through my neighborhood. And you talk about safety on the toll road? Yeah, what about safety in my neighborhood? And then of course, the--the numbers just don't add up with the cost, as Terri pointed out. I will detail this in a written assessment. So, anyway, conclusion, I am opposed and most of my constituents and most everybody that I've talked to are opposed to the tolling solution. We want the expressway solution and that's what we are fighting for. Also, every time we scratch	Public Testimony	Please see Responses 79 and 109.

Ref #	Comment	Method Comment was Received	Response
269 cont.	the surface, some other thing comes up and we are blocked about doing the right things. It's time that we have an open government, open--I want to see the EIS deal with all these issues.	Public Testimony	
270	This comment was received from the VIA Metropolitan Transit and is included in Table 1 which is a record of comments from federal, state and local agencies.	Public Testimony	Please see Responses to Agency Comments in Table 1.
271	I've been a businessman here in San Antonio for way over 50 years and my business was mainly manufacturing and what I'm going to address tonight is mainly the economic impacts on our businesses, manufacturing, distributing, our great military facilities we have here and also our tourism. When we went to New York, which was almost every week, every month, we had to fight the toll roads up there. Now this was an imposition to our company. We had problems affording them and we had--we tried to avoid them every time we could. So we certainly do not want to have that situation in San Antonio. Of all cities in this state, this city loves freedom and we certainly want to maintain their freedom of travel that we've enjoyed for all these years in San Antonio. Another thing that I'd like to address briefly is the fairness issue. 281 has been a -- a U.S. highway for a long, long time now. A lot of that land was taken by imminent domain, some was probably donated, but when that happened, the original intent of those takings and of those donations were to have a freely accessible road for the benefit of our community. Now, when government comes along later and says now that road is no longer going to be freely accessible, it will be a toll road, that is actually unfair and I believe a wrong policy for this state. I'd like to address, just briefly, the funding issues. San Antonio, as someone mentioned, is a very large city. We put in, approximately 700 to a billion dollars per year into the state treasury of this great state in order to build and maintain our roads. But for whatever reason, those funds are not coming back. The funds are coming back for maintenance and new construction for this highway district. It's about 340 million a year. So this community is being shorted the funds that we should be getting. We're giving in to do the job to furnish our public roads for this state. So we should be working on this issue, not trying to go find more debt money to build roads that we're already paid roads for--money into that we're not getting built. Those are my comments. I certainly support the complete	Public Testimony	Comment Noted.

Ref #	Comment	Method Comment was Received	Response
271 cont.	non tolled alternative. I think that's by far the best alternative for this community and I hope everyone would support that.	Public Testimony	
272	I'm a certified public accountant here in San Antonio. I've been involved with fighting these toll roads for ten years now. I remember way back in 2004 the total cost of fixing 281 with three overpasses for $50 million. Now, remember the secondary plan was a free road, to add additional lanes from 1604 to Comal County line, total cost $100 million. Those are TxDOT numbers, although they deny it. We've seen the actual numbers. And now where we stand today, somebody said we need $460 million. They add a toll road, express lanes in San Antonio because we got to have bike paths, we got to have a bus path, we got to have this and that. I'm telling you that the total cost of building a road back in 2004 is probably more than now because of the decline in commodity prices. If you don't believe in that, look at the stock market today. Commodity prices have tanked. Everything is going down. It's cheaper to build a road today that it was in 2004. And they had the money and the diverted it and used it up for something else. Now they say they have $170 million. They only took--only would take $100 million to add one lane in each direction down the middle where they already have the land in 281. They could do it today for $100 million and they have the money. They say up there, I got $170 million, but now the road is going to cost you 460 million. Let me tell you why. They did away with competitive bidding on highway contracts. Now they got something called design hype and build. What they do is, they let a contractor come in and build the road. Build -- build it, do the whole schmear, and they don't have to look at the cost except up to 20 percent. They can give bonus to whomever - whatever they want in the contract for 20 percent of the contract amount. That's the law as it stands. It hasn't improved over what it was two years ago before they changed it. Okay. Anyway, the cost is way up because design build-- Go look up on your -- Google it tonight and find out what's going on in this country. It's spreading all over and it's costing double, triple, because everybody wants a cut of -- piece of the pie and that's why we went from the $100 million solution to 460 million today.	Public Testimony	Comment Noted.

Ref #	Comment	Method Comment was Received	Response
273	I'm here tonight representing the San Antonio Mobility Coalition. SAMCO represents more than 80 public and private sector entities. Our primary focus is to advocate for increased investment in transportation facilities here in San Antonio and Bexar County. We've already submitted our written comments regarding the draft EIS. Tonight I'd like to cover a few of the salient points behind our support. Regional population is projected to increase in this corridor by 76 percent by the year 2040 to 3.5 -- excuse me, that's in the county area -- 3.56 million people. Much of this growth is occurring in the northern part of Bexar County. More specifically, the population in those census tracks adjacent to the study portion of U.S. 281 is projected to be 142,000 people by 2035. That's an increase of 93 percent, almost doubling by the year 2035. Employment along the corridor is projected to increase from 26,635 people that we had in 2005 to 43,000-plus in 2035. As a result of all of this growth, traffic has increased and regardless of whether we build or don't build, we'll continue to increase along 281. Specifically, three-tenths of a mile north of 1604 on the south end of the project, traffic will increase from 133,000 vehicles per day that we had in 2010 to about 205,000 vehicles per day in 2035. On the north end of the project, half a mile north of Borgfeld, the average daily traffic that we saw in 2010 of 30,000 vehicles will almost more than quadruple to a 140,000 vehicles per day in 2035. The draft EIS indicates that the environmental issues associated with either of the two build alternatives can be addressed, while the no-build alternative fails to adequately address, in particular, the air quality concerns and the safety concerns. For this reason, SAMCO does not support the no-build alternative and I might add that the no-build alternative does little, if anything, to address the quality-of-life issues. On the other hand, either of the two proposed build alternatives does address growth, quality of life and the associated environmental issues and, therefore, we support moving forward with either one of the two build alternatives.	Public Testimony	Comment Noted.

Ref #	Comment	Method Comment was Received	Response
274	How's everyone doing tonight? I -- My passion about -- The reason why I came to San Antonio -- One of the reasons is because I'm a former military person. My husband, he did 30 years in the military. And I just -- It was nice things we heard about the community, how they look out for people. So one of my concerns is that when you -- when we speak about environment, we're talking about people and when the speaker spoke and he mentioned something about buying off people's houses and lands and all that, I'm sure, when they made their plans, that they knew that all these houses were going to be in this environment before they were built. I'm -- I'm sure they didn't wait till 2009 to figure out that all these people was going to move into these houses 'cause, quite naturally, if they move into the house, they have to drive on the street. I mean, that's a common sense thing. It didn't take the -- the engineer and all these people to figure it out, so, quite naturally, you knew that the prob- -- that the situation is there. The second thing I'm looking at, we have retirees, we have disabled vets, we have people that's on even fixed incomes and now, all of a sudden, you going to add more to the burden. People don't have no money coming in, none coming out. I have been working for a while and, finally, after five years, received a pay raise and once my pay raise came, I started getting less money and not only did I get less money than I found out that for the next few months I'm going to be furloughed, you know. Thanks for my pay raise. Thank you. And now, on top of that, now, when I'm looking forward to retiring within the next few years, now I have to pay just to drive on a road that's already paid for. Think about it. Think about people. I understand that it is -- we do need a solution, but at least don't keep robbing the people. Help us. We do want a solution. We want things to be better, but at least think about the people. And I am against tolls.	Public Testimony	Comment Noted.

Ref #	Comment	Method Comment was Received	Response
275	One of the things that I think I've heard all night tonight that we're all sick and tired of is we, the people, are not being heard. We are so sick and tired of our politicians telling us what's right and what is best for us. We have brains. We can figure things out. We don't need politicians constantly telling us what's right and what's wrong and how to get things done. We're tired of them mismanaging money. On the toll road and the highways, we've seen MPO mismanage the money. Millions have been missing and we're tired of -- of seeing our tax money that we've worked hard for not being spent diligently in a right way. Neither of the alternatives that you presented actually adds any more lanes to 281. One of them just guarantees a bottleneck at -- where was it -- Stone Oak. The MPO, I think, needs to -- some way they think that bike and pedestrian trails or paths and then they want to put in some lanes for future rail and they seem to think that those things are more important than auto lanes and I think that auto lanes is what's -- what's missing. It’s not bike and pedestrian trails that are missing on 281. We need more freeway lanes for vehicles and not for rails or pedestrians. We need to get our legislators to take our gas taxes and put it back into a lockbox. Take it out of the general fund, put it into a lockbox so that it is used solely for highway road and construction maintenance. We've already paid for the land. We had the money to fund 281. We've had it for some time. All you really need to do is add the overpasses and some -- what you call it -- access lanes, but you haven't done it. You've had -- had the money for years and years and years, but you're trying to force us constantly into these toll lanes and, like you said, the citizens have said no. We have already paid -- paid for the land, we have the money to build the overpasses and the access roads so just get it done. Quit trying to give all of our money to your cronies. We're so tired of this phony capitalism. Spend the money the way it was meant to be spent. Our gas taxes are supposed to go to our highways.	Public Testimony	Comment Noted.
276	Continued sound -- continual sound barriers along both sides of the right-of-way must be mandated. A severe and negative impact for Bexar County residents living within a mile of a reconstructed Highway 281 will be a tripling of road noise+G522 and very heavy production	Public Testimony	Comment Noted.

Ref #	Comment	Method Comment was Received	Response
276 cont.	of particulate matter, exhaust, including airborne rubber particles, brake dust, diesel fumes, debris from truckloads and parts of the vehicle themselves. The foregoing you can get from any federal agency which monitors interstate highways and throughways. Such detriment -- detrimental impact on the peaceful enjoyment of a citizen's property is in violation of Texas statutes and upheld as such by federal and state environmental protection agencies. Clearly, as such, the impact of all the build alternatives representing law and, in fact, a taking of property as well as a taking of homeowners' and property owners' rights, the peaceful possession and quiet enjoyment can cause a sharp decrease in home values within a mile on either side of the right-of-way. Again, the foregoing is an unequivocal taking of real and tangible property and as such the RMA, the State of Texas and Bexar County will be obliged to compensate all property owners for their losses. This will be a considerable amount of money. Installation of Federal Highway Administration-approved 12-foot-high sound barrier walls when residential properties are 100 feet or more from the Highway 281 right-of-way will -- and they're used in all cities, but prove to be most effective in all categories of protection. Twelve-foot-high sound barriers are reimbursable under FHWA regulations. The Alamo RMA, as does TxDOT, has a clear and present obligation to protect the health, safety and welfare of all persons impacted by their engineering design and associated activities. Indeed, that is the duty, federal and state, of all licensed professional engineers, land planners and others. Certainly no involved party desires to perform other than in the best interest of the citizens of Bexar County and environments. The foregoing proposals are common in the industry and inexpensive to implement. It would seem failure to do so would create long-term problems for all persons, particularly young children and elderly.	Public Testimony	
277	For the record, my name is Jack M. Finger. I have an unofficial ministry going down to the San Antonio City Council every time they have a meeting speaking out on the issues trying to make clear the (unintelligible) that exist there. I see the boondoggles, I see the conflicts of interest, I see the general (unintelligible) of the citizens all the time. I see, especially, the unethical, immoral decisions made by that governmental body and some proposed immoral	Public Testimony	Please see Responses 55, 79 and 122.

Ref #	Comment	Method Comment was Received	Response
277 cont.	decisions they're planning on making in the near future. This fight against toll roads is one that I did not need. I'm already discouraged enough by what I see in other parts of our local government, but I, once again, see just a gigantic power grab for our tax-paid roads, roads that we already paid with our gas-tax dollars, proposed tolls that will go on into perpetuity long after they've been paid for and the fact that we, the citizens, don't -- who have to use these toll roads will not get a chance to vote on it and, for that matter, the idea that a foreign company is going to not just manage it, but they have the -- exercise and powers, in effect, due to owning it. I see -- I see that assumptions that TxDOT and the Alamo RMA are proposing here. The idea that gives us more -- giving us toll lanes here on the diagrams there. I'm sorry, it's obvious there's no more added capacity for -- for all the traffic jams that have already taken place there and the idea that -- that you have a -- well, the fact that you have toll roads supposing to take care of this congestion. Well, as -- as -- Thank God for people like Terri Hall who exposes this -- these corrupt notions. I mean, having toll roads, shifting of traffic elsewhere, do you think that's going to help out with no improvements on those roads planned? That's going to help? And you think that that's going to sell people on toll roads? They'll just go through the neighborhoods and increase the traffic there and the danger for -- for children and others who have to walk along the streets. The other boondoggles here -- What is it? Connect -- direct connect ramps for our VIA Park and Ride when there's no real study to show that they really need it. Bicycle paths, pedestrian pathways, that -- when they could be using the access roads. There is so much wrong with this stuff. How can anybody with a conscience -- with a conscience even be a part of proposing any of this? Gentlemen. I've been trying to figure that out for eight years now. I'm still waiting for some decent answers.	Public Testimony	

Ref #	Comment	Method Comment was Received	Response
278	I wasn't planning on speaking tonight, but I'm a Comal County resident and I've watched this take place. I moved to Comal County 17 years ago when you could drive from downtown Blanco to Corpus Christi and hit one red light and that was at Encino Rio and in around 2000, the overpasses were paid for. One was done. It was at 1863 and Highway 281. Not a single overpass has been put in place since. Where'd that money go to? That's all that was done. Every overpass from 1863 all the way to 1604 was paid for and funded. One was built. The project was killed and all we've been hearing since then is more tolls, more tolls, more tolls. No build is not an option. Trust me. I know it. I drive it every day for the last 17 years. I've seen the traffic grow and grow and grow, but something has to be done and free roads are the way to go.	Public Testimony	Please see Responses 18 and 26.
279	Sorry, I don't -- I'm not used to public speaking and, first of all, I wanted to say that I think the Williams Brothers did a great job on the 1604 ramps and I know one person died building that, but it sure has alleviated a lot of things. I'm a native of San Antonio and I've lived in Encino Park for 18 years, and personally, I'm for the no build. Of course, I don't know if that'll happen. I would like to offer this idea of maybe just some additional lanes on northbound, southbound with fewer exit ramps--off and on ramps. The other thing that I would mention is that if this building goes through, I prefer the on-grade expressway and not the full overpass. The one thing that I'm concerned about, which is what this meeting is supposed to be about, environmental impact statement. I'm all about the noise impact on the ramps or the overhead ramps because there seems to be a lot of them, almost on every main road over Bulverde, Encino Rio, Evans. Every stoplight, basically, there's going to be an overhead ramp--I mean an overpass and I would like the powers to be to look at some quiet asphalt or keep the noise level down. I never know--We never know how things--how these gears grind for the city. That's just my personal opinion about the noise level. As far as the growth impact, this whole problem's caused--seems to be caused by the growth impact and the developers that keep building and building and building and building and how the city has to keep catering to all the building and building and building from the electrical to the service and all	Public Testimony	Comment Noted.

Ref #	Comment	Method Comment was Received	Response
279 cont.	the infrastructure. Now we have to cater to the roads. I don't--I don't know why--because San Antonio is the seventh biggest city in the United States, why we have to be the sixth biggest city. I don't--I think somewhere I hope that the development slows down a little bit. I guess that's all I have to say other than, Terri Hall, my wife and I think you ought to run for mayor.	Public Testimony	
280	My husband and I live in Spring Branch at the present time and we've lived in San Antonio for a very long time. I've been here 42 years and I'm a physical therapy assistant. I work in home health and I've been driving the roads in San Antonio for 22 years. I have several concerns. The most obvious one is double taxation. We've already paid. I don't want to pay again. I mean, you know, we're going to continue to pay taxes and we're going to continue to pay taxes and those taxes should continue to build our roads. The other problem is increased accidents with congestion on surrounding alternative routes as people are displaced and they try to avoid tolls. This is also completely unfair for taxpaying property owners and business owners along the alternative route. These people will suffer the brunt of this problem. Their own safety can be put at risk as they're trying to enter and exit their own neighborhoods. They're paying their taxes, they should not be penalized or endangered in any way, neither should their children. People who work, as I do, who get in a car and drive in the city all day, are being more penalized if they work in PT or in home health. People who have to come into the city for supplies, medical care and especially seniors on fixed incomes, as the young lady came up and said earlier, our veterans who are all also on fixed incomes and low-income taxpayers will face a new and unjust burden. They just can't fit it into their already meager budgets. People, Hill Country dwellers, as my husband and I are now, who work and spend our money in San Antonio and pay taxes in San Antonio, will be heavily penalized. The farther out we live, the more we'll pay just to get to and from work every day. We're not ignorant of the fact that once we get this thing, we're not going to get rid of it. We have to stop it now and as long as the money is the motivation, they're not going to care. We have to care. We have to fight. We have keep fighting and keep fighting and keep fighting and keep fighting	Public Testimony	Comment Noted.

Ref #	Comment	Method Comment was Received	Response
280 cont.	'cause if they can wear us out, they will. I have a friend who lived in a suburb of Houston, in Pasadena, Texas, who experienced the toll and, personally, I've been blessed not, so far in my life, to go over a toll road, but because of the toll road, the frontage roads were very congested, people avoided the toll roads and the road never made the money for the city that they planned. They're not only double taxation and unfair and unsafe for the people living there and have businesses there, they -- they increase financial burden, physical risk on the taxpayers on the alternative routes. They just don't work.	Public Testimony	
281	Tolls are the preferred alternative unless we say no loud and clear. While TxDOT claims no final decision on tolls has been made yet, tolls are currently their preferred alternative. RMA documents show that TxDOT and the RMA have been meeting to discuss entrances and exits for the managed toll lanes already before the public input today and before we believe federal law permits. The toll plan and MPO documents today would convert two of our existing free lanes from Sonterra to Stone Oak into HOV transit toll lanes, shrinking our existing free capacity to ensure congestion on our free lanes and forcing us to have to pay tolls to get anywhere. Then those free highway lanes dead-end and Stone Oak when all six lanes north of Stone Oak become toll lanes including the four free lanes that we drive on today toll free. So all non-toll traffic is going to be forced to exit at those frontage roads which will create permanent congestion and a log jam at both the frontage roads and backing it up onto our highway. This will not meet the purpose and need of the project, which is to improve mobility and relieve congestion and improve our quality of life. They're actually creating congestion with this project and not relieving it if they toll it. Tolls will also cost you up to 50 cents a mile. That's 7 bucks a day. And the RMA has been on record since 2009 that they will charge tolls in perpetuity. The electronic tolling is the ultimate in government tracking of our travel plus people will try to avoid paying tolls so this will dump traffic onto our neighborhood streets making them less safe, more congested and adversely affect schools, residences, property values and businesses, not to mention on these toll contracts prohibit or penalize the expansion of surrounding free roads to guarantee congestion on our	Public Testimony	Comment Noted.

Ref #	Comment	Method Comment was Received	Response
281 cont.	free routes. TxDOT and toll authority claim there's just no money to fix 281 non-toll so that's why they have to toll this freeway. Yet we already have the money to fix 281 and the new lanes and put in overpasses that we promised in public hearings in 2001. MPO documents show the money was there from 2003 to 2008 before they stole it and used it somewhere else to force 281 drivers to have to pay tolls to get our road fixed. Plus, the numbers just don't add up. Right now on 1604 west, for a 10-mile project, which is more than the 281 project, they're getting four new non-toll lanes; I believe five overpasses, for $200 million. That's $20 million a mile. Yet on 281, they're going to charge us 55 million a mile, nearly triple the cost of 1604 west right now today. So they've stolen our tax money and now they want us to pay tolls in perpetuity to bail them out. Ms. Green. Ms. Hall, If you could wind up your comments. Ms. Hall: Yes. So only did the 100 million in gas tax gets stolen, recently, the MPO stole another $50 million to pay for 281 to pay for an overpass on 1604 and northern ramp interchange. So they keep stealing our money to fix this freeway and force us to pay tolls. It is discrimination and a targeted tax. And this toll road is about a lack of funds, it's about raiding our wallets and, frankly, dirty politics. There's enough money allocated to fix 281 right now and we ask that you go to our table in back to get more information at 281overpassesnow.com.	Public Testimony	
282	And looking at the funding documents, there's $170 million already available. That $170 million can be spent right now to build on surface roads, the main road and overpasses and maybe with $50 million more we can have the whole project done shortly without toll roads. I believe it can be done without toll roads, without red lights, because we can have overpasses at Stone Oak, Sonterra, Evans and other major intersections and service roads leading into the main highway that are far less expensive.	Public Testimony	Comment Noted.
283	I'm totally against it.	Public Testimony	Comment Noted.
284	I'm a nobody, but I am a nobody that votes and a taxpayer. I realized right away that I was out of my league up here, but I'm speaking anyway. I object to the improvements being	Public Testimony	Comment Noted.

Ref #	Comment	Method Comment was Received	Response
284 cont.	tolled. I don't object to the improvements, but I do object to them being tolled. And I realize that what I wanted to say was to rant and rave about the politicians and I guess that's not on the agenda.	Public Testimony	
285	I'm probably going to address the quality of life in the Big Springs HOA area. I feel they're disproportionally--I feel they're disproportionately impacted by this because of the proximity to the roadway. No offense, you're coming to a nuisance, but it creates its own problems for those of us who live here. Let me throw some things out here for you. For example, the distance--and the EIS identifies something called receivers. And the distance from receivers--from the road to receivers is--seems to be a double standard. If you look at the Glen Spring areas, they have 17 receivers represented by R14, 15 and 16. They're about 700 feet from the center line of the road. Big Springs has 24 receivers represented by R6, R7, and R8. If you apply the same 700-foot criteria as applied--as used in the Summer glen, the number of receivers in the Big Spring area jumps from 24 identified by EIS to, approximately, 66. You have to look at the--let's get some real data here. I was just kind of playing with the county GIS. Look at it there. So I want to make sure there at those--all the receivers in that area are adequately identified, represented, because we're going to be bearing the brunt of any noise generated by either alternative proposed. The second thing I'd like to do is talk about the noise abatement. They talk about building a wall along the Big Springs area. Right now the EIS identifies it as a 12-foot wall. When, in reality--Excuse me. Identifies a proposed 12-foot wall. The existing wall is eight feet. If you were to put an additional four feet there and do whatever you do to--to reflect or abate the noise, it’s not going to make a hill of beans. That wall needs to be bigger, higher, maybe higher than 20 feet, 24. You guys got to figure that out, but it’s gotta be higher than what's proposed now. So I would recommend that gets a good look at. I'd also like to propose that any expansion of 281 be lower. If that's means cutting grade, get it down. You don't need to build a super canyon like you've got at Henderson Pass, but get that road lower, keep the overpasses low so that the noise of the overpasses at Encino or Evans or Stone Oak aren't 57 feet in the air. And so look at that and	Public Testimony	Comment Noted.

Ref #	Comment	Method Comment was Received	Response
285 cont.	try to do that. The wall--let's see. Include vegetation where possible, slow the traffic down. Yeah, I know everyone wants to go, (makes noise), get there, but you're driving noise in our part here. Use noise-reducing asphalt. I understand there's some maintenance issues with it, it fills up. Come up with a maintenance plan for that. Just like the rubber out on a runway, you have to do it and maintain the coefficient of friction to maintain it safe. I also ask that you do better noise modeling. Involve the community in the interim process and the interim steps so it's not a surprise that the proposed or the proposed EIS--anyway, the interim steps on the next one. And also look at a day/night-modeling program. The noise at night is substantially more noticeable, thus more disturbing at night than daytime. Please consider that. And I'm against the toll road. The 281 expansion was promised as no toll. The taxpayers' dollars were used elsewhere. I just ask that the stewards of our taxpayer dollars, the politicians, continue to honor those promises that were made in the past.	Public Testimony	
286	On behalf of the North Chamber and over 1,400 member businesses, thank you for the opportunity to present comments. We've also submitted--we've also submitted written comments. First let me say the no-build alternative is not a viable option. Now, the super streets have done a very good temporary job of alleviating congestion temporarily, but traffic continues to increase on 281. Presentation did a great job. I don't want to rehash anything you saw on the presentation, but we see the use of 281 continuing to increase. We have more people moving out along the 281 corridor, businesses, folks working out there, we need to increase capacity. Now there are a couple of--there are three options under the EIS draft. North Chamber supports two of the build--either of the two build options, but we don't support the no-build alternative. The no-build alternative does nothing to address air quality, congestion, future growth. We also support the use of federal, state and local funds to pay for non-tolled lanes, but unfortunately, it doesn't seem like those dollars are there today. So we support the use of managed lanes or toll lanes to create that added capacity. Do nothing is not an option.	Public Testimony	Comment Noted.

Ref #	Comment	Method Comment was Received	Response
287	My question is why are we talking about toll roads when we have not finished the job they promised before this? We have side roads that have been sitting and waiting for us to do something with it. We have -- right at 1604 and 281, wow, this is our gridlock, not Evans Road and 281. We have one lane and four after you get past 1604 on each side. Four lanes. Do you think that maybe if we got three more lanes when we got off of 1604 we would release some of this gridlock? Have you ever thought about that? We have -- So we have one lane. We'll say that is a Coke can, but we have three lanes to get onto. Do you think you could get one car on one lane when it needs four? We haven't finished putting in the four lanes we were told we were going to get. They're spending this money on what? A toll road? They haven't finished the first one. I don't know about you, but when I was raised, it was told, You start a job, finish it. I'm a quilter and I don't do six quilts at one time. I start it and I finish it. Get rid of the idea of toll roads. We haven't finished the last job they took money for.	Public Testimony	Please see Response 55.
288	I'm trying real hard to be optimistic. Been fighting this battle since '05 and we've heard different ones say how long they have been in the battle, but as I sat here and listened to this talking, I'm trying to figure out how come you can drive better on a toll road than you can on a free road. What's the difference as far as my wheels turning around is concerned? I don't understand that. They built a toll road in Dallas and covered -- carried more traffic. Well, no, maybe not more traffic. I don't know. But the thing is that bothers me, because I've testified here, I've testified in Austin, I've testified every place, and I've come to the conclusion if you-all already have your mind made up what you're going to do before we have these little meetings like this -- I know the meetings are required, but I've been in one where those opposed were 100 of them and seven were in favor of it and guess how the vote went? With the seven. Right in the -- right here in this building. We -- Many of you were here. I hear some yes. So, you know, it bothers me. And I was thinking the other day. I think about the old West, when they were settling the old West. You'd have some unscrupulous guy come along with no conscience and he'd hire himself some gunslingers and he'd get a little piece of land there and then he started fighting the other people around and he would stampede their	Public Testimony	Comment Noted. .

Ref #	Comment	Method Comment was Received	Response
288 cont.	cattle with his gunslingers and he'd -- he'd dam up the creeks so they couldn't have any water for their livestock and he'd do everything in the world that he could to run those little fellas off and keep the big fellas, him. And I see a comparison here to me, but, fortunately, the West did get settled because some of us stayed in there, not me, but I'm standing here, stayed in and kept fighting and kept fighting and kept fighting until, finally, we regained a little foothold. The West did get settled and I can't -- you know, we got a big deal on this 85 miles an hour on I-30. Man, what a deal. How much did it cost to advertise that? 85 miles an hour? I saw ads all over the place. These big things up there that tells you how -- five minutes before I-10. They use those to advertise -- Go over to Seguin, get on I-30, 130. Guess what? The truck's not got getting on I -- 130. They can't afford it. They're charged for every axle that goes across and the money goes to Spain. That's what we get out of this. And I don't know if he's a Muslim or not. I don't know anything about the company, but I know one thing. When we first started fighting this battle, the only road they had ever built was in Canada and it went bankrupt and that was a lot of years ago. Most of you probably weren't even fighting this battle at that time.	Public Testimony	
289	I've been a resident of San Antonio most of my life. I'd like to thank the TxDOT officials for coming out today and for all of you. Citizens, we're -- we're in a daze. We're facing an unprecedented threat on liberties, our prosperity, our way of life and I agree with many of the former speakers who have gone over the very practical issues of why these toll roads are so -- not only unnecessary, but unworkable, the lack of safety -- safety issues, double taxation. This is -- So many -- so many congestion on alternative routes, but I want to go -- so I want to go over some of the -- go a broad overview and do it in terms of questions I have for the officials, respectfully, and just for all of us to ask. First of all, if there was problems, there was a very extensive presentation of all the problems the toll roads are supposed to address, but, again, has been asked, if those were to be addressed, why -- why has it not been done already with the taxpayers' money that was provided for already? The taxpayers have already paid for it. Why is it--why have the promises not been kept and why in effect, are the	Public Testimony	Please see Responses 55 and 109.

Ref #	Comment	Method Comment was Received	Response
289 cont.	citizens being called on to pay double taxation? This is -- I'm a man of peace, but we had a American revolution once for our freedom that involved taxes and it involved freedom and I'm a man of peace, most -- I think most of us are here, but we're getting -- we're getting more and more aware of the government intruding in our lives more and more taking away our liberties, our prosperity, our way of life. The other question I have is why don't you put it up to a vote? There was a state amendment, but it hid the fact that it was toll roads. Why do you not put it up to a vote to the people? Is there a fear that they very well may oppose it? But you and I -- most citizens opposed it. And who profits from this? Not only those in bureaucracy, but in commercial interest, other than just normal profits which are justifiable. Contracts. Who are the interests involved in this? I think that's something that really needs to be examined who is behind this. It's not a conspiracy thing, but it's just fact that money seems to rule instead of principle in these days. And why is it this is continually being pushed? You know, we're -- after ten years, the citizens have spoken. So we have ask -- I'll just close with this. Why are the citizens' voices completely being overruled and the bureaucrats forcing their will on the people? Total neglect, total rejection, total disrespect of the people. The state, government bureaucrats forced -- trying to force their self on my prevail on the will of the people, totally disrespecting the people instead of engaging, instead of top level bureaucrats and commercial interests trying to force their will on the people. And we pray for you guys, but we need to ask you to respect the people.	Public Testimony	
290	I'm against any option involving HOV lanes and/or toll lanes. Government just refuses to listen to us. You know, at all these meetings, we have been more than enough against this thing, but they just refuse to listen. You have a turn. My mom wonders, Why can't they build an overpass? Well, Mom, they haven't built the overpass 'cause our political thugs up in Austin want to sell out our free lanes to foreign companies. That's why. How will this lane affect me and thousands of others? I don't work the contemporary 8-to-5 job. You know, I got -- I go in at a time where I can drive 45 to 55 mile an hour on 281 going in; and coming home, I can damn near drive 60 miles an hour unless I'm stopped by a stoplight. So there's	Public Testimony	Please see Responses 55 and 109.

Ref #	Comment	Method Comment was Received	Response
290 cont.	thousands of people like that that will be negatively affected and where is this study showing how you-all are going to affect all of us thousands that don't have 8-to-5 jobs where we're going in at 11, 12:00 o'clock noon? Where is that study, man? That's how it's going to negatively affect thousands of people. I am for a complete non-tolled expressway option. You heard of the saying, I want my money and I want it now? Well, I want a complete non-tolled expressway option and I want it now.	Public Testimony	
291	You know, we -- we do seem to be losing our freedom -- or at least it's being challenged and I think a lot of people are actually awake -- awakening to this and one of them is prayer and I think that we ought to pray for these officials. You know, I think they need to open their eyes. I think we need to pray to God for them to open their eyes, open their hearts and be a part of a city that can actually care about other people, actually cares that the economy would go into the tank, actually care that we don't have to annex every farm and ranch in sight because we want to make our city -- I don't know, maybe they want it like Chicago. I have no idea, but it does seem they have no limit on how much ranches and farms they can take in and develop. Now, the funny part is they're talking about warblers things like that. That's so sweet, but you know how many little creatures die in development? I'm for growth, but I'm not for growth that puts it on the backs of the taxpayers. Let the developer come in, buy something, put their own water system in, put their own road in and maintain it. Maintain it always in perpetuity. That's the classy way to do things instead of saying, San Antonio take care of it. Well, here we go with another thing. This toll road seems similar. Now -- I'm looking at the time. You know, also, we need to run for office. We do. We need to stop being scared, say we can't do it. We -- There's people out here that would be wonderful people to run for office because they don't, obviously, listen. I'm sure they're very good people, but they don't really care, it seems like, anyway. Or they've got some idea that we need to be bigger and -- you know. We don't need to be bigger. We need to have quality of life here. And one more thing -- well, several more things, but I only have a few minutes here. Lawyers. We need lawyers to step up. Join Terri's organization. People, join her organization. This	Public Testimony	Comment Noted.

Ref #	Comment	Method Comment was Received	Response
291 cont.	woman, mother of ten children, God bless her. If she can do it with ten -- nine home-schooled children, who -- who of us can complain? Thanks. Anyway, thank you-all for showing up and I know there's a solution and this is not a solution. We need to step up to the plate.	Public Testimony	
292	I'm the Executive Vice President for the Greater San Antonio Chamber of Commerce and I'm here tonight on behalf of our nearly 2,000 businesses to tell you that we support construction of additional capacity improvements along the 281 corridor from Loop 1604 to Borgfeld as part of a system-wide plan that will help deliver needed infrastructure, improve safety and much needed congestion relief. San Antonio has the opportunity today that most cities envy. We have a diverse and growing economy that is anchored by strong businesses, community and elected leaders working together to create good jobs and to improve our quality of life. You've already heard that traffic has increased dramatically on this highway and that there are numerous conflict points and that the situation has resulted in numerous accidents, not to mention the feeling of people being penalized each day by being stuck in traffic and congestion. While none of us wake up each morning excited about building a toll road, we do wake up faced with the necessity to leave home earlier to get to work or to leave work later to get home and so we often sacrifice our time with our family and loved ones stuck in traffic and we need to empower our community with more choices and more options instead of just sacrificing time each day. But more importantly, as a voice of the business community, we know that infrastructure is critical to economic development and getting our employees to and from work is a huge safety issue for our employers, not to mention moving goods and services that keep people employed and businesses open. We know that the places that have poor infrastructure cannot grow and sustain their business or grow jobs. And this is why the Greater San Antonio Chamber of Commerce supports options that include the build alternative. We believe the no-build alternative should be rejected as it will not address future growth and the congestion within the corridor, nor will it address the safety and air quality concerns that follow. So after so many years of studies, lawsuits, delays and	Public Testimony	Comment Noted.

Ref #	Comment	Method Comment was Received	Response
292 cont.	inaction, we believe it's imperative that we continue to invest in our transportation network and expedite delivery of this long-promised project in order to provide motorists with some measure of relief from rising congestion routes, to address air quality concerns and to promote the retention and expansion who pays their employees.	Public Testimony	
293	I am for the non-elevated surface expressway for a number of reasons. The first of which, at face value, from the slides that we've seen of the cost of the project of $200 million increase to do elevated expressways seems unreasonable at 30 percent increase in cost for the project. Now, I'm not going to argue with the numbers that I've heard that there have been projects offered before for much less money. I don't have history or knowledge to that, but at face value, from what I've seen today, I would advocate for the non-elevated surface expressway. Another reason I would advocate for that is the -- from the slide that we saw, increase in three foot 200,000 cars per day over 170,000 cars per day, as I understand it. It seems better. And from a cost standpoint, also, it will likely be much cheaper to expand, in the future, a surface expressway than an elevated expressway all the way up to Borgfeld. And, lastly, for -- for that particular alternative, the noise difference of a surface expressway versus an elevated expressway will be substantial, especially the homeowners close by. And from -- from a tolling perspective, and I've heard a lot of interesting things today, and that definitely gives me pause. I appreciate everybody giving impact -- or input and speaking their mind at this -- at this forum. Thank you for the opportunity for this forum, by the way. But I grew up in Dallas and there's a corridor much like 281 where I grew up, and it's Highway 121, and the traffic was absolutely atrocious and we tolled it the last few years that I lived there and the build-out was very quick, very, very quick, went from the project beginning to the project end, and the congestion, I can attest, was substantially reduced both on the tolled road and the non-tolled frontage roads. So from personal experience, I don't have -- I don't have apprehension about the congestion aspects of tolling. However, if there are political or financial issues that need to be worked out, that things are under the covers, bad deals are	Public Testimony	Comment Noted.

Ref #	Comment	Method Comment was Received	Response
293 cont.	being made, we definitely need to look into that. And that's all I have to say as far as that's concerned.	Public Testimony	
294	I am the President of the Justice Foundation headquartered here in San Antonio, Texas. That's for identification purposes only. I am speaking as an individual tonight and not on behalf of the organization, which has not taken a position on this issue. I live in the area and I'm deeply affected by it, so I just wanted to publicly express my opposition to toll roads and say that I am for the no-toll option. I believe in limited government, but I believe building roads is a very legitimate function of government and the government should spend more of its money on its core functions than wasting its money on other things and leaving it unable to build adequate road infrastructure for the state. We need to spend all the money, the gas taxes, on roads and -- So I support the lady who called for prayer for those in authority. I urge all of you to do that for them. It’s a difficult job. I appreciate all of you-all who are taking the time on this night of all nights to come to a public meeting, as you know, for those who are Spurs fans and I just don't want to take any more time. I don't have that much to say, but I wanted to record my opposition to the tolling.	Public Testimony	Comment Noted.
295	I'm a founding board member of the San Antonio Toll Party and TURF and a Hollywood Park City Council person. On January 15th, 2013, the City of Hollywood Park passed Resolution 313, asking TxDOT and MPO to provide adequate funding for highway improvements adequate to the town of Hollywood Park which would enable its citizens access to highways without the imposition of tolls. TxDOT has received the copy of this resolution. To start, I will state that I'm opposed to converting any of our current roads into toll roads and regarding -- regards to Highway 281, Hollywood Park is opposed to taking right-of-way the taxpayers have already paid for, the highway we currently have, in using more tax dollars to convert the lanes we use today into toll roads and then charging the taxpayers a third time for the privilege to drive on that roadway that we paid for. Those that can't afford the toll will be pushed off the road, made to drive on the frontage roads with slower speeds and traffic lights. As for the environmental impact study that this hearing is part of, there's been no	Public Testimony	Comment Noted.

Ref #	Comment	Method Comment was Received	Response
295 cont.	meaningful study of the impact the tolling of 281 will have on the surrounding residents, businesses or employees of the corridor as provided by federal law. The toll plan just does not make any sense to anyone. There's too much wasteful spending on things that we don't need like nine overpasses where seven will do. Each overpass costs $10 million. That's $20 million we could save if we could make the non-toll plan more economically feasible. There's a plan for a bus direct connect at Stone Oak that -- for Park and Ride with no actual data to justify its need even and it costs $58 million. The plan calls for bike and pedestrian pathway along the whole seven miles of the highway. Bikes and pedestrians would travel more safely along the already planned frontage road that is more -- is along the already planned frontage road that is more -- is along the already planned frontage road that is more -- is more -- that's more unnecessarily called -- unnecessary cost. Non-tolled tag drivers will be billed 33 percent -- 33 to 50 percent higher than toll rates and the tolls will be on the road forever in perpetuity. There are more problems with this toll plan than I can cover in the limited time. I ask that you fix 281 without tolls the way we were promised ten years ago. I pray that this study will be fairly looked at and listen to the taxpayers that have already paid for this road and are being asked to pay even more to improve it and then more again if you toll it. Our voice, the taxpayers, should be the most important voice you hear.	Public Testimony	
296	I live off 1604 and 281 and I'm against toll roads in any form or fashion because it's a debt that will never be paid off. We shouldn't be leaving these debts to our children, grandchildren. Also, toll roads can lead to foreign companies owning our road and I will say, remember the Alamo. Our forefathers would never have done that. We need to fix 281 without toll roads. I'm also wondering maybe if some other options can be considered. Maybe some other highway construction companies can maybe offer bids that can be -- you know, maybe they can offer some more bids that will be maybe more creative and cost effective that would meet the needs of our -- of our area. And another reason I'm concerned about foreign companies owning our road is because we've seen how some judges have	Public Testimony	Comment Noted.

Ref #	Comment	Method Comment was Received	Response
296 cont.	voted that they can--by imminent domain, they can take people's land -- anyway. So I'm--I think we need to fix our roads without toll roads.	Public Testimony	
297	How do I follow that? Thanks, Terri, for your eight years of leadership that I've been involved in. I'm saying eight years. We've been fighting these lousy toll roads as long as I'm -- eight years and we got nowhere. Every time we turn around, it's, oh, we're going to vote for more toll roads again. Then we knock them down. Then they say, Oh, we need to toll roads again. Toll-- Why do we need them? Okay, let me - let me tell you about a problem that I don't think anybody's looking at. You got a mayor downtown--Oh, man. Oh, man. He got to New York state or New York City and advertises up there that we have little unemployment. Come on down. Move here. What the hell is going on? Then he says, Oh, I went down to the council meeting and he said that's progress. Go out and look at 1604. If you tell me that's progress, I'm going to -- I'll eat it. It took me bumper to bumper traffic to get there tonight at 5:00 o'clock. 1604 was two lanes when I first moved here 27 years ago. Chaos is what we're looking at now. Chaos. The right hand doesn't know what the left is doing. We got plans. Look at those beautiful maps down there that I paid for. Look at the beautiful map. What do they tell you? They don't tell you anything. It just tells you what a picture of a highway and what they plan on doing about it. They? Did you ever look at who these people are that are designing the highways? Hey, I went to an RMA - By the way, I've been going to RMA and MPO meetings for years now and I've heard the B.S. at those meetings. I met a guy, an engineer. I can't mention his name here-- oh, I probably could- - who designed that Loop 10 and 1604. Have you been on that lately and backed up? The traffic is backed up to here because people can't get off. They got a yield sign there. Whoever designed that is a nut and I called them a nut at the RMA meeting and, of course, he got up and said, proudly, that, I'm the guy that designed it. What can you do about those people? Why isn't he in jail? It's like anything else our federal government's done. Nothing. They do nothing and we sit here and put up with it. American people - Where are the people tonight? Where are they tonight? They're watching the silly Spurs rather than be here and fight this lousy toll road and their	Public Testimony	Comment Noted.

Ref #	Comment	Method Comment was Received	Response
297 cont.	dreams of perpetuity. By the way, you know who the construction company is? It's Cintas. It's a Spanish consortium. They're about as Spanish as my rear end is. You know, who they are? They're Muslims. No, I know- -I know. They are Muslims and that's wonderful. They own the construction company that goes into perpetuity with our tolls. Fifty cents a mile? God help us.	Public Testimony	
298	San Antonio Toll Party (SATP) was formally established in 2006, though organized citizen advocacy against local toll projects began in 2005. SATP is a non-partisan, grassroots organization whose mission is to stop the conversion of freeways into tollways, which is a DOUBLE tax. Since these decisions are being made by predominantly by un-elected, unaccountable boards and commissions, taxpayers view the plans to toll existing roads as taxation without representation. Texans Uniting for Reform and Freedom (TURF) was established in 2007 as a statewide non-partisan, grassroots organization that defends property rights and citizens' concerns with toll roads. TURF advocates on behalf of taxpayers for government accountability and good public policy as well as promoting non-toll, sensible transportation solutions. TURF remains committed to ending eminent domain abuse and works tirelessly to secure a pro-freedom, pro-taxpayer, fiscally solvent, freely-accessible public road policy for all Texans Both organizations share the same concerns with the current proposed toll alternatives in the DEIS for US 281. In order to simplify our comments, we will refer to TURF throughout, but please be advised both SATP and TURF will mean one in the same for the purposes of public comment. TURF strongly advocates a complete NON-TOLL EXPRESSWAY option as the preferred alternative to advance to the Final EIS. This alternative minimizes negative, adverse impacts and gives all users fair and equal access to the improvements without regard to income, status, or race. Below we'll explain why and point out flaws in the DEIS assumptions or conclusions as well as other concerns with the DEIS. While Texas Department of Transportation (TxDOT) and the Alamo Regional Mobility Authority (RMA) claim no final decision has been made regarding the preferred alternative, tolls are currently being pursued	Email	Please see Response 109 for effects of tolling on community. Response 298: Section 3.6 – Transportation Facilities of the Draft EIS and Final EIS presents data about the future use of routes parallel to the US 281 (Blanco Road and Bulverde Road) under the non-toll, toll and managed lane options in 2035. This study concludes, that regardless of the funding scenario, the improved US 281 would reduce the amount of traffic likely to use a parallel corridor in 2035 when compared to the No Build Alternative. This means that improving the US 281, regardless of funding scenario, would reduce the amount of traffic cutting through neighborhoods to reach a free parallel corridor. The encroachment-alteration effect (whereby travel patterns are changed and/or traffic is redistributed onto other streets with easier access) is not expected to occur because sufficient capacity (toll and/or non-toll) would be built to handle the 2035 traffic demands and traffic conditions on the US 281 would be such that the US 281 corridor would be the preferred route over the parallel corridors (see Section 4.5.1 Encroachment-Alteration

Ref #	Comment	Method Comment was Received	Response
298 cont.	as the preferred alternative. Documents provided to the RMA by Jacobs at its May board meeting show TxDOT and the RMA have engaged in multiple meetings to discuss entrances and exits from the tolled managed lanes - before the public hearing June 20, and before the National Environmental Policy Act permits such a decision. The US 281 expansion project currently listed in the San Antonio-Bexar County Metropolitan Planning Organization (MPO) short and long-range planning documents is a hybrid toll plan that would convert two existing free lanes (one northbound lane, one southbound lane) from Sonterra to Stone Oak Parkway into HOV transit toll lanes ('managed lane' alternative), shrinking existing free capacity from the six main lanes that drivers can access toll-free today down to four non-toll main lanes. This will cause congestion on the non-toll main lanes from the day the facility opens, forcing more to pay tolls to get mobility. Therefore, this alternative does NOT meet the purpose and need of the project to improve mobility The conversion of freeway lanes into toll lanes is prohibited by both federal and state law. In federal statute, the HOV exception applies to lanes that were always limited access HOV lanes that are later converted to High Occupancy Toll (HOT) lanes, allowing single occupancy vehicles (SOV) access to previously restricted lanes. So the conversion of an unrestricted freeway lane into a restricted HOV-toll lane, violates the federal law prohibiting conversions in MAP-21. TxDOT wants to include the northern ramps of the US 281 - Loop 1604 interchange in the lane count north of Sonterra Blvd. to cloak the fact that it's shrinking existing main lane capacity for thru-put drivers with the hybrid toll plan. However, those lanes are only accessible to drivers connecting to US 281 directly from Loop 1604, not highway lanes. Designing a BOTTLENECK into the toll alternative. Then, the MPO hybrid plan calls for the non-toll highway lanes to DEAD END at Stone Oak Pkwy, where all six northbound main lanes (two HOV toll lanes and four non-toll lanes) become toll lanes - including the four main lanes open to traffic without tolls today. So all non-toll traffic will be forced to exit to the frontage roads, which will create a permanent logjam on both the frontage roads and the non-toll highway lanes. This plan will CREATE congestion, not relieve it. Also, the conversion of the four existing non-toll lanes north of	Email	Effects).

Ref #	Comment	Method Comment was Received	Response
298 cont.	Stone Oak Pkwy. violates both federal and state law prohibiting the conversion of freeway lanes into toll lanes. Access or frontage roads adjacent to the highway do not qualify as non-toll main lanes. Legislative intent on this point has been made clear in several sessions of the Texas legislature. Cost out of whack with similar projects TxDOT, the toll authority, and the MPO claim there's no money to fix 281 non-toll, so that's why they have to toll this freeway. Yet they already had the money to fix 281. Adding the new lanes and overpasses were promised in NEPA public hearings in 2001. MPO documents show the money was there from 2003 - 2008 before they used it somewhere else to force US 281 drivers to have to pay tolls to get our road fixed. Plus, the numbers don't add up. For 10 miles on the west side of Loop 1604 right now, the corridor will get four new non-toll lanes and five overpasses for $200 million or $20 million/mile (it's being upgraded to a control access highway, like the proposed action on US 281). Yet on US 281, the cost is closer to $55 million a mile (nearly triple the cost of Loop 1604). So not only did the $100 million in gas taxes get stolen, recently the MPO stole another $50 million from 281 to pay for an overpass on Loop 1604 (at Potranco) and the northern ramps of the interchange. Allowing a similar corridor to get a freeway alternative then push a toll alternative in the another is a discriminatory, targeted tax on US 281 users. Using the Loop 1604 approximate cost per mile, there's enough money already allocated to US 281 in the MPO's TIP right now to fix it all the way to the county line without tolls. MPO docs show $170 million - that's $24 million/mile for 7 miles and more than the cost per mile they're paying for the non-toll lanes and five overpasses for 10 miles on Loop 1604 West. The current toll plan adds no new lanes south of Stone Oak Pkwy, therefore it does NOT meet the purpose and need of the project, which is to improve mobility and relieve congestion in the corridor. The non-toll highway lanes adjacent to the HOV/Transit toll lanes will remain congested through 2035 without new added capacity. The all-toll lane option (no free highway lanes) will not meet the purpose and need of the project since it will displace traffic avoiding the toll onto frontage roads and neighborhood streets creating permanent congestion in the corridor. Other unnecessary elements are driving up the cost. First, there	Email	

Ref #	Comment	Method Comment was Received	Response
298 cont.	are 9 overpasses planned in just 7 miles. That's OVERKILL and could actually make the corridor less safe (could end up making it like a rollercoaster to go up and over that many intersections with so many overpasses so close together). Each one costs about $10 million, so eliminating some of the overpasses would shave cost and help make a non-toll option more affordable and achievable. Second, a direct connect ramp for a Via Park-N-Ride facility is planned at Stone Oak Pkwy for an express bus to take residents downtown without any justification or actual data to show how many residents would utilize such an express bus on a daily basis or why taxpayers should foot the bill for a special ramp for it (estimated at $58 million). Third, the project includes bike and pedestrian pathways throughout the entire 7 mile corridor adding unnecessary cost. Bikes and pedestrians can safely travel along the planned frontage roads. Fourth, the project also includes 'context sensitive solutions' like artistic elements, accent lighting, rain gardens, etc. which are not essential to the purpose and need. All of these extra costs need to be eliminated. Inadequate study of economic impacts Tolls will cost users up to 50 cents a mile or $7/day, $2,000/year in new taxes on driving, if it's only utilized for one roundtrip weekdays only. This is a significant economic impact that reduces personal income and will price many off the highway altogether. The DEIS only studied economic impacts to Environmental Justice populations. However, the elderly and children are also considered 'vulnerable' populations by TxDOT guidance documents. Yet no study on these populations were considered. Seniors generally live on fixed incomes and have major healthcare and prescription drug costs not covered by Medicare. An elderly population was identified in southern Canyon Lake where over 70% are age 50 or over. The DEIS fails to factor in impacts to this group and assumes no adverse impacts to access to transportation for this 'vulnerable' population. It's absurd to think public transportation programs like Alamo Rapid Transit (ART) or one senior citizens foundation can possibly handle all the transportation needs of this community if tolls put driving their personal vehicles out of reach for them. Where's the travel time and out of pocket cost study for this group. The DEIS also uses a flawed assumption that personal income levels tell the	Email	

Ref #	Comment	Method Comment was Received	Response
298 cont.	whole story about whether or not drivers can afford tolls. An analysis of disposable household income is a better gauge of affordability. The number of dependents, household debt (mortgage, car payments, etc.), property tax and other tax burdens, medical care costs, school tuition costs, as well as higher fuel and food costs than other areas of San Antonio are all significant factors that determine disposable income. Also, most income data used in the DEIS n pay and/or pre-dates the economic downturn that started in 2008, which has yet to recover fully. With many are experiencing cuts underemployment, are experiencing a negative savings rate, high levels of personal debt, are underinsured or lacking health insurance, as well as experiencing sustained high fuel and hence food prices, higher payroll taxes and new healthcare costs coming next year under the Affordable Care Act, disposable personal income and standard of living have taken a significant dive since 2008.Cintra's traffic and revenue data was based on pre-2008 incomes and the company cites that as one reason its SH 130 toll project is experiencing half the forecasted traffic the pre-2008 data predicted. Moody's recently downgraded Cintra's credit rating four steps and predicts insolvency in less than three years. The DEIS has failed to include any traffic and revenue or toll viability study/analysis or a study of gas price on toll elasticity, which the State Auditor, John Keel, asked the RMA to do in a letter back in 2008: "Explicit consideration for the possible effects of higher motor fuel prices on the usage of the toll facility and, therefore, on revenues would seem warranted." Not only did the State Auditor say it's warranted, NEPA does, too. [PDf link to letter here: http://www.texasturf.org/images/stories/pdf/StateAuditorsOffice_071408.pdf] Since much of the development in the corridor is retail, schools, hotels, and hospitals, many of these industries employ low to mid-wage earners. How will businesses retain employees if their salaries can't possibly pay for tolls to get access to their jobs? Driving congested, stop-light ridden frontage roads is NOT an efficient or effective alternative to freeway lanes and will encourage potential employees to seek employment elsewhere. Regardless of income level or status, all consumers will experience yet another jump in their cost of goods due to	Email	

Ref #	Comment	Method Comment was Received	Response
298 cont.	businesses passing the increased transportation/toll costs onto their customers in the corridor. Again, the DEIS only looked at low income and EJ populations and claims no adverse impacts to either of these groups. The DEIS claims if someone can't afford tolls (which is much broader than EJ populations), they can use the frontage roads (or other alternate routes that are greater distances and ridden with stop lights, slower speeds). These alternate routes are already congested today and are not meant to carry the traffic that a highway is designed to do. Making those who can't afford tolls second class citizens relegated to congested free routes with longer travel times not only violates NEPA's mandate, but it is also patently unfair since everyone is paying gas tax for highways, but only those who afford tolls, too, can access highways paid for in whole or in part with their tax money. This policy is also discriminatory and inefficient. One of the goals of the Federal Highway Administration listed in the DEIS is to minimize vehicle miles traveled (VMT) and greenhouse gases. A tolled alternative will exacerbate both, rather than reduce them. By making those who cannot afford tolls take longer alternate routes (Blanco, Bulverde, Canyon Golf, etc.), it increases VMT. Since those alternate routes are more congested with stop lights that require stopping, greenhouse gases will also increase rather than have the thru-put traffic use the highway. The Area of Influence (AOI) needs to include Garden Ridge and all of 3009 outside Loop 1604. This is another alternate route to US 281 not identified in the DEIS. Potential impacts need to be considered for this corridor as well. The RMA has been on record since 2009 that tolls be in place in PERPETUITY. So this toll becomes a hidden new tax on driving, not simply a way to pay for today's improvements. The electronic tolling is the ultimate in government tracking of our travel, which many view as big government and an intrusion of what's left of one's privacy. Since the tolling will be all electronic, cars have-to-have a government-issued TollTag and pay to keep an account open in order to pay the lowest toll rate. Those who get billed by mail will pay 33-50% higher toll rates. There is no way to bill out of state or international drivers, so San Antonio taxpayers will foot the bill for these visitors to get a free ride. This places an undue tax burden on all Bexar County residents. Non-compete These toll contracts	Email	

Ref #	Comment	Method Comment was Received	Response
298 cont.	prohibit or penalize expansion of surrounding roads to guarantee congestion on our free routes. Public officials have a fiduciary duty to protect the public interest and ensure future transportation needs of the public and not restricted or inhibited by bond investors who want profit guarantees by limiting free alternatives (or ensuring they're congested). The DEIS makes no mention of this possibility nor does it study the potential adverse impacts to future transportation needs. While the RMA has argued a non-compete won't bind TxDOT or other governmental entities, state statute prohibits cities and counties from taking any actions that could put the bonds in jeopardy, hence private bond holders will, in effect, be in charge of what public roads can be built or expanded and which ones won't based on private profit. Displacement/diversion of toll traffic & safety concerns The DEIS claims the facility, whether tolled or not, will improve safety in the corridor. However, whether or not it's tolled and whether or not there are restricted lanes in the center of the highway (managed toll/HOV lanes) have major adverse impacts on safety. There are studies and empirical data to show that HOV lanes (tend to be higher speed) next to congested freeways lanes (much lower speeds) make entrance and egress very unsafe due to speed differentials. Managed toll/HOV lanes impede EMS from reaching victims, crashes, and hospitals. The HOV-Transit toll lanes ('managed lane' option) in the center of the non-toll freeway lanes (up to Stone Oak Pkwy.) inhibit the ability of EMS and police to reach victims and quickly usher them to hospitals when they have to cross two lanes of congested freeway lanes and try to access restricted center toll/HOV lanes with barriers and minimal shoulders if any. Such an arrangement puts lives at risk when every second counts. Also, the DEIS acknowledges (Vol I, Chap. 3, p. 215) traffic trying to avoid paying tolls will be displaced onto neighborhood streets. This affects safety, schools, property values, quality of life, and access to gainful employment. The DEIS has no meaningful study whatsoever of adverse impacts of the cut-through traffic into neighborhoods where pedestrians, cyclists, and school children use the roads, crosswalks, sidewalks. A study by Peter Swan and Michael Belzer for Penn State in 2007 showed that this diversion of toll traffic increased accidents (17 times higher - high speed long-distance traffic	Email	

Ref #	Comment	Method Comment was Received	Response
298 cont.	competing with low speed local traffic), significant heavy truck diversions, and congestion onto streets not designed to handle high speed thru traffic. Though it specifically dealt with the higher expected diversions rate due to higher toll rates under road privatization models, the RMA's toll rate range up to 50 cents a mile is in line with toll rates charged on privately operated roads, which is substantially higher than traditional turnpikes that charged closer to 9-12 cents a mile. Therefore, the tolled options DO NOT meet the purpose and need of the project when it will merely displace congestion into neighborhoods, rather than relieve overall congestion in the corridor. The DEIS claims there are no (p. 408) long-term changes to access or mobility from the proposed build alternatives as well as a reduction in accidents (p. 417). However, tolling will restrict access and the spillover traffic onto neighborhood streets restricts the flow and access those neighborhoods enjoy today. As the Swan study demonstrates, accidents on the non-toll routes could increase 17%. The DEIS fails to acknowledge or attempt to eliminate or mitigate how all of these adverse impacts effect property values, neighborhood cohesion, and quality of life. Impacts inadequately considered or not considered NEPA 101 (b) requires the agencies to use "all practicable means...to assure for all Americans the safe, healthful, productive, and aesthetically and culturally pleasing surroundings, attain the widest range of beneficial uses of the environment without degradation, risk to health or safety, or other undesirable and unintended consequences; and achieve a balance between population and resource use which will permit high standards of living, and a wide sharing of life's amenities. "Toll road alternatives exclude a substantial portion of the community from low-cost, highly efficient mobility and prohibits productive and aesthetically pleasing surroundings, increases rather than reduces other undesirable and unintended consequences, and fails to permit high standards of living, and a wide sharing of life's amenities for all users regardless of race, income, or status. Noise and air quality impacts not adequately addressed The elevated roadway option will exceed EPA noise standards with virtually no way to mitigate it. A sound wall beneath it won't eliminate the massive road noise that will carry for miles compared to an at-grade option. The elevated	Email	

Ref #	Comment	Method Comment was Received	Response
298 cont.	option also creates the risk of blight (underneath the roadway) and adverse impacts to the view shed. Who wants to live under the shadow of a highway? The elevated option is at cross purposes with the aesthetics of the corridor -- an entrance into the Texas Hill Country. The elevated expressway option in particular will dump particulate matter and other air-borne toxins onto neighborhoods, commercial properties, and farms beneath the roadway, degrading air quality and aggravating health risks, especially to the elderly and those with asthma and other respiratory issues. A recent 13-year study of 3600 children by the USC School of Medicine, published by The Lancet, reported an average 10% lung damage in children who grow up within 1,500 feet of a major road. It also concluded children living within 500 yards of a highway faced risk of permanent health damage. Another study in the Houston area found a disturbing on the link between air pollutants and cancer. The closer the proximity to major roads and highways, the greater the risk. It also references a body of research from 100 studies since the late 1990s that shows living in proximity to heavy traffic is associated with significant increases in cardiovascular effects, prevalence of respiratory conditions and symptoms, and adverse birth outcomes. No studies are explored in the DEIS on the health risks associated with proximity to major highways. The highway expansion and vast increase in number of cars so very close to residential areas, puts all of the residents at an increased health risk. Eliminating a frontage road lane (from three down to two each way) would help give more of a buffer between the highway and residential neighborhoods. The non-toll option would allow this since the third frontage lane is an effort to attempt to skirt the law that prohibits the conversion of freeway lanes into toll lanes by having the same number of frontage road lanes as the existing freeway (essentially trying to make frontage roads the new non-toll replacement for the freeway lanes). The DEIS acknowledges noise will be a factor to multiple residential neighborhoods even for the at grade expressway option, but only a few will actually get a sound wall. TxDOT guidance suggests if the cost exceeds what it deems 'feasible,' which is $18 per square foot, then your neighborhood is plain out of luck with regards to noise mitigation. Some neighborhoods are getting walls 12 feet high,	Email	

Ref #	Comment	Method Comment was Received	Response
298 cont.	while others get walls that are 16 feet high. Twelve feet is woefully inadequate and noise needs to be properly mitigated for this highly residential corridor. Eliminating the hike and bike trails and context sensitive solutions would help these neighborhoods get adequate sound barriers in place, which is a much higher priority than added 'nice-to-have' but non-essential amenities. Though Bexar County is in attainment as a region, that doesn't excuse the agencies' responsibility to eliminate air quality threats. Therefore, due to the health, air quality, noise, and blight factors, the elevate expressway alternative must be eliminated from further consideration. Induced development impacts flawed, inadequate All of the induced growth is projected to occur in areas without zoning controls. So how this project is implemented has serious impacts to how much induced development and growth occur in this environmentally sensitive area. The DEIS relies too heavily on the Land Use Panel and fails to acknowledge the induced development in the northern portion of the project area within Bexar County that will happen due to the addition of frontage roads. It assumes all the induced development in Bexar County will happen whether or not the US 281 project is built. However, frontage roads alongside a controlled access highway provide a much greater inducement than the existing divided highway, therefore some of the induced development will occur directly over the Edwards Aquifer Recharge Zone, invalidating the assumption that the project has no direct impact on water quality and hence the agencies don't need to eliminate as much impervious cover as possible to mitigate any degradation in water quality. Reducing the footprint as much as possible will aid in reducing the impervious cover over the Recharge Zone. The non-toll option can accommodate this, whereas toll scenarios expand the footprint due to the monkey-business involved in the conversion of free lanes and the need to provide the same number of free lanes (downgraded to frontage road lanes). Impacts to small cities unstated, not addressed. The DEIS acknowledges the massive level of induced development the US 281 project will impact Spring Branch and four other small cities. Bulverde is notably absent from the list. Bulverde's Comprehensive Plan makes plain that the public wants to limit and strictly manage growth to keep its small town feel. While Comal	Email	

Ref #	Comment	Method Comment was Received	Response
298 cont.	County has experience considerable growth, that's not an excuse to invite dense urbanization through induced development and claim there's no indirect or cumulative impacts for such actions because they're already 'adapting.' The adverse impacts of induced development in the Bulverde area cannot be ignored. The DEIS states there are 116-164 people per square mile in these impacted areas in 2009, versus in 2035 with the induced development it will explode to 1,158-1,178 people per mile. There is no 'adapting' to such aggressive growth (that's nearly 10 times the number of residents in the same space) compared to the quaint small town Hill Country charm that exists today. No legitimate study can possibly claim there's no adverse indirect or cumulative impacts to such explosive growth. Massive increase in traffic, degradation in quality of life, community cohesion (Could you even find your neighbor through all those people? Would you even know your neighbor anymore?) and access to community amenities and resources, not to mention crowded schools, diminished property values, higher crime...the list could go on and on. It would completely transform a semi-rural area and into densely urbanized one, exactly the type of city encroachment residents moved to the Bulverde-Spring Branch area to flee. Then the DEIS states there is an inverse relationship between impervious cover that accompanies land development (streets, parking lots, less green and open space) and water quality. When population density hits 500-900 people per square mile, it's associated with reaching the 10% level of impervious which is known to degrade water quality on a downward continuum So the adverse impacts of this induced development will assure degraded, irreparably harmed water quality in the Hill Country, not to mention water supply shortages (which exist already today). Every precaution should be put in place to minimize the footprint and induced development impacts that will pillage the unique community identity and natural resources of the Texas Hill Country. The Bexar County population growth also doesn't comport with the City of San Antonio's North Sector Plan and the MPO's 2035 MTP that require higher density, in-fill development, and projects lower population growth outside Loop 1604, not a 5.5% annual increase through 2035 as the DEIS consultant assumes. By using aggressive growth figures, it pads the	Email	

Ref #	Comment	Method Comment was Received	Response
298 cont.	forecasted traffic for toll scenarios as well as dilutes the potential identified environmental impacts associated with the project. Another flaw is to assume the population, development, and travel patterns will remain the same under tolled and non-toll scenarios. Tolls will change driving patterns and the desirability of an area for residential growth. The adverse impacts of a tolled scenario are irreversible. Decision makers must advance the COMPLETE NON-TOLL EXPRESSWAY option in the most affordable, cost-effective manner possible with the sufficient, available funds already identified.	Email	
299	I request that the US Hwy 281 Expressway be constructed at ground level and oppose any elevated type expressway. I live in close proximity to the present Super Street and any elevation would cause undue noise pollution. In addition, I would want to have a noise attenuation wall installed along the western edge of the roadway to further protect Big Springs residents from traffic noise and pollution.	Website	Comment Noted.
300	My family and I are TOTALLY AGAINST the 281 Toll Road idea. Please listen. No TOLL ROAD!	Website	Comment Noted.
301	Draft EIS received in mail is confusing. That said prefer expressway alternative or no build. Prefer non toll or managed lanes. Wish you guys had included pro/cons of each proposal, projected costs, and time frames for completion. Get er done! Do something that makes the best sense!	Website	Comment Noted.
302	Our elected officials are apparently too arrogant, stupid, or have some "other" interest to do as told. You have seen the massive opposition to this project, as well as other toll projects, involving already paid for roadways. I personally STRONGLY resent non-elected people deciding policies. That must stop. If you feel additional roadways are needed that must be paid for by tolls, put it to a vote! I will vote against any politician pushing this agenda, and actively gather other like-minded voters.	Website	Comment Noted.
303	I would like to make notice my opinion of having overpasses at each street crossing Highway 281. From 1604 and 281 North to Borgfeld Rd. Either by just overpass or elevation. The traffic is outrageous and significantly dangerous for drivers and pedestrians. The Super Highway	Website	Comment Noted.

Ref #	Comment	Method Comment was Received	Response
303 cont.	experiment has been out grown and no longer helps. This has been social bandage to the growing traffic in this area. I have seen the Super Highway here and the one in Wilmington, NC. There is certainly more traffic here and the speed limit is too high for having a so called a super highway. Someone is seriously going to get hurt or killed because of the high rate of speed of automobiles driving thru a 60 mph speed zone. Heavy trucks and SUVs make this area dangerous and no way travel a safe 60 mph.	Website	
304	As a Resident and Business Manager with interests in reference to the Hwy 281 construction, I have the following comments: 1) Preference is given to Non-Elevated construction. 2) No Toll is necessary or wanted .3) Implement an accelerated construction plan to lessen negative impact. 4) Continue to reach out to HOA Officials and Business leaders for pertinent feedback.	Website	Comment Noted.
305	We do not need elevated freeways or toll roads on Hwy 281.	Website	Comment Noted.
306	NO TOLL EXPRESSWAYS!! It will hike prices of any foods and other goods brought into SA. Many retired people come into SA for health care and medications...they are already on fixed incomes and can't afford any more expenses! It will cause even more congestion on I-10 and I-35 and other areas as people try to avoid 281. Residents have already paid taxes on 281. NO TOLL EXPRESSWAYS!!	Website	Comment Noted.
307	I am against the tolling of existing roads in San Antonio, for example on Hwy 281. It is essentially charging the taxpaying driver multiple times for building the same roadway. * It is an inefficient use of money. * It gives control of a public roadway to a private enterprise and guarantees that business a certain profit level. The public could just pay for the road itself without the middleman. • Toll contracts can limit expansion of free routes. The toll contracts also contain non-compete clauses that penalize or prohibit the expansion of free alternatives surrounding the toll way to guarantee congestion on free roads and force more Texans to pay tolls. * Tolls displace traffic onto neighborhood streets People try to avoid paying tolls, so they find alternate routes to bypass the toll lanes. Studies show tolls displace traffic onto surrounding neighborhood streets and increase accidents and congestion on local streets.	Website	Comment Noted.

Ref #	Comment	Method Comment was Received	Response
307 cont.	There is much misinformation about the costs and benefits of toll roads. I am opposed to their use in Bexar County.	Website	
308	Absolutely NO TOLL lanes on 281 north or south	Website	Comment Noted.
309	I notice that there is no 'proxy' vote on alternate routes for those in-house handicaps that cannot get to meeting sites. My vote is on Alternate Route 1-Crossover Bridges that will be most cost economically and ease through traffic. However, superstreets need to be turned back into four way stops at regular intersections.	Website	Comment Noted.
310	I have to express my joy that we could possibly be getting an "expressway" and/or overpasses. As a daily commuter to San Antonio for work, the hours spent at congested stop lights is miserable. The growth of the communities throughout all the areas north of 1604 on 281 has by far exceeded the capability of the road system and the "super highway". I know the construction process won't be a walk in the park but when complete the grass will be greener on the other side. After seeing the sign while stuck in horrific traffic on my afternoon drive home I was hopeful. So grateful that this is being considered and pray that it will become a reality!	Website	Comment Noted.
311	Texas is not doing a good job with highways. The gas tax should be increased and any state officials who divert a single penny of the gas tax should be immediately lynched (or at lease impeached). We do not want toll roads. We want Texas to stand up and deliver what it should.	Website	Comment Noted.
312	I think the 281 project should be at ground level. Huge cost savings and privacy are big issues.	Website	Comment Noted.
313	I am in favor of the Expressway Alternative. All Hwy 281 needs to correct the current absurd situation that exists now is to install the overpasses at the major intersections and get rid of the countless traffic lights. We don't need the expense of elevating the lanes. My only suggestion on this alternative would be to expand the lanes from 3 to 4 in each direction. Let's think ahead for once in road building and anticipate the additional commercial and residential development along 281. Also, I am not in favor of any toll lanes. Commuters will	Website	Comment Noted.

Ref #	Comment	Method Comment was Received	Response
313 cont.	avoid the toll lanes and perpetuate the current congestion. And last but not least, let's get this done PDQ regardless of the alternative chosen.	Website	
314	Comments on the Draft Environmental Impact Statement (EIS) for the Proposed US 281 Improvements My name is Mel Borel. I live at 703 Turtle Hill, San Antonio, Texas, 78260. My phone number is 210-403-3969. I am currently the precinct chairperson for Precinct 3125. This Precinct borders the 281 corridor just South of Lookout Canyon. In conversations with constituents in this Precinct, I would estimate that considerable MORE than a simple majority are NOT in favor of a tolling solution for 281. In fact, most have opposed tolling 281 since the option to use tolling as a means of improving 281 was initiated years ago. They, as well as myself, oppose tolling for many reasons while having many questions that need addressing. I will highlight some of the reasons in the following why I, as well as many others in the 281 corridor, insist on a COMPLETE NON-TOLL OPTION for improving Hwy 281. I am requesting that you acknowledge receipt of my comments. A Tolling Proposal is Double Taxation (we already paid for the free lanes) The Metropolitan Planning Organization (MPO) currently has two HOV/transit toll lanes planned from Loop 1604 to Marshall Road. According to MPO documents, all existing FREEway lanes north of Marshall Rd. to the county line will be converted to toll lanes with NO toll-free express lane option! Toll Viability An issue that has NOT yet been addressed is the viability of tolling as a means of funding 281 improvements. This issue arises from a review of toll roads in the state that appear not to be toll viable, have basically gone into foreclosure, or have continued to raise toll rates in an attempt to recoup funds to pay for the road. Therefore, where is an assessment, or study, of the toll viability as part of the EIS? Nothing has yet been presented to the public in support of the financial viability of a tolling option. It would appear that this issue MUST be addressed before the EIS can be approved. This would appear to be a common sense and logical approach since toll rates and possible failure of he toll road will have an impact on the public. Other Financial Impact to Citizens Another issue that concerns the citizens of the 281 corridor is the financial impact on each family, whether	Website	Please see Responses 109 and 298.

Ref #	Comment	Method Comment was Received	Response
314 cont.	they use the toll road or not. This MUST be a part of the EIS since the EIS is concerned with more than the physical environment such as the impact on water quality, our land, air pollution, plants and animals, etc. What is the impact on the humans and their families? That is, what will it cost us as a result of the travel cost increase (published toll rates of 17 cents to 50 cents per mile) and what will it cost us as a result of the increased cost we will be charge by merchants in this corridor because of their increased overhead? Or, will merchants such as HEB, CVS, Walgreens, restaurants, dry cleaners, etc., be granted free access to the toll road? Displaced Traffic Through Neighborhood Streets The Draft EIS acknowledges (Vol 1, Chap. 3 p. 215) traffic trying to avoid paying tolls will be displaced onto neighborhood streets. And we know that many drivers will try to avoid paying a toll by finding alternate routes through our neighborhoods. Those of us who live adjacent to 281 have already seen increased neighborhood street traffic as congestion on 281 has increased. Studies show tolls displace traffic onto surrounding neighborhood streets and increase accidents and congestion on these local streets. This effects safety, schools, property values, quality of life, and access to gainful employment. The tolled options DO NOT meet the purpose and need of the project when it will merely displace congestion into neighborhoods, rather than relieve it. Since much of the development in the corridor is retail, schools, hotels, and hospitals, many of these industries employ low to mid-wage earners. How will businesses retain employees if their salaries can't possibly pay for tolls to access their jobs? Driving congested, stop-light ridden frontage roads is NOT an efficient nor an effective alternative to freeway lanes.	Website	
315	The less expensive freeway alternative makes more sense to me. I am concerned about the access to Encino Rio. Not only is this the exit to the new Northside Church of Christ building, but it is also the exit for the US post office, and a very large number of homes. The elevated alternative is much too costly. Please keep access to the homes, churches, postal and local	Website	Comment Noted.

Ref #	Comment	Method Comment was Received	Response
	merchants.		
316	I am opposed to the 281 corridor being elevated. I strongly believe that this will have a negative impact on Pollution, Usability and Property Values in the impacted communities	Website	Comment Noted.
317	Keep it on the ground! As a home owner that will be directly impacted by this project, it's imperative this project remain on the ground for several reasons. First, the ground option saves millions of dollars and seems to accomplish the main goal of easing congestion on 281 corridor north of 1604. Second, the property value of the nearby residences would be negatively impacted by an overhead expressway not to mention the noise and other concerns. By negatively impacting the property value of those in the Big Springs neighborhood (or those in similar situations), one would expect to see high volume of turnover and an overall negative impact on value of the Stone Oak area in general. While we all know the 281 corridor does require action, the only viable option appears to be KEEP IT ON THE GROUND!	Website	Comment Noted.
318	I have no problem paying for the roads I drive on, which I do at the gas pump. I have no problem with paying taxes which I do also at the gas pump. What I do have a problem is when I have paid for the roads and then the crooks in Austin steal the money from the road fund to put into the general fund to pay for pet projects and then whine and cry they need more money for roads. A toll road needs to be fully funded by those people who are getting funds from it. Pay for the land and construction, and maint.	Website	Comment Noted.
319	Express Option keep it on the ground!!!	Website	Comment Noted.
320	Keep Express option on the ground!!!	Website	Comment Noted.
321	I am opposed to the use of tolls to fund the build plans for US 281 from 1604 to Borgfeld Road. One of its many flaws is that it will force traffic that does not want to pay the toll onto other routes, increasing, not decreasing congestion. This could result in more traffic on Blanco Road, which I currently live next to. This can be anecdotally validated by what I see at IH 45 in Northern Harris County. Most drivers avoid the Hardy Toll Road and use IH 45, which	Website	Comment Noted.

Ref #	Comment	Method Comment was Received	Response
	is nearly always congested.		
322	I (and my neighbors) am opposed to the elevated options, opposed to tolling, and very concerned about noise control. Adequate noise barriers MUST be included or this plan is going to have a very negative impact on the quality of life and property values in my neighborhood.	Website	Comment Noted.
323	Please, NO tolls on Loop 1604 of 281.	Website	Comment Noted.
324	I am opposing toll roads and foreign built toll roads which Texas taxpayers will end up paying for. Double dipping! We pay the toll and on top we will be taxed. I strongly OPPOSE	Website	Comment Noted.
325	Wow the noise is bad enough. 281 is directly behind my home. I can't imagine another level on top of 281. There is no wall that could stop the noise. Did I mention the potential accidents? My property value would likely decline. Not too thrilled. I might as well put a for sale sign up now!	Website	Comment Noted.
326 326 cont.	For me, the only acceptable option is a complete non-toll expressway for US-281. Even a single tolled lane is a waste of money because toll lanes cost more to build, more to operate, and more to maintain than non-toll lanes. Toll roads also create more rain water run-off due to added surface concrete which means less water makes it into the underground water system. Toll roads do not solve a single problem. They create traffic bottle-necks at the toll gates because there will always be those who pay with cash. This means more cars on the road for a longer period of time causing more air pollution. Toll roads are never "paid off" so they remain indefinitely as a wealth redistribution mechanism. As more Texans learn how their toll taxes go to fund roads they will never drive on and how the people's property is being, essentially, sold off without their consent, the more angry they become. If the politicians would stop playing the "shell game" with our (gas) tax dollars by shifting them around to fund broken, wasteful programs like public education, we would have plenty of dollars to build and maintain the roads of Texas. I oppose any toll lanes on US-281.	Website Website	Comment Noted.

Ref #	Comment	Method Comment was Received	Response
327	I emphatically reject this and any other plans which require tolls. I am taxed enough already.	Website	Comment Noted.
328	I oppose toll roads, not in this city or surrounding areas ever. Look at what a mess is created on SH 130. And to pay tolls forever? NO NO NO NO NO NO NO TOLLS	Website	Comment Noted.
329	My house backs up to hwy. 281. My house is right next to the quarry. I vote against the elevated highway. First of all when we purchased the house in July of 1997, they had said the quarry was going to shut down. Well another company came in and we are still getting and feeling the strong vibrations to our house and in our house. Then more importantly, around the end of last year, about 3 in the morning we heard something break, it was a decoration hanging on the wall and it had fallen and was broken. When we went to check, found out that a bullet had gone through the roof and through 3 of our walls before it stopped at the front of the outside brick wall. We called the police and they said they had got phone calls from some apartments down 281 that had that happened to them as well. We feel the shots from the angle of the holes in the walls that it came from the opposite side of the road and because of our outside perimeter wall they only had a clear shot of hitting the roof. We still have the holes in our house as we have not had them fixed yet. With an elevated highway we not only lose our privacy but may put ourselves in even more danger. We also feel that if we should get the ground floor highway we still need a 12 foot, sound proof wall, as we hear the traffic really clear in our house. Please take this into consideration, as this is our home.	Website	Comment Noted.
330	Either of the proposed expressway concepts looks like they would work just fine and long as there will be no tolls involved. Keep these roadways free as they should be. If revenue is needed, raise the gas tax and/or increase registration fees. Make sure that all gas tax collected goes for roads and not for other purposes.	Website	Comment Noted.
331	Do not put toll roads or make any part of 281 a toll road. Instead use the "complete the non tollway expressway". Add overpasses on 281 at all the light and that will take care of congestion!!! I live in Spring Branch and work near Sea World so I drive 281 and 1604 every day and would not be able to afford the tolls. FIX 281now!!!	Website	Comment Noted.

Ref #	Comment	Method Comment was Received	Response
332	Preference is for highway to remain "on the ground" rather than elevated. As a homeowner in The Village on the Glen, an elevated road would likely lower home values, reduce privacy and add noise.	Website	Comment Noted.
333	No toll on Hwy 281 expressway!	Website	Comment Noted.
334	We would like to see the express way stay ON THE GROUND.	Website	Comment Noted.
335	I propose that the construction project remain on the ground with a sound proofing wall of at least 15 feet tall along the full length of the Big Springs community and HWY 281.	Website	Comment Noted.
336	Absolutely NO TOLL lanes on 281 north or south.	Website	Comment Noted.
337	I live in Big Springs. I feel that any alternative to fixing HWY 281 North and South should be kept on the ground. I vote "no" to any type of elevated project. Afternoon traffic is backed up from the light at Stone Oak south past the Sonterra Exit..... ridiculous!!!!	Website	Comment Noted.
338	Please leave 281 ON THE GROUND! I live next door to 281 and do not want an elevated highway in my back yard. Please keep 281 on the ground, for my children.	Website	Comment Noted.
339 339 cont.	As a resident at 281 & Wilderness Oak who has to drive South on 281 and through the 1604 interchange every day for work, I'm grateful to see we are very near having a more realistic solution to the traffic congestion being constructed. I would highly support the Expressway Alternative as this model has worked well all over the city of San Antonio and the state of Texas highways. I would also highly prefer the non-toll approach to funding this vital construction project. Please proceed through this planning/approval processes as quickly as possible so as to expedite the needed traffic congestion relief. Which will also have a dramatic positive impact upon the quality of life for those of us who live here.	Website Website	Comment Noted.
340	Please continue to move forward with design and construction as soon as possible. It's pretty obvious that the non-elevated expressway option is the best path moving forward due to increased capacity and far lower costs. While I would of course like to minimize the per-mile toll rates and maximize the total miles of lanes that are free, I understand that the funds are not available to build the project	Website	Comment Noted.

Ref #	Comment	Method Comment was Received	Response
	without toll revenue. Construction should still precede ASAP as the expanded capacity is absolutely necessary. I, and many others that I know, am willing to pay tolls to drive faster and avoid traffic. Those who prefer not to pay tolls will still have the same number of lanes available for free--and the traffic will probably move even faster on those lanes than it does now.		
341	We have already paid for these roads. Don't do it. We are watching you.	Website	Comment Noted.
342	We already paid for these roads once and continue to keep them maintained with our tax dollars. Please do not sell them. We are watching you and this is very obviously a money grab.	Website	Comment Noted.
343	I am against converting free expressway lanes north of Marshall Road into tolls, and support only the complete non-toll expressway.	Website	Comment Noted.
344	I live in Village on the Glenn a bit off US281 but not enough that I do hear traffic @ busy traffic times! I certainly don't want to see the traffic of an elevated highway!!!! I pray that consideration is taken into account of people's homes and businesses that were established prior to new plan!!! I certainly believe in progress but done thoughtfully to accommodate everyone involved, I really mean this very seriously!!! I also understand how much monies are involved to do just that but the bottom line still remains that we do as we want others to do for us also!	Website	Comment Noted.
345	My comments on the draft EIS for highway 281 are as follows: The elevated expressway option offers several concerns to me as a resident in Big Springs near 281 at Evans. The elevated road will provide a very industrial aesthetic not consistent with the surrounding community, which will significantly lower property values in my neighborhood. I would expect compensation for the reduction in my home value from TXDOT if this option is selected. In addition, this option would cause more noise in my neighborhood than the expressway at grade option. Due to these reasons and the higher associated cost with the elevated expressway, I much prefer the expressway at grade option. For either option, a	Website	Comment Noted.

Ref #	Comment	Method Comment was Received	Response
	noise wall built on the side of the road by residential neighborhoods must be installed, like what was done on the Wurzbach expressway overpass at Blanco Road - not just a taller wall at the backyard of the houses that back up to the frontage road. Installing the noise walls on the overpasses would offer significantly more noise reduction at the same or lower cost than extending the existing wall height by these properties. My preference is a managed toll option instead of a toll on all lanes. This way drivers can select whether they want to pay more to drive faster.		
346	As a resident in Big Springs, I am making contact to voice my concerns over the pending 281 Expansion. As a physician parent of an asthmatic child I strongly support we keep the project at ground level. The concept of an elevated highway system would heavily add to the existing air pollution as well as noise and debris. Please keep this mind and we are in favor of an on the ground project.	Website	Comment Noted.
347	As the physician mother of a young child who suffers with asthma I am strongly opposed to a multi-level concept of the 281 expansion. I do support the expansion as long as all traffic remains on the ground. An upper level freeway would most certainly add to compromised air quality as well as additional road noise which already is high.	Website	Comment Noted.
348	When taking the two alternatives into consideration, please be sure to address the impact of the construction on the current thoroughfare for the next several years. I.e. additional delays, etc. If the fly over alternative will have less of an impact, it has my vote, even with the increased cost.	Website	Comment Noted.
349	When considering which option to go with to fix Hwy 281, I don't think that elevated expressways are the most economical way to go. The only exception would be the overpasses at the crossroads. Plus, with the option of the expressway's being on the ground, you have the ability to put in an added HOV lane, which would alleviate more traffic and encourage people to carpool to work which means less cars on the road and less pollution.	Website	Comment Noted.

Ref #	Comment	Method Comment was Received	Response
350	From what I see the best option would be an elevated non-toll roadway. If you desire to continue with the toll concept then I would suggest your toll US281 from 1604 north to 1604 south all the way through the county. Why penalize just those who live on the North side. Just remember how financially successful 130 has become!	Website	Please see Responses 5 and 79.
351	Any toll roads should be finance by the state, operated by the state, and toll monies used exclusively within the state. Just because rick perry has been bribed by a Spanish toll company is no reasons Texans should support his crooked deals.	Website	Comment Noted.
352	My home is located one street removed from 281. When our home was purchased (2001) we were informed there would be future construction on 281 so we knew we were in for some headaches. However at that time the construction designs were completely different. These new designs will greatly impact the property values of the Big Springs neighborhood. I fully recognize that something must be done about the traffic but please, let's do it in a way that doesn't completely kill the value of homes that people have worked a lifetime to acquire. An elevated roadway looking right down into our community would be a disaster for our homeowners. Keep the cars on the ground at least and provide a sound barrier wall sufficient to permit us to enjoy our homes. This is the least you can do since you screwed up the original plans for a simple overpass over 281 which would have eliminated the traffic lights and let the traffic flow.	Website	Comment Noted.
353	No to toll	Website	Comment Noted.
354	I am against any existing highway paid for with tax $ to be made into a toll road. Tolling is about control of people. Those that can afford it, it does not effect as much. But it affects those that are lowest in income. Single Mother's and those that have low paying jobs. This is a way to keep people in their own areas where they live and off the highway. It is a way for those who can afford just to be fleeced to pay more taxes for the privilege of driving on the highway. I am totally against tolling 281 or any existing road in San Antonio and surrounding area or in Texas. Dana Florence.	Website	Comment Noted.

Ref #	Comment	Method Comment was Received	Response
355	Always finding ways to get into our pockets. I'm against the Toll. This would affect all businesses along 281.	Website	Comment Noted.
356	I strongly favor the expressway alternative rather than the elevated expressway alternative because it would be less expensive and would not create a huge eyesore. Frankly, I am perplexed as to why we are even considering the elevated alternative; I can only conclude that some construction company with a profit motive has had undue influence in the design of the alternatives submitted to us by mail. If indeed one would like express lanes, they could be designed without an expensive, unsightly elevated roadway. Please, please do this right even if it is being done years late.	Website	Comment Noted.
357	Please keep the new road at street level. Roads that are designed to go over and above cause severe loss of privacy and the noise is maximized because no walls are high enough to make a difference. The higher roads are also eye-sores for our community to deal with. Please be considerate of those who live in this area. Please do not publish any info about me and do not use my name, address, email, etc.	Website	Comment Noted.
358 358 cont.	I am strongly against any elevated expressway or overpasses along the 281 corridor. I am a homeowner in The Village on the Glen. Any overpasses or elevated expressways will drastically decrease the property value of our homes. I specifically bought my home closer to 1604, and paid more for the land because of the location, so I would not have the long commute further out 281 North. It is not fair to decrease the property values of homeowners who chose to buy closer to 1604 so others, who chose to buy further out 281 North, are not inconvenienced by a longer commute. I vigorously oppose any improvements that do not keep all traffic on the ground level!	Website Website	Comment Noted.
359	We, in the Village at the Glenn off Evans Rd and 281, have been fighting for a Sound Reducing Wall for 6 years. Now we finally get word we'll get one but I seriously doubt 2,000 feet is long enough or 12 feet high is high enough to be effective at reducing the noise levels that The Glenn experiences. Furthermore, that proposed wall will do virtually no good if the freeway is elevated.**** If it is elevated . . . . We will continue to fight for Sound Reducing Walls on the	Website	Comment Noted.

Ref #	Comment	Method Comment was Received	Response
	elevated roadways. Additionally, please a two-lane exit for the NB Evans exit. The growth in traffic volume over the next several years using this exit will be tremendous, especially given the residential building that is underway in the Stone Oak area.		
360	Please keep the "expressway option" ON THE GROUND!	Website	Comment Noted.
361	I'm in favor of the elevated lanes, to minimize the actual asphalt surface coverage over the recharge area as I'm sure has already been mentioned before. As far as payment, I don't mind paying tolls (as I have TXTAG's on all my vehicle), but it must be reasonable. The estimate on the news article says 0.50/mile and that's a bit much. In Houston, I travel from IH10 to Hwy 290 (6.5 mi) for about $2.50 one-way. I save that much in gasoline not waiting in traffic. Maybe this topic should be explained by an engineer; the cost of fuel idling vs moving.	Website	Comment Noted.
362	This expansion & construction of the overpasses should have been completed at this time. The financing was there but disappeared and now we have the RMA & another environmental study being done to insure that 281 becomes a toll road. You should all be held in account and maybe there will be a way the law permits a lawsuit against all that participated in this sham. I will be supporting any & all groups that will proceed with this type of action. How do you people sleep at night?	Website	Comment Noted.
363	For my own selfish reasons, I would say build the free Expressway option; however, knowing that the region has many transportation needs and insufficient funding to handle those needs, I recommend a tolling expressway option. The uninterrupted flow lanes should be tolled and the frontage road lanes remain free. At a minimum, collect enough tolling revenue to maintain and improve the corridor; however, I believe that once the tolling revenue pays for the project, the tolling revenue could be used to improve other regionally significant transportation improvement projects.	Website	Comment Noted.

Ref #	Comment	Method Comment was Received	Response
364	This is a long overdue project that will be of great benefit for the citizens of San Antonio. I see the study discusses US 281 North of the project, including improvements in Comal County. For those of us who regularly drive US 281 south of Loop 1604, we recognize that while improving the section in the EIS is important, it might seem prudent if the study stated the obvious that further capacity improvements south of Loop 1604 are needed. In fact, managed lanes extending from Loop 1604 south to 410 or some other logical termini like downtown San Antonio, should be mentioned. US 281 today (during non-summertime traffic) routinely experiences significant congestion in both the AM and PM peak periods from Loop 1604 to downtown. I admit that improvements from Loop 1604 to downtown may almost be impossible, it is something that should be addressed in a transportation planning study, sooner rather than later. Even if there is merely an admission that the roadway is heavily congested today and future congestion can be expected to be worse.	Website	Comment Noted.
365	I am against any effort to build a toll road on Hwy 281 or Hwy 1604 in San Antonio. It is not right that the citizens should be saddled with the cost if the proposed toll roads do not make a profit for the builders. We have already paid taxes on their construction and now the TXDOT wants to tax us again for driving the same routes? DO NOT convert our highways into toll roads.	Website	Please see Responses 55 and 109.
366	We do not want overpasses. Waste of money and more road noise.	Website	Comment Noted.
367	As a resident of Big Springs Village on the Glen, I strongly urge the adoption of the ground level expressway. The elevated option would be way too invasive of our neighborhood.	Website	Comment Noted.
368	First, what kind of sick fascination do you have with forcing toll roads down the throat of a public that clearly does not want them? Second, we have already paid for this road many times over. Officials have repeatedly stolen money allocated to fix 281 in order to force us to pay tolls. Third, the roads slated for tolls virtually trap the residents NE, N, and NW of 1604, leaving them with no public highway into the city. You clearly are targeting these areas with excess taxation. Fourth, your environmental justice maps clearly indicate the financial impact of the slated toll roads is designed to be borne by non-Hispanic whites, even though they	Website	Comment Noted.

Ref #	Comment	Method Comment was Received	Response
	represent a minority of the area's population. This is discriminatory. Fifth, expect to be sued. Sixth, San Antonio will suffer negative economic consequences. People will no longer drive into the city to shop or do business. I know I will not. No meaningful study of economic impacts to residents, businesses, or employees in the corridor have been considered as required by federal law. Seventh, TxDOT's insistence on tolling roads has gotten to the point of being abusive. I urge you to reject the toll plan on Hwy 281 and I demand the complete non-toll expressway option be advanced as the 'preferred alternative' for the Final Environmental Impact Statement as it advances to the Federal Highway Administration (FHWA) for final approval in 2014.		
369	I prefer for this corridor to be treated with fairness, the same way Highway 151 was treated, like Interstates 10, 35 and 37, with non-toll ground-level expressway lanes appropriate for the needs of the people who live, work and travel through this corridor.	Website	Comment Noted.
370	I am definitely NOT for a raised freeway under any circumstances. Please do the ground level freeway even though it may be more inconvenient than the raised. In the long run it will be worth some inconvenience (most of us have certainly become accustomed to that) AND on the plus side it will be more cost effective and possibly the noise level won't be as bad. I think it would be an awful thing for such a nice neighborhood to have such a monstrosity in their back yard. We live off Evans Road on the opposite side of Big Springs (281) and certainly don't like the idea!! PS No tolls, please!	Website	Comment Noted.
371	I am very concerned that there is no competitive bidding or that there can be no expansion of free alternate route....Why??? This sounds a bit like the bids will go to someone in power's brother- in law! Why are the tolls in perpetuity? More shady politics?	Website	Please see Response 55.
372	I am 100% against toll roads of any kind in San Antonio. This issue has encouraged me to become politically active. No toll roads!	Website	Comment Noted.

Ref #	Comment	Method Comment was Received	Response
373	There should not be toll roads set up on 281 north of San Antonio. The original plan to redo 281, which was in place and presented to the public around 2001, was a good one and used funds that had already been earmarked for the project. Find out what happened to those funds and use them. We have already paid for these improvements with our taxes. 281 is a major, and really the sole, route for people living north of San Antonio to use to get into the city. Putting tolls on this highway would put a major financial burden on those residents. The government looks at this as a "cash Cow" that would continue to produce income forever. The government wants to further burden the citizens of Texas by charging them for using a necessary road. The government would rather do this than use the Billions they already get from the citizens of Texas in a responsible and fiscally sound way. I say Absolutely Not to a 281 Toll Road.	Website	Comment Noted.
374	I believe something must be done soon to alleviate some of the congestion along 281. I live just south of the project and would frequent more of the businesses in the 281/Stone Oak area if it weren't for the traffic mess. I think an "expressway" alternative funded with a combination of toll/non toll funding sources (like the San Antonio-Bexar County MPO Mobility 2035 plan) would go a long way to ease a lot of the congestion. I feel that "blinders-on" anti-progress organizations have vastly and negatively impacted this project for way too long. I say, "Stop impeding us - get out of the way, keep using the congested frontage roads and let Texans thru"!	Website	Comment Noted.
375 375 cont.	Please let this serve as our extreme opposition to the tolling projects planned on Hwy. 281 and Loop 1604, and in fact ANY of the highways in and around the entire City of San Antonio and surrounding area. We canNOT afford to pay these tolls, and this will have severe and negative impact on the ability to support our family and the ability to continue to live and work in San Antonio. We canNOT afford to pay tolls. We do NOT want tolls. We do NOT agree to support ANY such toll projects. Please note your records accordingly.	Website Website	Comment Noted.
376	We do not want toll roads on 281 or 1604 in Bexar County or on IH 35 between San Antonio and Austin.	Website	Comment Noted.

Ref #	Comment	Method Comment was Received	Response
377	No elevated option for 281. This will negatively impact the residents of Big Springs.	Website	Comment Noted.
378	I oppose placing a toll on US Hwy 281 from San Antonio, TX through Spring Branch, TX.	Website	Comment Noted.
379	I reside in the affected area (281 north of 1604-to-Borgfeld rd.) Please note that I am DEAD-SET AGAINST any toll rd. on 281. This entire project has been mishandled from Day-1 and I deeply resent any outside private entities being involved in projects that we citizens HAVE ALREADT PAID FOR ONCE! We will be monitoring this entire process to secure transparency that seems NOT to be the norm.	Website	Comment Noted.
380	Power grab! You had the money to build the overpasses originally. What did you use that on? The people of San Antonio voted NO on these toll roads. You insist on thinking that WE THE PEOPLE don't know what we want. We DO NOT want these toll roads!! What part of that do you "NOT" understand?	Website	Please see Responses 5 and 109.
381	We don't need and don't want Toll Roads on 281 North or 1604.	Website	Comment Noted.
382	Keep the expansion of 281 ON THE GROUND. There are too many homes in the area that will be affected by an elevated highway. Tolls displace traffic onto neighborhood streets. A 10-mile stretch of Loop 1604 West is being expanded from 2 to 4 main lanes with 5 overpasses all non-toll right now for $200 million (or $20 million a mile). Yet on 281, they claim it cannot be expanded without tolls and that the cost for just a 7-mile project is $448 million (or over $60 million a mile). There's $168 million in non-toll funds allocated right now to 281 (which is $24 million/mile). So we can fix 281 with available funds and do it non-toll.	Website	Comment Noted.
383	As a Big Springs resident, I absolutely do not want to see an elevated highway going past our residences. The resulting noise and visible obstruction would be a significant nuisance, and the impact on our property values would be disastrous. Please keep the cars on the ground!	Website	Comment Noted.
384	Please let this serve as our extreme opposition to the tolling projects planned on Hwy. 281 and Loop 1604, and in fact ANY of the highways in and around the entire City of San Antonio and surrounding area. We canNOT afford to pay these tolls, and this will have severe and negative impact on the ability to support our family and the ability to continue to live and	Website	Comment Noted.

Ref #	Comment	Method Comment was Received	Response
	work in San Antonio. We canNOT afford to pay tolls. We do NOT want tolls. We do NOT agree to support ANY such toll projects. Please note your records accordingly.		
385	Please let this serve as our extreme opposition to the tolling projects planned on Hwy. 281 and Loop 1604, and in fact ANY of the highways in and around the entire City of San Antonio and surrounding area. We canNOT afford to pay these tolls, and this will have severe and negative impact on the ability to support our family and the ability to continue to live and work in San Antonio. We canNOT afford to pay tolls. We do NOT want tolls. We do NOT agree to support ANY such toll projects. Please note your records accordingly.	Website	Comment Noted.
386	Please let this serve as our extreme opposition to the tolling projects planned on Hwy. 281 and Loop 1604, and in fact ANY of the highways in and around the entire City of San Antonio and surrounding area. We canNOT afford to pay these tolls, and this will have severe and negative impact on the ability to support our family and the ability to continue to live and work in San Antonio. We canNOT afford to pay tolls. We do NOT want tolls. We do NOT agree to support ANY such toll projects.	Website	Comment Noted.
387	Please let this serve as our extreme opposition to the tolling projects planned on Hwy. 281 and Loop 1604, and in fact ANY of the highways in and around the entire City of San Antonio and surrounding area. We canNOT afford to pay these tolls, and this will have severe and negative impact on the ability to support our family and the ability to continue to live and work in San Antonio. We canNOT afford to pay tolls. We do NOT want tolls. We do NOT agree to support ANY such toll projects. Please note your records accordingly.	Website	Comment Noted.
388	As a homeowner in the Big Springs community along the 281 south bound corridor at Evans Rd., please accept my comments for consideration in the forthcoming discussions concerning future work to the 281 corridor. I am aware of discussions of the potential of an elevated connection to the roadway. It is our belief that incorporating an elevated connection would have a negative impact on our community, in terms of both safety, and a negative impact on our property values. Therefore, if any additional with is to be completed on 281, keeping that	Website	Comment Noted.

Ref #	Comment	Method Comment was Received	Response
	additional work ON THE GROUND would be appreciated.		
389	Complete NON-TOLL Expressway. All this time no toll, keep it that way. Respectfully, Pamela Hollen	Website	Comment Noted.
390	We drive this route frequently into S.A. and are OUTRAGED over this 281 toll-road proposal: WE ARE TAXED ENOUGH and DOT already has enough funds to support any 281 expansion. This proposal has all the hallmarks of a money-grab AND mishandling of funds altogether. This project idea is reminiscent of "The Bridge to Nowhere" (Alaska) which thankfully was shut down and then, akin to the disastrous tunnel in the Northeast. The latter was misrepresented from its inception, fraudulent in the contract management, and totally abuse of taxpayer billions. Don't go there! I'm from S.A. and have experienced toll-ways all across the U.S. They are gross nightmares AND utter failures. Texans are SUPPOSED to be much wiser as well as good stewards of assets/resources.	Website	
391 391 cont.	It's interesting that the "Guardians of the Aquifer" have analyzed the impact of concrete/asphalt over the recharge zone, the "Bug Huggers" have studied the impact on all critters with multiple legs . . . . but not one study has been done to evaluate the impact of "tripling of road noise, heavy production of particulate matter and exhaust including but not limited to, airborne rubber particles, brake dust, diesel fumes, debris from truck loads, parts of vehicles themselves, and the like," on residents living nearby in Big Springs if they are subjected to an elevated highway in their back yards! It is further unconscionable that your plans for an elevated highway would also destroy the "peaceful possession and quiet enjoyment" of our homesteads in the Big Springs area and that the layout and design of this neighborhood was approved by our city council without hesitation or thought of future impacts, both health and environmental on the residents in the area. The only solution is to keep US281 North elevated roads to a minimum and only elevate the overpasses OR areas	Website Website	Comment Noted.

Ref #	Comment	Method Comment was Received	Response
	that do not adjoin residential neighborhoods. With any solution we MUST have barrier walls high enough and wide enough to minimize all environmental pollutants to the residents in Big Springs.		
392	Request that new highway be kept on the ground with overpasses.	Website	Comment Noted.
393	I am opposed to making US 281 a Toll Expressway.	Website	Comment Noted.
394	As a resident of Big Springs, I am eager to see improvements in US281 that will relieve the congestion. Ground level expressways will be cheaper to construct and will be less detrimental to the environment and to property values. Please consider this alternative as the best option. I also request that toll roads be avoided. Texas has the money to provide roads for its citizens and should do so.	Website	Comment Noted.
395	We live along the 281 corridor in the Mountain Lodge development just north of Marshall Road. Of the options provided, I recommend the Expressway Alternative for the following reasons: it's cheaper; it can be built in less time; it will not be as much of an eyesore for the residents living along the corridor as the elevated alternative; it will produce much less noise pollution than the elevated alternative; it won't negatively affect property values as much as the elevated alternative. So if you must build it, think of the residents who live along the corridor and build what will have the least impact on them/property values. Would you want to live close to a noisy, elevated expressway? I sure wouldn't. And, finally. Build the road with an asphalt surface rather than cement. This will cut down the noise pollution tremendously. Above all, think of the residents first!	Website	Comment Noted.

Ref #	Comment	Method Comment was Received	Response
396	I am a member of Bulverde UMC, located just north of Borgfeld road. Total membership 1100+. The plan for the surface roadway shows detention ponds to be located upon the land of our church. The proposed location for these ponds is a problem because (1) our prayer garden is located where the proposed location for the ponds is shown, and the ashes of a deceased assistant pastor are scattered throughout this prayer garden and (2) the view from sanctuary looks out over the prayer garden, and if the ponds are placed in the proposed site, the view would be of the concrete of the ponds. If the ponds are moved 40-50 feet north and the trees which are now in our prayer garden are left alone, the ponds would be down slope and out of sight. I also have questions concerning the location of access points to Bulverde UMC. In both the surface and elevated proposals, our current entry points (especially for southbound traffic) will be impacted and the depictions do not show how the impact will be resolved. The surface plan does not "appear" to preclude southbound traffic from turning across the northbound lanes for entry, but the northbound traffic will be traveling at a high rate of speed as they exit the expressway, making that crossing dangerous. It sounds like you are also planning on implementing some managed lanes. I'd be in favor of lanes that are free to vehicles with 2+ passengers but tolled to vehicles with only one passenger. I believe the Katy Freeway in Houston uses this concept. I am NOT in favor of making these lanes free only to registered car pools. Simply having 2+ people in the vehicle should be sufficient. Thank you for including easy access/ramps and a complete intersection/underpass at Encino Rio Road. I believe that is very important and useful to a large number of residents in the area. Again, I fully support the expansion of Highway 281 and construction of the northern section of the 281/1604 interchange, even if it requires some lanes to be tolled.	Website	Comment Noted.
397	Tolls are OK if you only spend tolls collected on the road where earned and when bonds paid off the toll stops.	Website	Comment Noted.

Ref #	Comment	Method Comment was Received	Response
398	I fully support the construction of the expanded 281 highway with the over passes at each intersection with the highway remaining on ground level. Not only is it less expensive it will have less of an impact on the value of our homes in the Big Spring area. I am against a toll road but not sure that is even up for discussion at this time.	Website	Comment Noted.
399	We all know something has to be done with US 281 and at the least amount of cost. I believe all we need are three overpasses with turn a rounds, frontage roads and good spacing of exit and entrance ramps. The overpasses would be at Evans Road, Stone Oak Parkway and Bulverde Road with a turn a round at Cibolo Creek bridge for the people who need to go south on US 281.	Website	Comment Noted.
400	I, my neighbors and everyone I know are sick and tired of the local, county, and Texas state governments forgetting that they were elected to serve not take from us to line their own pockets. You have stolen our tax money and diverted it for your own pleasure and now you want to put toll roads on Hwy 281 when money was already allocated to make it wider with overpasses. Everyone I know is getting madder and madder. Please become servants to the people not lords over us. It's our city and our taxes you are squandering. STOP!!!	Website	Comment Noted.
401	Please build this project. I am in favor of either tolled or managed lanes. The people, such as me, who live up the 281 corridor and should shoulder some of the cost of building this road. Additionally, we simply cannot wait any longer to expand road capacity and any non-tolled solution seems to require delay while seeking additional funding. I desire to minimize environmental impact and am very pleased with the plans to include bicycle and pedestrian access along the corridor.	Website	Comment Noted.
402	No toll roads. Our tax dollars have already paid for these roads and now they want to charge us to drive on roads we paid for in the first place.	Website	Comment Noted.

Ref #	Comment	Method Comment was Received	Response
403	I would like to express my concern about traffic bottlenecks forming at the ramp locations along the project. It seems that there could be a large number of vehicles exiting the expressway to travel 281 South of 1604 that could cause severe backups. I noted that the CAM used in the EIS for air quality data is no longer operational. I would like to implore those responsible for air quality to please install an air monitoring station in the project area.	Website	Comment Noted.
404	I vote against a toll road on 281 North. It is too expensive to construct and for users to pay.	Website	Comment Noted.
405	I am writing to voice my opposition to any project that creates more toll roads, both those converting existing highways into toll roads and new toll roads.	Website	Comment Noted.
406	Please register my vote against a 281 Toll Road. We are overtaxed as it is and there are other options to improve traffic conditions.	Website	Comment Noted.
407	THE CURRENT TOLL PLAN WILL CREATE A PERMANENT MAJOR BOTTLENECK AT STONE OAK PKY. & 281. This bottleneck will result in damage to air quality. --COMMENT: ~The Toll Hybrid plan (called the "managed lane option,") -- with 2 toll lanes in the middle and 4 non-tolled highway lanes alongside them [2 free lanes and 1 tolled lane in each direction] -- will create a jumbo BOTTLENECK at Stone Oak Pkwy. & 281. Here is where the NON-TOLLED highway lanes will END ABRUPTLY and drivers who don't wish to continue on the tolled lanes will have to exit to the 'free' lanes; that is, the access roads, also call the frontage roads.~ALL SIX (6) HIGHWAY LANES [3 in each direction] NORTH OF STONE OAK Pkwy. WILL BE CONVERTED TO TOLLED ROADS.~SO. as stated --- the non-toll traffic will be forced to exit [abruptly?] onto the FRONTAGE ROADs [which TxDOT/RMA renamed 'free lanes'], thereby backing up both the freeway and the frontage road ['free lane'] traffic.>>>• THE CURRENT TOLL PLAN DOES NOT ADD ANY NEW HIGHWAY LANES FROM LOOP 1604 TO STONE OAK PKWY.--Comment:~~The current toll plan adds NO NEW LANES south of Stone Oak Pkwy, therefore it DOES NOT MEET THE PURPOSE AND NEED OF THE PROJECT, which is to improve mobility and relieve congestion in the corridor.~~ Note that the 'managed lanes' (for the HOV) will NOT be newly built lanes. They are merely lanes to be converted from existing FREE lanes [from a total of 3 lanes each direction] and renamed and made to be tolled, HOV lanes. [Remember: 'HOV'	Website	Please see Response 109.

Ref #	Comment	Method Comment was Received	Response
407 cont.	lanes ARE TOLLED, 'managed' lanes.]~This takes away from the 3 FREE lanes ea. direction and makes it 2 free lanes each direction. ~TxDOT and RMA like to use the phrase "added lanes," instead of the correct phrase, “converted present lanes."~~The non-toll highway lanes, adjacent to the HOV/Transit toll lanes, will remain congested through 2035 without new added capacity.~~The 'ALL-TOLL LANE OPTION' (that is, NO FREE highway LANES, at all) will not meet the purpose and need of the project! ~It will displace that traffic which endeavors to avoid the toll and thereby forcing it onto the frontage roads and neighborhood streets. This will also cause permanent congestion in the corridor. >>>• MANY UNNECESSARY ELEMENTS of CONSTRUCTION ARE DRIVING UP THE COSTS.--Comments:~Firstly, nine (9) overpasses are planned in just 7 miles.~That planning is OVERKILL and could actually make the corridor less safe. (It could end up making the corridor much like a rollercoaster--going up & over & down, up & over & down-- with that many intersections and so many overpasses very close together.)~ Each overpass will cost about $10 million.~SO---eliminating some of the overpasses would shave cost and help make THE NON-TOLL OPTION EVEN MORE AFFORDABLE.~~Secondly, a direct connect access ramp for a Via Park-N-Ride facility is planned at Stone Oak for express buses to take residents to and fro downtown SA. This planned facility is without any justification of it and lacking actual data to show how many residents would utilize such an express bus on a daily basis -- or, why taxpayers should foot the bill for such a special access ramp for it (estimated at $58 million).~~~Thirdly, the project includes bike and pedestrian pathways throughout this entire 7- mile corridor section, thereby adding unnecessary cost. Bikes & pedestrians can safely travel along the planned frontage roads.~~~Fourthly, the project also includes ‘context sensitive solutions’ such as artistic elements: accent lighting, rain gardens, etc. All of these extra costs MUST to be eliminated.>>>• CASH TOLL PAYERS WILL BE CHARGED 33-50% MORE THAN TollTag USERS.--Comment:~Since the tolling will be all electronic, government entities will necessitate each auto having a GI [government-issued] TollTag and requiring drivers to keep an account open in order to pay the lowest toll rate. (Toll rates range: 17-50 cents a mile).~Those	Website	

Ref #	Comment	Method Comment was Received	Response
407 cont.	autos/drivers who don't have a TollTag and get billed by 'SNAIL' mail will pay 33-50% higher toll rates.~There is no way to bill out-of-state or international drivers, so San Antonio taxpayers will foot the bill for these visitors who will get a free ride!>>>• THERE IS NO MEANINGFUL STUDY OF ECONOMIC IMPACTS TO RESIDENTS, BUSINESSes AND EMPLOYEES IN THE CORRIDOR AS REQUIRED BY FEDERAL LAW [NEPA]. (This underscores our comment at top: Humans are impacted more than any other species...)--Comment:~The Draft EIS [Environmental Impact Statement/study] acknowledges that (Vol I, Chap. 3 p. 215) traffic trying to avoid paying tolls will be displaced onto neighborhood streets. AS WE'VE ALREADY INDICATED, this will effect elements of: safety, schools, property values, quality of life, and access to gainful employment.~The tolled 'options' put forth in the statement DO NOT meet the purpose and need of the project as they will merely displace congestion into neighborhoods, rather than relieving it.~Since much of the development in the corridor is retail, schools, hotels, and hospitals, many of these industries employ low to mid-range wage earners. This will put a huge burden on businesses to retain employees if their job salaries can’t possibly pay for toll fees when getting access to their jobs!~Driving congested, stoplight-ridden frontage roads is NOT AN EFFICIENT NOR EFFECTIVE ALTERNATIVE TO 'FREE' HIGHWAY LANES.~The Draft EIS only looks at low-income & other social segments of the populace --and, claims there are no adverse impacts to these groups.~The EIS claims that if someone can’t afford tolls, they can use the frontage roads.~FLASH!: Non-affordability to pay tolls of some taxpayers -- who also pay for ALL roads -- relegates them to second-class citizens by not allowing them access to toll roads --AND, sends them to inferior congested 'free' routes. This is not only patently unfair, it’s discriminatory and inefficient.>>>• TOLL LANES IMPEDE EMERGENCY SERVICES FROM REACHING VICTIMS, CRASHES AND HOSPITALS.--Comments:~~The HOV-Transit toll lanes... [HOV: The so-called ‘Managed-Lane Option' in the center of the non-toll freeway lanes (to be constructed from Loop 1604 up to Stone Oak Pkwy; ALL lanes ON 281 to be tolled north of Stone Oak Pkwy.)]...inhibit the ability of EMS and police to reach victims and quickly usher them to hospitals.~Reason: they will have to	Website	

Ref #	Comment	Method Comment was Received	Response
407 cont.	cross 2 lanes of freeway and then try to access limited access/barriered center toll/HOV lanes. When every second counts, such an arrangement puts lives at risk.**MORE EXPLANATIONS FOR NON-TOLLED OPTION**Here below is more sampling of just HOW any TOLLING option offered in the STUDY will NEGATIVELY IMPACT we HUMANS :*TOLLS MAY BE AS HIGH AS 50 CENTS A MILE!--Comment~The published toll rate range is 17 cents a mile up to 50 cents a mile.~ Big government will track every mile with electronic toll tag--adding MORE government intrusion into our private lives.**TOLLS WILL BE CHARGED IN PERPETUITY!--Comment:~~The Alamo Regional Mobility Authority (RMA), or toll authority, has stated on the record since 2009 that it plans to charge tolls on 281 IN PERPETUITY!~ [FOR EVER! The toll road(s) will never get paid off. Government wants this as a NEVER ENDING budgeted TAX. THEY ARE SCRAMBLING FOR FUNDS as these tolling projects will never pay for themselves. So, this will be a PERMANENT NEW TAX on driving.]**TOLL CONTRACTS BETWEEN OUR GOVERNMENT AND PRIVATE ENTITIES CAN STIPULATE LIMITED EXPANSION AND IMPROVEMENTS on nearby 'FREE' ROUTES!--Comment:~The toll contracts --with FOREIGN or domestic private ENTITIES-- also contain 'non-compete' clauses which penalize or prohibit the expansion/improvements of free-lane alternatives in the mapped areas surrounding the tollway(s).~This practice guarantees congestion will happen on NON-tolled roads (read: access roads will become the non-tolled 'free option', accompanied by their existing stop lights and stop signs, etc.) -AND, FORCE more Texans to pay tolls. Visiting travelers should pay as well.*****ALL EXISTING NON-TOLLED 'FREE' LANES on 281 WILL BE CONVERTED TO TOLLED LANES NORTH OF STONE OAK where it joins 281.*****--Comments: ~~The four lanes [2 in each direction] of the original 6 non-toll expressway [there are presently 3 in each direction] lanes will disappear north of Marshall Road. All SIX expressway lanes WILL BE TOLLED! All the lanes we taxpayers drive on today for 'free' [not really; we already are paying taxes to build, maintain and drive on all roads] will be converted to toll lanes ~~~creating a massive DOUBLE TAX! **TOLLS DISPLACE TRAFFIC ONTO NEIGHBORHOOD STREETS. --Comments:~Studies show toll roads and fees displace traffic	Website	

Ref #	Comment	Method Comment was Received	Response
407 cont.	onto surrounding neighborhood streets and increase congestion and risk of accidents on local streets. I urge the agencies to do the right thing and choose the 'COMPLETE NON-TOLL EXPRESSWAY OPTION.'	Website	
408	In conversations with constituents throughout Bexar County since 2005, I know that considerable MORE than a simple majority are NOT in favor of a tolling solution for 281 and many of the other projects that have been forced on us by the MINORITY. In fact, most have opposed tolling 281 since the option to use tolling as a means of improving 281 was initiated years ago. In fact we opposed the wasting of money to put the "turnarounds" in place which have not solved the problems. The people I talk to, once they are made aware of what has happened in the past oppose tolling for many reasons. We have many questions that have not been addressed yet. I will highlight some of the reasons in the following why I, as well as many others I have talked to about the 281 corridor, insist on a COMPLETE NON-TOLL OPTION for improving Hwy 281. I am requesting that you acknowledge receipt of my comments. A Tolling Proposal is Double Taxation (we already paid for the free lanes The Metropolitan Planning Organization (MPO) currently has two HOV/transit toll lanes planned from Loop 1604 to Marshall Road. According to MPO documents, all existing FREEway lanes north of Marshall Rd. to the county line will be converted to toll lanes with NO toll-free express lane option! Toll Viability An issue that has NOT yet been addressed is the viability of tolling as a means of funding 281 improvements. This issue arises from a review of toll roads in the state that appear not to be toll viable, have basically gone into foreclosure, or have continued to raise toll rates in an attempt to recoup funds to pay for the road. We hear that this is presently happening on the new 130 Toll Road from IH 10 to Georgetown. It did not solve the problems on IH 35 through Austin as it was proposed to do. Therefore, where is an assessment, or study, of the toll viability as part of the EIS? Nothing has yet been presented to the public in support of the financial viability of a tolling option. It would appear that this issue MUST be addressed before the EIS can be approved. This would appear to be a common sense and logical approach since toll rates and possible failure of the toll road will	Website	Please see Responses 109 and 298.

Ref #	Comment	Method Comment was Received	Response
408 cont.	have an impact on the public. These projections of traffic over the next 10 to 20 years have proven to be inaccurate because they cannot predict the cost of fuel and vehicle cost in the future. Other Financial Impact to Citizens Another issue that concerns the citizens of the 281 corridor is the financial impact on each family, whether they use the toll road or not. This MUST be a part of the EIS since the EIS is concerned with more than the physical environment such as the impact on water quality, our land, air pollution, plants and animals, etc. What is the impact on the humans and their families? That is, what will it cost us as a result of the travel cost increase (published toll rates of 17 cents to 50 cents per mile) and what will it cost us as a result of the increased cost we will be charge by merchants in this corridor because of their increased overhead? Or, will merchants such as HEB, CVS, Walgreens, restaurants, dry cleaners, etc., be granted free access to the toll road? Displaced Traffic Through Neighborhood Streets The Draft EIS acknowledges (Vol I, Chap. 3 p. 215) traffic trying to avoid paying tolls will be displaced onto neighborhood streets. And we know that many drivers will try to avoid paying a toll by finding alternate routes through our neighborhoods. Those of who live adjacent to 281 have already seen increased neighborhood street traffic as congestion on 281 has increased. Studies show tolls displace traffic onto surrounding neighborhood streets and increase accidents and congestion on these local streets. This affects safety, schools, property values, quality of life, and access to gainful employment. The tolled options DO NOT meet the purpose and need of the project when it will merely displace congestion into neighborhoods, rather than relieve it. Since much of the development in the corridor is retail, schools, hotels, and hospitals, many of these industries employ low to mid-wage earners. How will businesses retain employees if their salaries can't possibly pay for tolls to get access to their jobs? Driving congested, stop-light ridden frontage roads is NOT an efficient or an effective alternative to freeway lanes. The Draft EIS only looked at low income & social justice populations & claims no adverse impacts to either of these groups. The EIS claims if someone can't afford tolls, they can use the frontage roads. Making those who can't afford tolls second	Website	

Ref #	Comment	Method Comment was Received	Response
408 cont.	class citizens relegated to congested free routes is not only patently unfair (especially since they're paying gas tax for state highways), it's discriminatory and inefficient. The Current Toll Plan Will Create a Permanent MAJOR BOTTLENECK at Stone Oak Parkway The proposed hybrid Toll plan (called managed lane option, with 2 toll lanes in the middle, 4 non-toll highway lanes alongside) will create a Texas-sized BOTTLENECK at Stone Oak when the non-toll highway lanes stop and will have to exit! All 6 highway lanes north of Stone Oak will be TOLLED. So all non-toll traffic, which will be in the majority, will be forced to exit onto the frontage roads which will back-up both the freeway and the frontage roads. The Current Toll Plan does NOT add ANY New Highway Lanes from Loop 1604 to Stone Oak Parkway The current toll plan adds no new lanes south of Stone Oak Pkwy, therefore it does NOT meet the purpose and need of the project, which is to improve mobility and relieve congestion in the corridor. The non-toll highway lanes adjacent to the HOV/Transit toll lanes will remain congested through 2035 without new added capacity. The all-toll lane option (no free highway lanes) will not meet the purpose and need of the project since it will displace traffic avoiding the toll onto frontage roads and neighborhood streets creating permanent congestion in the corridor. Toll Lanes Impede Emergency Services from Reaching Victims, Crashes, and Hospitals The HOV-Transit toll lanes ('managed lane' option) in the center of the non-toll freeway lanes (up to Stone Oak Pkwy, all lanes tolled north of Stone Oak) inhibit the ability of EMS and police to reach victims and quickly usher them to hospitals when they have to cross 2 lanes of congested freeway lanes and try to access limited access/barriered center toll/HOV lanes. Such an arrangement puts lives at risk when every second counts. Toll Contracts Limit Expansion of Free Routes Many toll contracts contain non-compete clauses that penalize or prohibit the expansion of free routes surrounding the toll road to guarantee congestion on free roads and force more Texans to pay tolls. Since many toll contracts are not revealed to the public, what assurance does the public have that such clauses WILL NOT be a part of a contract if a toll road is built? Will such positions be stated in writing? Tolls Will be Charged in Perpetuity. The Alamo Regional Mobility Authority (RMA), or toll authority, has	Website	

Ref #	Comment	Method Comment was Received	Response
408 cont.	stated on the record since 2009 that it plans to charge tolls on 281 in perpetuity. So this will be a PERMANENT NEW TAX on driving. Furthermore, if in fact tolls are to pay for the construction of the road, why then must it be tolled in perpetuity? In many successful toll roads, tolls were eliminated when the debt was retired. Where are the studies that show each toll road being considered will be viable on its own merits? Or, are tolls for one road being used to subsidize other roads (i.e., is the viability of tolling 1604 and perhaps I-35 dependent on tolling Hwy 281)? The Numbers Don't Add Up A 10-mile stretch of Loop 1604 West is being expanded from 2 to 4 main lanes with 5 overpasses, all non-toll right now, for $200 million (or $20 million a mile). Yet on 281, the claim is that it cannot be expanded without tolls and that the cost for just a 7-mile project is $448 million (or over $60 million a mile). Furthermore, the number of overpasses for the current 281 proposal are NOT necessary and can be reduced to be more consistent with the distance between overpasses on 281 South of 1604. Every access street to 281 doesn't need to have an overpass. Reducing the number of overpasses will further reduce the cost of improving 281. There's $168 million in non-toll funds allocated right now to 281. 281 can be fixed with available funds and do it non-toll. Therefore, just do it! The 'HOV Rides Free' Argument In order to get that free ride in an HOV lane, you have to be a 'registered' carpool vehicle with an active Toll Tag account (which costs you money to keep open) and it usually requires at least 3 (not 2) people to be in your car. So just hopping into the HOV/toll lane to take relatives to the airport or to go to lunch with colleagues won't count as a qualified HOV 'free ride.' Moms in minivans shuttling kids to soccer practice also won't qualify either unless they register in advance and meet the qualifications as a 'registered, declared' carpool vehicle with the government. Plus, the HOV/transit toll lanes on 281 convert an existing FREE lane each direction into this toll lane, so it's a DOUBLE TAX to charge tolls to access a lane we use today toll-free! Conclusion Every time the surface is scratched on proposals for tolling, a new wrinkle is found that either encroaches on the freedom of citizens or hidden cost increases are revealed that are to be passed on to us. What happened to open government? Why are things being hidden from	Website	

Ref #	Comment	Method Comment was Received	Response
408 cont.	us? The EIS has not gone far enough in its evaluation and MUST address the issues identified in these comments. Furthermore, the majority of citizens are not in favor of tolling 281 and maintain that the most economical and beneficial approach is the complete Non-Toll Expressway Option. And finally, if a majority of the citizens object to a toll or managed lane option for 281 improvements, will they be ignored, against their will, in favor of the special interest minority? Will the toll option be imposed by a minority which are not elected and will in effect be against the will of the majority? Is this taxation without representation? I have seen this happen many times as I have attended these meetings, testified and been ignored since the year 2005.	Website	
409	I drive both 281 and 1604 every single day, sometimes more than once. I cannot afford to pay for something I have already paid for. NO, NO, NO!!! Do not put tolls on my highways.	Website	Comment Noted.
410	My wife and I both drive to SA ever day to work and building a toll road would hurt us dearly. Why not build bridges like they were going to 5 years ago. Toll roads will make our homes worth a lot less. Just build bridges,	Website	Comment Noted.
411	I live in Big Springs. DO NOT build the elevated interstate near Big Springs. We bought our house 4 years ago. If the road is elevated, our house value will fall to ZERO. No one will want to buy in Big Springs and no one will be able to sell. We love our neighborhood. Please DO NOT do this to us. It should not be about the water or the bugs it should be about the people who live close to this and how it will devastate our houses. I beg you!	Website	Comment Noted.
412	It is obvious that the decision makers do not live out there nor do they have any concern of what 'the people' who do live there have to say. The EIS alludes to the fact that people are looking for a walking path along 281. Who are these people? I live there and the only people walking are those whose car has broken down or, in very rare cases, a homeless person. The bare spot is due to the contour of the ground, heat, no water, and traffic. How who you put in a walking path if you add lanes at ground level or an elevated expressway? Elevated expressways will degrade the home value of those living in Big Springs along 281. Is this a case of 'oh well' for those home owners? If you want to ease the traffic on 281 you might	Website	Response 412: TxDOT's Bicycle and Pedestrian Program is part of the department's Public Transportation Division. The program is governed by both federal and state law. A federal law, 23 USC 135, requires each state's statewide transportation plan and its transportation improvement program to include accessible pedestrian walkways and bicycle transportation facilities. Similarly, 23 USC 217 authorizes the use of federal funding for bicycle

Ref #	Comment	Method Comment was Received	Response
412 cont.	want to think about increasing the roadways that feed into and off of 281. The EIS stated there is an increase of accidents. An increase of police who resolve this. Everyone knows the cops do not run radar or patrol very heavily out on 281 north of Redland Rd. The tolls will drive people off of 281 to Bulverde or Stone Oak Pkwy decrease the ROI of the project. This has not been thought out with the voice of the home owners being considered.	Website	programs. Sidewalks are planned along the frontage roads between the curb and the right-of-way line. Crosswalks will be placed across the US 281 right-of-way along the local street. Also please see Response 18.
413	I want the non-toll option of 281...we don't need to be double taxed.	Website	Comment Noted.
414	Keep the expressway on the ground. Keep the area beautiful. Don't mess up our side of town.	Website	Comment Noted.
415	I am opposed to toll roads (proposed or existing) anywhere in Texas. Toll roads represent extreme governmental control that benefits a small minority at the expense of the vast majority. Toll roads are the purest example of double-taxation without representation.	Website	Comment Noted.
416	What part of "WE DON'T WANT TOLL ROADS IN SAN ANTONIO" do the local good old boys not understand? Every time the word toll road comes up we, (being the people of San Antonio) vote it down. NO means NO NONONONONONONONONONONONONONONONO When will they get it through their thick heads? NO is the word.	Website	Comment Noted.
417	The proposed US 281 project looks like a financial disaster waiting to happen. It is similar to the US 290E toll project in Austin which will never pay off its debt with toll revenue. It would be much wiser to only build the first couple miles now and then wait until tax money is available to build the remainder. We can't afford to take on California style debt.	Website	Comment Noted.
418	I want to express my support for completing the NON-TOLL expressway!	Website	Comment Noted.
419	I am completely against the creation of a toll road on 281! It is unnecessary.	Website	Comment Noted.
420	I favor the elevated alternative. I still do not approve the tolling of an existing National highway that was paid for as far back as the 1930s. TXDOT has not done very many improvements since then. I do not want the widening alternative, which would probably put my home just a few feet from the traffic. Since my home is in the less than one half mile from the road now...I might lose it entirely...and if not the air and noise pollution would be terrible.	Website	Comment Noted.

Ref #	Comment	Method Comment was Received	Response
421	We strongly request that the Hwy 281 corridor remain on the ground. The noise from an expressway off the ground will greatly increase the noise levels. While I realize we need a traffic solution, this is NOT it. The city needs to think of the needs of the residents since it was the city who failed to PLAN for the future as the north side of town grew. There needs to be a balance now between the city and the property owners.	Website	Comment Noted.
422	As a homeowner in Big Springs who is very aware of the need for help in alleviating the endless traffic problems on Hwy 281, please be aware of the significant negative impact on homeowners that will stem from the current proposal to raise the highway. I am supportive of protecting the aquifer and wildlife, but I find the current trend of being MORE concerned about the wildlife than we are about PEOPLE disturbing. The city--who allowed the non-stop expansion of the far north side surrounding Hwy 281--should have been addressing the effects of traffic and building years ago, well before it reached its current conditions. For various reasons over the years the proposed solutions and the monies connected with them have changed; residents have been left in limbo. When Big Springs was built many of the traffic issues were non-existent. The city should have had some sort of plan to handle the obvious growth. The plan now must include a solution that is satisfactory to the residents of Big Springs while still addressing the needs of Hwy 281 and its traffic. We should not have to suffer the obvious noise and pollution consequences because the city was remiss over the years in making a plan. We are now at the crossroads -- and the PEOPLE of Big Springs and surrounding areas near Hwy 281 should be protected from increasing noise, traffic, and pollution in a manner that satisfies the people of Big Springs first while still being mindful of our environment.	Website	Comment Noted.
423	We attended the public hearing in San Antonio for the US281 toll road, TxDOT, RMA issue at the Shriner's Temple on Loop 1604; we have attended a half-dozen or more on this issue over the past decade or so. We've even voted against this thing, only to be ignored. It's ridiculous that the tax payers' voice means nothing. At the public hearing we did not hear anyone for a toll road. Does anyone hear? We want to confirm and go on record again that we are	Website	Comment Noted.

Ref #	Comment	Method Comment was Received	Response
423 cont.	"against" toll roads - period! We would like proof in the way of receipted email that you have our protest on file. Our suggestion and vote is for one of the non-toll options. We prefer either of the options or even a modification of the two if some expense can be spared, but not wasted or slighted toward increased traffic of the future. A citizen should never be charged for the freedom to drive upon public roads and toll roads should not be built with public funds, upon public land or upon land that is condemned by the government and forcefully taken for the purpose of building toll roads. The government must stay out of the toll road business. I don't care if a private company wants to build roads and toll them, just don't use tax or government funds in these private affairs. Thank you for your hearing. We met and have now joined Ms. Terri Hall in her sensible fight against governmental tyranny, waste and misappropriation of tax dollars and government funds.	Website	
424	NO TOLLS. NO ELEVATION. HIGHER AND WIDER SOUND REDUCING WALL!	Website	Comment Noted.
425	We are strongly opposed to an elevated 281 extension from 1604 northward. We are in favor of a street level improvement, but not the elevated plan. Please count this as two votes as my wife is in complete agreement with the street level plan also.	Website	Comment Noted.
426	No tolls on U.S. 281. That highway belongs to the people, not to the state.	Website	Comment Noted.
427	I live in Big Springs (Cactus Bluff) and while I believe we can't stop road improvements which are long overdue, I do feel that an above ground level road would be detrimental to my neighborhood. I believe a ground level road with adequate (higher and wider) sound reducing walls would meet our needs. With an above ground road, the sound will carry for miles in all directions and the "peaceful possession and quiet enjoyment" of your property will be greatly diminished! Please note that I am greatly in favor of a ground level expansion.	Website	Comment Noted.
428	The following comments reflect the position of the Alamo Group of the Sierra Club. The Alamo Group of the Sierra Club supports the No Build Alternative because we are taking a long term view. The other alternatives support development of highway infrastructure and associated infrastructure for water supplies, sewage treatment, power transmission and	Website	Comment Noted.

Ref #	Comment	Method Comment was Received	Response
428 cont.	oversized homes that we don't believe will be sustainable. These alternatives are attempting to address traffic problems created by past and current unrealistic assumptions that society has the resources to support diffuse rural development with high infrastructure costs on the front end and high maintenance costs on the back end. The best evidence is the current resistance to raise taxes to support the overdue maintenance of the present road system and to pay tolls to support the construction of the proposed alternatives. The inevitable increasing costs for fuel and other natural resources will demand that vehicle and infrastructure costs become a greater portion of individual incomes that have already flatlined. The building of either of the alternatives will support and encourage diffuse development which will contribute to long term and lasting environmental damage. The extra miles driven by those living in remote areas of Bexar and Comal County will create additional carbon dioxide that contributes to climate changes. The additional development in rural areas will reduce habitat for native species and introduce many exotic species to compete with native species in the remaining undeveloped portion of ecosystem. Some of these exotic species would likely be introduced by the construction of the alternatives. The combination of climate change and reduction in native Hill Country habitat will lead to the loss of endemic flora and fauna species of the Hill Country. We do not believe that in the short term that the no build alternative will prevent the continued unsustainable development that is occurring in the areas feeding Highway 281. But we believe that as congestion becomes worse and current wasteful transportation choices become less financially tenable, the users of Highway 281 will adopt more efficient transportation options such as carpooling, van pooling, use of new mass transit options that make sense, use of scooters and bicycles, exercising options to work from home, etc. In summary, our position is that governmental entities should not be spending funds to facilitate unsustainable development which contribute to global climate change, and the destruction of natural habitat of the Hill Country. Governmental funds should be spent to develop more efficient transportation options for denser centralized populations. If unsustainable development is	Website	

Ref #	Comment	Method Comment was Received	Response
428 cont.	not supported, the citizens of the San Antonio metro area will adjust their transportation choices to more efficient options.	Website	
429	You do not make it easy for us to respond. People get discouraged and just give up. I have tried to send comments and have had the same problem. Here is my message NO TOLLS. THEY WILL ONLY ADD TO OUR PROBLEMS AND CREATE A BOTTLENECK BECAUSE OF YOUR CONFIGURATION. IS THAT YET ANOTHER PLOY TO FORCE US TO USE THE TOLL? AS FOR THE EIS, WHO NEEDS GARDENS AND ALL OF THE OTHER COSTLY STUFF? WE NOW HAVE BEAUTIFUL WILD FLOWERS ON 281 AND WE USED TO HAVE MORE UNTIL YOU CAME AROUND. WE USED TO HAVE MONEY FOR OVERPASSES WHICH WHOULD HAVE ELIMINATED THE TRAFFIC PROBLEMS WE HAVE NOW BUT YOU USED FOR OTHER PROJECTS. WE DO NOT NEED SEVEN OVERPASSES. YOU KNOW YOU ARE NOT DOING RIGHT BY THIS. NO TOLL, NO, NO, NO, NO, NO, NO, NO. CAN YU HEAR US?	Website	Please see Response 26 and 55.
430	Making 281 & 1604 have toll lanes is unfair to the people who live and drive these roads daily. I cannot afford to be paying tolls and would like the freedom to travel on non-toll lanes which are not overly congested like people traveling on other freeways (i.e. I10) in an out of San Antonio. Please do not squander public monies and use them for what they were intended for and do not unfairly tax drivers in the 281 and 1604 areas.	Website	Comment Noted.
431	It seems to me from having lived in the Encino Park area for 13 years the something has to be done to lessen traffic congestion. The super street seemed to help for maybe 6 months and now the traffic is just as bad. From looking at the two expressway plans and the cost that the non-elevated way is cheaper. So, I would go with that option. I know many people are against toll roads. Why the legislature cannot raise the gas tax or add an extra fee for people that have large vehicles is beyond me. I would hope that somehow there can be a way to include the use of rail service in the future that would be cheap and easy to implement.	Website	Comment Noted.
432	No tolls on the 281 expansion.	Website	Comment Noted.

Ref #	Comment	Method Comment was Received	Response
433	I see tolling IH281 north as one of the biggest abuses of power and manipulations of public trust perpetrated on the public. I have been living here for almost 30 years and expect the transportation board to do the right thing and abandon this toll idea and expand 281 as it should have years ago. Why would anyone want to pay for something twice and then pay for other projects (roads) into the future just because of where they live and commute here? This is not only not fair but unjust as well ...criminal!!!	Website	Please see Response 55.
434	NO TOLL EXPRESSWAYS	Website	Comment Noted.
435	I live in the Villas in the Mountain Lodge Subdivision. My street is the closest one to 281. I am concerned about how this will affect me. Right now the noise from 281 is tremendous. Adding more lanes would intensify this. I come from another state and when they widen roads as you are suggesting coming this close to a residential area they have provided a noise barrio wall. Is there anything in the plans to do this to decrease the noise level on homeowners in this area? Will widen the road effect the entrance to Mountain Lodge and how? Your response would be appreciated.	Website	Response 435: Yes, some right-of-way is needed on the west side of US 281. Please see Section 2.5 Preferred Alternative for more information on what is being proposed at the Mountain Lodge entrance. A traffic noise analysis following the TxDOT Guidelines for Analysis and Abatement of Highway Traffic Noise (April 2011) was completed along the US 281 corridor. This analysis included the determination of the existing traffic noise levels, the prediction of future (in 2035) traffic noise levels and consideration of noise abatement measures (including noise barriers) for areas where a noise impact occurs. More information can be found in Section 3.8 Traffic Noise.
436	I am a resident in Big Springs near 281 and Evans Road, and I have several concerns with the draft EIS. My first concern is regarding the elevated expressway option. This option would make my neighborhood appear very industrial. The industrial appearance and increased noise would significantly decrease my property value, and if this option is selected then I would expect to receive compensation for the decrease in my property value. Another concern I have is regarding the increase in noise anticipated for both the elevated expressway and expressway at grade options. I read that a 12 ft. tall noise wall barricade is	Website	Comment Noted.

Ref #	Comment	Method Comment was Received	Response
436 cont.	being considered as an extension to the existing wall at the property boundary of the houses in Big Springs that back up to 281. A better option would be to construct a noise wall along the side of the overpass near Big Springs like what was done on the new Wurzbach expressway overpass at Blanco Road. This option would decrease the noise in the community more so that extending the height of the existing wall at the properties in Big Springs. Finally, I would prefer to have a managed toll option as opposed to a toll on the entire road. Of course I would prefer no toll at all, but if a toll is necessary then the managed toll option seems best since it allows drivers to select whether they want to drive faster at a cost or drive slower to avoid a toll.	Website	
437	5 Questions begging for answers: 1) Why pay for a service that the Government should be FREELY providing to the Citizens? We do pay taxes.2) Why should the people that live north of 1604 should help pay for the development of roads in San Antonio? 3) Why monopolies? 4) Who would decide how much we are going to pay to use public roads? And, 5) If Money is needed so badly? Why not an increase in gasoline taxes? So everybody in San Antonio would be pushing the wagon. We don't want toll roads.	Website	Please see Response 55.
438	I LIKE OPTION ONE BECAUSE IT COST LESS AND WILL NOT BE AS NOISY FOR THE BIG SPRINGS NEIGHBORHOOD. WITH LESS MONEY USED HOPEFULLY WE CAN KEEP THE TOLLWAY OPTION OUT OF THE EQUATION AND JUST DO THE OVERPASSES.	Website	Comment Noted.
439	As pertains to the proposed 281 expansion I strongly support an on the ground road expansion. I can only imagine the added noise levels from an elevated freeway system as the existing noise levels are unacceptable. Please support the on the ground and less expensive proposal.	Website	Comment Noted.
440	I want the 'preferred alternative' (or option) to be: the 'COMPLETE NON-TOLL EXPRESSWAY OPTION. The current toll plan adds no new lanes south of Stone Oak Pkwy, therefore it does NOT meet the purpose and need of the project, which is to improve mobility and relieve congestion in the corridor.	Website	Comment Noted.

Ref #	Comment	Method Comment was Received	Response
441	We have lived off of 281 since 1987. The Superstreet was always designed to be a 5-7 year fix at best. We must have additional lanes. The sooner the better and the least disruptive the better, even if it is the more expensive alternative.	Website	Comment Noted.
442	Please do not toll 281. We (all 8) live in Comal County but own a business in San Antonio, shop in San Antonio. It is way too much more taxes to pay. We are taxed out and to toll 281 we will be forced to take other routes. No Tolls	Website	Comment Noted.
443	I believe the use of the existing road and expanding the lanes given the business setbacks already established, with overpasses at intersections would allow for less disruption of traffic during construction. It is my understanding this option is less expensive and would help neighborhoods in the area maintain home values which would be negatively impacted if a raised highway was built.	Website	Comment Noted.
444	I support extending highway 281 north from loop 1604 and making it a controlled access highway. The environmental impact would be improved by having better traffic flow and reducing the time commuters are on the road. I do NOT support making this a toll road.	Website	Comment Noted.
445	I would like to speak out against and CLEARLY PROTEST the implementation of the 281 tollway. This project would cause detriment to the citizens of south Texas and the visitors to this area by bringing more financial stress in an already unstable economic climate. Hundreds of businesses and thousands of residents would be affected. The proposed area for the project is an extremely diverse area for both business and residential traffic. The fees incurred by trucks and other delivery services would be passed on to the businesses receiving the goods they deliver. The businesses pass those incurred fees on to the consumer. The consumers and employees of the businesses are hit doubly hard as they pay their own fees and then absorb the fees passed on to them by the business they frequent or work for. Truly, I feel that such fees would fall on citizens like a double tax. The fees we pay in registration and inspection each year are supposed to pay for our roadways, as well as revenue generated by traffic tickets. There is no justifiable reason to pay for our roadways twice. DO NOT put a lock on the gateway to the hill country for thousands of people. How much revenue through	Website	Please see Response 109.

Ref #	Comment	Method Comment was Received	Response
445 cont.	tourism will be lost when visitors begin to reroute their journeys in order to avoid the toll road?? How many elderly and fixed income individuals will be hindered from access to their doctors and healthcare facilities because of the new fees?? How many working people will have to work even harder and spend more time away from their families in order to make up the difference out of their income?? I ask you, please, do not bring this harm onto our community. Immediately cease and desist on this project!!!!	Website	
446	US 281 needs to have all stoplights removed from 1604 to Borgfeld Rd. Exit ramps need to be placed at main streets with an access rd. running along 281 N and 281 S. Underpasses or overpasses should be built to accommodate traffic turning east or west onto streets that run perpendicular to 281.	Website	Comment Noted.
447	I am a resident of The Village on The Glenn in the Big Springs subdivision. I am opposed to the building of an elevated roadway right next to our subdivision. This would greatly increase noise pollution in our neighborhood and would likely negatively impact our property values. Besides that it would increase the cost of building unnecessarily high.	Website	Comment Noted.
448	I am a resident of Cactus Bluff subdivision and my strong opinion is that we keep all Hwy. US 281 construction improvements at ground level with bridges at Encino Rio, Evans and Stone Oak intersections. In addition, all the appropriate sound barriers need to be constructed to minimize road noise pollution to all residents up and down the Hwy 281 construction corridor. I am strongly opposed to double decking (except for the appropriate bridges over the main intersections) and I am strongly opposed to any underground construction.	Website	Comment Noted.
449	I prefer the non-elevated option for expanding 281 north of 1604. Prefer non-tolled, but toll part of it if necessary to get it built NOW! Hopefully 1604 will be started soon after its environmental study is done. We are 20 years plus behind schedule. Doing nothing on either is NOT an option. Do not listen to the lunatics that live in a fantasy world saying do nothing. I hope IH 10 gets expanded to at least Fair Oaks in my lifetime. My commute home from Stone Oak gets worse by the month.	Website	Comment Noted.

Ref #	Comment	Method Comment was Received	Response
450	Thank you for the opportunity to express my opinion on this important issue. I believe that resolving the serious traffic issues of 281 north is of very high importance. The way in which it is resolved is equally important and I would like to express my strong support for the 'Express Way" alternative with overpasses at the major crossings. The 'Elevated Express Way" should not be an option in view of the environmental impact it would have and the noise pollution it would generate by nature of its height - resulting in dropping property values. The Big Springs community already has to deal with the noise, dust and explosions of the adjacent quarry and we respectfully request that you PLEASE do not add to an already unsatisfactory situation.	Website	Comment Noted.
451	I support the much needed additional lanes, including managed lanes, on US 281 North.	Website	Comment Noted.
452	DO NOT RAISE THE HIGHWAY!	Website	Comment Noted.
453	If you are on a government payroll or if you are for compensation for hire like an attorney, you are under the authority of we the people. This toll system is theft of everyone who has paid any taxes or bought anything in Texas. You are charging me to ride on my road that I already paid for. This country is rich, the money has been stolen by our politicians that we employ, tyranny, treason, perjury of oath.	Website	Comment Noted.
454	Complete NON-TOLL EXPRESSWAY Option.	Website	Comment Noted.
455	As a Stone Oak area resident, 32-year USAF Veteran and taxpayer, my concerns with the Draft EIS are as follows: • The current Toll Plan will create a permanent MAJOR BOTTLENECK at Stone Oak Pkwy. Toll hybrid plan (called managed lane option, with 2 toll lanes in the middle, 4 non-toll highway lanes alongside) will create a Texas-sized BOTTLENECK at Stone Oak when the non-toll highway lanes stop and will have to exit! All 6 highway lanes north of Stone Oak will be TOLLED. So non-toll traffic will be forced to exit onto the frontage roads which will back-up both the freeway and the frontage roads. • The current Toll Plan does NOT add ANY new highway lanes from Loop 1604 to Stone Oak Pkwy. The current toll plan adds no new lanes south of Stone Oak Pkwy, therefore it does NOT meet the purpose and	Website	Please see Response 109.

Ref #	Comment	Method Comment was Received	Response
455 cont.	need of the project, which is to improve mobility and relieve congestion in the corridor. The non-toll highway lanes adjacent to the HOV/Transit toll lanes will remain congested through 2035 without new added capacity. The all-toll lane option (no free highway lanes) will not meet the purpose and need of the project since it will displace traffic avoiding the toll onto frontage roads and neighborhood streets creating permanent congestion in the corridor. • Many unnecessary elements are driving up the cost. First, there are 9 overpasses planned in just 7 miles. That's OVERKILL and could actually make the corridor less safe (could end up making it like a rollercoaster to go up and over that many intersections with so many overpasses so close together). Each one costs about $10 million, so eliminating some of the overpasses would shave cost and help make a non-toll option more affordable. Second, a direct connect ramp for a Via Park-N-Ride facility is planned at Stone Oak for an express bus to take residents downtown without any justification or actual data to show how many residents would utilize such an express bus on a daily basis or why taxpayers should foot the bill for a special ramp for it (estimated at $58 million). Third, the project includes bike and pedestrian pathways throughout the entire 7 mile corridor adding unnecessary cost. Bikes & pedestrians can safely travel along the planned frontage roads. Fourth, the project also includes 'context sensitive solutions' like artistic elements, accent lighting, rain gardens, etc. All of these extra costs need to be eliminated. • Cash toll payers will be charged 33-50% more. Since the tolling will be all electronic, you have to have a government issued TollTag and pay to keep an account open in order to pay the lowest toll rate (toll rate range: 17-50 cents a mile). Those who get billed by mail will pay 33-50% higher toll rates. There is no way to bill out of state or international drivers, so San Antonio taxpayers will foot the bill for these visitors to get a free ride! • No meaningful study of economic impacts to residents, businesses, employees in the corridor as required by federal law (NEPA). The Draft EIS acknowledges (Vol I, Chap. 3 p. 215) traffic trying to avoid paying tolls will be displaced onto neighborhood streets. This affects safety, schools, property values, quality of life, and access to gainful employment. The tolled options DO NOT meet the purpose and need of the project	Website	

Ref #	Comment	Method Comment was Received	Response
455 cont.	when it will merely displace congestion into neighborhoods, rather than relieve it. Since much of the development in the corridor is retail, schools, hotels, and hospitals, many of these industries employ low to mid-wage earners. How will businesses retain employees if their salaries can't possibly pay for tolls to get access to their jobs? Driving congested, stop-light ridden frontage roads is NOT an efficient or effective alternative to freeway lanes. The Draft EIS only looked at low income & social justice populations & claims no adverse impacts to either of these groups. The EIS claims if someone can't afford tolls, they can use the frontage roads. Making those who can't afford tolls second class citizens relegated to congested free routes is not only patently unfair (especially since they're paying gas tax for state highways), it's discriminatory and inefficient. • Toll lanes impede emergency services from reaching victims, crashes, hospitals. The HOV-Transit toll lanes ('managed lane' option) in the center of the non-toll freeway lanes (up to Stone Oak Pkwy, all lanes tolled north of Stone Oak) inhibit the ability of EMS and police to reach victims and quickly usher them to hospitals when they have to cross 2 lanes of congested freeway lanes and try to access limited access/barriered center toll/HOV lanes. Such an arrangement puts lives at risk when every second counts. Bexar and Comal county residents do not want tolls on roads built on right-of-way land already purchased by our tax money. We want a non-toll expressway, not a toll road like those in Houston, Austin and Dallas!	Website	
456	The 281 Toll Project is basically a "money grab" by the local "good old boys" taking advantage of the new state law allowing awarding of highway projects without competitive bidding! Thus, as to Hwy 281 expansion, a $100 Million Dollar Project (original Hwy 281 cost) becomes a $$500-600 Million Dollar Toll Road Project! We can't afford to squander public monies. A 10-mile stretch of Loop 1604 West is being expanded from 2 to 4 main lanes with 5 overpasses all non-toll right now for $200 million (or $20 million a mile). Yet on 281, they claim it cannot be expanded without tolls and that the cost for just a 7-mile project is $448 million (or over $60 million a mile). There's $168 million in non-toll funds allocated right now	Website	Comment Noted.

Ref #	Comment	Method Comment was Received	Response
456 cont.	to 281 (which is $24 million/mile). So we can fix 281 with available funds and do it non-toll. Insist they do! This is political corruption at its worst in Texas! NO TOLLS!!!!!	Website	
457	To me the solution seems simple, build 3 overpasses at Encino Rio, Evans, and Stone Oak Pkwy. Obviously I don't know all the variables that go into a project like this or how much it will cost, but I feel that is the easiest way to alleviate the horrendous traffic on north bound 281 past 1604.	Website	Comment Noted.
458	Toll roads are necessary for long distances such as 130, but for a short stretch such as 281, it is an impediment to travel. 281 should not be a toll road as it is being built up for commercial shopping districts and toll roads would be detrimental for business. The Elevated lines would also be detrimental for business. The Expressway Alternative is the best choice.	Website	Comment Noted.
459	I am sorry I missed your presentation; I had company visiting. I live in Stone Oak and 281 is very important to me. I would gladly pay a toll to get past some of the traffic. I like the plan that shows ground level free lanes North and South. Then I like the North Elevated lanes on the right as well as the South Elevated lanes on the right off the South ground level street. Do we have enough land available already to do this?	Website	Please see Response 113.
460	I only support a complete non-toll expressway for 281. I oppose tolls and I oppose giving control of toll roads to public private partnerships (PPP's, P3's). SH-130 in Austin was implemented with non-compete clauses. Existing alternative routes were intentionally sabotaged to artificially increase toll revenue. The speed limits on the alternative route was reduced from 65 to 55MPH and then later, the speed limit was raised back to 65 when citizen outcry occurred against the artificially reduced speed limit. Texans deserve better. Stop tolling our existing roads. Stop interfering with our ability and right to drive to work.	Website	Comment Noted.
461	NO PPP NO CDA NO Managed Lanes NO Toll Roads Just build the overpasses as originally planned and paid for by the highway taxes, and build them NOW!	Website	Comment Noted.
462	I live in the Village at Cactus Bluff. I prefer the ground-level expressway option for two reasons...significantly less cost and less traffic noise for residents of the 3 Big Springs	Website	Comment Noted.

Ref #	Comment	Method Comment was Received	Response
462 cont.	neighborhoods. Understand construction may cause delays, but it's the right thing to do in my opinion. Also agree strongly with having free exits up to Evans Road since we are within city limits and Stone Oak community.	Website	
463	I DONT WANT TOLL ROADS	Website	Comment Noted.
464	Please let this serve as our extreme opposition to the tolling projects planned on Hwy. 281 and Loop 1604, and in fact ANY of the highways in and around the entire City of San Antonio and surrounding area. We canNOT afford to pay these tolls, and this will have severe and negative impact on the ability to support our family and the ability to continue to live and work in San Antonio. We canNOT afford to pay tolls. We do NOT want tolls. We do NOT agree to support ANY such toll projects. Please note your records accordingly.	Website	Comment Noted.
465	Once again, TXDOT is taxing residents in the affected areas through toll roads, rather than using funds already collected through fuel taxes to come up with a viable solution. Why isn't clean, safe, public transportation available to us in this area of the county? There is nothing mentioned about the proposed Park and Ride at 281 and Stone Oak. This is something we can do NOW that can alleviate some of the traffic at a minimal cost. Please work together to find a solution that won't unfairly tax those of us who live in this area and work as hard to provide for our families as those citizens in other parts of San Antonio do.	Website	Please see Responses 55 and 122.
466	As a property owner in north central San Antonio, I have the following comments to the draft EIS for 281 north: 1. I feel elevated highways are very expensive to develop and maintain and are a detriment to economic development in the area. The elevated alternative will be an eyesore to residents in northern Bexar County. I recommend and fully support construction of the Expressway Alternative. 2. An exit for Trinity Oaks Subdivision can relieve traffic on the Bulverde Road interchange. Since almost every interchange in San Antonio is over capacity in the peak periods, anything that can be done to relieve traffic on a major interchange such as Bulverde Road will be an improvement for the future. Please construct an exit ramp that services the Trinity Oaks Subdivision. 3. The northeast corner of Trinity Oaks and the northbound frontage road is being considered for a possible school site. The exit for Trinity	Website	Comment Noted.

Ref #	Comment	Method Comment was Received	Response
466 cont.	Oaks is a safety issue for buses and school traffic. Please account for this in your design. 4. The US 281 Expansion Project is long overdue. Please do whatever is possible to expedite construction of this facility.	Website	
467	I am a retired veteran who travels many miles on US Hwy 281 from my home into San Antonio for specialty doctor appointments and to fill prescriptions at SAMC and the VA Hospital for x-rays. I am against toll roads on US Hwy 281 as well as any other Texas highway. My gasoline taxes have already paid for Texas highways. I don't believe in double taxation for any reason. If you put a toll road on US Hwy 281 I will travel Texas Hwy 46 to FM 3009 to Hwy 35 to get into San Antonio without paying toll fees. I won't pay toll fees!	Website	Comment Noted.
468	DO NOT TOLL US HWY 281. It is highway robbery to double tax people for roads that have already been paid for with gasoline taxes. I travel into San Antonio to attend family functions, for doctor appointments, for recreation, and for shopping. If Hwy 281 is tolled, I will commute into San Antonio by going Texas Hwy 46 to FM 3009 to Hwy 35 to avoid paying a toll. I will not pay a toll.	Website	Comment Noted.
469	I am unable to attend the public hearing, but would like to express my support for the non-elevated option. I am concerned about freeway noise, and know it would be much more significant with elevated expressway lanes.	Website	Comment Noted.
470	Please take this e-mail as my opinion and vote that any plan for tolling U.S. Highway 281 be stopped and no other action be taken. At up to $0.50 per mile, a trip to downtown San Antonio will be in the range of $15 each way. It will effectively create incentive for all residents of NW Comal Count, Blanco County and even Northern Bexar county from coming into the city for cultural entertainment, medical attention, family visits, retail shopping, and every other reason from which San Antonio benefits through sales tax dollars. We will need to drop our tickets to the symphony and forgo plays, etc. Perfect far less expensive solutions exist to solve these transportation issues that do not funnel taxpayer assets into the hands of private business with blank checks to raise toll rates or garner agreements to restrict parallel street creation or improvements on the backs of the populace. This is not and never was	Website	Comment Noted.

Ref #	Comment	Method Comment was Received	Response
470 cont.	intended to be a system to politicians to show favor to specific non-public interests in exchange for political support.	Website	
471	Yesterday, I sent a lengthy e-mail giving some of the reasons that 281 should be fixed with the Complete Non-toll expressway option. I'm really concerned about them tolling 281 because we live off of 1604/281, and the majority of the places we go to are off of 1604/281. Last night my daughter who is in her 20's and I were talking about how awful it will be if they tolled 281. My daughter summed up the environmental impact of tolling the roads in one sentence when she said, "It will make it a lot harder to go anywhere." It is interesting because they are planning to make it harder for us to get places and at an incredible price of $448 million dollars. We live off of 281 and 1604 so the majority of places we go to are off of 281/1604. Here are some examples. The HEB that we buy our food is off of 281/1604. The Wal-Mart we where we buy food and other basic essentials is off of 281/1604. The Home Depot where we purchase supplies is off of 281 and Evans. A lot of the restaurants that we go to are also off of 281 such as Taco Cabana, Arby's, Logans, etc. We also shop at the Target and other shopping center located at Stone Oak and 281. Tolling 281/1604 affects us greatly and other people that live in and near San Antonio. Making 281 a toll road, will affect all of the San Antonio residents in a negative way including myself and my family. Tolling this area will affect residents and businesses. We will be avoiding these businesses or finding alternate routes to these businesses if the roads around them are tolled. These roads need to be fixed with complete non-toll expressway so they can be utilized by all people. At a cost of $448 million dollars, these roads should be available for everyone to drive on them without paying a toll. 281 can be expanded with the available funds. I've heard that there is currently $170 million in non-toll funds allocated to 281. 281 can be expanded without tolls right now. Please encourage them to fix 281 now without tolls. There are farmers and other hard working people that need to use 281. Please help us to fix 281completely without toll roads. This road can be fixed at a less expensive cost and without toll roads.	Website	Comment Noted.

Ref #	Comment	Method Comment was Received	Response
472	1. Please complete 281 with the Complete Non-toll expressway option. They need to complete 281 totally with no tolls. 2. I live off of 281/1604. We need the highway completed with non toll roads. Toll roads are a debt that will never be paid off. Plus toll roads lead to fraud. Foreign companies/countries could end up owning our roads and more Texas land through eminent domain. We already have roads there that we've already paid for. These roads should remain free roads. Newly built roads should be completely non-toll roads also. 3. There are extra costly unnecessary items in the projected plan that needs to be deleted. Examples such as the direct ramp for VIA, Via Park N Ride Facility, bike and pedestrian pathways, artistic decorations, rain gardens, HOV lanes, managed lanes, toll lanes, and the extreme number of overpasses. How many overpasses do we actually need for that area? The cost that company is quoting is extremely high. *Bike and pedestrians can use frontage roads. 4. We all need to be able to drive on any and all of the lanes. We're not in Dallas. We are in San Antonio. Toll roads are not okay. We don't need HOV lanes, managed lanes, or toll lanes. (Remember the Alamo. Our forefathers would have never agreed to give or sell our roads to foreign companies or private companies.) 5. Please have other companies come up with complete Non-toll expressway options or designs. Highway designer can come up with and bid come up with and bid on more cost effective ideas that would fit the needs of our area. How many ramps do we actually need? 6. This current plan actually creates a bottleneck. If it is tolled, it will cause safety issues and traffic congestion in neighboring communities, negatively affect business in that area, and are a waste of land. If this area is tolled, it will have a negative impact to residents, businesses, and employees. My family and I purchase items from many businesses off of 281 since it is so close to where we live. Having this area tolled or bottlenecked will affect business in that area. I do not like to drive in areas where you have to pay tolls. Many people in our area also hold that belief so businesses and residents will be negatively affected by toll roads. If this area is tolled, I will make an effort and avoid areas that are tolled. I enjoy doing business in that area but if the roads are going to be tolled I will not continue doing business in that area. This area is a convenience to our	Website	Please see Responses 18, 109, and 113.

Ref #	Comment	Method Comment was Received	Response
472 cont.	location making it about a block away. This will be a hardship because we are going to have to drive further to get the services we need. Making a toll road will inconvenience all of San Antonio residents including myself. 7. I keep wondering why "they" keep trying to toll 281 when the people clearly do not want it tolled. Tolling 281 negatively impacts everyone that lives in that area and does business in that area. Are these people benefiting in some way with 281 being tolled? 8. Please help us and vote to fix 281 completely with a Non-toll expressway option.	Website	
473	The current plan permits only one good option for meeting the needs of the people living in and around the area of this project: an un-tolled (i.e., freeway) ground level expressway with additional through traffic lanes all the way from Loop 1604 to the northern terminus of the project. The elevated roadway option provides no real benefit and is exceedingly costly. Any toll options are a double taxation on those who must use this road to get to and from their homes and businesses. “Managed” toll/HOV lanes will cause severe bottlenecks as most traffic tries to exit the main lanes on to the free frontage roads. The un-tolled, ground level additional lanes could be built at substantially lower cost if a few of the overpasses were consolidated (i.e., perhaps 6 or 7 instead of 9), and the bikeway/walking path could be planned for, but added later perhaps with a substantially volunteer workforce of local residents. If VIA wants a Park and Ride facility, then VIA should contribute to the cost. If the RMA/MPO is not willing to commit to un-tolled, ground level additional lanes, then I would prefer the “no build” option to any toll road. Of course this does nothing to improve transit conditions in the project area – but the major cause of the current congestion on 281 is wherever the roadway narrows from 4 lanes to 3 and then 3 lanes to 2. The simple solution is add more lanes, even if just at grade level (no overpasses) with the current stoplights in place. We remain adamantly opposed to toll roads, which have been shown to be a huge economic liability for taxpayers throughout the nation, and especially here in Texas – viz, failing SH 130 in the Austin area.	Website	Comment Noted.

Ref #	Comment	Method Comment was Received	Response
474	The way traffic is handled between 1604 going north to Marshall road is increasingly causing more problems as the region's population increases. I think it comes down to making a choice between air quality, traffic flow, and appeal, being that you can have two of the three. I think the appeal is lowest on the scale if we look at what we have to keep and drop. Air quality and traffic flow are interconnected and are the most important. What good is pleasing to the eye if the air quality is bad which has an impact on health? What good are looks if it takes over two to four hours out of your work day to get to and from work? I think the best is to eliminate the system of the current traffic pattern we have now between 1604 and Marshall Road and build over pass of traffic from side roads with the ability to turn left off of the over pass from side streets to merge with the 281 traffic. I believe the flow would be smoother with less standing traffic.	Website	Comment Noted.
475	Why is it that you cannot learn from your mistakes!! The toll road to Austin is like a ghost road. The people of Texas have had it with everyone from State to local government doing nothing but trying to figure out new ways to reach their hands deeper into our pockets!! Put up any toll roads near 281 and watch our Real Estate values drop and our tax values on our homes drop. Then Bexar County will raise our property taxes. This is highway robbery and you all know it. Matt Troy ERA Troy Realtors	Website	Comment Noted.
476	No tolls on 281!!	Website	Comment Noted.
477	NO toll roads on hwy 281.	Website	Comment Noted.

Ref #	Comment	Method Comment was Received	Response
478	There are numerous very negative issues with the current Plan and the EIS. Bottom Line Up Front (BLUF) The entire project has been designed to force costs up to justify TOLLS, you are not fooling anyone but the idiots making money from this project and the greedy politicians wanting to raise taxes. The available $170M is more than adequate to fix the entire 281 congestion problem if: a. Existing lanes are supplemented not torn up and replaced, a total waste of money b. The Light Rail, VIA lane, Bicycle/walking lanes should be removed from the project as they are totally unnecessary and are another fraud to add costs to force TOLLS! c. Overpasses should be minimized to save money. Redland does not need an overpass, only access and a 'superstreet' turnaround (in place of the light rail fiasco! d. The projected costs of the 'Toll Road' no matter if it is at ground level or raised is a total sham with items added to force up costs. Hey, you forgot the theme park at every overpass and the multi-unit apartment straddling the highway to accommodate Agenda 21! Details: 1. The Current Toll Plan will create a permanent MAJOR BOTTLENECK at Stone Oak Pkwy! Toll hybrid plan (called managed lane option, with 2 toll lanes in the middle, 4 non-toll highway lanes alongside) will create a BOTTLENECK at Stone Oak when the non-toll highway lanes stop and will have to exit! All 6 highway lanes north of Stone Oak will be TOLLED. So non-toll traffic will be forced to exit onto the frontage roads which will back-up both the freeway and the frontage roads. 2. This situation creates the unnecessary building of lanes on top of existing lanes. Why not just add to the lanes and make all of them non-TOLL? 3. Current Toll Plan does NOT add ANY new highway lanes from Loop 1604 to Stone Oak Pkwy. 4. It is obvious that the RMA/MPO/TXDOT have added Many unnecessary elements that are driving up the cost just to force TOLLS. First, there are 9 overpasses planned in just 7 miles. That's OVERKILL! Since by numbers presented in the plan, each one costs about $10 million, so eliminating some of the overpasses would shave cost and help make a non-toll option more affordable. Second, a direct connect ramp for a Via Park-N-Ride facility is planned at Stone Oak for an express bus to take residents downtown without any justification or actual data to show how many residents would utilize such an express bus on a daily basis or why taxpayers	Website	Please see Responses 79, 109 and 122.

Ref #	Comment	Method Comment was Received	Response
478 cont.	should foot the bill for a special ramp for it (estimated at $58 million). This entire VIA setup is totally unnecessary as the bus' can traverse the frontage roads...they do have to stop at the intersections, right, to pick up/drop off riders...why the special lanes etc? Third, the project includes bike and pedestrian pathways throughout the entire 7 mile corridor adding unnecessary cost. Bikes & pedestrians can safely travel along the planned frontage roads. This is another fraud to drive up costs to force TOLLs, you are not kidding anyone! Fourth, the project also includes 'context sensitive solutions' like artistic elements, accent lighting, rain gardens, etc. All of these extra costs need to be eliminated. 5. Cash toll payers will be charged 33-50% more. Since the tolling will be all electronic, you have to have a government issued TollTag and pay to keep an account open in order to pay the lowest toll rate (toll rate range: 17-50 cents a mile). Those who get billed by mail will pay 33-50% higher toll rates. There is no way to bill out of state or international drivers, so San Antonio taxpayers will foot the bill for these visitors to get a free ride! If this fraud goes through I hope San Antonio residents affected intend to get out of state/country license plates to thwart this fraud! 6. No meaningful study of economic impacts to residents, businesses, employees in the corridor as required by federal law (NEPA) The Draft EIS acknowledges (Vol I, Chap. 3 p. 215) traffic trying to avoid paying tolls will be displaced onto neighborhood streets. This affects safety, schools, property values, quality of life, and access to gainful employment. The tolled options DO NOT meet the purpose and need of the project when it will merely displace congestion into neighborhoods, rather than relieve it. Since much of the development in the corridor is retail, schools, hotels, and hospitals, many of these industries employ low to mid-wage earners. How will businesses retain employees if their salaries can't possibly pay for tolls to get access to their jobs? Driving congested, stop-light ridden frontage roads is NOT an efficient nor effective alternative to freeway lanes. The Draft EIS only looked at low income & social justice populations & claims no adverse impacts to either of these groups. The EIS claims if someone can't afford tolls, they can use the frontage roads. Making those who can't afford tolls second class citizens relegated to congested free routes is not only patently unfair	Website	

Ref #	Comment	Method Comment was Received	Response
478 cont.	(especially since they're paying gas tax for state highways), it's discriminatory and inefficient. 7. Toll lanes impede emergency services from reaching victims, crashes, hospitals The HOV-Transit toll lanes ('managed lane' option) in the center of the non-toll freeway lanes (up to Stone Oak Pkwy, all lanes tolled north of Stone Oak) inhibit the ability of EMS and police to reach victims and quickly usher them to hospitals when they have to cross 2 lanes of congested freeway lanes and try to access limited access/barriered center toll/HOV lanes. Such an arrangement puts lives at risk when every second counts. Additionally, the entire project should be put out for competitive bid (NOT RIGGED) and NO foreign entity should be allowed to participate as we need to keep ALL JOBS in the USA! I VOTE NO for this entire project until it is totally redesigned to accommodate what it should be, a FREE highway without all the bells and whistles and fraudulent additions the politicians and crooked bureaucrats have added to force TOLLS!	Website	
479	I'm against this toll road project. Funds from Gas tax should have been used to expedite traffic flow.	Website	Comment Noted.
480	Choice: complete non-toll option with a grade level expressway a. Why do you insist on tolling US281? It is discrimination to force tolls on one segment of the population when no other roads in San Antonio are tolls. b. Increase gas taxes to pay for roads with the provision that gas taxes be used only for roads and bridges. c. The new road construction on US281 should use recycled tires. See Quiet pavement program in Arizona at www.azdot.gov. We were very impressed with how smooth and quiet the roads were in Arizona. d. Do not use the contractor that did the 1604/US 281 connectors. On the access road for Loop 1604 heading east from US 281, there are stripes in the pavement and original pavement is showing through. That is not quality work. Driving in this area creates more road noise than there was before this was resurfaced. e. Bicycle lanes should be on access roads, not the expressway, where speed limits are lower. f. If we must toll roads, we should have toll booths manned by people so everyone pays to use the roads. This would also put more people to work. g. The toll road from Seguin to Austin (130) is not producing the expected revenue. Why would this	Website	Please see Response 55.

Ref #	Comment	Method Comment was Received	Response
480 cont.	project be different? People are going to use other streets to avoid paying tolls, which is exactly what my husband and I plan to do.	Website	
481	Any idea of setting up a toll road on 281N or 281S within 50 miles of downtown San Antonio is premature. Admittedly, I have not closely followed Bexar County politics, San Antonio City politics or TX politics since relocating to SC in 2005. Nevertheless, I doubt politics has changed much, if any, at all since then. That means the transportation challenges on 1604, 281 and 410 haven't gone away and haven't been lessened by the collective wisdom non-resident within the city council, TxDOT, county commissioner's court, and the dolts in Austin. Tolls will become part of the ground transportation mix in San Antonio. It's only a matter of time. Tolls on existing roads will be necessary to make up for the lack of long-term budgeting and planning for inspection and maintenance of roads and bridges. Tolls will be used to spread the costs among the users of roads and lessen the overall costs to those who don't use roads for day-to-day private conveyance. Tommy Adkisson, Nelson Wolff and all the other dug-in politicians (including the young twin Hispanic brothers) haven't done their jobs when it comes to solving the 281 mess. When it rains, 281 floods. When the work whistle blows at the end of the day, 281 becomes a parking lot. When people try to transition from 281 to their neighborhoods, they might as well take an e-book or two along for the ride. They'll have plenty of time to learn as they sit behind their wheels fuming. They could also dictate letters to the editor and to their local elected representatives. Voters need to send Tommy and Nelson a strong message -- update your resumes. Your time is up. No more BS is needed nor will it be tolerated. I assume the residents in the northern sectors of San Antonio and Bexar County have had enough and are now ready to shut down 281 with "sit-ins" or block the roads with slower-than-slow convoys of thousands of vehicles. Form instant blast convoys using smartphones similar to the Occupy Wall Street movement? Perhaps. Time will tell. In order to bring about real change, the voters need to have a plan of their own that is politically, financially, and physically feasible. Physical challenges may be the most difficult since they will require moving and building stuff. That means civil, structural, etc. engineering	Website	Response 481: With regard to data on numbers of undocumented, unlicensed, and non-insured people on US 281 during rush hour, this is outside the scope of the US 281 EIS effort.

Ref #	Comment	Method Comment was Received	Response
481 cont.	specs, plans, etc. From my very limited perspective, the Bexar County transportation mix will need to include: light rail; VIA buses running every 10 minutes with covered/air-conditioned shelters and with outlying parking lots for autos and pick-ups; open-entry and open-exit roads that are paid by road taxes (local, state and federal); and toll road segments with at least eight lanes on both sides for toll booths (two for pre-paid commuters with RF antennas in their vehicles and two for cashiers). By the way, does anyone have a reasonable estimate of how many undocumented, unlicensed, and non-insured people are on 281 during rush hours?	Website	
482	This comment was received from the Edwards Aquifer Authority and is included in Table 1 which is a record of comments from federal, state and local agencies.	Website	Please see Responses to Agency Comments in Table 1.
483	I am very dismayed to hear that there is a continued push to go forward with toll roads on Hwy. 281. Why is it that 281 is the only road in San Antonio that is being pushed to be tolled? The cost for those of us who live north of San Antonio will be prohibitive to go to work every day. Please look at other ways to work on this road. If it needs to be done in stages so that we can use existing money to do a few miles now and then wait until more money is collected to finish the rest than please do. Don't saddle us with a lifetime of paying tolls to use the only highway entering San Antonio from the north central area.	Website	Response 483: Tolling activities on other projects is outside the scope of this US 281 EIS.
484	I'm a single parent with kids living off of 281 and Evans Rd. I am adamantly against Toll roads on 281, with toll roads a short trip north on 281 from 1604 to pick up my kids for visitation and other functions will cost me $1000.00 of dollars. With the already high price of gasoline and its taxes an additional fee for driving on our roads with tolls would limit me from seeing my kids. As a single parent paying child support, putting money aside for college funds and paying high cost health insurance another fee such as for tolls would be the proverbially straw that breaks the camel’s back. I would be forced to limit the times that I could go get them, or the time I have with them would be limited cause of lack of extra money. There are enough funds already in place for the expansion and improvements of 281, the toll roads are not needed. This is a major misuse of funds. The added cost of constructing the Toll road	Website	Comment Noted.

Ref #	Comment	Method Comment was Received	Response
484 cont.	alone is reason enough for my objection, I am appalled at the seemed criminal aspect of it. That is being able to do something of this magnitude with the funds and vote of the people already in place. If something like this was done by an individual in normal business guarantee the authorities would say that it is illegal, and the cost of defending these implications would be enormous. But if our government does it than its ok, Bull Shit this is not the way our dollars are to be spent and this needs to stop. I am against toll roads in any use in the San Antonio area.	Website	
485	I am submitting this comment as I cannot attend the public meeting as it conflicts with my work schedule. Anyway, myself and my family are strongly against building an elevated highway to address the 281 traffic problems. This elevated highway would drastically hurt the property value of my home and my family's quality of life. In addition, I understand the elevated road would cost 200 million more than the ground level alternative which is not being good stewards of taxpayer money. In my opinion, the most logical solution to the 281 traffic problems is to construct the ground level option with overpasses (I would even be open to making it a toll road). If the elevated option is chosen, I will do everything in my power to fight its construction/implementation.	Website	Comment Noted.
486	It is clear to me that one of the build alternatives must be chosen in order to best accommodate the current and expected future volume of traffic on 281. The city no longer ends at 1604, and the highway system needs to reflect this fact. The majority of growth in San Antonio is in this area, and this seems likely to continue. Regarding the two build alternatives, I prefer the Expressway Alternative for several reasons: 1. The existing expressway south of 1604 uses this configuration. Changing to an elevated expressway north of 1604 could cause confusion for some drivers. 2. The Elevated Expressway Alternative is not consistent in its elevated lane placement. Some areas have the elevated lanes flanking the surface lanes, while other areas have them both on the same side. Again, this could cause confusion for some drivers. 3. Elevated lanes block the view of both drivers and passengers on the surface lanes. For drivers, this can cause visual disorientation and make it difficult to	Website	Comment Noted.

Ref #	Comment	Method Comment was Received	Response
486 cont.	navigate. For passengers, this makes it harder to enjoy the view of the surrounding area. 4. Elevated lanes contribute to the visual clutter of the environment in the surrounding area. Regarding the toll option, please do not add this annoyance to our highway system. I believe this makes a city less inviting to visitors, especially those from smaller cities that do not have toll roads. I don't think it is possible to add tolling capabilities without making the highway system more confusing through additional lanes and signage. San Antonio has a great reputation as a tourist destination, and I do not want that to be damaged by toll roads. As I understand the managed lane option, the same concerns would apply.	Website	
487	Toll roads are NOT acceptable. Highway projects must be done as complete non-toll expressways.	Website	Comment Noted.
488	I appreciate the amount of effort that has gone in to the proposals. The improvements have been long overdue. Even though the super street along this corridor is relatively new, I don't think it has served the community very well coming from the feeders (Stone Oak & Evans Rd specifically). I'm of the opinion to clear out the superstreet structure and put in overpasses on the main roads that have been identified - Redland, Evans, Stone Oak, Marshall, etc. This affords traffic attempting to cross over 281 from west to east/east to west to do so w/o having to backtrack or wait an inordinate amount of time at poorly-timed traffic lights that are built to allow the maximum amount of traffic flow along north/south 281. To me, the first expressway alternative is the best option. The elevated expressway retains the lights, which doesn't help traffic moving west to east or east to west.	Website	Comment Noted.
489	No toll road!	Website	Comment Noted.
490	I am against changing US281 into a toll road and vote No Toll Expressways	Website	Comment Noted.
491	I am against a toll road on highway 281. I vote NO Toll Expressways.	Website	Comment Noted.
492	I pay enough taxes. No more tolls. Stop trying to cram this down our pocketbooks again.	Website	Comment Noted.

Ref #	Comment	Method Comment was Received	Response
493	My comments are simple...no tolls. No tolls on 281 (you already have been given the money to fix the area north of 1604 and you stole it for something else). No tolls on Loop 1604. I have lived in San Antonio for 57 years and in the 1604/281 area for almost 30. Why is it so hard for San Antonio city visionaries to see the big picture? Tolls will hurt the economy of the family in that area. People do not have the money to spend more taxes on driving home every day. You guys need to stop this line of thinking about tolls.	Website	Comment Noted.
494	Please don't toll our only way in to San Antonio!!	Hearing Evaluation	Comment Noted.
495	I am against all toll roads! What a waste!	Hearing Evaluation	Comment Noted.
496	No toll roads!	Hearing Evaluation	Comment Noted.
497	I am for the "preferred alternative" as open to be to complete non-toll expressway option. No CDA's, No PPP, No toll roads, no managed lanes, no gas tax funded toll roads, no design build contracts. ARAMA must be disbanded totally.	Hearing Evaluation	Comment Noted.
498	I want the "complete non-toll expressway" option	Hearing Evaluation	Comment Noted.
499	I have supported the opposition to toll roads. However, my opposition to the proposed project is more extensive. The people who do not look at the environmental problem we face will experience a diminished future. We need to plan for a future without fossil fuel use; otherwise, this generation will suffer more climate change.	Hearing Evaluation	Comment Noted.
500	I chose the complete non-tollway expressway option. I am completely opposed to toll roads. They're double taxation. I've already paid my share for these roads and I don't want to pay again! As I continue to pay taxes I am doing my part on future roads as well.	Hearing Evaluation	Comment Noted.

This page intentionally left blank.

APPENDIX A – PUBLIC HEARING CERTIFICATION

This page intentionally left blank.

Notice of Public Hearing

US 281 Draft Environmental Impact Statement (EIS)

Loop 1604 to Borgfeld Drive, Bexar County

The Alamo Regional Mobility Authority (Alamo RMA) and Texas Department of Transportation (TxDOT) will conduct a public hearing to present the findings of the preliminary engineering and environmental studies, and the proposed roadway improvements for US 281 from Loop 1604 to Borgfeld Drive in Bexar County. The US 281 Corridor Project would extend approximately 8 miles, add additional travel lanes, and would include four direct connector ramps that comprise the northern half of the US 281 interchange with Loop 1604. Two build alternatives, in addition to the No-Build Alternative, are presented in the Draft EIS. The build alternatives have three funding options: non-toll, toll and managed lanes. They are described below:

The Expressway Alternative consists of three, full access-controlled through travel lanes in each direction. Grade separations (also referred to as overpasses) would be provided at Sonterra Boulevard, Redland Road, Encino Rio, Evans Road, Stone Oak Parkway, Marshall Road, Wilderness Oaks, Overlook Parkway, Bulverde Road, and Borgfeld Drive. The through travel lanes would be situated between partial access-controlled outer lanes, also known as frontage roads. The frontage road lanes, which would cross local streets at grade via signalized intersections, would be continuous for the length of the proposed project and serve local traffic by providing direct access to businesses, neighborhoods and connecting streets. The Expressway Alternative requires approximately 128 acres of additional right-of-way.

The Elevated Expressway Alternative consists of two-to-three, full access-controlled through travel lanes in each direction (three lanes from Loop 1604 to approximately Overlook Parkway and two lanes north of Overlook Parkway to Borgfeld Drive). The through travel lanes would be elevated for the length of the project, passing uninterrupted over Sonterra Boulevard, Redland Road, Encino Rio, Evans Road, Stone Oak Parkway, Marshall Road, Wilderness Oaks, Overlook Parkway, Bulverde Road, and

Borgfeld Drive. At Loop 1604, the northbound and southbound elevated express lanes would connect directly to eastbound or westbound Loop 1604. The existing US 281 travel lanes, including a portion of the US 281 Super Street, would remain in place as partial access-controlled lanes, crossing local streets at grade via signalized intersections for the length of the proposed project, serving local traffic by providing direct access to businesses, neighborhoods and connecting streets. The Elevated Expressway Alternative requires approximately 99 acres of additional ROW.

The public hearing will be held as follows:
Thursday, June 20, 2013 at San Antonio Shrine Auditorium, 901 North Loop 1604 West, San Antonio 78232 from 5:00pm – 9:00pm.

An open house will be held from 5:00 p.m. to 7:00 p.m. to allow for questions and viewing of project exhibits. A formal presentation will begin at 7:00 p.m. followed by a public comment period. Maps and other drawings showing the proposed location and design will be displayed at the hearing, and the Draft EIS will be available for inspection. Information about TxDOT's relocation assistance program and relocation assistance office will be available. Representatives from TxDOT, Alamo RMA and US 281 EIS Team will be available to answer individual questions.

The US 281 Draft EIS is on file and available for review at the following locations: (1) Alamo Regional Mobility Authority, 613 N.W. Loop 410, Ste. 100, San Antonio, TX 78216; (2) Texas Department of Transportation, 4615 N.W. Loop 410, San Antonio, TX 78229; (3) Jacobs Engineering Group, 911 Central Parkway North, Suite 425, San Antonio, TX 78232; (4) Parman Branch Library at Stone Oak, 20735 Wilderness Oak, San Antonio, TX 78258; (5) Brook Hollow Branch Library, 530 Heimer Road, San Antonio, TX 78232; and (6) San Antonio Central Library, 600 Soledad Street, San Antonio, TX 78205.

A digital version of the Draft Environmental Impact Statement may be downloaded from the project website at http://www.411on281.com/us281eis/.

All interested persons are invited to attend the hearing. Persons interested in attending who have special communication or accommodation needs are encouraged to contact Vicki Crnich at (512) 416-3029 at least two working days prior to the hearing. TxDOT offices are open Monday through Friday, from 8:00 a.m. to 5:00 p.m., excluding state holidays. Because the public hearing will be conducted in English, any requests for language interpreters or other special communication needs should be made at least two working days prior to the public hearing. TxDOT and the Alamo RMA will make every reasonable effort to accommodate these needs.

Verbal and written comments from the public regarding this project are requested. Comments may be presented at the hearing or in writing after the hearing. Written comments may be mailed to TxDOT-ENV, Attention: Vicki Crnich, 125 E. 11th Street, Austin, TX 78701-2483, emailed to US281EIS@AlamoRMA.org; and submitted at http://www.411on281.com/us281eis/ under Submit Comments. Written comments must be received by July 1, 2013 to be included in the public hearing record. A public hearing summary report will be made available for public viewing at the US 281 EIS website http://www.411on281.com/us281eis/ in Fall 2013.

This page intentionally left blank.

APPENDIX B - PUBLICATIONS

This page intentionally left blank.

Notice of Availability for Draft EIS

This page intentionally left blank.

claims.[16] Specifically, during the jurisdictional review of Title VI complaints, OCR may seek clarification regarding the issues articulated by the complainants.[17] OCR may also request interviews of complainants or request additional information from the complainants during the course of an investigation. Finally, in appropriate cases, OCR may offer complainants and recipients an opportunity to participate in Alternative Dispute Resolution concerning the matters raised in the complaint.

B. Recipients: EPA's *Draft Investigation Guidance* states that OCR may work closely with recipients to ensure that the Agency has a complete and accurate record of all relevant information pertaining to the complaint, and a full understanding of the recipient's position relating to the allegations.[18] In order for OCR to perform the appropriate analyses, one of the most important things recipients may do as early as possible is to provide OCR with all of the information relevant to the complaint, including, but not limited to, background information, the permit application(s), monitoring data, computer modeling, other aspects of the recipient's analysis of the application(s), and any information relating to steps the recipient took to address potential Title VI concerns. Moreover, under EPA's Title VI regulations, OCR has the authority to obtain information from recipients and interview recipient staff.[19] Full and expeditious disclosure of such information helps to facilitate resolution of Title VI complaints.[20]

EPA's Title VI regulations provide the recipient with several opportunities to respond to the complaint and to any OCR finding. First, the recipient may make a written submission responding to, rebutting, or denying the allegations raised in a complaint.[21] Second, OCR may attempt to resolve the complaint informally, during which time the recipient will be able to state its position. Third, if OCR makes a preliminary finding of noncompliance with the regulations, the recipient may submit a written response within 50 calendar days of receiving the preliminary finding, demonstrating that the preliminary finding is incorrect or that compliance may be achieved through steps other than those recommended by OCR.[22]

Finally, if OCR begins the procedure to deny, annul, suspend, or terminate EPA assistance, recipients may request a hearing before an Administrative Law Judge (ALJ)[23] and, if the ALJ's decision upholds a finding of noncompliance, the recipient may then file exceptions with the Administrator.[24]

III. Proposed Position

EPA has evaluated its current policy and practices on the role and opportunities of complainants and recipients in complaint processing and resolution efforts. The following is intended to clarify and expand on EPA's existing policy and practices in this regard.

EPA intends to follow these principles in the processing and resolution of Title VI complaints, as applicable and appropriate:

A. Complaint Process

1. EPA may seek clarification from the complainants during its initial review of the administrative complaint. At the time they file a complaint, complainants should provide EPA any relevant information available to them which supports their claim(s).

2. Upon acceptance of a complaint, but prior to the initiation of an investigation, EPA will offer in appropriate cases, at EPA's expense, complainants and recipients the opportunity to engage in Alternative Dispute Resolution efforts. EPA considers the ADR process to be a viable option for complainants and recipients to address some, if not all, of the issues raised in a complaint.

3. EPA will continue its present practice of requesting additional information (e.g. interviews) from the complainants and recipients during the course of an investigation.

4. EPA will make information in its case tracking system available.

B. Informal Resolution And/Or Voluntary Compliance

EPA may, at any point prior to a preliminary finding of compliance, seek to informally resolve complaints of discrimination.

Following issuance of a preliminary determination of noncompliance, EPA may enter into a voluntary compliance agreement with a recipient to resolve a complaint. Where EPA issues a preliminary finding of noncompliance, in addition to notifying the recipient, per the regulations, EPA intends to notify complainant of said finding.[25] EPA will also, at the appropriate time, notify the public of a preliminary finding of noncompliance by posting its decision on its public access Web sites.

If resolution discussions are occurring between EPA and the recipient, EPA will use its discretion, when appropriate, to engage complainants who want to provide input on potential remedies, and EPA will determine based on its discretion when such engagement may occur during the process. For instance, EPA, in appropriate cases, may request and consider complainant's input on potential remedies for the complaint and may forward the suggested remedies to the recipient for further discussion with EPA. Alternatively, depending on the complaint, EPA may seek and consider complainant's input on potential terms of a settlement agreement.

C. Alternative Dispute Resolution

As stated above, EPA considers the ADR process to be a viable option for complainants and recipients to address some, if not all, of the issues raised in Title VI complaints. As appropriate, EPA may offer the complainant and the recipient an opportunity to engage in the ADR process at any stage in the complaint process, even if an investigation has started.

Dated: April 16, 2013.

Diane E. Thompson,

Chief of Staff, Office of the Administrator.

[FR Doc. 2013–09922 Filed 4–25–13; 8:45 am]

BILLING CODE 6560–50–P

ENVIRONMENTAL PROTECTION AGENCY

[ER–FRL–9008–8]

Environmental Impacts Statements; Notice of Availability

Responsible Agency: Office of Federal Activities, General Information (202) 564–7146 or *http://www.epa.gov/compliance/nepa/.*

Weekly receipt of Environmental Impact Statements Filed 04/15/2013 Through 04/19/2013 Pursuant to 40 CFR 1506.9.

Notice

Section 309(a) of the Clean Air Act requires that EPA make public its comments on EISs issued by other Federal agencies. EPA's comment letters

[16] See *Draft Revised Investigation Guidance,* 65 FR 39,650, 39,671 (proposed June 27, 2000).

[17] 40 CFR 7.120(d)(1).

[18] See *Draft Revised Investigation Guidance,* 65 FR at 39,671.

[19] 40 CFR 7.85(b), (f).

[20] In addition to considering information supplied by recipients, OCR will also evaluate information provided by complainants.

[21] 40 CFR 7.120(d)(1)(iii).

[22] 40 CFR 7.115(d)(2).

[23] 40 CFR 7.130(b)(2).

[24] 40 CFR 7.130(b)(3).

[25] When preliminary finding has been made and the EPA is engaging in voluntary compliance in accordance with 40 CFR 7.115(d), EPA retains the discretion to contact the Recipient first.

on EISs are available at: *http://www.epa.gov/compliance/nepa/eisdata.html.*

SUPPLEMENTARY INFORMATION: Due to EPA's agency-wide furlough day on Friday, May 24th and the Federal holiday on Monday, May 27th, all EISs must be filed with EPA by Thursday, May 23rd by 5:00 p.m. eastern time for publication under a Notice of Availability in the **Federal Register** for Friday, May 31st.

EIS No. 20130100, Draft EIS, USACE, CA, Placer Vineyards Specific Plan (SPK–1999–00737), Comment Period Ends: 06/10/2013, Contact: William Ness 916–557–5268.

EIS No. 20130101, Final EIS, BLM, NV, Proposed Sloan Hills Competitive Mineral Material Sales, Review Period Ends: 05/28/2013, Contact: Shonna Dooman 702–515–5174.

EIS No. 20130102, Final EIS, BLM, WY, Gateway West Transmission Line Project, Wyoming and Idaho, Review Period Ends: 06/28/2013, Contact: Walt George 307–775–6116.

EIS No. 20130103, Final EIS, NMFS, 00, Amendment 5 to the Atlantic Herring Fishery Management Plan, Review Period Ends: 05/28/2013, Contact: Carrie Nordeen 978–281–9272.

EIS No. 20130104, Draft EIS, FHWA, AZ, South Mountain Freeway (Loop 202), Interstate 10 (Papago Freeway) to Interstate 10 (Maricopa Freeway), Comment Period Ends: 07/24/2013, Contact: Alan Hansen 602–382–8964.

EIS No. 20130105, Draft EIS, FHWA, TX, US 281 from Loop 1604 to Borgfeld, Comment Period Ends: 07/01/2013, Contact: Mr. Salvador Deocampo 512–536–5950.

EIS No. 20130106, Final EIS, NMFS, 00, Amendment 5a to the 2006 Consolidated Highly Migratory Species Fishery Management Plan, Review Period Ends: 05/28/2013, Contact: Peter Cooper 301–427–8503.

EIS No. 20130107, Final EIS, NRCS, WY, Henrys Fork Salinity Control Project Plan and Irrigation Improvements, Review Period Ends: 05/28/2013, Contact: Astrid Martinez 307–233–6750.

EIS No. 20130108, Final EIS, USA, HI, Construction and Operation of a Platoon Battle Course at Pohakuloa Training Area, Review Period Ends: 05/28/2013, Contact: Linda B. McDowell 210–466–1593.

Dated: April 23, 2013.

Cliff Rader,

Director, NEPA Compliance Division, Office of Federal Activities.

[FR Doc. 2013–09951 Filed 4–25–13; 8:45 am]

BILLING CODE 6560–50–P

EXPORT-IMPORT BANK

Postponement Notice of Open Special Meeting of the Sub-Saharan Africa Advisory Committee of the Export-Import Bank of the United States (Ex-Im Bank)

SUMMARY: The Sub-Saharan Africa Advisory Committee was established by Public Law 105–121, November 26, 1997, to advise the Board of Directors on the development and implementation of policies and programs designed to support the expansion of the Bank's financial commitments in Sub-Saharan Africa under the loan, guarantee, and insurance programs of the Bank. Further, the Committee shall make recommendations on how the Bank can facilitate greater support by U.S. commercial banks for trade with Sub-Saharan Africa.

Postponement: The Sub-Saharan Africa Advisory Committee of the Export-Import Bank of the United States must postpone its Tuesday, April 30, 2013, Open Special Meeting until further notice.

FOR FURTHER INFORMATION CONTACT: For further information, contact Exa Richards, 811 Vermont Avenue NW., Washington, DC 20571, (202) 565–3455.

Sharon Whitt,

Director, Information Quality and Records Management.

[FR Doc. 2013–09868 Filed 4–25–13; 8:45 am]

BILLING CODE 6690–01–P

FEDERAL COMMUNICATIONS COMMISSION

Information Collection Being Reviewed by the Federal Communications Commission Under Delegated Authority

AGENCY: Federal Communications Commission.

ACTION: Notice; request for comments.

SUMMARY: As part of its continuing effort to reduce paperwork burden and as required by the Paperwork Reduction Act (PRA) of 1995 (44 U.S.C. 3501–3520), the Federal Communications Commission invites the general public and other Federal agencies to take this opportunity to comment on the following information collection(s).

Comments are requested concerning whether the proposed collection of information is necessary for the proper performance of the functions of the Commission, including whether the information shall have practical utility; the accuracy of the Commission's burden estimate; ways to enhance the quality, utility, and clarity of the information collected; ways to minimize the burden of the collection of information on the respondents, including the use of automated collection techniques or other forms of information technology; and ways to further reduce the information burden for small business concerns with fewer than 25 employees.

The FCC may not conduct or sponsor a collection of information unless it displays a currently valid OMB control number. No person shall be subject to any penalty for failing to comply with a collection of information subject to the Paperwork Reduction Act (PRA) that does not display a valid OMB control number.

DATES: Written Paperwork Reduction Act (PRA) comments should be submitted on or before June 25, 2013. If you anticipate that you will be submitting PRA comments, but find it difficult to do so within the period of time allowed by this notice, you should advise the FCC contact listed below as soon as possible.

ADDRESSES: Submit your PRA comments to Nicholas A. Fraser, Office of Management and Budget, via fax at 202–395–5167 or via Internet at *Nicholas_A._Fraser@omb.eop.gov* and to Judith B. Herman, Federal Communications Commission, via the Internet at *judith-b.herman@fcc.gov.* To submit your PRA comments by email send them to: *PRA@fcc.gov.*

FOR FURTHER INFORMATION CONTACT: Judith B. Herman, Office of Managing Director, (202) 418–0214.

SUPPLEMENTARY INFORMATION:

Form Number: N/A.

Type of Review: Extension of a currently approved collection.

Respondents: Business or other for-profit entities.

Number of Respondents: 70 respondents; 70 responses.

Estimated Time per Response: 4 hours.

Frequency of Response: Recordkeeping requirement and on occasion reporting requirement.

Obligation to Respond: Required to obtain or retain benefits. Statutory authority for this information collection is contained in 47 U.S.C. sections 154(i) and 309(j) of the Communications Act of 1934, as amended.

Total Annual Burden: 280 hours.

Total Annual Cost: $42,400.

Privacy Impact Assessment: N/A.

Needs and Uses: The Commission is seeking OMB approval for an extension of this information collection in order to obtain the full three year approval from them. There are no changes to the

2. Rehabilitate turnarounds Runway 13-31

3. Rehab apron and hangar access taxiways

4. Construct additional T-hangars and hangar access pavement

5. Install game fence and gates North East perimeter

The DBE/HUB goal for the current project is 11 percent. TxDOT Project Manager is Eusebio Torres, P.E.

Future scope work items for engineering/design services within the next five years may include the following:

Construct T-hangars; construct maintenance hangar; construct auto parking 10 units; install PAPI-2 Runway 13-31; rehabilitate hangar access taxiways; new runway construction; extend runway and parallel taxiway.

Nueces County reserves the right to determine which of the above scope of services may or may not be awarded to the successful firm and to initiate additional procurement action for any of the services above.

To assist in your qualification statement preparation the criteria, 5010 drawing, project diagram, and most recent Airport Layout Plan are available online at

www.txdot.gov/inside-txdot/division/aviation/projects.html by selecting "Nueces County." The qualification statement should address a technical approach for the current scope only. Firms shall use page 4, Recent Airport Experience, to list relevant past projects for both current and future scope.

Interested firms shall utilize the latest version of Form AVN-550, titled "Qualifications for Aviation Architectural/Engineering Services." The form may be requested from TxDOT Aviation Division, 125 E. 11th Street, Austin, Texas 78701-2483, phone number, 1-800-68-PILOT (74568). The form may be emailed by request or downloaded from the TxDOT web site at

www.txdot.gov/inside-txdot/division/aviation/projects.html. The form may not be altered in any way. All printing must be in black on white paper, except for the optional illustration page. Firms must carefully follow the instructions provided on each page of the form. Qualifications shall not exceed the number of pages in the AVN-550 template. The AVN-550 consists of eight eight and one half by eleven inch pages of data plus one optional illustration page. The optional illustration page shall be no larger than eleven by seventeen inches and may be folded to an eight and one half by eleven inch size. A prime provider may only submit one AVN-550. If a prime provider submits more than one AVN-550, that provider will be disqualified. AVN-550s shall be stapled but not bound or folded in any other fashion. AVN-550s WILL NOT BE ACCEPTED IN ANY OTHER FORMAT.

ATTENTION: To ensure utilization of the latest version of Form AVN-550, firms are encouraged to download Form AVN-550 from the TxDOT website as addressed above. Utilization of Form AVN-550 from a previous download may not be the exact same format. Form AVN-550 is a PDF Template.

Please note:

Five completed copies of Form AVN-550 **must be received** by TxDOT Aviation Division at 150 East Riverside Drive, 5th Floor, South Tower, Austin, Texas 78704 no later than May 21, 2012, 4:00 p.m. Electronic facsimiles or forms sent by email will not be accepted. Please mark the envelope of the forms to the attention of Sheri Quinlan.

The consultant selection committee will be composed of Aviation Division staff members. The final selection by the committee will generally be made following the completion of review of AVN-550s. The committee will review all AVN-550s and rate and rank each. The Evaluation Criteria for Engineering Qualifications can be found at

www.txdot.gov/inside-txdot/division/aviation/projects.html under the Notice to Consultants link. All firms will be notified and the top rated firm will be contacted to begin fee negotiations. The selection committee does, however, reserve the right to conduct interviews for the top rated firms if the committee deems it necessary. If interviews are conducted, selection will be made following interviews.

Please contact TxDOT Aviation for any technical or procedural questions at 1-800-68-PILOT (74568). For procedural questions, please contact Sheri Quinlan. For technical questions, please contact Eusebio Torres, P.E., Project Manager.

TRD-201301519
Joanne Wright
Deputy General Counsel
Texas Department of Transportation
Filed: April 15, 2013

♦ ♦ ♦

Notice of Availability - Draft Environmental Impact Statement

The Texas Department of Transportation (TxDOT) is advising the public of the availability of the approved Draft Environmental Impact Statement for the proposed construction on US 281 from Loop 1604 to Borgfeld Drive in Bexar County, Texas. The proposed project is being developed with the Alamo Regional Mobility Authority (Alamo RMA) and the Federal Highway Administration (FHWA).

The US 281 Corridor Project would extend approximately 8 miles, add additional travel lanes, and would include four direct connector ramps that comprise the northern half of the US 281 interchange with Loop 1604. The build alternatives have three funding options: non-toll, toll, and managed lanes. Controlled access is proposed from Loop 1604 to Borgfeld Drive. The social, economic, and environmental impacts of the proposed project have been analyzed in the Draft Environmental Impact Statement.

The need for improvements to US 281 arises from historic and continuing trends in population and employment growth along the US 281 project corridor and within the surrounding areas. This growth generates increasing amounts of vehicle travel, which in turn impedes the function of US 281 to provide regional mobility and local access, leading to lengthy travel delays and a high rate of vehicle crashes. The purpose of the US 281 Corridor Project is to improve mobility and accessibility, enhance safety, and improve community quality of life.

A total of two build alternatives, in addition to the No-Build Alternative, are presented in the Draft Environmental Impact Statement.

A public hearing will be held on Thursday, June 20, 2013 at the San Antonio Shrine Auditorium, 901 North Loop 1604 West, San Antonio, TX 78232. An open house will be held from 5:00 p.m. to 7:00 p.m. to allow for questions and viewing of project exhibits. A formal presentation will begin at 7:00 p.m. followed by a public comment period. Announcements will be published in the *San Antonio Express-News* and *La Prensa.* More information can be found at

http://www.411on281.com/us281eis/.

Copies of the Draft Environmental Impact Statement and other information about the project may be obtained by contacting Ms. Vicki Crnich at TxDOT-ENV at (512) 416-3029 or by email at Vicki.Crnich@txdot.gov. The document is on file and available for review at the following locations: (1) Alamo Regional Mobility Authority, 613 N.W. Loop 410, Suite 100, San Antonio, TX 78216; (2) Texas Department of Transportation, 4615 N.W. Loop 410, San Antonio, TX 78229; (3)

Jacobs Engineering Group, 911 Central Parkway North, Suite 425, San Antonio, TX 78232; (4) Parman Branch Library at Stone Oak, 20735 Wilderness Oak, San Antonio, TX 78258; (5) Brook Hallow Branch Library, 530 Heimer Road, San Antonio, TX 78232; and (6) San Antonio Central Library, 600 Soledad Street, San Antonio, TX 78205.

A digital version of the Draft Environmental Impact Statement may be downloaded from the project website at

http://www.411on281.com/us281eis/.

Copies of the Draft Environmental Impact Statement and other information about the project may also be requested in writing from Jacobs Engineering Group, Attention US 281 EIS Team, 2911 Central Parkway North, Suite 425, San Antonio, TX 78232 or by email at

US281EIS@AlamoRMA.org. CD copies may be obtained free of charge and paper copies for a fee of approximately $630.00.

Comments regarding the Draft Environmental Impact Statement may be submitted to TxDOT-ENV, Attention: Vicki Crnich, 125 E. 11th Street, Austin, TX 78701-2483. Comments will also be accepted by e-mail to

US281EIS@AlamoRMA.org and at

http://www.411on281.com/us281eis/ under Submit Comments. The comment period closes on July 1, 2013.

TRD-201301525
Joanne Wright
Deputy General Counsel
Texas Department of Transportation
Filed: April 16, 2013

♦ ♦ ♦

HEARST *media services*

San Antonio Express-News | mySA.com | Yahoo!

SAN ANTONIO EXPRESS NEWS
AFFIDAVIT OF PUBLICATION

STATE OF TEXAS:
COUNTY OF BEXAR

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

Customer ID: 704399
Customer Name: Alamo Regional Mobility Auth
Order ID: 2415305

Publication	Pub Date
EN Classified	26-APR-13

Lynette Nelson

Lynette Nelson
Bookkeeper

Sworn and subscribed to before me, this 26th **day of** April **A.D.** 2013

Notary public in and for the State of Texas

Olivia D. Chaverria

OLIVIA D. CHAVERRIA
MY COMMISSION EXPIRES
July 17, 2014

TEXAS DEPARTMENT OF TRANSPORTATION

Public Notice
FHWA-TX-EIS-11-02-D

Notice of Availability - Draft Environmental Impact Statement: The Texas Department of Transportation (TxDOT) is advising the public of the availability of the approved Draft Environmental Impact Statement for the proposed construction on US 281, from Loop 1604 to Borgfeld Drive in Bexar County, Texas. The proposed project is being developed with the Alamo Regional Mobility Authority (Alamo RMA) and the Federal Highway Administration (FHWA).

The US 281 Corridor Project would extend approximately 8 miles, add additional travel lanes, and would include four direct connector ramps that comprise the northern half of the US 281 interchange with Loop 1604. The build alternatives have three funding options: non-toll, toll and managed lanes. Controlled access is proposed from Loop 1604 to Borgfeld Drive. The social, economic, and environmental impacts of the proposed project have been analyzed in the Draft Environmental Impact Statement.

The need for improvements to US 281 arises from historic and continuing trends in population and employment growth along the US 281 project corridor and within the surrounding areas. This growth generates increasing amounts of vehicle travel, which in turn impedes the function of US 281 to provide regional mobility and local access, leading to lengthy travel delays and a high rate of vehicle crashes. The purpose of the US 281 Corridor Project is to improve mobility and accessibility, enhance safety, and improve community quality of life.

A total of two build alternatives, in addition to the No-Build Alternative, are presented in the Draft Environmental Impact Statement.

A public hearing will be held on Thursday, June 20, 2013 at San Antonio Shrine Auditorium, 901 North Loop 1604 West, San Antonio 78232. An open house will be held from 5:00 p.m. to 7:00 p.m. to allow for questions and viewing of project exhibits. A formal presentation will begin at 7:00 p.m. followed by a public comment period. Announcements will be published in the San Antonio Express-News and La Prensa. More information can be found at http://www.411on281.com/us281eis/.

Copies of the Draft Environmental Impact Statement and other information about the project may be obtained by contacting Ms. Vicki Crnich at TxDOT-ENV at (512) 416-3029 or by email at Vicki.Crnich@txdot.gov. The document is on file and available for review at the following locations: (1) Alamo Regional Mobility Authority, 613 N.W. Loop 410, Ste. 100, San Antonio, TX 78216; (2) Texas Department of Transportation, 4615 N.W. Loop 410, San Antonio, TX 78229; (3) Jacobs Engineering Group, 911 Central Parkway North, Suite 425, San Antonio, TX 78232; (4) Parman Branch Library at Stone Oak, 20735 Wilderness Oak, San Antonio, TX 78258; (5) Brook Hollow Branch Library, 530 Heimer Road, San Antonio, TX 78232; and (6) San Antonio Central Library, 600 Soledad Street, San Antonio, TX 78205.

A digital version of the Draft Environmental Impact Statement may be downloaded from the project website at http://www.411on281.com/us281eis/.

Copies of the Draft Environmental Impact Statement and other information about the project may also be requested in writing from Jacobs Engineering Group, Attention US 281 EIS Team, 911 Central Parkway North, Suite 425, San Antonio, TX 78232 or by email at US281EIS@AlamoRMA.org. CD copies may be obtained free of charge and paper copies for a fee of approximately $630.00.

Comments regarding the Draft Environmental Impact Statement may be submitted to TxDOT-ENV, Attention: Vicki Crnich, 125 E. 11th Street, Austin, TX 78701-2483. Comments will also be accepted by e-mail to US281EIS@AlamoRMA.org and at http://www.411on281.com/us281eis/ under Submit Comments. The comment period closes on July 1, 2013.

STATE OF TEXAS

COUNTY OF BEXAR

Before me, a Notary Public in and for Bexar County, this day personally appeared Tino Duran, Publisher of La Prensa De San Antonio who being duly sworn by oath, stated that the Alamo Regional Mobility Authority requested a publication: US 281 EIS Public Notice where, it was published in La Prensa Bilingual Newspaper on April 28, 2013.

Tino Duran

Signature

SWORN AND SUBSCRIBED BEFORE ME THE 28th DAY OF JUNE 2013.

Annai Vieyra

Notary Public

My Commission expires:

ANNAI VIEYRA
NOTARY PUBLIC
STATE OF TEXAS
EXPIRES
09-14-2016

Departamento de Transporte de Texas

Noticia al Público

FHWA-TX-EIS-11-02-D

Noticia de Disponibilidad – Borrador de la Declaración de Impactos Ambientales: El Departamento de Transporte de Texas (conocido como TxDOT por su sigla en inglés) está avisando al público de la disponibilidad del Borrador de la Declaración de Impactos Ambientales aprobado para la construcción propuesta en la carretera US 281, del Loop 1604 a Borgfeld Drive en el Condado de Bexar, Texas. El proyecto propuesto se está desarrollando con la Autoridad Regional de Movilidad Alamo (conocida como el Alamo RMA por su sigla en inglés) y la Administración Federal del Carreteras (conocida como FHWA por su sigla en inglés.)

El Proyecto del Corredor de la Carretera US 281 la extendiera aproximadamente 8 millas, agregaría carriles de tráfico adicionales, e incluirá cuatro rampas de conexión directa que constan de la mitad al norte del intercambio de la carretera US 281 con Loop 1604. Las alternativas para construcción tienen tres opciones para financiamiento: sin-tarifa, tarifa, y carriles administrados. Se propone acceso controlado del Loop 1604 hasta Borgfeld Drive. Los impactos sociales, económicos y ambientales del proyecto propuesto han sido analizados en el Borrador de la Declaración de Impactos Ambientales.

La necesidad de mejoras a la carretera US 281 resulta de tendencias históricas y actuales de crecimiento en la población y en el empleo por el corredor del proyecto de la carretera US 281 y dentro de la zona a su alrededor. Este crecimiento genera cantidades crecientes de vehículos, que a la vez impiden la función de la carretera US 281 para proveer movilidad regional y acceso local, que resulta en retrasos de viajes y una taza alta de choques de vehículos. El propósito del Proyecto del Corredor de la Carretera US 281 es de mejorar la movilidad y acceso, realzar la seguridad, y mejorar la calidad de vida de la comunidad.

Un total de dos alternativas para construcción, además de la Alternativa de No-Construcción, se presentan en el Borrador de la Declaración de Impactos Ambientales.

Una audiencia pública tomará lugar el jueves, 20 de junio de 2013 en el auditorio del San Antonio Shrine, 901 Norte Loop 1604 al Oeste (901 North Loop 1604 West en inglés), San Antonio, TX 78232. Una exhibición abierta al público será de las 5:00 p.m. hasta las 7:00 p.m. para permitir preguntas y revisar las exhibiciones del proyecto. Una presentación formal comenzará a las 7:00 p.m. con un periodo de comentario público después. Anuncios se publicarán en el San Antonio Express-News y en La Prensa. Se puede encontrar más información en el sitio web de http://www.411on281.com/us281eis/.

Copias del Borrador de la Declaración de Impactos Ambientales y otra información respecto al proyecto se puede conseguir por contactar a Vicky Crnich en TxDOT-ENV al (512) 416-3029 o por correo electrónico al Vicki.Crnich@txdot.gov. El documento está archivado y disponible para leer en los locales a continuación: (1) La Autoridad de Movilidad Regional Alamo (Alamo RMA), 613 N.W. Loop 410, Suite 100, San Antonio, TX 78216; (2) El Departamento de Transporte de Texas (TxDOT), 4615 N.W. Loop 410, San Antonio, TX 78229; (3) Jacobs Engineering Group, 911 Central Parkway North, Suite 425, San Antonio, TX 78232; (4) sucursal de biblioteca Parman en Stone Oak, 20735 Wilderness Oak, San Antonio, TX 78258 (5) sucursal de biblioteca Brook Hollow, 530 Heimer Road, San Antonio, TX 78232; y (6) Biblioteca Central de San Antonio, 600 Soledad Street, San Antonio, TX 78205.

Se puede descargar una versión digital del Borrador de la Declaración de Impactos Ambientales del sitio web del proyecto al http://www.411on281.com/us281eis/.

Copias del Borrador de la Declaración de Impactos Ambientales y otra información respecto al proyecto también se le puede pedir por escrito al Jacobs Engineering Group, Atención: US 281 EIS Team, 911 Central Parkway North, Suite 425, San Antonio, TX 78232 o por correo electrónico al US281EIS@AlamoRMA.org. Copias del CD se pueden obtener gratis y la copia en papel se consigue con el pago de aproximadamente $630.00.

Comentarios respecto al Borrador de la Declaración de Impactos Ambientales se pueden someter a TxDOT-ENV, Atención: Vicki Crnich, 125 E. 11th Street, Austin, TX, 78701-2483. Comentarios también se aceptarán por correo electrónico al US281EIS@AlamoRMA.org y al http://www.411on281.com/us281eis/ bajo "Someter Comentarios" (Submit Comments). El periodo de comentarios termina el 1o de julio de 2013.

This page intentionally left blank.

Announcements and Media Coverage

This page intentionally left blank.

HEARST *media services*

San Antonio Express-News | mySA.com | Yahoo!

SAN ANTONIO EXPRESS NEWS
AFFIDAVIT OF PUBLICATION

STATE OF TEXAS:
COUNTY OF BEXAR

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

Customer ID: 704399
Customer Name: Alamo Regional Mobility Auth
Order ID: 2426962

Publication	Pub Date
EN Classified	19-MAY-13

Lynette Nelson

Lynette Nelson
Bookkeeper

Sworn and subscribed to before me, this 23rd day of May A.D. 2013

Notary public in and for the State of Texas

Olivia D. Chaverria

OLIVIA D. CHAVERRIA
MY COMMISSION EXPIRES
July 17, 2014

NOTICE OF PUBLIC HEARING
US 281 Draft Environmental Impact Statement (EIS)
Loop 1604 to Borgfeld Drive, Bexar County

The Alamo Regional Mobility Authority (Alamo RMA) and Texas Department of Transportation (TxDOT) will conduct a public hearing to present the findings of the preliminary engineering and environmental studies, and the proposed roadway improvements for US 281 from Loop 1604 to Borgfeld Drive in Bexar County. The US 281 Corridor Project would extend approximately 8 miles, add additional travel lanes, and would include four direct connector ramps that comprise the northern half of the US 281 interchange with Loop 1604. Two build alternatives, in addition to the No-Build Alternative, are presented in the Draft EIS. The build alternatives have three funding options: non-toll, toll and managed lanes. They are described below:

The Expressway Alternative consists of three, full access-controlled through travel lanes in each direction. Grade separations (also referred to as overpasses) would be provided at Sonterra Boulevard, Redland Road, Encino Rio, Evans Road, Stone Oak Parkway, Marshall Road, Wilderness Oaks, Overlook Parkway, Bulverde Road, and Borgfeld Drive. The through travel lanes would be situated between partial access-controlled outer lanes, also known as frontage roads. The frontage road lanes, which would cross local streets at grade via signalized intersections, would be continuous for the length of the proposed project and serve local traffic by providing direct access to businesses, neighborhoods and connecting streets. The Expressway Alternative requires approximately 128 acres of additional right-of-way.

The Elevated Expressway Alternative consists of two-to-three, full access-controlled through travel lanes in each direction (three lanes from Loop 1604 to approximately Overlook Parkway and two lanes north of Overlook Parkway to Borgfeld Drive). The through travel lanes would be elevated for the length of the project, passing uninterrupted over Sonterra Boulevard, Redland Road, Encino Rio, Evans Road, Stone Oak Parkway, Marshall Road, Wilderness Oaks, Overlook Parkway, Bulverde Road, and Borgfeld Drive. At Loop 1604, the northbound and southbound elevated express lanes would connect directly to eastbound or westbound Loop 1604. The existing US 281 travel lanes, including a portion of the US 281 Super Street, would remain in place as partial access-controlled lanes, crossing local streets at grade via signalized intersections for the length of the proposed project, serving local traffic by providing direct access to businesses, neighborhoods and connecting streets. The Elevated Expressway Alternative requires approximately 99 acres of additional ROW.

The public hearing will be held as follows: Thursday, June 20, 2013 at San Antonio Shrine Auditorium, 901 North Loop 1604 West, San Antonio 78232 from 5:00 pm - 9:00 pm.

An open house will be held from 5:00 p.m. to 7:00 p.m. to allow for questions and viewing of project exhibits. A formal presentation will begin at 7:00 p.m. followed by a public comment period. Maps and other drawings showing the proposed location and design will be displayed at the hearing, and the Draft EIS will be available for inspection. Information about TxDOT's relocation assistance program and relocation assistance office will be available. Representatives from TxDOT, Alamo RMA and US 281 EIS Team will be available to answer individual questions.

The US 281 Draft EIS is on file and available for review at the following locations: (1) Alamo Regional Mobility Authority, 613 N.W. Loop 410, Ste. 100, San Antonio, TX 78216; (2) Texas Department of Transportation, 4615 N.W. Loop 410, San Antonio, TX 78229; (3) Jacobs Engineering Group, 911 Central Parkway North, Suite 425, San Antonio, TX 78232; (4) Parman Branch Library at Stone Oak, 20735 Wilderness Oak, San Antonio, TX 78258; (5) Brook Hollow Branch Library, 530 Heimer Road, San Antonio, TX 78232; and (6) San Antonio Central Library, 600 Soledad Street, San Antonio, TX 78205.

A digital version of the Draft Environmental Impact Statement may be downloaded from the project website at http://www.411on281.com/us281eis/.

STATE OF TEXAS

COUNTY OF BEXAR

Before me, a Notary Public in and for Bexar County, this day personally appeared Tino Duran, Publisher of La Prensa De San Antonio who being duly sworn by oath, stated that the Alamo Regional Mobility Authority requested a publication: US 281 EIS Public Notice where, it was published in La Prensa Bilingual Newspaper on May 19, 2013.

Tino Duran

Signature

SWORN AND SUBSCRIBED BEFORE ME THE 28th DAY OF JUNE 2013.

Annai Vieyra

Notary Public

My Commission expires:

ANNAI VIEYRA
NOTARY PUBLIC
STATE OF TEXAS
EXPIRES
09-14-2016

ficados

Noticia de una Audiencia Pública
Declaración de Impactos Ambientales Preliminar (DIAP) de la carretera US 281
De Loop 1604 hasta Borgfeld Drive,

La Autoridad Regional de Movilidad Alamo (Alamo RMA por su sigla en inglés) y el Departamento de Transporte de Texas (TxDOT por su sigla en inglés) conducirán una audiencia pública para presentar los resultados de las investigaciones preliminares de ingeniería y del ambiente, y las mejoras propuestas para la carretera US 281 de Loop 1604 hasta Borgfeld Drive en el Condado de Bexar. El proyecto del corredor US 281 desplegará aproximadamente ocho millas, agregaría carriles de viaje adicionales, e incluirá cuatro rampas de conexión directa que constan la mitad al norte del intercambio de la carretera US 281 con Loop 1604. Dos Alternativas para Construcción, junto con la Alternativa Sin Construcción, se presentan en la Declaración de Impactos Ambientales Preliminar (DIAP). Las Alternativas para Construcción tienen tres opciones para financiamiento: sin tarifa, con tarifa, y carriles administrados. Sus descripciones están a continuación:

La Alternativa Autopista consiste en tres vías de viaje continua con acceso completamente controlado en cada dirección. Pasos a desnivel (pasos elevados) estarán proveídos en Sonterra Boulevard, Redland Road, Encino Rio, Evans Road, Stone Oak Parkway, Marshall Road, Wilderness Oaks, Overlook Parkway, Bulverde Road, y Borgfeld Drive. Las vías de viaje continua estarán situadas entre vías exteriores con acceso parcialmente controlado, también conocidos como caminos laterales. Los caminos laterales, los cuales cruzarán calles locales a nivel por medio de intersecciones con semáforos, serán continuos a lo largo del proyecto propuesto y servirán trafico local proveyendo acceso directo a negocios, vecindades y calles conectadas. La Alternativa Autopista requiere aproximadamente 128 acres de derecho de vía adicional.

La Alternativa de Autopista Elevada consiste en dos a tres vías de viaje continua con acceso completamente controlado en cada dirección (tres vías de Loop 1604 hasta aproximadamente Overlook Parkway y dos vías al norte de Overlook Parkway hasta Borgfield Drive). Las vías de viaje continua serán elevadas pasando sin interrupción sobre Sonterra Boulevard, Redland Road, Encino Rio, Evans Road, Stone Oak Parkway, Marshall Road, Wilderness Oaks, Overlook Parkway, Bulverde Road, y Borgfeld Drive. En Loop 1604, las vías de autopista elevadas con dirección hacia el sur y el norte se conectarán directamente a Loop 1604 hacia el este o el oeste. Las actuales vías de viaje de la US 281, incluyendo una porción de la Super Street US 281, se mantendrán en su lugar como acceso parcialmente controlado, cruzando calles locales a nivel por medio de intersecciones con semáforos a lo largo del proyecto propuesto, sirviendo tráfico local, proveyendo acceso directo a negocios, vecindades, y calles conectadas. La Alternativa de Autopista Elevada requiere aproximadamente 99 acres de derecho de vía adicional.

La audiencia pública se conducirá de la manera indicada a continuación:
El jueves, 20 de junio de 2013, en el San Antonio Shrine Auditorium, 901 N. Loop 1604 W., San Antonio 78232, de las 5:00 pm – 9:00 pm.

Una exhibición abierta al público se conducirá de las 5:00 pm a las 7:00 pm para permitir preguntas y para ver las exhibiciones del proyecto. Una presentación formal comenzará a las 7:00 pm con un periodo para comentario público después. Mapas y otros dibujos enseñando los locales propuestos y diseños estarán de exhibición en la audiencia pública, y la DIAP estará disponible para inspección. Información respecto al programa de asistencia para traslado y la oficina de asistencia para traslado de TxDOT estarán disponibles. Representantes del TxDOT, la Alamo RMA y el equipo de la DIA de US 281 estarán disponibles para contestar preguntas individuales.

La DIAP de la carretera US 281 esta archivado y disponible para revisar en las localidades a continuación: (1) la Autoridad Regional de Movilidad Alamo, 613 N.W. Loop 410, Ste. 100, San Antonio, TX 78216; (2) el Departamento de Transporte de Texas, 4615 N.W. Loop 410, San Antonio, TX 78229; (3) Jacobs Engineering Group, 911 Central Parkway North, Suite 425, San Antonio, TX 78232; (4) Parman Branch Library en Stone Oak, 20735 Wilderness Oak, San Antonio, TX 78258; (5) Brook Hollow Branch Library, 530 Heimer Road, San Antonio, TX 78232; y (6) San Antonio Central Library, 600 Soledad Street, San Antonio, TX 78205.

Una versión digital de la Declaración de Impactos Ambientales Preliminar puede ser descargado en el sitio de web del proyecto al http://www.411on281.com/us281eis/.

Toda persona interesada está invitada a asistir a la audiencia pública. Animamos a las personas interesadas en asistir que tienen necesidades especiales de comunicación y acomodación de ponerse en comunicación con Vicki Crnich al (512) 416-3029 por lo menos dos días de jornada antes de la audiencia. Las oficinas de TxDOT están abiertas de lunes a viernes de las 8:00 am hasta las 5:00 pm, excluyendo días feriados del estado. Porque la audiencia pública se conducirá en inglés, cualquier petición para intérpretes de lenguaje u otras necesidades de comunicación especiales deben hacerse por lo menos dos días de jornada antes de la audiencia pública. TxDOT y la Alamo RMA harán todo esfuerzo razonable para acomodar estas necesidades.

Se le pide del público comentarios verbales y por escrito relacionados con este proyecto. Comentarios se pueden presentar en la audiencia o por escrito después de ella. Comentarios por escrito se pueden mandar por correo a TxDOT-ENV, Atención: Vicki Crnich, 125 E. 11th Street, Austin, TX 78701-2483, por correo electrónico al US281EIS@AlamoRMA.org; y sometidos al http://www.411on281.com/us281eis/ bajo "Submit Comments" (Someter Comentarios). Comentarios por escrito tienen que ser recibidos para el 1 de julio de 2013 para ser incluidos en el registro de la audiencia pública. Un Informe del resumen de la audiencia pública será disponible para revisión pública en el sitio web de la DIA de la carretera US 281, http://www.411on281.com/us281eis/ en otoño de 2013.

HEARST *media services*

San Antonio Express-News | mySA.com | Yahoo!

SAN ANTONIO EXPRESS NEWS
AFFIDAVIT OF PUBLICATION

STATE OF TEXAS:
COUNTY OF BEXAR

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

Customer ID: 726996
Customer Name: Bexar County Public Works
Order ID: 2438244

Publication	Pub Date
EN Classified	09-JUN-13

Lynette Nelson

Lynette Nelson
Bookkeeper

Sworn and subscribed to before me, this 28th **day of** June **A.D.** 2013

Notary public in and for the State of Texas

Olivia D. Chaverria

OLIVIA D. CHAVERRIA
MY COMMISSION EXPIRES
July 17, 2014

NOTICE OF PUBLIC HEARING
US 281 Draft Environmental Impact Statement (EIS)
Loop 1604 to Borgfeld Drive
Bexar County

The Alamo Regional Mobility Authority (Alamo RMA) and Texas Department of Transportation (TxDOT) will conduct a public hearing to present the findings of the preliminary engineering and environmental studies, and the proposed roadway improvements for US 281 from Loop 1604 to Borgfeld Drive in Bexar County. The US 281 Corridor Project would extend approximately 8 miles, add additional travel lanes, and would include four direct connector ramps that comprise the northern half of the US 281 interchange with Loop 1604. Two build alternatives, in addition to the No-Build Alternative, are presented in the Draft EIS. The build alternatives have three funding options: non-toll, toll and managed lanes. They are described below:

The Expressway Alternative consists of three, full access-controlled through travel lanes in each direction. Grade separations (also referred to as overpasses) would be provided at Sonterra Boulevard, Redland Road, Encino Rio, Evans Road, Stone Oak Parkway, Marshall Road, Wilderness Oaks, Overlook Parkway, Bulverde Road, and Borgfeld Drive. The through travel lanes would be situated between partial access-controlled outer lanes, also known as frontage roads. The frontage road lanes, which would cross local streets at grade via signalized intersections, would be continuous for the length of the proposed project and serve local traffic by providing direct access to businesses, neighborhoods and connecting streets. The Expressway Alternative requires approximately 128 acres of additional right-of-way.

The Elevated Expressway Alternative consists of two-to-three, full access-controlled through travel lanes in each direction (three lanes from Loop 1604 to approximately Overlook Parkway and two lanes north of Overlook Parkway to Borgfeld Drive). The through travel lanes would be elevated for the length of the project, passing uninterrupted over Sonterra Boulevard, Redland Road, Encino Rio, Evans Road, Stone Oak Parkway, Marshall Road, Wilderness Oaks, Overlook Parkway, Bulverde Road, and Borgfeld Drive. At Loop 1604, the northbound and southbound elevated express lanes would connect directly to eastbound or westbound Loop 1604. The existing US 281 travel lanes, including a portion of the US 281 Super Street, would remain in place as partial access-controlled lanes, crossing local streets at grade via signalized intersections for the length of the proposed project, serving local traffic by providing direct access to businesses, neighborhoods and connecting streets. The Elevated Expressway Alternative requires approximately 99 acres of additional ROW.

The public hearing will be held as follows: Thursday, June 20, 2013 at San Antonio Shrine Auditorium, 901 North Loop 1604 West, San Antonio 78232 from 5:00pm - 9:00pm.

An open house will be held from 5:00 p.m. to 7:00 p.m. to allow for questions and viewing of project exhibits. A formal presentation will begin at 7:00 p.m. followed by a public comment period. Maps and other drawings showing the proposed location and design will be displayed at the hearing, and the Draft EIS will be available for inspection. Information about TxDOT's relocation assistance program and relocation assistance office will be available. Representatives from TxDOT, Alamo RMA and US 281 EIS Team will be available to answer individual questions.

The US 281 Draft EIS is on file and available for review at the following locations: (1) Alamo Regional Mobility Authority, 613 N.W. Loop 410, Ste. 100, San Antonio, TX 78216; (2) Texas Department of Transportation, 4615 N.W. Loop 410, San Antonio, TX 78229; (3) Jacobs Engineering Group, 911 Central Parkway North, Suite 425, San Antonio, TX 78232; (4) Parman Branch Library at Stone Oak, 20735 Wilderness Oak, San Antonio, TX 78258; (5) Brook Hollow Branch Library, 530 Heimer Road, San Antonio, TX 78232; and (6) San Antonio Central Library, 600 Soledad Street, San Antonio, TX 78205-1160. A digital version of the Draft Environmental Impact Statement may be downloaded from the project website at http://www.411on281.com/us281eis/.

All interested persons are invited to attend the hearing. Persons interested in attending who have special communication or accommodation needs are encouraged to contact Vicki Crnich at (512) 416-3029 at least two working days prior to the hearing. TxDOT offices are open Monday through Friday, from 8:00 a.m. to 5:00 p.m., excluding state holidays. Because the public hearing will be conducted in English, any requests for language interpreters or other special communication needs should be made at least two working days prior to the public hearing. TxDOT and the Alamo RMA will make every reasonable effort to accommodate these needs.

Verbal and written comments from the public regarding this project are requested. Comments may be presented at the hearing or in writing after the hearing. Written comments may be mailed to TxDOT-ENV, Attention: Vicki Crnich, 125 E. 11th Street, Austin, TX 78701-2483, emailed to US281EIS@AlamoRMA.org; and submitted at http://www.411on281.com/us281eis/ under Submit Comments. Written comments must be received by July 1, 2013 to be included in the public hearing record. A public hearing summary report will be made available for public viewing at the US 281 EIS website http://www.411on281.com/us281eis/ in Fall 2013.

STATE OF TEXAS

COUNTY OF BEXAR

Before me, a Notary Public in and for Bexar County, this day personally appeared Tino Duran, Publisher of La Prensa De San Antonio who being duly sworn by oath, stated that the Alamo Regional Mobility Authority requested a publication: US 281 EIS Public Notice where, it was published in La Prensa Bilingual Newspaper on June 9, 2013.

Tino Duran

Signature

SWORN AND SUBSCRIBED BEFORE ME THE 10th DAY OF JUNE 2013.

Annai Vieyra

Notary Public

My Commission expires:

ANNAI VIEYRA
NOTARY PUBLIC
STATE OF TEXAS
EXPIRES
09-14-2016

of it.

Approximately 76,000 Americans are diagnosed with Melanoma each year. While many are familiar with the disease, very few take preventative measures to stop it. Hispanic and African

essential to protecting skin from UV rays.

• People that have freckles or moles are at a higher risk.

L'Oreal Paris, a major leader in the beauty industry has teamed up with the Melanoma Research

Todos están invitados a la

Audiencia Pública
para

La Declaración de Impactos Ambientales de la US 281

Jueves, 20 de junio de 2013
5:00 PM – 9:00 PM

Exhibición Abierta al Público: 5:00 PM – 7:00 PM
Presentación: 7:00 PM – 7:30 PM
Testimonio del Público: Comienza a las 7:45 PM

Local

San Antonio Shrine Auditorium (antes conocido como Alzafar Shrine)

SmartMove
a través d
San Antonio
Sma
e

Noticia de una Audiencia Pública
Declaración de Impactos Ambientales Preliminar (DIAP) de la carretera US 281
De Loop 1604 hasta Borgfeld Drive,

La Autoridad Regional de Movilidad Alamo (Alamo RMA por su sigla en inglés) y el Departamento de Transporte de Texas (TxDOT por su sigla en inglés) conducirán una audiencia pública para presentar los resultados de las investigaciones preliminares de ingeniería y del ambiente, y las mejoras propuestas para la carretera US 281 de Loop 1604 hasta Borgfeld Drive en el Condado de Bexar. El proyecto del corredor US 281 desplegará aproximadamente ocho millas, agregaría carriles de viaje adicionales, e incluirá cuatro rampas de conexión directa que constan la mitad al norte del intercambio de la carretera US 281 con Loop 1604. Dos Alternativas para Construcción, junto con la Alternativa Sin Construcción, se presentan en la Declaración de Impactos Ambientales Preliminar (DIAP). Las Alternativas para Construcción tienen tres opciones para financiamiento: sin tarifa, con tarifa, y carriles administrados. Sus descripciones están a continuación:

La Alternativa Autopista consiste en tres vías de viaje continua con acceso completamente controlado en cada dirección. Pasos a desnivel (pasos elevados) estarán proveídos en Sonterra Boulevard, Redland Road, Encino Rio, Evans Road, Stone Oak Parkway, Marshall Road, Wilderness Oaks, Overlook Parkway, Bulverde Road, y Borgfeld Drive. Las vías de viaje continua estarán situadas entre vías exteriores con acceso parcialmente controlado, también conocidos como caminos laterales. Los caminos laterales, los cuales cruzarán calles locales a nivel por medio de intersecciones con semáforos, serán continuos a lo largo del proyecto propuesto y servirán trafico local proveyendo acceso directo a negocios, vecindades y calles conectadas. La Alternativa Autopista requiere aproximadamente 128 acres de derecho de vía adicional.

La Alternativa de Autopista Elevada consiste en dos a tres vías de viaje continua con acceso completamente controlado en cada dirección (tres vías de Loop 1604 hasta aproximadamente Overlook Parkway y dos vías al norte de Overlook Parkway hasta Borgfield Drive). Las vías de viaje continua serán elevadas pasando sin interrupción sobre Sonterra Boulevard, Redland Road, Encino Rio, Evans Road, Stone Oak Parkway, Marshall Road, Wilderness Oaks, Overlook Parkway, Bulverde Road, y Borgfeld Drive. En Loop 1604, las vías de autopista elevadas con dirección hacia el sur y el norte se conectarán directamente a Loop 1604 hacia el este o el oeste. Las actuales vías de viaje de la US 281, incluyendo una porción de la Super Street US 281, se mantendrán en su lugar como acceso parcialmente controlado, cruzando calles locales a nivel por medio de intersecciones con semáforos a lo largo del proyecto propuesto, sirviendo tráfico local, proveyendo acceso directo a negocios, vecindades, y calles conectadas. La Alternativa de Autopista Elevada requiere aproximadamente 99 acres de derecho de vía adicional.

La audiencia pública se conducirá de la manera indicada a continuación:
El jueves, 20 de junio de 2013, en el San Antonio Shrine Auditorium, 901 N. Loop 1604 W., San Antonio 78232, de las 5:00 pm – 9:00 pm.

Una exhibición abierta al público se conducirá de las 5:00 pm a las 7:00 pm para permitir preguntas y para ver las exhibiciones del proyecto. Una presentación formal comenzará a las 7:00 pm con un periodo para comentario público después. Mapas y otros dibujos enseñando los locales propuestos y diseños estarán de exhibición en la audiencia pública, y la DIAP estará disponible para inspección. Información respecto al programa de asistencia para traslado y la oficina de asistencia para traslado de TxDOT estarán disponibles. Representantes del TxDOT, la Alamo RMA y el equipo de la DIA de US 281 estarán disponibles para contestar preguntas individuales.

La DIAP de la carretera US 281 esta archivado y disponible para revisar en las localidades a continuación: (1) la Autoridad Regional de Movilidad Alamo, 613 N.W. Loop 410, Ste. 100, San Antonio, TX 78216; (2) el Departamento de Transporte de Texas, 4615 N.W. Loop 410, San Antonio, TX 78229; (3) Jacobs Engineering Group, 911 Central Parkway North, Suite 425, San Antonio, TX 78232; (4) Parman Branch Library en Stone Oak, 20735 Wilderness Oak, San Antonio, TX 78258; (5) Brook Hollow Branch Library, 530 Heimer Road, San Antonio, TX 78232; y (6) San Antonio Central Library, 600 Soledad Street, San Antonio, TX 78205.

Una versión digital de la Declaración de Impactos Ambientales Preliminar puede ser descargado en el sitio de web del proyecto al http://www.411on281.com/us281eis/.

Toda persona interesada está invitada a asistir a la audiencia pública. Animamos a las personas interesadas en asistir que tienen necesidades especiales de comunicación y acomodación de ponerse en comunicación con Vicki Crnich al (512) 416-3029 por lo menos dos días de jornada antes de la audiencia. Las oficinas de TxDOT están abiertas de lunes a viernes de las 8:00 am hasta las 5:00 pm, excluyendo días feriados del estado. Porque la audiencia pública se conducirá en inglés, cualquier petición para intérpretes de lenguaje u otras necesidades de comunicación especiales deben hacerse por lo menos dos días de jornada antes de la audiencia pública. TxDOT y la Alamo RMA harán todo esfuerzo razonable para acomodar estas necesidades.

Se le pide del público comentarios verbales y por escrito relacionados con este proyecto. Comentarios se pueden presentar en la audiencia o por escrito después de ella. Comentarios por escrito se pueden mandar por correo a TxDOT-ENV, Atención: Vicki Crnich, 125 E. 11th Street, Austin, TX 78701-2483, por correo electrónico al US281EIS@AlamoRMA.org; y sometidos al http://www.411on281.com/us281eis/ bajo "Submit Comments" (Someter Comentarios). Comentarios por escrito tienen que ser recibidos para el 1 de julio de 2013 para ser incluidos en el registro de la audiencia pública. Un Informe del resumen de la audiencia pública será disponible para revisión pública en el sitio web de la DIA de la carretera US 281, http://www.411on281.com/us281eis/ en otoño de 2013.

Everyone is Invited to the

US 281 Environmental Impact Statement

PUBLIC HEARING

Thursday, June 20, 2013

5:00 PM – 9:00 PM

Open House: 5:00 PM – 7:00 PM
Presentation: 7:00 PM – 7:30 PM
Public Testimony: Starts at 7:45 PM

Location

San Antonio Shrine Auditorium (formerly known as Alzafar Shrine)
901 North Loop 1604 West, San Antonio 78232

For more information please visit:
www.411on281.com/US281EIS

FITNESS, from P1

familychallenge.com, obtain a physical form from any school or community event or download a copy online.

In order to compete for the $1,000 prize, a family must bring its tracking log, stamped from three main "challenge events," to a final scheduled "big" event, as described on the FFC website.

There are FFC workouts and other smaller set for Tuesdays, Wednesdays and Thursdays each week through mid-August.

A "Summer Fun Day" took place Saturday at Hardberger Park. That's where the first winner of one of Fit Family Challenge's $1,000 grand prizes was chosen.

Japhet said 50 to 100 people, on average, attend weekly workouts and other smaller events.

Michele Smith, 41, and her husband John, 50, along with her four sons Jacob, 14, Adam, 13, Christian, 10, and Samuel, 7, are North Central San Antonio residents. They are also first-time participants in the Fit Family Challenge.

Michele Smith, a physical education teacher at Huebner Elementary School and a trainer at Camp Gladiator, a local outdoor boot camp, said her family likes to maintain a healthy lifestyle through proper dining and exercise.

"We wanted to track the family activity as a whole," Michele Smith said. "Now we can do more activities together."

Michele Smith said she encourages other families to participate in the Fit Family Challenge because it is a great way for families to get together, get out and move.

The city of San Antonio's year-round Fitness in the Park program is funded by a Communities Putting Prevention to Work grant and is offered in conjunction with the Mayor's Fitness Council. Special summer sessions are underway.

Community services supervisor Travis Davey with San Antonio Parks and Recreation said 20 to 30 people attend each class, and the most popular offerings are the walking and yoga classes.

"It is really a collaborative effort for the city between the workers and volunteers," Davey said.

All classes are open to

See FITNESS, P9

STREET2FEET

Courtesy photo

Fifth-grader Sofia Quintanilla from Tobin Hill-based Hawthorne Academy organized a 5K fun run May 21 to benefit SAMMinistries' Street2Feet. The run began at the Pearl Amphitheater. More than 200 people attended the inaugural event, helping to raise $275.

A Research Study for TEENS with ADHD

Is your teen still *struggling* with ADHD?

Learn about this research study of an investigational medication for teens diagnosed with ADHD.

Qualified participants may receive at no cost:

- Investigational medications for ADHD
- Study-related care and monitoring
- Possible compensation for time and travel

At the completion of the study, your teen may qualify for a 3 month supply of an FDA-approved medication to treat ADHD in adolescents.

For more information

Call 800-457-8040

OR Text FOCUS3 to 87888

Everyone is Invited to the

US 281 Environmental Impact Statement

PUBLIC HEARING

Thursday, June 20, 2013

5:00 PM – 9:00 PM

Open House: 5:00 PM – 7:00 PM
Presentation: 7:00 PM – 7:30 PM
Public Testimony: Starts at 7:45 PM

Location

San Antonio Shrine Auditorium (formerly known as Alzafar Shrine)
901 North Loop 1604 West, San Antonio 78232

For more information please visit:
www.411on281.com/US281EIS

COUNCIL, from P1

and access roads at the intersection of Hwy. 46 and U.S. 281, including turnarounds and median improvements, he said.

Council unanimously passed a resolution requesting TxDOT construct the median improvements and new planned roadway.

Council also unanimously approved the removal of six dead or diseased trees from the Bulverde Community Park at a cost of $1,574 as part of the current construction project there.

Council members were concerned that the request took as long as it did, with several noting that many of the trees haven't looked healthy for a long time.

"Funding for the removal can be pulled from the city's tree preservation fund to avoid raising the total cost of the park bid," said Director of Public Works John Nowak.

Another request from the contractor, Stoddard Construction, asked whether the city wanted to reinforce the large slab being built for a basketball court with a perimeter beam at a cost of $5,000. The other option, the firm noted, was the originally planned $40,000-engineered slab that could eventually accomodate a large pavilion.

The city removed the pavilion from the original plan, optting to go with less expensive construction on the basketball court.

However, Kenny Whistler, chief architect on the project, said the cheaper 4-inch slab could possibly incur cracking and unevenness over time.

"If you ever plan on a pavilion you should go with the engineered slab," said Mayor Bill Krawietz.

Councilmen Gene Hartman and Ray Jeffrey said they thought that the consensus among councilman was to eventually build the pavilion over the basketball court in the next few years.

"We at the Friends of the Park feel the pavilion should be the focal point of the park," said Dr. Larry Sunn, vice-president of the Bulverde Parks Association.

"If you want to have a pavilion in the future," Sunn advised, "then you should go with the engineered slab."

One resident voiced opposition to the idea.

"He (Sunn) is not speaking for the citizens of Bulverde," said Dave Schoellhorn. "You want the pavilion but the rest of us don't, the ones who will pay for it."

> "You want the pavilion, but the rest of us don't, the ones who will pay for it."
>
> *— Dave Schoellhorn, Bulverde resident*

The council unanimously passed the change order to construct the engineered slab.

Councilmembers did, however, table the idea to provide $4,675 for a standing-seam roof on the gazebo structure in the park.

In other business, council also tabled a sign-variance request from Strutty's Feed and Pet Supply and reappointed Rob Hurst as mayor pro-tem.

After an executive session, council approved letting the city administrator and mayor negotiate a contract for applicants for the city secretary's position.

Council also approved an investment of $10,000 in the Bulverde-Spring Branch Economic Development Foundation.

Everyone is Invited to the

US 281 Environmental Impact Statement

PUBLIC HEARING

Thursday, June 20, 2013

5:00 PM – 9:00 PM

Open House: 5:00 PM – 7:00 PM
Presentation: 7:00 PM – 7:30 PM
Public Testimony: Starts at 7:45 PM

Location

San Antonio Shrine Auditorium (formerly known as Alzafar Shrine)
901 North Loop 1604 West, San Antonio 78232

For more information please visit:
www.411on281.com/US281EIS

PET OF THE WEEK

Courtesy photo

Coco, a tortoiseshell-calico mix with medium-length hair, is estimated to be 2 years old. A calm cat, she needs to be an indoor-only kitty. For more information on Coco and other adoptable pets, call the Bulverde Area Humane Society at 830-980-2247 or visit www.bulverde.shelter-.com.

Zumba classes being offered at library

Special to the Bulverde News

The Bulverde / Spring Branch Library is the place to be to get into shape for the upcoming summer season.

Every Friday through the month of June, adult Zumba classes will be offered from 1:30 to 2:30 p.m. at the facility at 131 Bulverde Crossing.

The fitness program consists of short-dance and aerobic-exercise routines performed to popular salsa, hip-hop, and Latin-American music.

Group exercise classes can be challenging but rewarding, and Zumba is fun and exhilarating, officials said.

Participants must provide their own towels and bottled water.

For a more leisurely pace, yoga classes will continue each Saturday from 11 a.m. to noon.

Library patrons will also be able to check out a variety of fitness equipment, including items such as weighted hula-hoops, dumbbells, kettle bells, exercise DVDs and balance balls.

The library's summer reading program will continue with Game Day on Mondays and Craft Day on Fridays, both from 11 a.m. to 1 p.m.

All programs and events are free of charge.

For more information on the summer reading program or the fitness programs, call the library at 830-438-4864 or visit the library's website at www.bsblibrary.org.

METROCOM CHAMBER NEWS

By Brad Bailey
Guest Columnist

The Truth is Out There

Many experts agree that trust is perhaps the most important element of a successful workplace. Companies whose employees trust them tend to have a more engaged workforce and a high efficiency work environment. On the flip side, organizations that have lost employee trust are not as successful.

We are excited to present Laura Vaccaro, director of learning, education and development at Valero Energy Corporation, as our featured speaker at the June 20 Lunch-and-Learn program at Wayland Baptist University, where she will discuss "Trust in the Workplace." Join us for lunch, compliments of Chipotle in The Forum, and share a great education experience.

What: Lunch-n-Learn: "Trust in the Workplace."

Where: Wayland Baptist University, 1150 Interstate 35.

When: 11:30 a.m.-1 p.m. June 20.

Register and pay online: cost for chamber members is $5 and non-members is $20.

Golf Tourney Swings Into High Gear

Don't miss out on a great opportunity to showcase your business, golf with clients and associates, network with some of the area's senior level executives, and support the Randolph Metrocom Chamber of Commerce and Boysville.

The Metrocom Chamber is pleased to announce the 2013 Chamber Golf Classic, presented by and presenting Alamo1,

See RMCC, P21

SCHERTZ CHAMBER NOTES

By Maggie Titterington
Guest Columnist

'Schertz Idol,' Round Two

Do you like to sing? Have you turned in your registration yet for Schertz Idol? Are you between the ages of 10 & 20? If so . . . "Schertz Idol" wants you!

Auditions will be at the Schertz Family YMCA at 2 p.m. Saturday and again June 29, July 13, and July 27. Please go to www.facebook.com/SchertzIdol for updates. Registration forms are available at the Schertz Family YMCA, Schertz Chamber/Visitor Center or download it on our "Special Events" page at www.schertz-chamber.org.

Tee Time for Golf Tourney

Save the date — Oct. 18 is the day for the Schertz Chamber of Commerce fourth annual Golf Classic at Northcliffe Golf Course in Schertz. A portion of the proceeds help benefit the DECA programs at Clemens and Steele high schools. Sponsorships are still available as well; call 566-9000 for details or download the form on our "Special Events" page at schertzchamber.org.

New Members, Renewals

See CHAMBER, P13

MARION CHAMBER MOMENTS

By Victor A. Contreras
Guest Columnist

Our latest "Free Coffee and Donuts" appreciation location was Helping Hand Hardware. We started at 8 a.m. and ended at 11 a.m. We served quite a few shoppers that stopped by for some good coffee, donuts and conversation.

Marion School News

• Mrs. Edna Kennedy has officially started as the new superintendent of Marion School District, her first day being May 6.

• David Mueller from KDJ Insurance served as master of ceremonies for Marion 's One-Act Play Dinner Theater, put on by Susan Neumann's drama class. The dinner and desserts were served by the actors from the play. The program has been growing every year since its conception and had a full capacity audience again this year.

• Congratulations to the 2012-2013 Marion School District Teachers of the Year: Benjamin Wiatrek, Marion High School, world history/inclusion; Kristyn Smith, Marion Middle School, science; Jennifer Schmitt, Karrer Elementary Campus, third grade; and Mary Lou Hunt, Krueger Elementary Campus, content mastery and resource learning.

• Marion High School saw its fair share of end-of-the-year banquets last month. The annual band banquet was held May 7 at Seguin Coliseum, with the band's Spring Concert held May 9 in the high school gym. The elementary, middle school and high school bands performed and the music was awesome.

• The annual athletic banquet was held May 14 and Athletic Director Bruce Salmon and his staff honored this year's athletes and their accomplishments. Booster Club President Susan Caddell and the rest of the Marion athletic booster board did an excellent job putting on this year's banquet.

See MARION, P21

Everyone is Invited to the

US 281 Environmental Impact Statement

PUBLIC HEARING

Thursday, June 20, 2013
5:00 PM – 9:00 PM

Open House: 5:00 PM – 7:00 PM
Presentation: 7:00 PM – 7:30 PM
Public Testimony: Starts at 7:45 PM

Location

San Antonio Shrine Auditorium (formerly known as Alzafar Shrine)
901 North Loop 1604 West, San Antonio 78232

For more information please visit:
www.411on281.com/US281EIS

COMMUNITY CALENDAR

ONGOING

Wellness/support

Lyn Belisle Studio, 1824 Nacogdoches Road, hosts "Shards and Guardians," an exhibit of small earthenware sculptures, collages and constructions by Belisle, through June. The studio hosts a visit from artist, designer and environmentalist Pablo Solomon, who'll exhibit his drawings, paintings and sculptures this Friday and Saturday. A free public opening will be held 6:30-8:30 p.m. Friday; a private reception and supper are slated 6-9 p.m. Saturday ($75 per person, $100 per couple). Seating is limited. Contact: www.lynbelisle.com Lyn Belisle, 860-9468.

Goodwill stations citywide are accepting donations of unwanted household items through Sunday. Items currently in high demand include home decor, house wares, books, furniture, toys, small appliances and computers. Visit: www.goodwillsa.org.

A program for family caregivers of a loved one with dementia offers stress management techniques, relaxation and coping strategies, and class materials 1:30-3 p.m. Thursdays at Autumn Grove Cottages, 1418 Walkers Way. Participation is confidential. Trained facilitators lead the program. Contact: Helen Flores, 764-8500 or hflores@ccofsa.com.

Witte Museum, 3801 Broadway, holds its next "Cocktails & Culture: The Witte Uncorked!" with the theme of "A Night at the Museum" 6:30-8:30 p.m. June 27. Contact: www.wittemuseum.org or 357-1910.

Alzheimer's Association, San Antonio & South Texas Chapter, co-presents "Living with Alzheimer's," a series of free informational programs June 27 and July 11 at Arden Courts of San Antonio Memory Care Community, 15290 Huebner Road. Each program takes place 6-7:30 p.m. RSVP to: 408-9100 or sanantonio@arden-courts.com. The local Alzheimer's Association also offers an educational family night 6-7 p.m. Wednesday at Independence Hill at Stone Oak, 20450 Huebner. Call: 446-3988.

Nix Health Foundation and Urology San Antonio provide free prostate screenings to men age 55 and older and men age 40 and older who are African-American or who have a family history of prostate cancer. Screenings will be available 5:30-7:30 p.m. June 27 at the Nix Medical Center, 414 Navarro, fifth floor. Contact: 579-3157 or www.urologysanantonio.com/screening.

Woodland Baptist Church, 15315 Huebner Road, hosts its vacation Bible school, "Everywhere Fun Fair Where God's Love Comes Together," 9 a.m.-noon July 8-12 for kindergartners thru fifth-graders. Contact: 493-4501 or www.woodlandbc.org.

Morgan's Wonderland, 5223 David Edwards Drive, is a theme park designed for individuals with needs. Summer operating hours through Aug. 17 are 9 a.m.-4 p.m. Tuesdays-Fridays, 9 a.m.-5 p.m. Saturdays and 11 a.m.-4 p.m. Sundays. Visit: www.morganswonderland.com.

SPECIAL EVENTS

TODAY

Students of this year's North East ISD summer orchestra workshop perform a free, public concert at 7 p.m. at Eisenhower Middle School, 8231 Blanco Road.

The public is invited to a hearing regarding the U.S. 281 North environmental impact statement 5-9 p.m. at the San Antonio Shrine Auditorium, 901 N.W. Loop 1604. Visit: www.411on281.com/US281EIS.

Warrior Cry Music Project presents the band Mud River at Tonic, 5500 Babcock Road. Music begins at 10 p.m. The show is for ages 21 and up. Admission is free. There'll be hourly door prizes, and donations are encouraged. Warrior Cry Music Project provides free music instruments and lessons to wounded/amputee soldiers, active duty military and their families. The group will give away a guitar at this event. Visit: http://warriorcry.org.

FRIDAY

Vanguard Veterinary Associates offers low-cost pet vaccinations at these sites and times: 6-8 p.m. Friday at Walgreens, 22114 Bulverde Road and at H-E-B, 14087 O'Connor Road; Saturday — 12:30-2:30 p.m. at Pet Supplies Plus, 15034 San Pedro Ave., Suite A; 1-3 p.m. at H-E-B, 12777 Interstate 10 West; 6-8 p.m. Monday at H-E-B, 1955 Nacogdoches Road; 6-8 p.m. Tuesday at Walgreens, 1581 Austin Highway; 6-8 p.m. June 28 at H-E-B Plus, 20735 U.S. 281 North.

VVA also offers heartworm screenings and preventatives, flea and tapeworm medications, and feline leukemia and AIDS tests. Visit: www.lowcostvacc.com.

The Rose Theater, 11838 Wurzbach Road, hosts performances of: the psychedelic rock musical "Haight-Ashbury" 8 p.m. Fridays and Saturdays through June 29 ($10-$12); Theater Tots children's troupe presentation of "Cinderella" 10 a.m. today and Wednesday ($5.50). Contact: 360-0004 or www.therosetheatreco.com.

Carmack Performing Arts Complex, 1948 Austin Highway, hosts final performances of "Missy Miller's Boogie Back to Texas," a celebration of country classics and contemporary hits, 8 p.m. Friday and Saturday, and 2 p.m. Sunday. Tickets: $14-$25. Call: 655-2722.

Jefferson High School's Class of 1983 reunites Friday and Saturday. Contact: tjclassof83@gmail.com or the Facebook group, TJ 83.

Single Professionals Network, a mature adult, singles, friendship group, hosts a happy hour at 5 p.m. at Maggiano's at The Rim, 17603 Interstate 10 West. Visit: www.spn-sa.org.

SATURDAY

Phil Hardberger Park Conservancy presents two nature programs: "Photographing Nature" during an Oak Loop nature walk with Don Ewers 8-10 a.m. at 8400 N.W. Military Highway; and "Hydrology: From Rocks to our Water Faucets" with Greg Wukasch of the San Antonio Water System 9-11 a.m. at 13203 Blanco Road. Each activity is free to the public, but donations are accepted. Contact: amy@philhardbergerpark.org or 226-8339.

La Vida Dulce, 7959 Broadway, hosts a fundraiser for the Priest Holmes Foundation 3-8 p.m. This includes door prizes, a silent auction, music, food, children's activities, as well as demonstrations, workshops and information from several area businesses and organizations. Contact: Sandra Hernandez Yedor, Sandra@lilialessandra.com or 534-6800.

National Society of Hispanic MBAs presents a re-

See CALENDAR, P11

WORSHIP SERVICES

ANGLICAN

ST. CHAD'S
The Anglican Church In San Antonio
The Holy Communion
From the Book of Common Prayer of 1928
Sundays at 8:00 and 10:30 a.m.
11919 Orsinger • 641-6107
Come worship with us, YOU ARE WELCOME!

LUTHERAN

MOUNTCALVARY LUTHERAN CHURCH LCMS
308 Mt. Calvary Dr.
behind Target off Austin Highway
824-8748
Pastor K. T. DeVries,
Traditional Sunday Service:
8:30am, 11:00am
& 6:30pm (1st and 3rd only)
Bible & Sunday School, 9:45 am
• Nursery Available •
Live web services on mtcsa.org

LUTHERAN

CHRIST LUTHERAN CHURCH
OF ALAMO HEIGHTS
ELCA
SUMMER SCHEDULE
WORSHIP
9:30 A.M.
6720 Broadway
210.822.3394
www.clcah.org

METHODIST

OAK MEADOW CHURCH
A United Methodist Congregation
2740 Hunter's Green
San Antonio Tx 78231
210-492-3902
On June 30th meet
Our new Pastor,
The Rev. Charles Parker.
Pastor - Rev. Janet Fluth
www.oakmeadowumc.org

REJOICE LUTHERAN CHURCH
(NALC)
SUNDAYS 11:00 AM
Comfort Inn Suites
6755 N Loop 1604 West
at La Cantera Parkway
210-505-3144
www.rejoicesanantonio.org

NON-DENOMINATIONAL

F.U.P.C.
of San Antonio
350 Utopia Lane
(210) 316-2064
Sunday School 10:00 a.m.
Sunday Worship 11:10 a.m.
Wednesday Bible Study 7:30 p.m.
www.firstupcsa.org

NEW YEAR
NEW YOU!
FREE 1 MONTH TRIAL!
· Free Body Assessment
· Cardio & Weight Equipment
· Personal Trainer Available
Call Now for Your Free Trial!
CommuniCare
3066 East Commerce
San Antonio, Texas 78220 · (210) 307-4500

Scuzzi's Italian Grill
1st Fridays
$5 Everything on Appetizers, most Wine & Cocktails
Within our Full Sports Bar & New Outside Dining Addition
4035 North Loop 1604 West Suite 102
San Antonio, TX 78257
210-307-4992
www.italiandiningsanantoniotx.com

Eblasts

This page intentionally left blank.

Bruck, Tricia

From: Alamo Regional Mobility Authority <us281eis@alamorma.org>
Sent: Wednesday, June 19, 2013 4:10 PM
To: Bruck, Tricia
Subject: Please Join Us for the Draft EIS Public Hearing Tomorrow, June 20, 2013

ALAMO RMA

GET THE 411 ON 281 EIS

THE LATEST ON THE US 281 ENVIRONMENTAL IMPACT STATEMENT

June 19, 2013

Dear Tricia,

Please join us tomorrow, June 20, 2013, for the **Draft Environmental Impact Statement (EIS)** Public Hearing.

Even if you plan to watch the Spurs game, you still have an opportunity to participate!

The Open House is from 5:00-7:00 PM and you can provide your comments, written as well as verbally to the court reporter, anytime between 5:00-9:00 PM. Also, see the **Comments** section below for additional ways to submit a comment if you are unable to attend. The Open House will be followed by a presentation at 7:00 PM and public testimony at 7:45 PM.

PUBLIC HEARING AGENDA

Thursday, June 20, 2013

5:00 PM
San Antonio Shrine Auditorium (formerly known as Alzafar Shrine)
901 North Loop 1604 West
San Antonio, TX 78232-1040
Phone: 210.496.6334

Click here to view map.

5:00 PM to 7:00 PM - Open House

Get information on the Draft EIS, talk one-on-one with EIS Team members, submit comments, register to speak during the Public Testimony.

Members of the public who are interested in cultural resources are encouraged to visit the Open House and speak with the US 281 EIS Team historian and archeologist. There will be a sign-up sheet to receive additional information about potential project impacts and required coordination efforts with the Texas Historical Commission.

7:00 PM - Presentation

Overview of Draft EIS

7:45 PM - Public Testimony
Public Testimony will continue until everyone registered to speak has been heard.

Comments
If you wish to make a comment and cannot attend the hearing, please submit your comments by email to **US281EIS@AlamoRMA.org**, on this website under **Submit Comments**, or in writing to TxDOT-ENV, Attention: Vicki Crnich, 125 E. 11th Street, Austin, TX 78701-2483.

ALL COMMENTS MUST BE RECEIVED OR POSTMARKED ON OR BY JULY 1, 2013, TO BE INCLUDED IN THE OFFICIAL RECORD.

Sincerely,
US 281 EIS Team

www.411on281.com/US281EIS
US281EIS@AlamoRMA.org

Forward this email

SafeUnsubscribe

Trusted Email from Constant Contact
Try it FREE today.

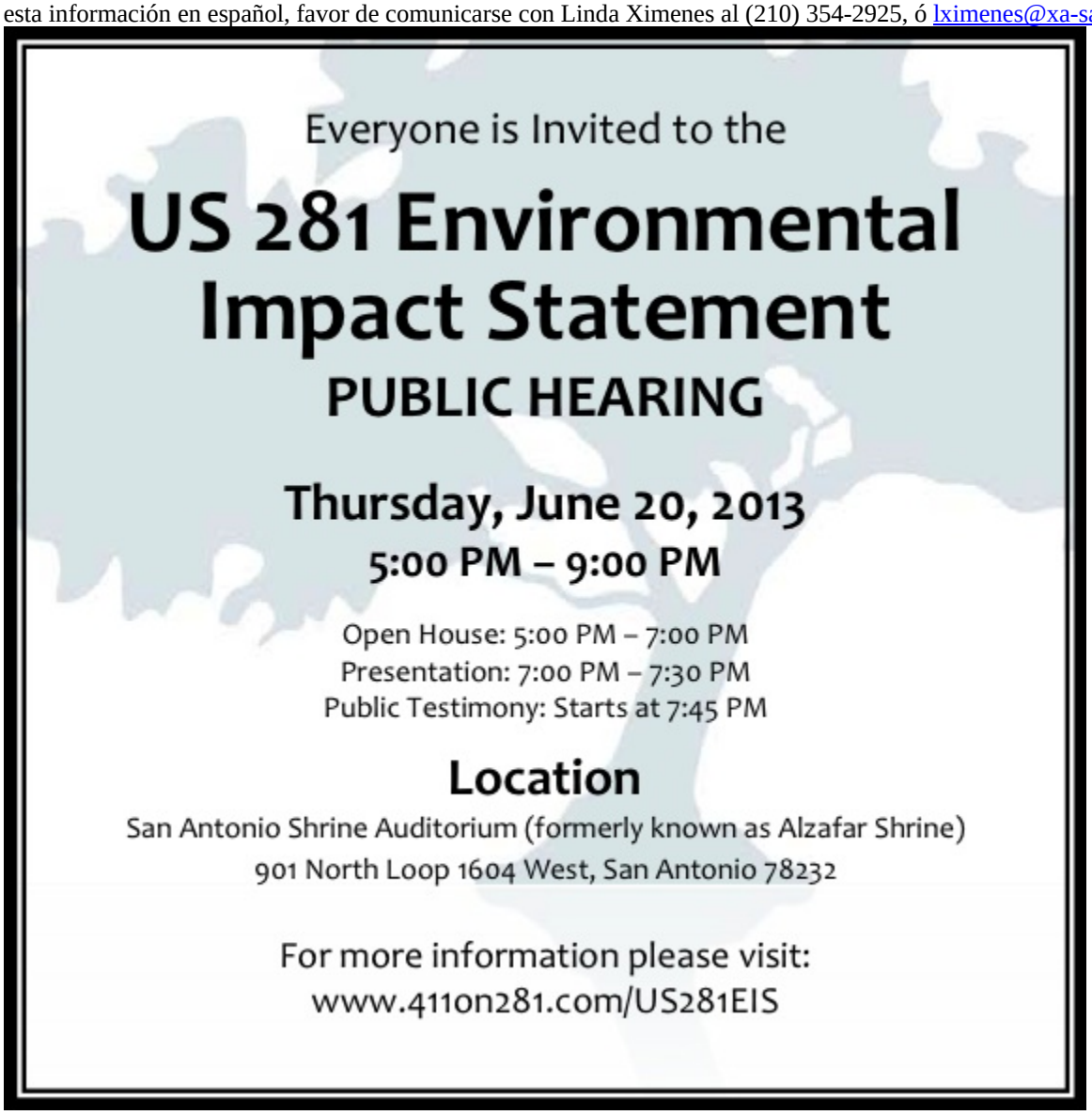
This email was sent to tricia.bruck@jacobs.com by us281eis@alamorma.org |
Update Profile/Email Address | Instant removal with SafeUnsubscribe™ | Privacy Policy.
Alamo RMA | C/O Bexar County Public Works Department | 233 North Pecos La Trinidad, Suite 420 | San Antonio | TX | 78207

Bruck, Tricia

From: Ximenes & Associates, Inc. <Ximenes__Associates_Inc@mail.vresp.com>
Sent: Monday, June 17, 2013 4:25 PM
To: Bruck, Tricia
Subject: US 281 EIS Public Hearing

Like Tweet Share

*Para recibir esta información en español, favor de comunicarse con Linda Ximenes al (210) 354-2925, ó lximenes@xa-sa.com,



Special Needs

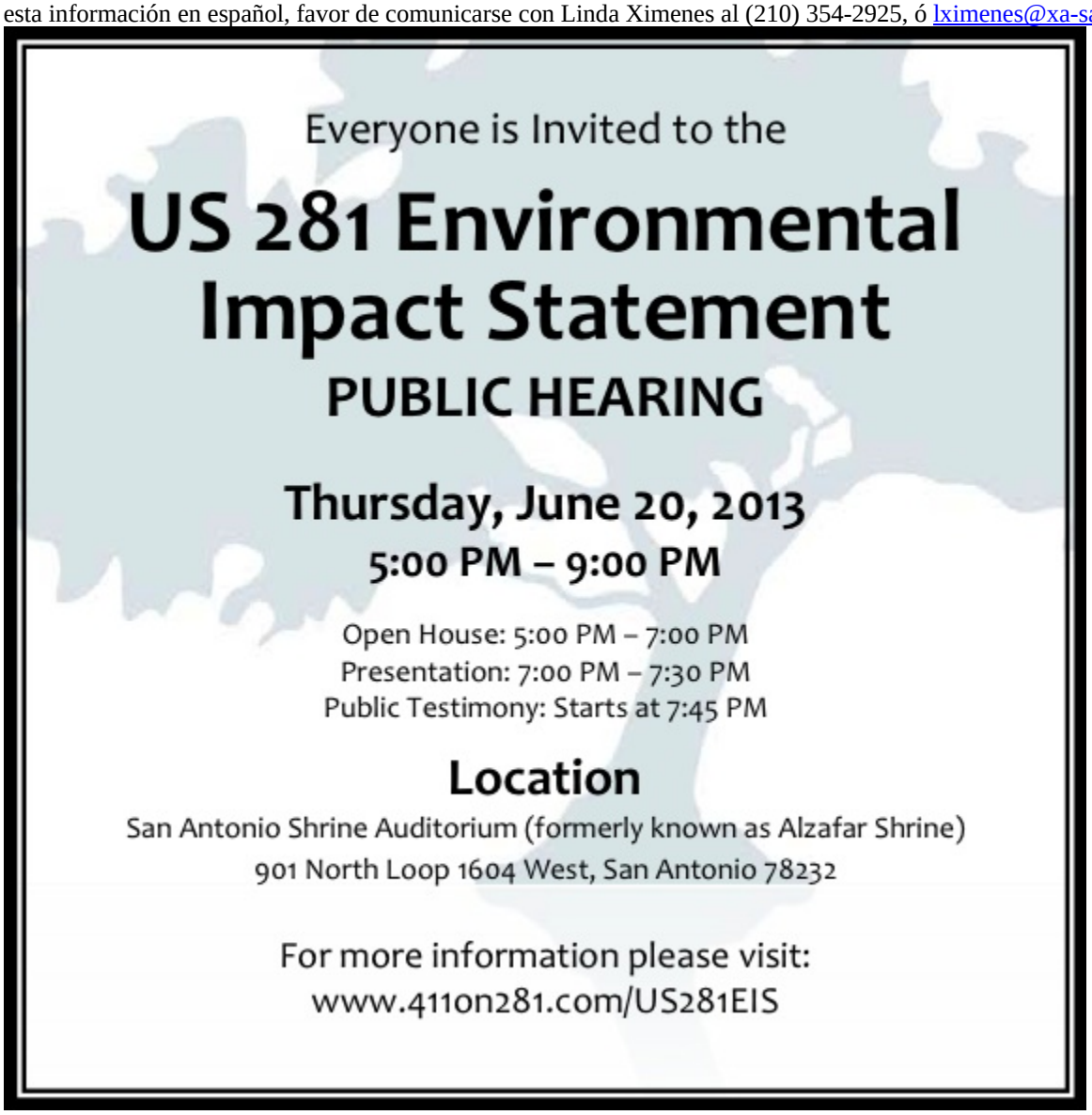
Persons interested in attending who have special communication or accommodation needs are encouraged to contact Vicki Crnich at 512.416.3029 at least two working days prior to the hearing. TxDOT offices are open Monday through Friday, from 8:00 AM to 5:00 PM, excluding state holidays. Because the public hearing will be conducted in English, any requests for language interpreters or other special communication needs should be made at least two working days prior to the public hearing. TxDOT and the Alamo RMA will make every reasonable effort to accommodate these needs.

Bruck, Tricia

From: Ximenes & Associates, Inc. <Ximenes__Associates_Inc@mail.vresp.com>
Sent: Thursday, June 13, 2013 12:54 PM
To: Bruck, Tricia
Subject: US 281 EIS Public Hearing

Like Tweet Share

*Para recibir esta información en español, favor de comunicarse con Linda Ximenes al (210) 354-2925, ó lximenes@xa-sa.com,



Special Needs

Persons interested in attending who have special communication or accommodation needs are encouraged to contact Vicki Crnich at 512.416.3029 at least two working days prior to the hearing. TxDOT offices are open Monday through Friday, from 8:00 AM to 5:00 PM, excluding state holidays. Because the public hearing will be conducted in English, any requests for language interpreters or other special communication needs should be made at least two working days prior to the public hearing. TxDOT and the Alamo RMA will make every reasonable effort to accommodate these needs.

Bruck, Tricia

From: Ximenes & Associates, Inc. <Ximenes__Associates_Inc@mail.vresp.com>
Sent: Thursday, June 20, 2013 9:27 AM
To: Bruck, Tricia
Subject: Tonight US 281 EIS Public Hearing

Follow Up Flag: Follow up
Flag Status: Flagged

Like Tweet Share

*Para recibir esta información en español, favor de comunicarse con Linda Ximenes al (210) 354-2925, ó lximenes@xa-sa.com,

Even if you plan on watching the Spurs game tonight, you have plenty of time and opportunity to submit your comments. Court reporters will be available as early at 5 p.m. to receive verbal comments. Please see below for detailed agenda.

Everyone is Invited to the

US 281 Environmental Impact Statement

PUBLIC HEARING

Thursday, June 20, 2013
5:00 PM – 9:00 PM

Open House: 5:00 PM – 7:00 PM
Presentation: 7:00 PM – 7:30 PM
Public Testimony: Starts at 7:45 PM

Location

San Antonio Shrine Auditorium (formerly known as Alzafar Shrine)
901 North Loop 1604 West, San Antonio 78232

For more information please visit:
www.411on281.com/US281EIS

US 281 Draft Environmental Impact Statement
Public Hearing Agenda
San Antonio Shrine Auditorium - Thursday, June 20, 2013 - 5:00 p.m. - 9:00 p.m.

5:00 PM Open House

- View exhibits on decision-making process and proposed alternatives
- Get questions answered
- Submit your comments using a comment card (written) or the court reporter (verbal)

- Sign up at the speaker's registration table in the auditorium if you wish to give public testimony.

7:00 PM Welcome and Presentation

7:30 PM RECESS

- Sign up to speak at speaker's registration table in the auditorium.

7:45 PM PUBLIC HEARING Testimony

- Speakers will be heard in the order they signed up to speak.
- Each speaker will be limited to three (3) minutes and there is no transferring of time to others.
- If you want your comment/question addressed, please visit the Open House area and speak to a member of the US 281 EIS Team.

Adjourn

- Proceedings will conclude after the last registered speaker has been heard.

To have comments considered for the record, please

- **Provide public hearing testimony,**
- **Give verbal comments to a court reporter,**
- **Complete a comment card and drop it in comment card box,**
- **Submit a comment via email, by July 1, to** US281EIS@AlamoRMA.org
- **Submit a comment via the project website, by July 1, at www.411on281.com/US281EIS , and/or**
- **Mail comments, postmarked on or before July 1, to TxDOT-Environmental Affairs Division, Attn: Vicki Crnich, 125 E. 11th Street, Austin, TX 78701-2483.**

Click to view this email in a browser

If you no longer wish to receive these emails, please reply to this message with "Unsubscribe" in the subject line or simply click on the following link: Unsubscribe

Ximenes & Associates, Inc.
421 Sixth Street, Ste. 1
San Antonio, Texas 78215
US

Vertical response EMAIL+ SOCIAL Try It Free Today!

Social Media

This page intentionally left blank.

4-1-1 on 281 shared a link.
April 26

The Draft EIS is now available and the public hearing has been scheduled for June 20, 2013. For more details, visit our website: http://www.411on281.com/us281eis/

4-1-1 on US 281 EIS - Home
www.411on281.com

The document is on file and available for review at the following locations: (1) Alamo Regional Mobility Authority, 613 N.W. Loop 410, Ste. 100, San Antonio, TX 78216; (2) Texas Department of Transportation, 4615 N.W. Loop 410, San Antonio, TX 78229; (3)

Like · Comment · Share

4-1-1 on 281 created an event.
May 23

US 281 Draft EIS Public Hearing
June 20 at 5:00pm in CDT
San Antonio Shrine Auditorium in San Antonio, Texas

2 people went

Like · Comment · Follow Post · Share

4-1-1 on 281 shared a link.
May 23

The US 281 EIS May 2013 E-Newsletter is now available.

US 281 Environmental Impact Statement - May 2013 E-Newsletter
archive.constantcontact.com

Like · Comment · Share 1

Tweets
Following
Followers
Favorites
Lists

Follow 411on281

Full name
Email
Password
Sign up

Worldwide Trends · Change
#Trayvon
Europa
#zimmermantrial
#beautyandabeat
#Tapie
#justinbieber
Google Reader
Poland Loves Cody
Happy Canada Day
MadeInChina YazanMalıAlma

© 2013 Twitter About Help Terms Privacy Blog Status Apps Resources Jobs Advertisers Businesses Media Developers Directory

411on281

@411on281

Get the answers. Get the facts. Get the 411 on 281. View our Social Media Disclaimer at 411on281.com/social-media-d...

San Antonio, Texas · 411on281.com

227 TWEETS | 73 FOLLOWING | 153 FOLLOWERS | Follow

Tweets

411on281 @411on281 28 Jun
Due to the technical difficulties with the US281EIS email address, the Draft EIS comment period has been... fb.me/1JlDmjCgA
Expand

411on281 @411on281 26 Jun
We are currently experiencing email issues. If you need to submit Draft EIS comments, please email... fb.me/T5ekyme3
Expand

411on281 @411on281 21 Jun
The US 281 Draft EIS Public Hearing Presentation and Materials are now up on the website.... fb.me/28RTL4ceL
Expand

411on281 @411on281 21 Jun
I posted 15 photos on Facebook in the album "Draft EIS Public Hearing" fb.me/2eeA06WO1
Expand

411on281 @411on281 20 Jun
The Public Hearing is just now wrapping up. If you were unable to attend, you can still submit comments via... fb.me/2eNgQ3xi8
Expand

411on281 @411on281 20 Jun
Public Testimony is now starting. fb.me/1JlkzQdPR
Expand

411on281 @411on281 20 Jun
Public Hearing participants are now being presented with an Overview of the Draft EIS. fb.me/2bLKd7CRE
Expand

411on281 @411on281 20 Jun
The Public Hearing is now underway with the Open House. There's still time to attend…presentation starts at 7pm! fb.me/1iepLnzTB
Expand

411on281 @411on281 20 Jun
Don't miss the Public Hearing happening tonight @SAShrineAud!
Expand

411on281 @411on281 19 Jun
Join us tomorrow! Open House is from 5-7pm followed by presentation and public testimony. Please remember you can... fb.me/IdnLTX2R
Expand

411on281 @411on281 23 May
The US 281 EIS May 2013 E-Newsletter is now available. fb.me/2Mgm5KSCm
Expand

411on281 @411on281 26 Apr
The Draft EIS is now available and the public hearing has been scheduled for June 20, 2013. For more details,... fb.me/HHLxWYSw
Expand

4-1-1 on 281
June 19

Join us tomorrow! Open House is from 5-7pm followed by presentation and public testimony. Please remember you can also provide your comments, written as well as verbally to the court reporter, anytime between 5-9pm.

US 281 Draft EIS Public Hearing
June 20 at 5:00pm in CDT
San Antonio Shrine Auditorium in San Antonio, Texas

2 people went

Like · Comment · Share 1

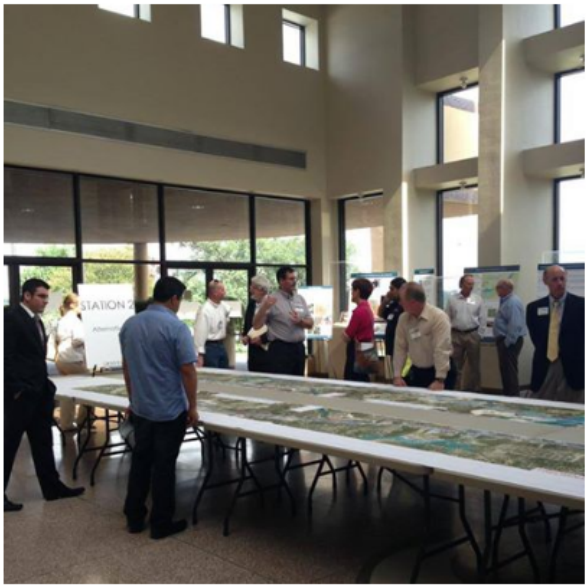
4-1-1 on 281
June 20 via mobile

Don't miss the Public Hearing happening tonight @SAShrineAud!

Like · Comment

4-1-1 on 281
June 20

The Public Hearing is now underway with the Open House. There's still time to attend...presentation starts at 7pm!



Like · Comment · Share

4-1-1 on 281
June 20

Public Hearing participants are now being presented with an Overview of the Draft EIS.

Like · Comment · Share

4-1-1 on 281
June 20

Public Testimony is now starting.

Like · Comment · Share

Matt Lopez What's the topic? Your flashing marquee said "Public hearing. Thursday June 20."
June 20 at 5:49pm via mobile

4-1-1 on 281
June 20 via mobile

The Public Hearing is just now wrapping up. If you were unable to attend, you can still submit comments via email, online or by mail (deadline is July 1st). More details: http://www.411on281.com/us281eis/index.cfm/draft-eis/

Like · Comment

4-1-1 on 281 shared a link.
June 21 near San Antonio

The US 281 Draft EIS Public Hearing Presentation and Materials are now up on the website. http://www.411on281.com/us281eis/index.cfm/public-meetings/june-20-2013/

4-1-1 on US 281 EIS - June 20, 2013
www.411on281.com

Please click on the links below to view or download the PDF documents for US 281 EIS Public Hearing - June 12, 2013. To view the Draft EIS please click here.

Like · Comment · Share

Draft EIS Public Hearing

June 20 · Taken at San Antonio Shrine Auditorium

Like · Comment · Share

Tricia Bruck likes this.

Other Albums

Timeline Photos

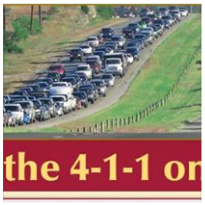
3 photos

US 281 EIS PM#3

16 photos

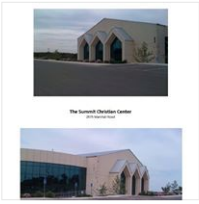
Profile Pictures

1 photo



4-1-1 photos

1 photo



US 281 EIS Public Meeting #3

1 photo

281 Super Street Groundbreaki...

15 photos

See More

4-1-1 on 281 shared a link.
Wednesday near San Antonio

We are currently experiencing email issues. If you need to submit Draft EIS comments, please email alamorma@bexar.org until further notice. You can also submit comments through the website or by mail. More details at the following link: http://www.411on281.com/us281eis/index.cfm/draft-eis/

4-1-1 on US 281 EIS - Draft EIS
www.411on281.com

The document is on file and available for review at the following locations: (1) Alamo Regional Mobility Authority, 233 North Pecos La Trinidad, Suite

Like · Comment · Share

4-1-1 on 281 shared a link.
about an hour ago near San Antonio

Due to the technical difficulties with the US281EIS email address, the Draft EIS comment period has been extended. All comments must be received or postmarked on or by July 3, 2013, to be included in the official public hearing record. Comments can be submitted via email (alamorma@bexar.org), on our website or by mail. More details at the following link: http://www.411on281.com/us281eis/index.cfm/draft-eis/

4-1-1 on US 281 EIS - Draft EIS
www.411on281.com

The document is on file and available for review at the following locations: (1) Alamo Regional Mobility Authority, 233 North Pecos La Trinidad, Suite

Like · Comment · Share

Newsletter

This page intentionally left blank.

The 4-1-1 on 281

THE LATEST ON THE US 281 ENVIRONMENTAL IMPACT STATEMENT MAY 2013

ALAMO RMA
Alamo Regional Mobility Authority

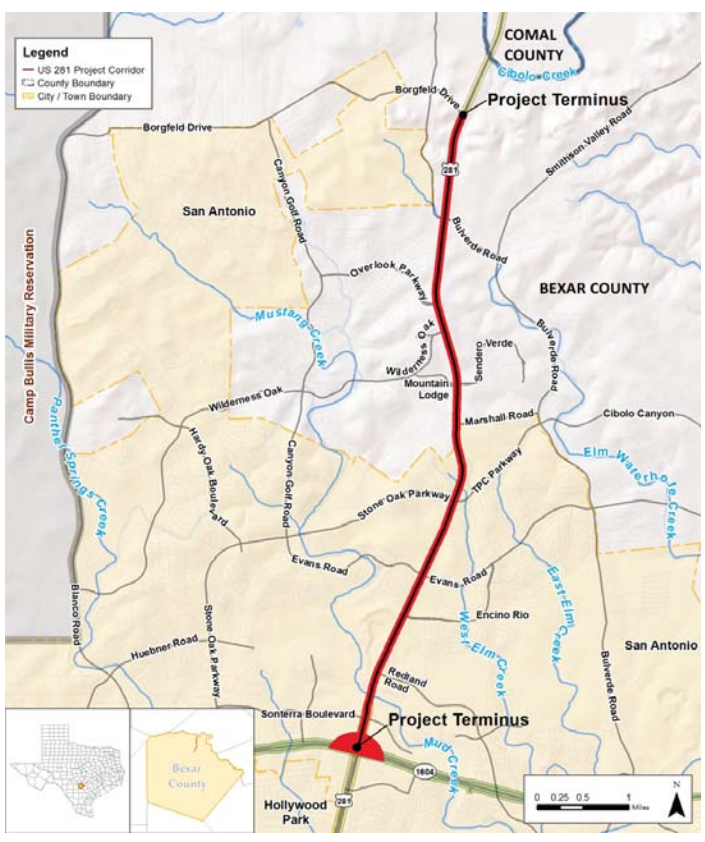
Greetings!

The US 281 EIS Team has been busy preparing the Draft Environmental Impact Statement (Draft EIS), which is now available for public review and comment. This newsletter provides information on the status of the EIS process for US 281 and the upcoming Public Hearing, scheduled for Thursday, June 20, 2013. Thanks for continuing to send us your comments and for your continued interest.

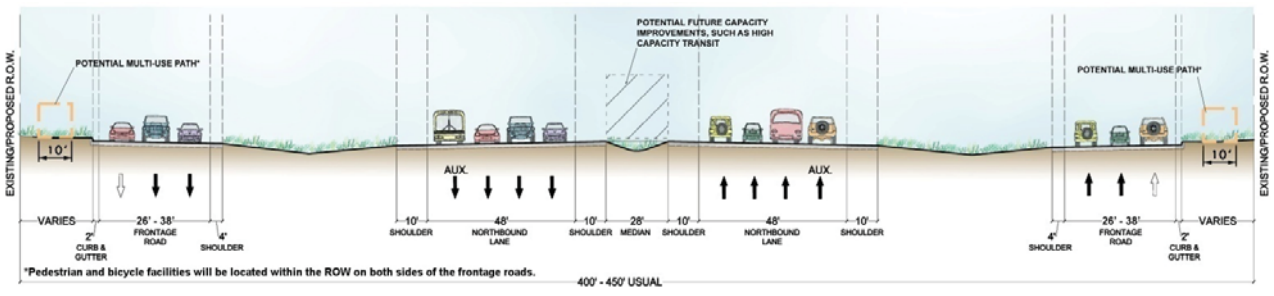
Proposed Build Alternatives

The Draft EIS describes the development of alternatives to address the need and purpose for improvements to US 281 between Loop 1604 and Borgfeld Drive. Two proposed build alternatives, along with a No-Build Alternative, are analyzed for their potential social, economic, and environmental direct, indirect and cumulative impacts.

Project Location

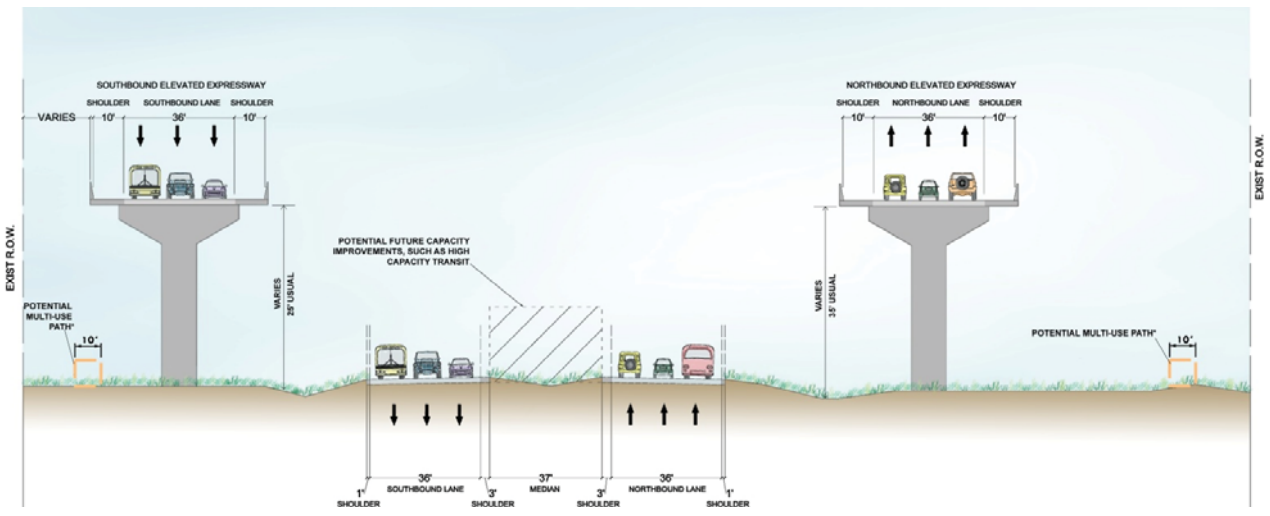


Expressway Alternative - Typical Section

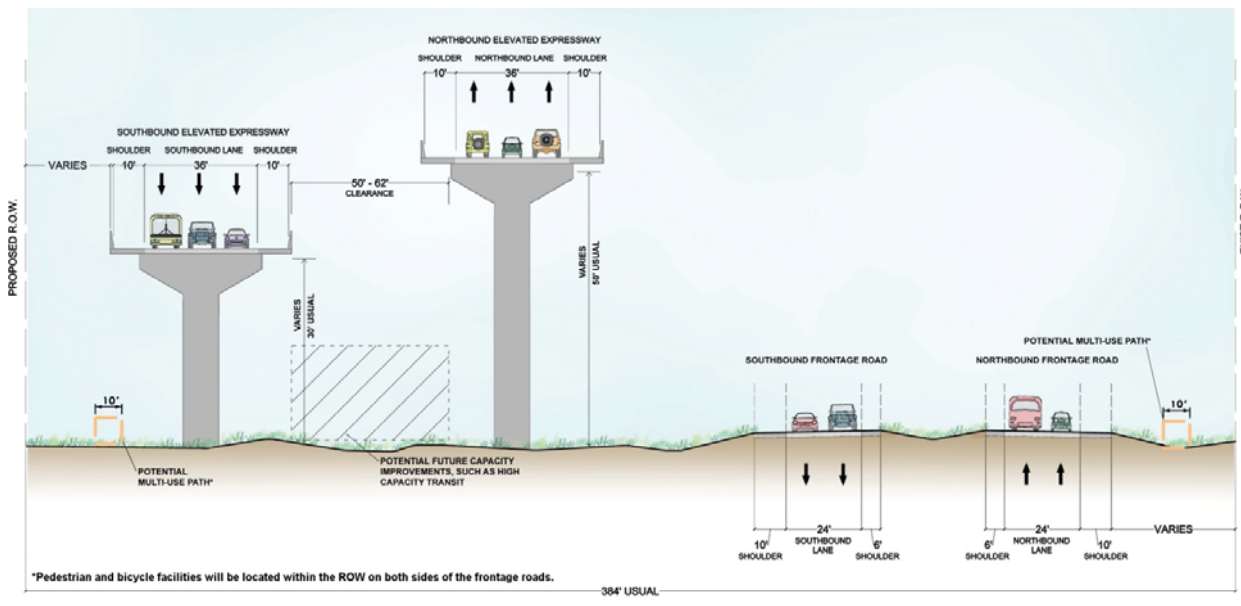


The Expressway Alternative consists of three, full access-controlled through travel lanes in each direction. Grade separations (overpasses) would be provided at Sonterra Boulevard, Redland Road, Encino Rio, Evans Road, Stone Oak Parkway, Marshall Road, Wilderness Oak, Overlook Parkway, Bulverde Road, and Borgfeld Drive. The through travel lanes would be situated between partial access-controlled outer lanes, also known as frontage roads. The frontage roads would be continuous and serve local traffic by providing direct access to businesses, neighborhoods and connecting streets. Four direct connector ramps would be provided on the north side of Loop 1604 to provide mainlane-to-mainlane connections for US 281 motorists travelling between US 281 and Loop 1604. The Expressway Alternative requires approximately 128 acres of additional right-of-way.

Elevated Expressway Alternative - Typical Section (0.1 miles south of Evans Road)



Elevated Expressway Alternative - Typical Section (0.1 miles north of Marshall Road)



The Elevated Expressway Alternative consists of two-to-three, full access-controlled through travel lanes in each direction – three lanes from Loop 1604 to approximately Overlook Parkway and two lanes north of Overlook Parkway to Borgfeld Drive. The through travel lanes would be elevated, passing uninterrupted over Sonterra Boulevard, Redland Road, Encino Rio, Evans Road, Stone Oak Parkway, Marshall Road, Wilderness Oak, Overlook Parkway, Bulverde Road, and Borgfeld Drive. At Loop 1604, the northbound and southbound elevated express lanes would connect directly to eastbound or westbound Loop 1604. The existing US 281 travel lanes, including a portion of the US 281 Super Street, would remain in place as partial access-controlled lanes, serving local traffic by providing direct access to businesses, neighborhoods and connecting streets. The Elevated Expressway Alternative requires approximately 99 acres of additional right-of-way.

The proposed build alternatives are evaluated in the Draft EIS under three funding options: non-toll, toll and managed lanes.

The No-Build Alternative assumes the proposed US 281 improvements would not be built but does include all other transportation improvements as programmed in Mobility 2035, the region's long-range transportation plan. The No-Build Alternative is based on the current conditions of the existing US 281 project corridor and includes the US 281 Super Street, all planned regional transportation improvements included in Mobility 2035 (except for the planned improvements to the existing US 281 project corridor) and short-term minor maintenance and safety improvements that maintain the continued operation of the existing US 281 project corridor.

Si Ud. desea leer este boletín en español lo puede descargar en el sitio web www.411on281.com/us281eis o para pedir una copia en español imprimida, llame a Vicki Crnich en TxDOT al 512.416.3029

Let Your Voice Be Heard!

US 281 Draft EIS Public Hearing

Thursday, June 20, 2013
5:00 PM

Open House: 5:00 PM – 7:00 PM
Presentation: 7:00 PM
Public Testimony: 7:45 PM
(Details below)

San Antonio Shrine Auditorium
(formerly known as Alzafar Shrine)
901 North Loop 1604 West
San Antonio, TX 78232-1040
Phone: 210.496.6334

The San Antonio Shrine Auditorium is located on the North access road of Loop 1604 between Stone Oak Parkway and Blanco Road

US 281 Draft EIS Public Hearing Format

5:00 PM to 7:00 PM – Open House
Get information on the Draft EIS, talk one-on-one with EIS Team members, submit comments, register to speak during the Public Testimony.

Members of the public who are interested in cultural resources are encouraged to visit the Open House and speak with the US 281 EIS Team historian and archeologist. There will be a sign-up sheet to receive additional information about potential project impacts and required coordination efforts with the Texas Historical Commission.

7:00 PM – Presentation
Overview of Draft EIS

7:45 PM – Public Testimony
Public Testimony will continue until everyone registered to speak has been heard.

Special Needs

Persons interested in attending who have special communication or accommodation needs are encouraged to contact Vicki Crnich at 512.416.3029 at least two working days prior to the hearing. TxDOT offices are open Monday through Friday, from 8:00 AM to 5:00 PM, excluding state holidays. Because the public hearing will be conducted in English, any requests for language interpreters or other special communication needs should be made at least two working days prior to the public hearing. TxDOT and the Alamo RMA will make every reasonable effort to accommodate these needs.

Comments

If you wish to make a comment and cannot attend the hearing, please submit your comments by email to US281EIS@AlamoRMA.org, on the web at www.411on281.com/US281EIS under Submit Comments, or in writing to TxDOT-ENV, Attention: Vicki Crnich, 125 E. 11th Street, Austin, TX 78701-2483. **ALL COMMENTS MUST BE RECEIVED OR POSTMARKED ON OR BY JULY 1, 2013, TO BE INCLUDED IN THE OFFICIAL RECORD.**

COMMUNITY ADVISORY COMMITTEE

The US 281 EIS Community Advisory Committee (CAC) will meet on Wednesday, June 5, 2013, for an overview of the Draft EIS and to prepare for the public hearing on June 20, 2013. (See *Circulation of the Draft EIS and Upcoming Public Hearing* article on the inside fold of this newsletter). The CAC is composed of members of the community who live and work along the US 281 corridor as well as representatives of civic, community and environmental groups, educational institutions and businesses with an interest in the corridor. The CAC has previously met to hear briefings on the status of the EIS process and to give feedback and input to the EIS Team on the design and process of public meetings.

Please visit www.411on281.com/US281EIS and click on the "Community Advisory Committee" button to learn more about the CAC and to review meeting materials and relevant documents.

December 2011 CAC Meeting

Draft EIS Distributed for Review and Comment

The US 281 Draft EIS has been distributed for public review and comment. Comments related to the document must be postmarked on or before July 1, 2013 (see *Circulation of the Draft EIS and Upcoming Public Hearing* article). The document is available for download at www.411on281.com/US281EIS.

Printed copies are also available for viewing at:

Alamo Regional Mobility Authority
613 N.W. Loop 410, Ste. 100
San Antonio, TX 78216

Texas Department of Transportation
4615 N.W. Loop 410
San Antonio, TX 78229

Jacobs Engineering Group
911 Central Parkway North, Ste. 425
San Antonio, TX 78232

San Antonio Central Library
600 Soledad St.
San Antonio, TX 78205

Brook Hollow Branch Library
530 Heimer Rd.
San Antonio, TX 78232

Parman Branch Library at Stone Oak
20735 Wilderness Oak
San Antonio, TX 78258

Get the 4-1-1 on 281

Stay Informed and Get Involved!

Thank you to everyone who has already participated by submitting a comment, visiting the web site or attending public meetings. Please continue to stay involved and ask your neighbors and friends to participate too! Your comments and participation continue to be vital to the success of the EIS process.

Remember, there are different ways to stay informed and provide comments:

- Attend the Public Hearing on June 20, 2013
- Visit the web site at www.411on281.com/US281EIS
- Email the US 281 EIS mailbox at US281EIS@AlamoRMA.org
- Mail comments to the TxDOT-ENV (see address below)

You can also follow the US 281 EIS on Facebook and Twitter.*

*Although social media (Twitter, Facebook, and blogs) are available for and intended to encourage public dialogue about the US 281 EIS process, they are provided for outreach and informational purposes only. To ensure your comment is included in the official EIS record, only submit comments in the ways listed above.

ALAMO RMA
Alamo Regional Mobility Authority

TxDOT-ENV
Attention: Vicki Crnich
125 E. 11th Street
Austin, Texas 78701-2483
512.416.3029

www.411on281.com/US281EIS

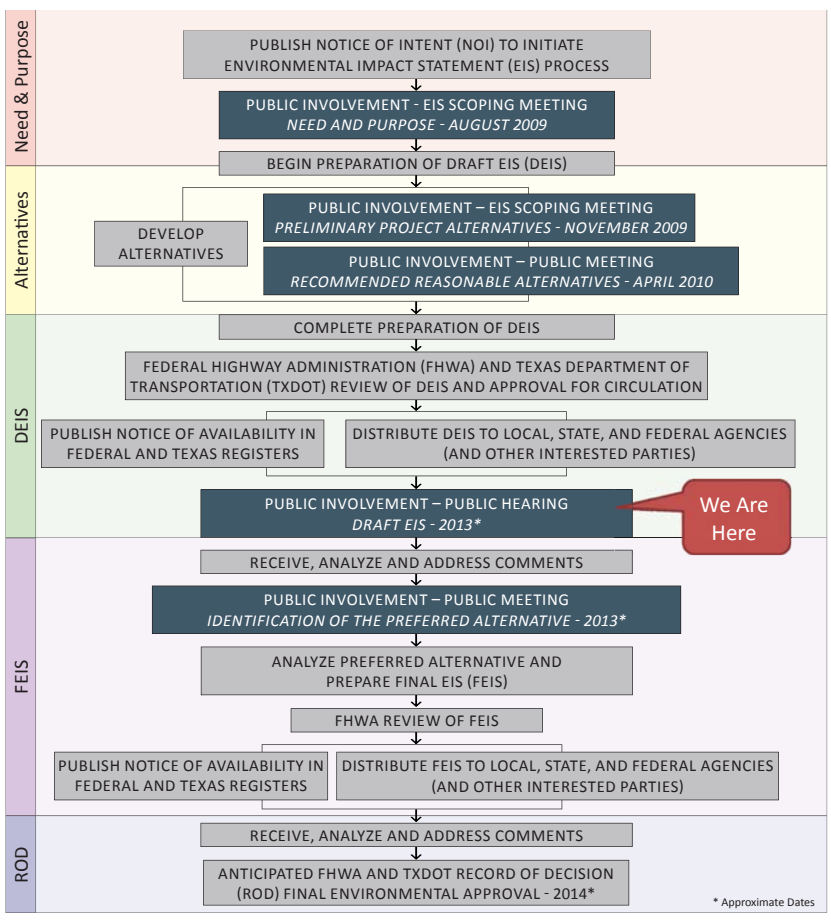
US281EIS@AlamoRMA.org

Circulation of the Draft EIS and Upcoming Public Hearing

The US 281 Draft EIS is now available for review and comment. A Public Hearing on the Draft EIS will be held on June 20, 2013 at the San Antonio Shrine Auditorium (formerly known as Alzafar Shrine located between Stone Oak Parkway and Blanco Road on Loop 1604).

The Draft EIS is a record of the effort leading up to and including the alternatives being considered to improve the US 281 corridor. It includes the need and purpose for improvement to US 281, research and findings related to the study area surrounding US 281, direct impacts, indirect effects, and cumulative effects, and documentation of public involvement efforts and agency coordination. The Draft EIS circulation and public comment period is comprised of 45 days after the Notice of Availability (NOA) published in the Federal Register and Texas Register on April 26, 2013 and 10 days after the Public Hearing on June 20, 2013. The comment period closes on July 1, 2013.

After the comment period concludes, the US 281 EIS Team will analyze and address the comments and consider the the identification of a Preferred Alternative. The Preferred Alternative will be presented at a future public meeting and evaluated in a Final EIS that will be circulated to the public for review and comment. A summary and analysis of comments received on the Final EIS will be included in a Record of Decision (ROD). If a Build Alternative is selected in the ROD, the project would be eligible to proceed to final design, right-of-way acquisition and construction.



The 4-1-1 on 281

LO ÚLTIMO DE LA DECLARACIÓN DE IMPACTOS AMBIENTALES

mayo de 2013

ALAMO RMA
Alamo Regional Mobility Authority

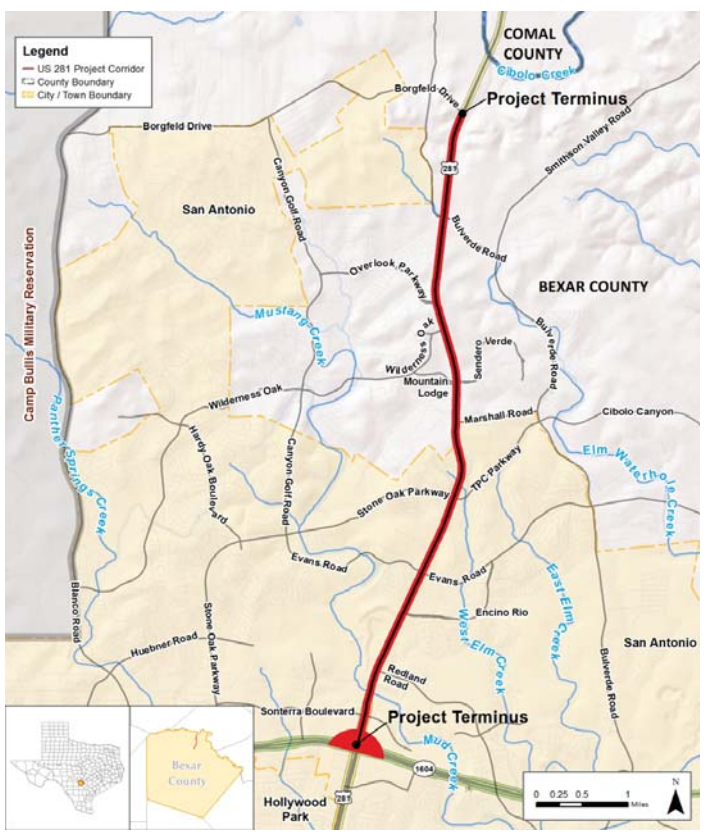
Saludos!

El equipo de US 281 EIS ha estado ocupado preparando la Declaración de Impactos Ambientales Preliminar (DIAP), lo cual está disponible ahora para revisión del público y comentario. Este boletín provee información respecto al estado del proceso de la DIAP para la carretera US 281 y la audiencia pública próxima, el jueves 20 de junio. Gracias por seguir mandándonos sus comentarios y por su interés.

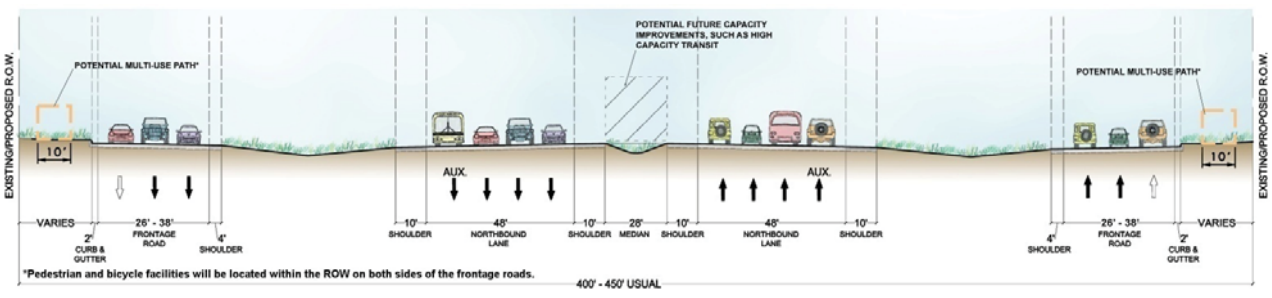
Alternativas Propuestas Para Construcción

La Declaración de Impactos Ambientales Preliminar (DIAP) describe el desarrollo de alternativas que abarcan a la necesidad y propósito para mejoras a la carretera US 281 entre Loop 1604 y Borgfield Drive. Dos Alternativas para Construcción propuestas, juntos con una Alternativa Sin Construcción están analizadas para sus impactos potenciales sociales, económicos, directos, indirectos y cumulativos al ambiente.

Localización del Proyecto

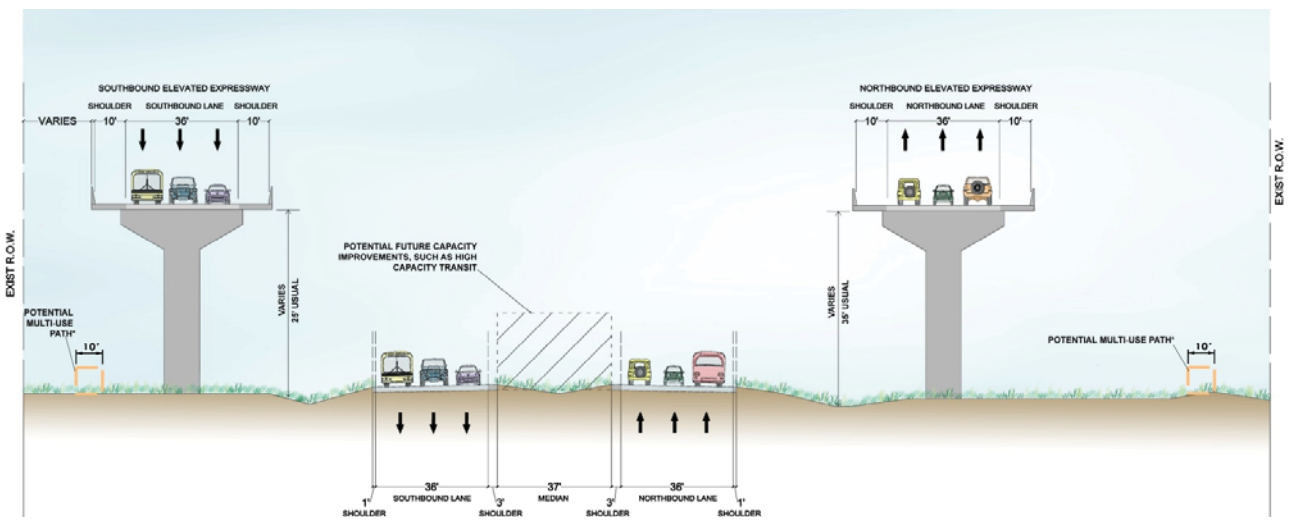


Alternativa de Autopista – Sección Típica

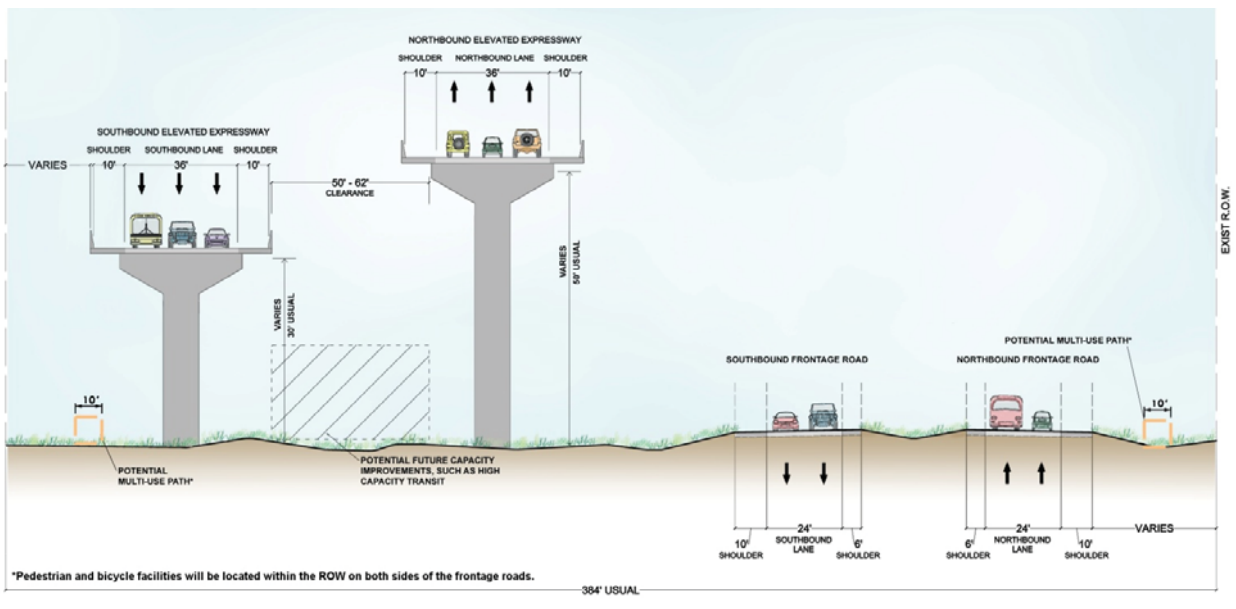


La Alternativa Autopista consiste en tres vías de viaje continua con acceso completamente controlado en cada dirección. Pasos a desnivel (pasos elevados) estarán proveídos en Sonterra Boulevard, Redland Road, Encino Rio, Evans Road, Stone Oak Parkway, Marshall Road, Wilderness Oaks, Overlook Parkway, Bulverde Road, y Borgfeld Drive. Las vías de viaje continua estarán situadas entre vías exteriores con acceso parcialmente controlado, también conocidos como caminos laterales. Los caminos laterales serán continuos y servirán a tráfico local proveyendo acceso directo a negocios, vecindades y calles conectadas. Cuatro rampas de conexión directa se proveerán al lado norte de Loop 1604 para proveer conexiones entre las vías principales para los motoristas por la carretera US 281 viajando entre la carretera US 281 y Loop 1604. La Alternativa de Autopista requiere aproximadamente 128 acres de derecho de vía adicional.

Alternativa de Autopista Elevada – Sección Típica (0.1 millas sur de Evans Road)



Alternativa de Autopista Elevada – Sección Típica (0.1 millas norte de Marshall Road)



La Alternativa de Autopista Elevada consiste en dos a tres vías de viaje continua con acceso completamente controlado en cada dirección - tres vías de Loop 1604 hasta aproximadamente Overlook Parkway y dos vías al norte de Overlook Parkway hasta Borgfeld Drive. Las vías de viaje continua serán elevadas pasando sin interrupción sobre Sonterra Boulevard, Redland Road, Encino Rio, Evans Road, Stone Oak Parkway, Marshall Road, Wilderness Oaks, Overlook Parkway, Bulverde Road, y Borgfeld Drive. En Loop 1604, las vías de autopista elevadas con dirección hacia el sur y el norte se conectarán directamente a Loop 1604 hacia el este o el oeste. Las actuales vías de viaje de la US 281, incluyendo una porción de la Super Street US 281, se mantendrán en su lugar como acceso parcialmente controlado, sirviendo tráfico local por medio de proveer acceso directo a negocios, vecindades y calles conectadas. La Alternativa de Autopista Elevada se requiere aproximadamente 99 acres de derecho de vía adicional.

Las alternativas para construcción propuestas están evaluadas en la Declaración de Impactos Ambientales Preliminar (DIAP), usando tres opciones de financiamiento: sin tarifa, con tarifa y carriles administrados.

La Alternativa Sin Construcción supone que las mejoras propuestas para la carretera US 281 no serán construidas, pero sí incluye todas las mejoras de transporte programadas en Mobility 2035, el plan de transporte a largo plazo de la región. La Alternativa Sin Construcción esta basada en las condiciones actuales de la US 281 existente e incluye a la US 281 Super Street, toda mejora de transporte regional programada en Mobility 2035 (excepto las mejoras programadas para el existente corredor del proyecto US 281) y mantenimientos menores al corto plazo y mejoras para la seguridad que mantienen la operación continua del existente corredor del proyecto US 281.

¡Deje Que Su Voz Se Escuche!

Audiencia pública de la Declaración de Impactos Ambientales Preliminar (DIAP) para US 281

Jueves, 20 de junio de 2013

5:00 PM

Exhibición Abierta al Público:
5:00 PM – 7:00 PM
Presentación: 7:00 PM
Testimonio del Público: 7:45 PM
(los detalles a continuación)

San Antonio Shrine Auditorium
(antes conocido como Alzafar Shrine)
901 North Loop 1604 West
San Antonio, TX 78232-1040
Teléfono (210) 496-6334

El San Antonio Shrine Auditorium está localizado en la vía de acceso al norte de Loop 1604 entre Stone Oak Parkway y la calle Blanco

Formato para la Audiencia Pública del DIA Preliminar

5:00 PM al 7:00 PM – Exhibición Abierta al Público

Recibe información de la Declaración de Impactos Ambientales Preliminar (DIAP), hable directamente con unos de los miembros del equipo de la Declaración de Impactos Ambientales, entregue sus comentarios, regístrese para tomar la palabra.

Les animamos a los miembros del público que les interese los recursos culturales que visiten la exhibición abierta al público y hablen con el historiador y el arqueólogo del equipo de la DIA de la US 281. Habrá donde uno puede registrarse para recibir información adicional respecto a los impactos potenciales del proyecto y esfuerzos de coordinación requeridos con la Texas Historical Commission.

7:00 PM – Presentación

Vistazo General de la Declaración de Impactos Ambientales Preliminar.

7:45 PM – Testimonio del Público

Testimonio del público continuará hasta que cada persona registrada tendrá la oportunidad de ser escuchado.

Necesidades Especiales

Animamos a las personas interesadas en asistir que tienen necesidades especiales de comunicación y acomodación de ponerse en comunicación con Vicki Crnich al 512.416.3029 por lo menos dos días de jornada antes de la audiencia. Las oficinas de TxDOT están abiertas de lunes a viernes de las 8:00 AM hasta las 5:00 PM, excluyendo días feriados del estado. Porque la audiencia pública se conducirá en inglés, cualquier petición para intérpretes de lenguaje u otras necesidades de comunicación especiales deben hacerse por lo menos dos días de jornada antes de la audiencia pública. TxDOT y la Alamo RMA harán todo esfuerzo razonable para acomodar estas necesidades.

Comentarios

Si usted desea hacer un comentario y no puede asistir a la audiencia pública, favor de someter sus comentarios por correo electrónico al US281EIS@AlamoRMA.org, por el sitio web al http://www.411on281.com/us281eis/ bajo Submit Comments o por escrito al TxDOT-ENV, Atención: Vicki Crnich, 125 E. 11th Street, Austin, TX 78701-2483. **TODOS LOS COMENTARIOS TIENEN QUE RECIBIRSE O ESTAR MATASELLADOS EL 1 DE JULIO DE 2013 O ANTES PARA SER INCLUIDOS EN EL REGISTRO OFICIAL.**

COMITÉ ASESOR DE LA COMUNIDAD

El Comité Asesor de la Comunidad (CAC) de la Declaración de Impactos Ambientales (DIA) de la carretera US 281 se reunirá el miércoles, 5 de junio, para recibir un vistazo general de la Declaración de Impactos Ambientales Preliminar y prepararse para la audiencia pública el 20 de junio de 2013. (Vea artículo "La Declaración de Impactos Ambientales Preliminar Distribuida para Revisión y Comentario".) Los miembros de la CAC representan los diferentes grupos interesados por esta sección del corredor de la US 281 y se han reunido en el pasado para recibir información del estado del proceso de la Declaración de Impactos Ambientales y para dar retroalimentación e insumos al equipo de la Declaración de Impactos Ambientales en el diseño y el proceso de las reuniones públicas.

Para más información sobre miembros de la CAC y reuniones previas favor busque en <www.411on281.com> y hacer clic en "Community Advisory Committee".

La reunión del CAC en diciembre de 2011

LA DECLARACION DE IMPACTOS AMBIENTALES PRELIMINAR DISTRIBUIDO PARA REVISION Y COMENTARIO

La Declaración de Impactos Ambientales Preliminar (DIAP) ha sido distribuido para revisión pública y comentarios. Comentarios relacionados al documento tienen que ser matasellados el día del 1 de julio de 2013 o antes. (Vea "Deje Que Se Escuche Su Voz".) El documento está disponible para descargarse al http://www.411on281.com/us281eis.

Copias imprimidas en papel se pueden revisar en los locales a continuación:

Alamo Regional Mobility Authority
613 N.W. Loop 410, Ste. 100
San Antonio, TX 78216

Texas Department of Transportation
4615 N.W. Loop 410
San Antonio, TX 78229

Jacobs Engineering Group
911 Central Parkway North, Ste. 425
San Antonio, TX 78232

San Antonio Central Library
600 Soledad St.
San Antonio, TX 78205

Brook Hollow Branch Library
530 Heimer Rd.
San Antonio, TX 78232

Parman Branch Library at Stone Oak
20735 Wilderness Oak
San Antonio, TX 78258

Consiga el 411 de 281

Manténgase Informado y Participe

Gracias a todos ustedes que ya han participado con sus comentarios, sus visitas al sitio web y su asistencia a la reunión pública para determinar las necesidades correspondientes a este asunto. Por favor sigan particpando e inviten a sus vecinos y a sus amigos a que participen también. Sus comentarios y su participación siguen siendo una parte muy importante para el éxito del proceso EIS.

Recuerden que hay diferentes maneras de hacernos llegar sus comentarios:

- Asista a la audiencia pública el 20 de junio de 2013
- Visite el sitio web www.411on281.com/US281EIS
- Envie un correo electrónico al buzón de EIS US 281 EIS al US281EIS@AlamoRMA.org
- Envie sus comentarios por correo al TxDOT-ENV (La dirección se incluye abajo).

Siga los acontecimientos de la EIS US 281 en Facebook y Twitter.*

*Anque los sitios de medios sociales electrónicos (como Twitter, Facebook y los blogs) están disponibles y su propósito es el de fomentar un diálogo público sobre el proceso de la EIS US 281, son únicamente para proporcionar información y llegar al público. Para asegurarse de que su comentario se documente en el acta EIS oficial, utilice solamente los métodos indicados arriba para hacérnoslo llegar.

ALAMO RMA
Alamo Regional Mobility Authority

Comuníquese con Nosotros:

TxDOT-ENV
Atención: Vicki Crnich
125 E. 11th Street
Austin, Texas 78701-2483
512.416.3029

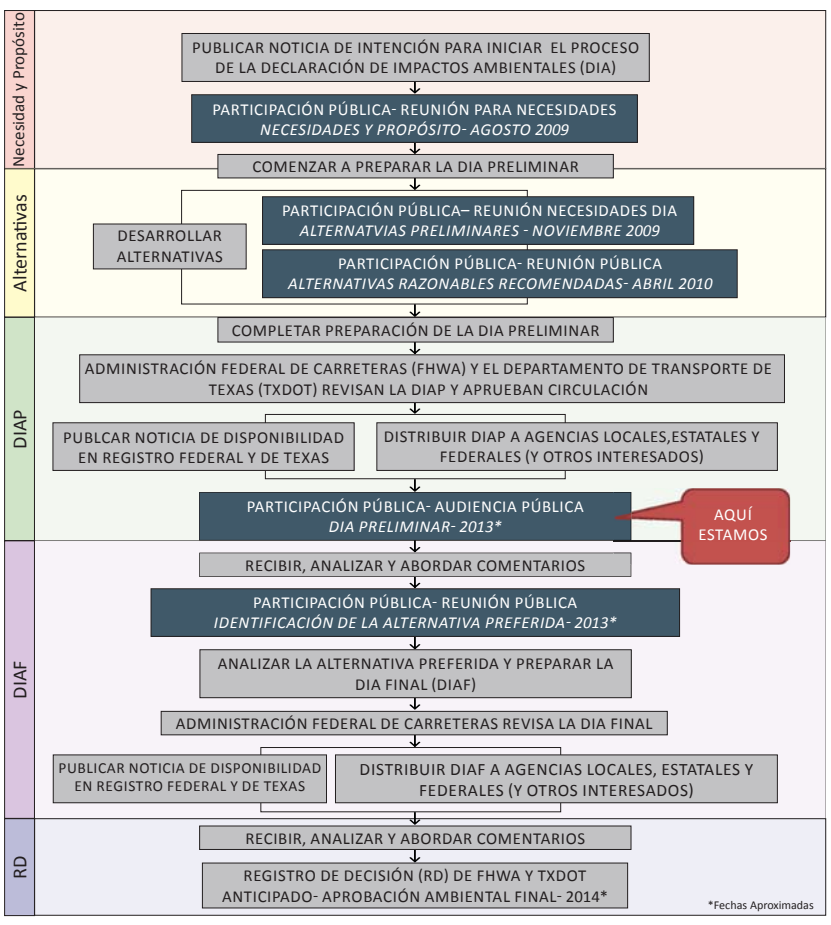
www.411on281.com/US281EIS
US281EIS@AlamoRMA.org

CIRCULACION DE LA DECLARACION DE IMPACTOS AMBIENTALES PRELIMINAR Y LA FUTURA AUDIENCIA PUBLICA

La Declaración de Impactos Ambientales Preliminar (DIAP) de la carretera US 281 ahora está disponible para su revisión y comentario. Una audiencia pública de la DIAP tomará lugar el 20 de junio de 2013 en el San Antonio Shrine Auditorium (antes conocido como el Alzafar Shrine) localizado entre Stone Oak Parkway y la calle Blanco por Loop 1604.

La DIAP es una crónica de los esfuerzos para llegar a las alternativas que se consideran para las mejoras del corredor de la carretera US 281. También se encuentran las alternativas propuestas. Incluye la necesidad y los propósitos para las mejoras a la US 281, la investigación y los resultados relacionados al área de estudio alrededor de la US 281, impactos directos, impactos indirectos, y efectos cumulativos y la documentación de los esfuerzos para involucrar al público y la coordinación entre agencias. La circulación y periodo de comentario público será de 45 días después de la Noticia de Disponibilidad publicado en el Federal Register y el Texas Register el 26 de abril de 2013 y diez días después de la audiencia publica el 20 de julio de 2013. El periodo para hacer comentarios termina el 1 de julio de 2013.

Ya que se concluye el periodo de comentario el equipo de la Declaración de Impactos Ambientales (DIA) US 281 analizarán y abordarán los comentarios y considerarán la identificación de una Alternativa Preferida. La Alternativa Preferida será presentada en una futura reunión pública y será evaluada en la Declaración de Impactos Ambientales Final (DIAF) que será circulada al publicó para su revisión y comentario. Un resumen y análisis de los comentarios recibidos en la DIAF estarán incluidos en el Registro de la Decisión. Si en el Registro de la Decisión se selecciona una Alternativa para Construcción, el proyecto será elegible para continuar al diseño final, la adquisición de derecho de vía y la construcción.



Press Release & Request for Coverage

This page intentionally left blank.

ALAMO RMA
Alamo Regional Mobility Authority
"Moving people faster"

BOARD OF DIRECTORS

JOHN CLAMP
CHAIR

ROBERT S. THOMPSON
VICE-CHAIR

REYNALDO L. DIAZ, JR.
SECRETARY/TREASURER

TOMMY CALVERT, JR.

RAMIRO A. CAVAZOS

GAVINO RAMOS

ROBERT G. RODRIGUEZ

DAVID SMITH
INTERIM EXECUTIVE DIRECTOR

FOR IMMEDIATE RELEASE: June 21, 2013
Media contact: Laura Jesse, 210.787.9038

Hearing allows public commentary on US 281 Draft Environmental Impact Statement

Bexar County residents had an opportunity Thursday evening to receive information and provide feedback on the US 281 Draft Environment Impact Statement, or Draft EIS, which addresses improvements proposed for US 281 between Loop 1604 and Borgfield Drive. All comments submitted at the meeting and by e-mail or regular mail will be considered during future project development activities, including identification of the preferred alternative and preparation of a Final Environmental Impact Statement.

Residents who wish to submit written comments may do so by e-mail to US281EIS@AlamoRMA.org; through the website www.411on281.com/US281EIS; or by mail to TxDOT-ENV, Attention: Vicki Crnich, 125 E. 11th Street, Austin, TX 78701-2483. Electronic comments must be received by July 1; mailed comments must be postmarked by July 1.

The Draft EIS can be viewed at www.411on281.com.

The US 281 EIS process began in 2009 with the identification of the need for improvements to the roadway and then the identification and development of alternatives to prepare the Draft EIS. It will serve as the primary document to facilitate review of the No-Build and Proposed Build Alternatives by federal, state, regional and local agencies; decision-makers; and the public. The Draft EIS documents the anticipated social, economic and environmental effects of the proposed project.

The Draft EIS includes two "build alternatives" to address growth and improve functionality, safety and quality of life in the project limits.

The Expressway Alternative includes three expressway lanes in each direction, two to three frontage road lanes in each direction, grade-separated cross streets, and non-toll northern direct connector ramps at the US 281/Loop 1604 interchange; the estimated cost is $434 million to $448 million.

The Expressway Alternative would require one residential relocation and 26 commercial displacements.

The Elevated Expressway Alternative would have two to three elevated expressway lanes in each direction, two to three frontage road lanes in each direction, grade-separated cross streets and non-toll northern direct connector ramps; the estimated cost is $646 million to $655 million. This alternative would require no residential relocations and 28 commercial displacements. Both alternatives include bus park-and-ride facilities as well as bike and pedestrian facilities.

The next steps in the US 281 EIS process are:

- Close of public hearing comment period on July 1
- Consider public and agency comments
- Prepare and circulate Public Hearing Summary and Analysis Report
- Identify a preferred alternative
- Public meeting No. 4 for the preferred alternative
- Public and agency comment period
- Prepare and circulate the Final EIS (tentatively Spring 2014)
- Public and agency comment period
- Federal Highway Administration and TxDOT Record of Decision (tentatively Summer 2014)

###

ALAMO RMA
Alamo Regional Mobility Authority
"Moving people faster"

REQUEST FOR COVERAGE: June 20, 2013

Media contact: Laura Jesse, 210.787.9038

Public hearing for US 281 Draft Environmental Impact Statement

WHAT: The Federal Highway Administration, Texas Department of Transportation and Alamo Regional Mobility Authority will have a public hearing to accept comments on the US 281 Draft Environmental Impact Statement. Attendees will have the opportunity to ask questions and view project exhibits during an open house from 5 p.m. to 7 p.m. A presentation will be given at 7 p.m. and the public hearing testimony will begin at 7:45 p.m. and end when all registered speakers have been given an opportunity to speak.

WHEN: 5 p.m. to 9 p.m. Thursday, June 20, 2013

WHERE: San Antonio Shrine Auditorium, 901 N. Loop 1604 West, SAT 78258 (formerly the Alzafar Shrine Temple)

###

BOARD OF DIRECTORS

JOHN CLAMP
CHAIR

ROBERT S. THOMPSON
VICE-CHAIR

REYNALDO L. DIAZ, JR.
SECRETARY/TREASURER

TOMMY CALVERT, JR.

RAMIRO A. CAVAZOS

GAVINO RAMOS

ROBERT G. RODRIGUEZ

DAVID SMITH
INTERIM EXECUTIVE DIRECTOR

This page intentionally left blank.

Media Kit

Contents

1) Request for Coverage (available in Appendix B)
2) Newsletter (available in Appendix B)
3) Handouts (available in Appendix G)
4) Project Location Map (available in Appendix C)
5) Presentation Slides (available in Appendix F)
6) Exhibits (available in Appendix F)

This page intentionally left blank.

APPENDIX C – HEARING INVITATIONS

This page intentionally left blank.

Letters to Elected Officials

Note: One letter is included as an example along with a mailing list. Each letter included an electronic copy of the Draft EIS.

This page intentionally left blank.

ALAMO RMA
Alamo Regional Mobility Authority
"Moving people faster"

April 22, 2013

The Honorable Pete Gallego
U.S. House of Representatives, District 23
1714 SW Military Drive
Ste. 110
San Antonio, TX 78221

BOARD OF DIRECTORS

JOHN G. CLAMP
CHAIRMAN

Robert S. Thompson
VICE CHAIRMAN

REYNALDO L. DIAZ, JR.
SECRETARY/TREASURER

ROBERT G. RODRIGUEZ

TOMMY CALVERT, JR.

RAMIRO A. CAVAZOS

GAVINO RAMOS, JR.

TERRY M. BRECHTEL
EXECUTIVE DIRECTOR

Dear Congressman Gallego:

The Alamo Regional Mobility Authority (Alamo RMA) in partnership with the Federal Highway Administration and the Texas Department of Transportation will hold a public hearing regarding possible transportation improvements to US 281 from Loop 1604 to Borgfeld Drive. The Alamo RMA has published a Draft Environmental Impact Statement (Draft EIS), in accordance with the National Environmental Policy Act of 1969, which analyzes potential direct, indirect, and cumulative effects to the human and natural environment from the construction and operation of proposed transportation improvements. A Notice of Availability (NOA) will be published in the *Texas Register* and the *Federal Register* on Friday, April 26, 2013.

A CD including the US 281 Draft EIS is enclosed in this letter. It is also available for review at the following locations: (1) Alamo Regional Mobility Authority, 613 N.W. Loop 410, Ste. 100, San Antonio, TX 78216; (2) Texas Department of Transportation, 4615 N.W. Loop 410, San Antonio, TX 78229; (3) Jacobs Engineering Group, 911 Central Parkway North, Suite 425, San Antonio, TX 78232; (4) Parman Branch Library at Stone Oak, 20735 Wilderness Oak, San Antonio, TX 78258; (5) Brook Hollow Branch Library, 530 Heimer Road, San Antonio, TX 78232; and (6) San Antonio Central Library, 600 Soledad Street, San Antonio, TX 78205. A digital version of the Draft EIS may be downloaded from the project website at http://www.411on281.com/us281eis/.

If you are a Cooperating or Participating Agency and would like to receive a hard copy of the Draft EIS, please contact Vicki Crnich at (512) 416-3029.

The public is encouraged to attend a public hearing on Thursday, June 20, 2013, between 5:00 pm and 9:00 pm, at San Antonio Shrine Auditorium (formerly known

Alamo Regional Mobility Authority
613 N. W. Loop 410, Ste 100, San Antonio, Texas 78216
(210) 495-5256 (210) 495-5403 Fax
www.AlamoRMA.org

as Alzafar Shrine), 901 North Loop 1604 West, San Antonio, Texas 78232. The purpose of this public hearing is to gather public input on the Draft EIS. The hearing will consist of an open house from 5:00 pm to 7:00 pm, a presentation at 7:00 pm followed by a public comment period. Project team members from the Alamo RMA, TxDOT and its consultants will be available to discuss and answer questions regarding US 281 proposed transportation improvements and the EIS process. Notices will be published in the *San Antonio Express-News* and *La Prensa*.

Verbal and written comments from the public regarding this project are requested. Comments may be presented at the hearing or in writing. Written comments may be mailed to TxDOT-ENV, Attention: Vicki Crnich, 125 E. 11th Street, Austin, TX 78701-2483, emailed to US281EIS@AlamoRMA.org; and submitted at http://www.411on281.com/us281eis/ under Submit Comments. Written comments must be received by July 1, 2013 to be included in the official record.

Please feel free to contact Vicki Crnich at (512) 416-3029 with any questions regarding this public hearing for the US 281 Draft EIS.

Sincerely,

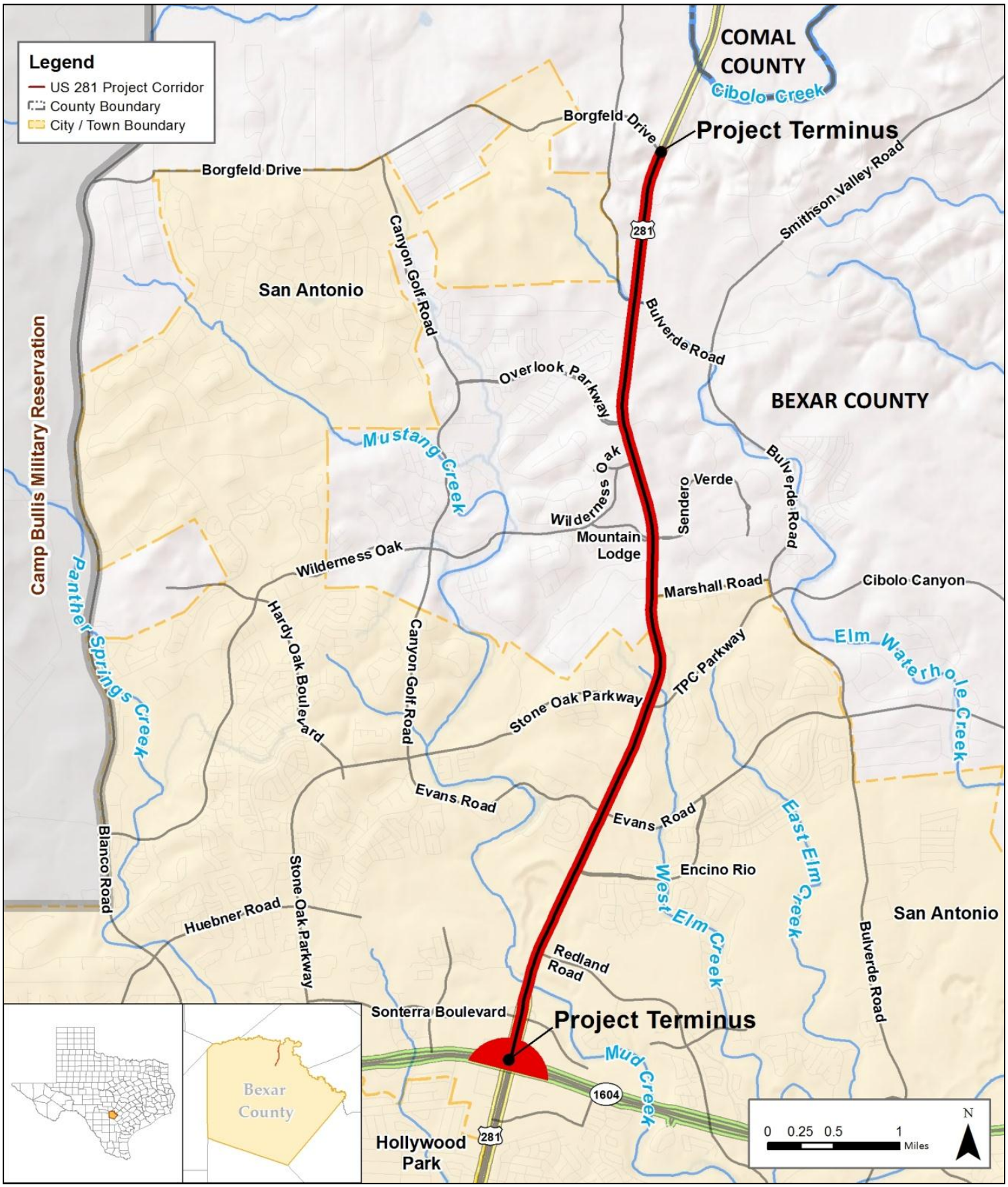
Terry M. Brechtel

Terry M. Brechtel
Executive Director

Enclosure: US 281 Draft EIS and Project Location Map

cc: Vicki Crnich, P.G., TxDOT Environmental Affairs Division
Renee D. Green, P.E., Bexar County
Justin Ham, P.E., FHWA

US 281 EIS Project Location



DEIS RECIPIENTS AND BEXAR COUNTY PRESERVATION CONTACTS

PREFIX	FIRST NAME	LAST NAME	TITLE	COMPANY	MAILING ADDRESS	CITY	STATE	ZIP
Mr.	Steven	Brooks	Chief	U.S. Army Corps of EngineersRegulatory Branch Fort W	819 Taylor Street Room 3A37 CESWF-PER-R	Fort Worth	TX	76102
Ms.	Susan	Baggett	State Conservationist	U.S. Department of Agriculture,Natural Resources Con	101 South Main	Temple	TX	76501
Mr.	John	MacFarlane	NEPA Specialist	U.S. Environmental Protection Agency (EPA)	1445 Ross Avenue	Dallas	TX	75202-2733
Mr.	Darren	LaBlanc	Austin Ecological Services Field Office	U.S. Fish and Wildlife Service	10711 Burnet Road Suite 200	Austin	TX	78758
Dr.	Willie R.	Taylor	Director Office of Environmental Policy and Compliance	U.S. Department of the Interior	Main Interior Building (MS 2462) 1849 C. Street, N.W.	Washington	D.C.	20240
Mr.	Dean	Arnold	Environmental Attorney	Camp Bullis	Office of the Staff Judge Advocate 502 MSG/JA 2271 Reynolds Road	Fort Sam Houston	TX	78234
Ms.	Barbara R.	Britton	Regional Environmental Officer	U.S. Department of Housing and Urban Development	Fort Worth Regional Office 801 Cherry Street, Room 2862	Fort Worth	TX	76102
Mr.	Donnie	Cabaniss, Jr.	Tribal Chairman	Apache Tribe of Oklahoma	P.O. Box 1330	Anadarko	OK	73005
Ms.	Terri	Parton	President	Wichita and Affiliated Tribes	P.O. Box 729	Anadarko	OK	73005
Mr.	Bryant J.	Celestine		Alabama-Coushatta Tribe of Texas	571 State Park Road 56	Livingston	TX	77351
Mr.	Tarpie	Yargee	Chief	Alabama-Quassarte Tribal Town	P.O. Box 187	Wetumka	OK	74883
Mr.	Robert	Castro	THPO	Caddo Nation of Oklahoma	P.O. Box 487	Binger	OK	73009
Mr.	Jimmy	Arterberry	THPO	Comanche Nation of Oklahoma	P.O. Box 908	Lawton	OK	73502
Mr.	Juan	Garza, Jr.	Chairperson	Kickapoo Traditional Tribe of Texas	HC1 Route, Box 9700	Eagle Pass	TX	78852
Mr.	Gilbert	Salazar	Chairperson	Kickapoo Tribe of Oklahoma	P.O. Box 70	McLoud	OK	74851
Ms.	Amie	Tah-Bone		Kiowa Indian Tribe of Oklahoma	P.O. Box 369	Carnegie	OK	73015
Mr.	Frederick	Chino, Sr.	President	Mescalero Apache Tribe	P.O. Box 227	Mescalero	NM	88340
Mr.	Leonard M.	Harjo	PrincipalChief	Seminole Nation of Oklahoma	P.O. Box 1498	Wewoka	OK	74884
Mr.	Don L.	Patterson	President	Tonkawa Tribe of Indians of Oklahoma	1 Rush Buffalo Road	Tonkawa	OK	74653
The Honorable	Joaquin	Castro		U.S. House of Representatives, District 20	727 E. Durango B-124 Federal Building	San Antonio	TX	78206
The Honorable	Lamar	Smith		U.S. House of Representatives, District 21	1100 NE Loop 410 Suite 640	San Antonio	TX	78209
The Honorable	Pete	Gallego		U.S. House of Representatives, District 23	1714 SW Military Drive	San Antonio	TX	78221
The Honorable	Henry	Cuellar		U.S. House of Representatives, District 28	615 E. Houston Street Suite 451	San Antonio	TX	78205
The Honorable	Lloyd	Doggett		U.S. House of Representatives, District 35	217 W. Travis St.	San Antonio	TX	78205
The Honorable	John	Cornyn		U.S. Senate	600 Navarro Suite 210	San Antonio	TX	78205
The Honorable	Ted	Cruz		U.S. Senate	145 Duncan Drive	San Antonio	TX	78226
Ms.	Linda	Henderson	Historian	Texas Historical Commission	P.O. Box 12276	Austin	TX	78711-2276
Commissioner	Nancy M.	Steves		Texas Historical Commission	P.O. Box 12276	Austin	TX	78711-2276
Ms.	Kathy	Boydston	Program Supervisor	Texas Parks and Wildlife Department (TP&WD)	4200 Smith School Road	Austin	TX	78744
Ms.	Lynn	Bumguardner	Region 13 - Water Manager	Texas Commission on Environmental Quality (TCEQ)	14250 Jedson Road	San Antonio	TX	78233
The Honorable	Rick	Perry	Governor	State of Texas	P.O. Box 12428	Austin	TX	78711-2428
The Honorable	David	Dewhurst	Lieutenant Governor	State of Texas	P.O. Box 12068 Capitol Station	Austin	TX	78711
The Honorable	Joe	Straus	Speaker of the House	Texas House of Representatives, District 121	7373 Broadway 202-A	San Antonio	TX	78209

DEIS RECIPIENTS AND BEXAR COUNTY PRESERVATION CONTACTS

PREFIX	FIRST NAME	LAST NAME	TITLE	COMPANY	MAILING ADDRESS	CITY	STATE	ZIP
The Honorable	Joe	Pickett	Chair	Texas House of Representatives, House Committee on Transportation	P.O. Box 2910	Austin	TX	78768
The Honorable	Doug	Miller		Texas House of Representatives, District 73	387 W. Mill Street	New Braunfels	TX	78130
The Honorable	Trey	Martinez-Fischer		Texas House of Representatives, District 116	1910 Fredericksburg Road	San Antonio	TX	78201
The Honorable	Phillip	Cortez		Texas House of Representatives, District 117	9107 Marbach Road Suite 111	San Antonio	TX	78245
The Honorable	Joe	Farias		Texas House of Representatives, District 118	660 Southwest Military Drive	San Antonio	TX	78221
The Honorable	Roland	Gutierrez		Texas House of Representatives, District 119	3319 Sidney Brooks	San Antonio	TX	78235
The Honorable	Ruth	McClendon		Texas House of Representatives, District 120	403 S.W. W White Road Suite 210	San Antonio	TX	78219
The Honorable	Lyle	Larson		Texas House of Representatives, District 122	2040 Babcock Road Suite 402	San Antonio	TX	78229
The Honorable	Michael	Villarreal		Texas House of Representatives, District 123	1114 S. St. Mary's Suite 110	San Antonio	TX	78210
The Honorable	Jose	Menendez		Texas House of Representatives, District 124	7121 US Hwy 90 West Suite 240	San Antonio	TX	78227
The Honorable	Justin	Rodriguez		Texas House of Representatives, District 125	6502 Bandera Suite 106	San Antonio	TX	78238
The Honorable	Tommy	Williams	Chairman	Texas Senate, Senate Committee on Transportation and Homeland Security	P.O. Box 12068 Capitol Station	Austin	TX	78711
The Honorable	Carlos	Uresti		Texas Senate, District 19	2530 SW Military Drive Suite 103	San Antonio	TX	78224
The Honorable	Judith	Zaffirini		Texas Senate, District 21	12702 Toepperwein Road Suite 214	San Antonio	TX	78233
The Honorable	Donna	Campbell		Texas Senate, District 25	1250 NE Loop 410 Suite 925	San Antonio	TX	78209
The Honorable	Leticia	Van de Putte		Texas Senate, District 26	700 N. St. Mary's Street	San Antonio	TX	78205
Mr.	Jeff	Austin III	Commissioner	Texas Transportation Commission	125 East 11th Street	Austin	TX	78701
Mr.	Ted	Houghton	Commissioner	Texas Transportation Commission	125 East 11th Street	Austin	TX	78701
Mr.	Jeff	Moseley	Commissioner	Texas Transportation Commission	125 East 11th Street	Austin	TX	78701
Mr.	William	Meadows	Commissioner	Texas Transportation Commission	125 East 11th Street	Austin	TX	78701
Mr.	Fred	Underwood	Commissioner	Texas Transportation Commission	125 East 11th Street	Austin	TX	78701
Ms.	Luana	Buckner	Chair	Edwards Aquifer Authority	1615 N. St. Mary's Street	San Antonio	TX	78215
Ms.	Susan	Hughes	Board Member, District 6	Edwards Aquifer Authority	1615 N. St. Mary's Street	San Antonio	TX	78215
Mr.	Ron	Ellis	Board Member, District 5	Edwards Aquifer Authority	1615 N. St. Mary's Street	San Antonio	TX	78215
Mr.	Enrique	Valdivia	Board Member, District 7	Edwards Aquifer Authority	1615 N. St. Mary's Street	San Antonio	TX	78215
Mr.	Craig	Massouh	Board Member, District 8	Edwards Aquifer Authority	1615 N. St. Mary's Street	San Antonio	TX	78215
Ms.	Carol	Patterson	Board Member, District 1	Edwards Aquifer Authority	1615 N. St. Mary's Street	San Antonio	TX	78215
Mr.	Roland	Ruiz	General Manager	Edwards Aquifer Authority	900 E. Quincy	San Antonio	TX	78215
Mr.	John	Hoyt	Executive Director Aquifer Management Services	Edwards Aquifer Authority	900 E. Quincy	San Antonio	TX	78215
Mr.	Ron	Vaughn	Aquifer Protection Aquifer Management Services	Edwards Aquifer Authority	900 E. Quincy	San Antonio	TX	78215
Ms.	Sandy	Hagland	General Manager	Edwards Aquifer Authority	1615 N. St. Mary's Street	San Antonio	TX	78215
Mr.	Isidro	Martinez	Director	San Antonio Bexar County Metropolitan Planning Organization	825 South St. Mary's Street	San Antonio	TX	78205
Mr.	Dean J.	Danos	Executive Director	Alamo Area Council of Governments	8700 Tesoro Drive Suite 700	San Antonio	TX	78217-6228
Mr.	Tim	Trevino	Public Relations Director	Alamo Area Rural Planning Organization	8700 Tesoro Drive Suite 700	San Antonio	TX	78217

DEIS RECIPIENTS AND BEXAR COUNTY PRESERVATION CONTACTS

PREFIX	FIRST NAME	LAST NAME	TITLE	COMPANY	MAILING ADDRESS	CITY	STATE	ZIP
The Honorable	Nelson W.	Wolff	County Judge	Bexar County	101 W. Nueva Suite 1019	San Antonio	TX	78205
Mr.	Tommy	Adkisson	County Commissioner, Precinct 4	Bexar County	101 W. Nueva Suite 1029	San Antonio	TX	78205
Mr.	Paul	Elizondo	County Commissioner, Precinct 2	Bexar County	101 W. Nueva Suite 1032	San Antonio	TX	78205
Mr.	Sergio "Chico"	Rodriguez	County Commissioner, Precinct 1	Bexar County	101 W. Nueva Suite 1009	San Antonio	TX	78205
Mr.	Kevin	Wolff	County Commissioner, Precinct 3	Bexar County	101 W. Nueva Suite 1007	San Antonio	TX	78205
Mr.	David	Smith	County Manager	Bexar County	101 W. Nueva 10th Floor	San Antonio	TX	78205
Ms.	Renee D.	Green, P.E.	Director of Public Works	Bexar County	233 N. Pecos - La Trinidad, Suite 420	San Antonio	TX	78207
Mr.	Andrew	Winter	Environmental Engineer	Bexar County	233 N. Pecos – La Trinidad, Suite 420	San Antonio	TX	78207
The Honorable	Sherman	Krause	County Judge	Comal County	100 Main Plaza	New Braunfels	TX	78130
Ms.	Donna	Eccleston	County Commissioner, Precinct 1	Comal County	100 Main Plaza	New Braunfels	TX	78130
Ms.	Jan	Kennady	County Commissioner, Precinct 4	Comal County	100 Main Plaza	New Braunfels	TX	78130
Mr.	Scott	Haag	County Commissioner, Precinct 2	Comal County	100 Main Plaza	New Braunfels	TX	78130
Mr.	Kevin	Webb	County Commissioner, Precinct 3	Comal County	100 Main Plaza	New Braunfels	TX	78130
Mr.	Jim	Binkley	Community Advisory Committee Member	Comal County	100 Main Plaza	New Braunfels	TX	78130
Mr.	Tom	Hornseth	County Engineer	Comal County	100 Main Plaza	New Braunfels	TX	78130
The Honorable	Julian	Castro	Mayor	City of San Antonio	P.O. Box 839966	San Antonio	TX	78283-3966
Mr.	Diego	Bernal	Council Member, District 1	City of San Antonio	P.O. Box 839966	San Antonio	TX	78283-3966
Ms.	Ivy R.	Taylor	Council Member, District 2	City of San Antonio	P.O. Box 839966	San Antonio	TX	78283-3966
Ms.	Leticia	Ozuna	Council Member, District 3	City of San Antonio	P.O. Box 839966	San Antonio	TX	78283-3966
Mr.	Rey	Saldana	Council Member, District 4	City of San Antonio	P.O. Box 839966	San Antonio	TX	78283-3966
Mr.	David	Medina, Jr.	Council Member, District 5	City of San Antonio	P.O. Box 839966	San Antonio	TX	78283-3966
Mr.	Ray	Lopez	Council Member, District 6	City of San Antonio	P.O. Box 839966	San Antonio	TX	78283-3966
Mr.	Cris	Medina	Council Member, District 7	City of San Antonio	P.O. Box 839966	San Antonio	TX	78283-3966
Mr.	W. Reed	Williams	Council Member, District 8	City of San Antonio	P.O. Box 839966	San Antonio	TX	78283-3966
Ms.	Elisa	Chan	Council Member, District 9	City of San Antonio	P.O. Box 839966	San Antonio	TX	78283-3966
Mr.	Carlton	Soules	Council Member, District 10	City of San Antonio	P.O. Box 839966	San Antonio	TX	78283-3966
Ms.	Sheryl L.	Sculley	City Manager	City of San Antonio	P.O. Box 839966	San Antonio	TX	78283-3966
Mr.	Mike	Frisbie, P.E.	City Engineer	City of San Antonio	P.O. Box 839966	San Antonio	TX	78283-3966
Mr.	Majed A.	Al-Ghafry	Director of Public Works	City of San Antonio	P.O. Box 839966	San Antonio	TX	78283-3966
Ms.	Kay	Hindes	City Archaeologist	City of San Antonio	P.O. Box 839966	San Antonio	TX	78283-3966
Ms.	Trish	Logan	Planner	City of San Antonio	1901 S. Alamo	San Antonio	TX	78204
Ms.	Leticia M.	Vacek	City Clerk	City of San Antonio	P.O. Box 839966	San Antonio	TX	78283-3966
The Honorable	Bill	Krawietz	Mayor	City of Bulverde	30360 Cougar Bend	Bulverde	TX	78163
Mr.	Robert W.	Hurst	Councilman	City of Bulverde	30360 Cougar Bend	Bulverde	TX	78163
Ms.	Yvonne L.	Chapman	Councilwoman	City of Bulverde	30360 Cougar Bend	Bulverde	TX	78163
Mr.	Kirk	Harrison	Councilman	City of Bulverde	30360 Cougar Bend	Bulverde	TX	78163
Mr.	Shane	Reynolds	Councilman	City of Bulverde	30360 Cougar Bend	Bulverde	TX	78163
Ms.	Cindy	Cross	Councilwoman	City of Bulverde	30360 Cougar Bend	Bulverde	TX	78163
Mr.	E. A.	Hoppe	City Administrator	City of Bulverde	30360 Cougar Bend	Bulverde	TX	78163
Ms.	Tiffany	Littlepage	City Secretary	City of Bulverde	30360 Cougar Bend	Bulverde	TX	78163
Mr.	John	Nowak	Director of Public Works	City of Bulverde	30360 Cougar Bend	Bulverde	TX	78163
The Honorable	Gabriel	Durand-Hollis	Mayor, Place 2	City of Hill Country Village	116 Aspen Lane	San Antonio	TX	78232

DEIS RECIPIENTS AND BEXAR COUNTY PRESERVATION CONTACTS

PREFIX	FIRST NAME	LAST NAME	TITLE	COMPANY	MAILING ADDRESS	CITY	STATE	ZIP
The Honorable	Carl A.	Register	Mayor Pro-Tem, Place 1	City of Hill Country Village	116 Aspen Lane	San Antonio	TX	78232
Ms.	Jane	Cronk	Council Member	City of Hill Country Village	116 Aspen Lane	San Antonio	TX	78232
Mr.	George R.	Evans	Council Member, Place 4	City of Hill Country Village	116 Aspen Lane	San Antonio	TX	78232
Mr.	James	Allen	Council Member	City of Hill Country Village	116 Aspen Lane	San Antonio	TX	78232
Ms.	Elizabeth	Worley	Council Member, Place 3	City of Hill Country Village	116 Aspen Lane	San Antonio	TX	78232
Mr.	Frank	Morales	City Administrator	City of Hill Country Village	116 Aspen Lane	San Antonio	TX	78232
Mr.	Jeff	Simmons	Director of Public Works	City of Hill Country Village	116 Aspen Lane	San Antonio	TX	78232
The Honorable	Tom	Daly	Mayor	City of Selma	9375 Corporate Drive	Selma	TX	78154
The Honorable	Melba	Gregory	Mayor Pro-Tem	City of Selma	9375 Corporate Drive	Selma	TX	78154
Mr.	Charles	Eads	Councilman	City of Selma	9375 Corporate Drive	Selma	TX	78154
Mr.	Ken	Harris	Councilman	City of Selma	9375 Corporate Drive	Selma	TX	78154
Mr.	William	Weeper	Councilman	City of Selma	9375 Corporate Drive	Selma	TX	78154
Mr.	Phill	Swinney	Councilman	City of Selma	9375 Corporate Drive	Selma	TX	78154
Mr.	Kenneth	Roberts	City Administrator	City of Selma	9375 Corporate Drive	Selma	TX	78154
The Honorable	Chris	Riley	Mayor	City of Leon Valley	6400 El Verde Road	Leon Valley	TX	78238
Ms.	Kathy	Hill	Councilwoman, Place 1	City of Leon Valley	6400 El Verde Road	Leon Valley	TX	78238
Mr.	Arthur	Reyna	Councilman, Place 2	City of Leon Valley	6400 El Verde Road	Leon Valley	TX	78238
Ms.	Irene	Baldridge	Councilwoman, Place 3	City of Leon Valley	6400 El Verde Road	Leon Valley	TX	78238
Mr.	Jack	Dean	Councilman, Place 4	City of Leon Valley	6400 El Verde Road	Leon Valley	TX	78238
Mr.	Paul K.	Biever	Councilman, Place 5	City of Leon Valley	6400 El Verde Road	Leon Valley	TX	78238
The Honorable	Mark	Perry	Mayor	Town of Hollywood Park	2 Mecca Drive	Hollywood Park	TX	78232
Mr.	Steve	Phillips	Council Member, Place 1	Town of Hollywood Park	2 Mecca Drive	Hollywood Park	TX	78232
Ms.	Sudie	Sartor	Council Member, Place 2	Town of Hollywood Park	505 E. Portal	San Antonio	TX	78232
Mr.	Tim	McCallum	Council Member, Place 3	Town of Hollywood Park	2 Mecca Drive	Hollywood Park	TX	78232
Mr.	Matt	Amerman	Council Member, Place 4	Town of Hollywood Park	2 Mecca Drive	Hollywood Park	TX	78232
Mr.	Paul	Homburg	Council Member, Place 5	Town of Hollywood Park	2 Mecca Drive	Hollywood Park	TX	78232
Ms.	Janice	Alamia	City Secretary	Town of Hollywood Park	2 Mecca Drive	Hollywood Park	TX	78232
Mr.	Jimmy	Arroyo	Director of Public Works	Town of Hollywood Park	2 Mecca Drive	Hollywood Park	TX	78232
Mr.	Patrick	Dixon	Community Advisory Committee Member	Town of Hollywood Park	2 Mecca Drive	Hollywood Park	TX	78232
Ms.	Letti	Bresnahan	Board Member	North East ISD	8961 Tesoro Drive Suite 602	San Antonio	TX	78217
Ms.	Shannon	Grona	Board Member	North East ISD	8961 Tesoro Drive Suite 602	San Antonio	TX	78217
Ms.	Susan	Galindo	Board Member	North East ISD	8961 Tesoro Drive Suite 602	San Antonio	TX	78217
Ms.	Sandy	Hughey	Board Member	North East ISD	8961 Tesoro Drive Suite 602	San Antonio	TX	78217
Ms.	Brigitte	Perkins	Board Member	North East ISD	2500 Heather Path	San Antonio	TX	78232
Mr.	Jim	Wheat	Board Member	North East ISD	8961 Tesoro Drive Suite 602	San Antonio	TX	78217
Mr.	Edd	White	Board Member	North East ISD	8961 Tesoro Drive Suite 602	San Antonio	TX	78217
Dr.	Brian	Gottardy	Superintendent	North East ISD	8961 Tesoro Drive Suite 602	San Antonio	TX	78217
Mr.	David	Drastata	Board Member	Comal ISD	1865 Crystal Springs Bend	New Braunfels	TX	78130
Mr.	David	Spencer	Board Member	Comal ISD	26610 Harmony Hills	San Antonio	TX	78260
Mr.	Bill	Swint	Board Member	Comal ISD	8440 Twisted Oaks	Garden Ridge	TX	78266
Mr.	Stephen S.	Smith	Board Member	Comal ISD	971 Lone Star Drive	New Braunfels	TX	78130
Mr.	Jason C.	York	Board Member	Comal ISD	18382 FM 306, #103	Canyon Lake	TX	78133

DEIS RECIPIENTS AND BEXAR COUNTY PRESERVATION CONTACTS

PREFIX	FIRST NAME	LAST NAME	TITLE	COMPANY	MAILING ADDRESS	CITY	STATE	ZIP
Ms.	Nancy	Pappas	Board Member	Comal ISD	1100 Homestead Ridge	New Braunfels	TX	78132
Ms.	Amy	Freund	Board Member	Comal ISD	155 Coral Cove	Spring Branch	TX	78070
Mr.	Heriberto	Guerra, Jr.	Chairman	San Antonio Water System	P.O. Box 2449	San Antonio	TX	78298-2449
Mr.	Robert R.	Puente, J.D.	President/CEO	San Antonio Water System	P.O. Box 2449	San Antonio	TX	78298-2449
Mr.	Greg	Flores III	VP Public Affairs	San Antonio Water System	P.O. Box 2449	San Antonio	TX	78298-2449
Mr.	Greg	James	Supervisor	San Antonio Water System	P.O. Box 2449	San Antonio	TX	78298-2449
Ms.	Suzanne B.	Scott	General Manager	San Antonio River Authority	100 East Guenther Street	San Antonio	TX	78204
Mr.	Henry	Munoz III	Chairman	VIA Metropolitan Transit	800 W. Myrtle	San Antonio	TX	78212
Mr.	Jeff	Arndt	Interim President & CEO	VIA Metropolitan Transit Authority	800 W. Myrtle	San Antonio	TX	78212
Mr.	Brian	Buchanan	Chief Development Officer	VIA Metropolitan Transit Authority	800 W. Myrtle	San Antonio	TX	78212
Mr.	Tom	Troll	Community Advisory Committee Member	Encino Park HOA	19935 Encino Briar	San Antonio	TX	78259
Mr.	Tim	Rice	Community Advisory Committee Member	Cavalo Creek HOA	21603 Roan Chase	San Antonio	TX	78255
Ms.	Antonia	Bell	Community Advisory Committee Member	Emerald Forest HOA	18315 Emerald Forest Drive	San Antonio	TX	78259
Mr.	Keith	Lindsey	Community Advisory Committee Member	Lookout Canyon Property OA	300 East Sonterra Blvd Suite 350	San Antonio	TX	78258-3964
Ms.	Viki	Melton	Community Advisory Committee Member	Stone Oak Property OA	20623 Wild Springs Drive	San Antonio	TX	78258
Ms.	Monette	Fisher	Community Advisory Committee Member	Big Springs HOA	20614 Wild Springs Drive	San Antonio	TX	78258
Ms.	Susan	Wright	Community Advisory Committee Member	Cibolo Canyons Resort Community, Inc	3650 TPC Parkway	San Antonio	TX	78261
Mr.	Charles W.	McBride	Community Advisory Committee Member	Summerglen HOA	300 East Sonterra Blvd Suite 350	San Antonio	TX	78258-3964
Mr.	David	Heidenrich	Community Advisory Committee Member	Mountain Lodge HOA	1230 Heavens Peak	San Antonio	TX	78258
Ms.	Cindy	Griffin	Community Advisory Committee Member	Timberwood Park	27514 Timberline Drive Suite B	San Antonio	TX	78260
Ms.	Palmira	Arellano	Community Advisory Committee Member	Methodist Stone Oak Hospital	8109 Fredericksburg Rd.	San Antonio	TX	78229
Mr.	Charles P. "Frosty"	Forster, P.E., P.G.	Community Advisory Committee Member	Professional Engineers in Private Practice	19915 Wittenburg	San Antonio	TX	78256
Mr.	Joseph	Mlodzianowski	Community Advisory Committee Member	District 9 Neighborhood Alliance	1012 Steubing Oaks	San Antonio	TX	78258
Mr.	Greg	Gibson	Community Advisory Committee Member	Real Estate Council of San Antonio	814 Arion Parkway Suite 200	San Antonio	TX	78216
Ms.	Terri	Hall	Community Advisory Committee Member	Texans Uniting for Reform and Freedom	5002 Cornwall Drive	Spring Branch	TX	78070
Mr.	Mel	Borel	Community Advisory Committee Member	San Antonio Toll Party	703 Turtle Hill	San Antonio	TX	78260
Mr.	Jerry	Morrisey	Community Advisory Committee Member	Alamo Sierra Club	19631 Encino Way	San Antonio	TX	78259
Mr.	Tom	Hayes	Community Advisory Committee Member	Greater Edwards Aquifer Alliance	P.O. Box 15618	San Antonio	TX	78212
Mr.	Enrique	Valdivia	Community Advisory Committee Member	Aquifer Guardians in Urban Areas	P.O. Box 15618	San Antonio	TX	78212
Mr.	Victor	Boyer	Community Advisory Committee Member	San Antonio Mobility Coalition	13526 George Road Suite 107	San Antonio	TX	78230

DEIS RECIPIENTS AND BEXAR COUNTY PRESERVATION CONTACTS

PREFIX	FIRST NAME	LAST NAME	TITLE	COMPANY	MAILING ADDRESS	CITY	STATE	ZIP
Mr.	Todd	Helmer	Community Advisory Committee Member	Greater San Antonio Builders Association	3625 Paesanos Parkway	San Antonio	TX	78231
Ms.	Gina	Groomer-Barbera	Community Advisory Committee Member	Stone Oak Business Owners Association	20770 Hwy. 281 N. Suite 108-419	San Antonio	TX	78258
Mr.	Dick	McNary	Community Advisory Committee Member	North San Antonio Chamber of Commerce	17300 Henderson Pass Suite 110	San Antonio	TX	78232
Mr.	Lou	Miller	President	African American Chamber of Commerce of San Antonio	1717 N. Loop 1604 East Suite 220	San Antonio	TX	78232
Ms.	Gwendolyn	Robinson	Executive Director	Alamo City Black Chamber of Commerce	600 Hemisfair Plaza Way Building 406-10	San Antonio	TX	78205
Mr.	Kevin	Bain	President	Christian Business Chamber of Commerce	P.O. Box 701073	San Antonio	TX	78270
Ms.	Jennifer	Scroggins	Chair	San Antonio Women's Chamber of Commerce	600 Hemisfair Plaza Way Building 217	San Antonio	TX	78205
Mr.	Duane	Wilson	President/CEO	North San Antonio Chamber of Commerce	12930 Country Parkway	San Antonio	TX	78216
Mr.	Ramiro	Cavazos	President	San Antonio Hispanic Chamber of Commerce	200 E. Grayson St. Ste 203	San Antonio	TX	78215
Mr.	Richard	Perez	President	The Greater San Antonio Chamber of Commerce	602 E. Commerce	San Antonio	TX	78205
Ms.	Cathy	McCool	Archeology Steward Member	Southern Texas Archeological Association	947 E. Highland Blvd.	San Antonio	TX	78210
Mr.	Clint	McKenzie	Archeology Steward Member	Texas Archelogy Society	302 Stratford Court	San Antonio	TX	78223
Mr.	Paul	Stein	Archeology Steward Member		545 Rua de Matta	San Antonio	TX	78232
Ms.	Shanon Shea	Miller	Director, Office of Historic Preservation	San Antonio Historical Preservation Office	1901 S. Alamo	San Antonio	TX	78204
Dr.	Felix	Almaraz, Jr.	Marker Chair	Bexar County Historical Commission	323 Inspiration Drive	San Antonio	TX	78228
Ms.	Sue	Butler-Carter	President, Karnes County Historical	Bexar County Historical Commission	P.O. Box 67	Karnes	TX	78118
Ms.	Virginia S.	Nicholas	Chair	Bexar County Historical Commission	117 Stanford Dr.	San Antonio	TX	78212
Ms.	Maureen	Brown	Site Manager	Casa Navarro State Historic Site	228 South Laredo Street	San Antonio	TX	78207
Ms.	Beverly B.	Almond	Trustee	THC Friends Trustee	342 Wilkins Ave.	San Antonio	TX	78210
Ms.	Killis P.	Almond, Jr.	Trustee	THC Friends Trustee	342 Wilkins Ave.	San Antonio	TX	78210
Mr.	Albert Ford	Hausser	Trustee Emeritus	THC Friends Trustee	263 Geneseo Dr.	San Antonio	TX	78209
Mr.	Bruce	MacDougal	Executive Director	San Antonio Conservation Society	107 King William Street	San Antonio	TX	78204
Mr.	George	Antuna	Councilman	City of Schertz	1400 Schertz Parkway	Schertz	TX	78154

This page intentionally left blank.

APPENDIX D – SIGN-IN SHEETS

This page intentionally left blank.

US 281 EIS

Public Hearing - June 20, 2013

San Antonio,Texas

NAME/ORGANIZATION	EMAIL ADDRESS ADDRESS AND ZIP	PHONE
Eduardo Carrasco	ecarrascoavila@gmail.com	210-510-8948
Alex Castaneda	Alex-Castaneda@Hotmail.com	210-386-3562
Ellen Addison Jacobs Engr.	Ellen.Addison@jacobs.com	—
VAN MABRITO SOFTWARE GUILD	SOFTWAREGUILD @MYGRANDE.NET	
Dale & Judy Wilken NA	dwilken@gvtc.com	
Nancy Guinn	njguinn@hotmail.com	
Allison Summers	monkeyme1218@hotmail.com 78258	
Alan Bass BASS PROPERTIES	Alanc_bass@aol.com	210 849 0065
Richard Heilbrun	RichRDH498@hotmail.com	

US 281 EIS

Public Hearing - June 20, 2013

San Antonio, Texas

NAME/ORGANIZATION	EMAIL ADDRESS ADDRESS AND ZIP	PHONE
Elaie Clapp	AKIAKICHAN@AOL.COM	210-494-0697
Alvin Clapp		
VAL DUNIS Architect	dunisv@aol.com	
Thomas C Marks	601 PASEO CAÑADA	496-6025
Jeanna Stephen	802 NaKoosa Dr. San Antonio, Tx. 78260	email freethinkerjs@yahoo.com
JOHN RUTKOSKI	114 PASO DEL NORTE ST. 78232 JTRSAT2@FLASH.NET	
Allan E Parker	aparker etxif.org 3015 Oak Grove, SAT 78231	210-833-1119 ~~493-563~~
Bill McLennan	209 Mt Eden SAT TX 78260	210-714-7252
Eileen Pace Tx Public Radio		614-8977 x 105

US 281 EIS

Public Hearing - June 20, 2013

San Antonio,Texas

NAME/ORGANIZATION	EMAIL ADDRESS ADDRESS AND ZIP	PHONE
Milton Turner	19906 Emerald Grove	210-497-8618
Leland Heywood Daniel Heywood	21125 Las Colinas Blvd. SA, 78258	210 488-0602
ROBERT TIPS	RBTIPS@MISSIONPARKS.COM	
LAMBERTO "BOBBY" BALLÍ HNTB	~~[illegible]~~ 23516 Following Mist	210 541-1938
Jeff Wallen	24818 Bogey Ridge SA jeffwallen8@gmail.com	
Michael Keller	20619 Windsprings mikeller16@hotmail.com	
RON SCHUMACHER	RON2SA@YAHOO.COM	
RAMIRO SANCHEZ	RAINTREEAM@yahoo.com	
Aimee Sanchez		

US 281 EIS

Public Hearing - June 20, 2013

San Antonio,Texas

NAME/ORGANIZATION	EMAIL ADDRESS ADDRESS AND ZIP	PHONE
MICHAEL S. GABEL	MICHAEL.GABEL@US.AF.MIL	210-497-8480
	24378 BLANCO RD 78260	
Shirley Hatcher		
Citizen		
Melton Hatcher	2522 Crow Valley	
Citizen	2522 Crow Valley	
E.C. Carter	lynncarter1946@hotmail.com	(210) 381-0446
(Edward Carter)		
Deborah Maldonado	deborah.miner@gmail.com	2105561566
	20528 Wind Spgs SA 78258	
Matt Rivers		
RSAT12		
MARTIN [illegible]	B	
	MARTIN@911AUTOCENTERS.COM	210 336 8645
Scott ERICKSEN	SA-BC MPO	210 860 2478
	erickson@sametroplan.org	
Roger Hall	roger@texasturf.org	210-275-0650
TURF		

US 281 EIS

Public Hearing - June 20, 2013

San Antonio,Texas

NAME/ORGANIZATION	EMAIL ADDRESS ADDRESS AND ZIP	PHONE
Bill Grisham Me Myself & I	3942 Heritage Hill 78247	494-7031
Joseph Harsh David Weekley Homes	JHARSH@DWHOMES.com	210-244-3492
Marissa Wagner	4050 Eisenhauer Rd SA, TX. mwagner@bmpradio.com	654-5255
John Wise Weingarten Realty Inv.	jwise@weingarten.com Houston TX	713 907-0125
George Alejos LULAC District XV	galejos@satx.rr.com 9811 Rambling River Dr 78251	(210) 825-6200
Andy Johns	andrew.johns2010@gmail.com 20540 Windy Springs SA 78258	210 204 7324
Ann Bomin		210-497-7263
George Pavlik	1802 Eagle Meadow, SAT 78248	210-492-7301
AL Hanak	21538 Pearl Spring 78258	210-481-9895

US 281 EIS

Public Hearing - June 20, 2013

San Antonio,Texas

NAME/ORGANIZATION	EMAIL ADDRESS ADDRESS AND ZIP	PHONE
Lori K. McCrea ORGANIZATION	blmccrea@gmail.com ADDRESS AND ZIP	PHONE
William R. McCrea ORGANIZATION	EMAIL ADDRESS ADDRESS AND ZIP	PHONE
Mike Thomas ORGANIZATION	EMAIL ADDRESS ADDRESS AND ZIP	PHONE
Stephen Salinas ORGANIZATION	stephen_Salinas@Hotmail ADDRESS AND ZIP	PHONE
Evey Duane Wilson ORGANIZATION	2230 Estate Gate Dr dwilson@NorthSAchamber.com	PHONE
Victoria Brown ORGANIZATION	2400 Citadel Plaza Dr Houston TX 77008	PHONE
Stacy Shults ORGANIZATION	StacyLShults@yahoo.com 2215 Bears Notch, 78258	PHONE
Carlos Sanchez ORGANIZATION	jsanchez127@sbcxerr.com 15023 Rio Ranchos Way 78023	PHONE
GARY RABA ORGANIZATION	GARY@RABA.NET 1205 Low Oak St 78232	PHONE

US 281 EIS

Public Hearing - June 20, 2013

San Antonio,Texas

NAME/ORGANIZATION	EMAIL ADDRESS ADDRESS AND ZIP	PHONE
Steve Sarfani H.S.A Properties	Sarfanis@gmail.com 26715 Hwy 281 N SA TX 78260	210 494 3001
JOHN TEDOR	25242 CALLAWAY SA TX 78260	830 980-4649
Steve Bonnette	ksb314@satx.rr.com 227 Bluff Hollow SA 78216	210-494-6922
281 Tim Fox	172 Canyon Creek Hollywood Park, TX 78232	210-854-4500
Christy & Phillip Waguespack	pcwag@juno.com	210-863-1360
MARY ELLEN WHIDDON	MEWHIDDON@HOTMAIL.COM	210-306-7970
ED BRANSOM	Ebransom@gvtc.com	210-326-7315
James Munoz KENS 5		
Tommy Calvert, Jr. Board, ARMA		

US 281 EIS

Public Hearing - June 20, 2013

San Antonio, Texas

NAME/ORGANIZATION	EMAIL ADDRESS ADDRESS AND ZIP	PHONE
Leslie Harlan	LeslieTHarlan@hotmail.com 522 Cellmont 78209	
Randall H. House	Bexar Concrete Works P.O. Box 700250 78270	497-8777
Beverly Adams	bevadams@satx.rr.com 107 Rio Seco 78232	494-3074
* Thomas Guevara Bexar Co.		
Cindy Gabel		
Cathy A Bohnak	1802 Paisley St 78231	210-764-0384
Ramiro Garcia		
Gail Driskell	136 Oak Trail 78070	210-373-7946
Rhonda Kelley	8711 Cinnamon Creek 78240	858-2457

US 281 EIS

Public Hearing - June 20, 2013

San Antonio, Texas

NAME/ORGANIZATION	EMAIL ADDRESS ADDRESS AND ZIP	PHONE
Rhett Smith	RhettRSmith@gmail.com	210 300 4750
Hayley Ollivierre	hayley-ollivierre@satx.rr.com	
JEFFREY WHITE	jeff.white@jacobs.com	210. 792-5766
Richard Alles AGUA	aquira119a80@aquiferguardians.org 233 Meadowbrook 78232	494-2088
Mary Alice Carter self	Marigold414@gmail.com 414 E. Mandalay Dr. 78212	(210) 876-5260
Adams Ellis	1022 Iron Mesa, 78260 amms@yahoo.com	
PAM FARRIS	PFARRIS@SATX.RR.COM	210 805 8842
LAWRENCE STOVALL	LAWRENCE.STOVALL@gmail.com	210 313-3298
Lee Holliday	25103 Arrowhead Glen, SATx 78258	210 387-0002

US 281 EIS

Public Hearing - June 20, 2013

San Antonio,Texas

NAME/ORGANIZATION	EMAIL ADDRESS ADDRESS AND ZIP	PHONE
Robt. Q. Sinclair Ralph A. Chau	bob@sinclair.org 16946 Summer Creek Dr.	210-493-0800
Ralph A Chavez	27719 San Sabra Bluff	210-494-4723
Wm D. Gray	DocGray@Texas.Net 13502 Dutch Myrtle	210-494-9889
Melinda Patierno	~~tsh~~ mmmpatierno@hotmail.com 8115 Brookwood Forest SA TX	
Beverly Harris	2541 Grayson Circle San Antonio TX 78232	
Jim Lamberth TURF	12420 Stuart Rd San Antonio, TX 78243	
Lou Lamberth TURF	" "	
Rob Killen San Antonio North Chamber	100 West Houston rob@killenlawfirm.com	
Mark Callahan CH2MHill	mark.callahan@ch2m.com	

US 281 EIS

Public Hearing - June 20, 2013

San Antonio, Texas

NAME/ORGANIZATION	EMAIL ADDRESS ADDRESS AND ZIP	PHONE
Joanne Kobel	2231 Encino Lakes	210-481-5613
John Nowak City of Bulverde	nowakj@ci.bulverde.tx.us	(830)438-3612
ANDY WINTER TSBANCO	AWINTER@BEXAR.ORG	335-6700
KATIE BUTLER	kjbutler@satx.rr.com. 22919 OSPREY RIDGE 78260	491-8742
David + Michelle Neibel	davidneibel@hotmail.com ~~10004~~	254-715-3232
Sascha VanderQa GKW ENG.	saschav@gkw-inc.com	
Frosty Forster PE PP	19915 Wittenburg San Antonio TX	(210) 698-5544
Sherry Mosier Bulverde/Spring Branch EDF	Sherry.mosier@bsbedf.com	830-885-4331
Lauren West Sonterra POA	lcwest@aol.com	

US 281 EIS

Public Hearing - June 20, 2013

San Antonio,Texas

NAME/ORGANIZATION	EMAIL ADDRESS ADDRESS AND ZIP	PHONE
Derek Haley AECOM	derek.haley@aecom.com	
Jennifer Kuppenberger	jenniferkuppenberger@gmail.com	
DARREN RATAJSKI ZACHRY		
ROGER WILLIAMS	2127 ENCINO LOOP 78259	
Micah Teich	1022 Silver Knoll 78258	
GLORIA CORTEZ + ROBERT CORTEZ	POLOMIZO@AOL.COM 20526 WILD SPRINGS 78258	
Linda Hanak	21538 Pearl Spring 78258	
Floyd M. Hess	20214 WILD SPRINGS DRIVE SAN ANTONIO TX 78258	
Pete Bella	CAC - AACOG	

US 281 EIS

Public Hearing - June 20, 2013

San Antonio,Texas

NAME/ORGANIZATION	EMAIL ADDRESS ADDRESS AND ZIP	PHONE
CARLOS V. FRAGOSO JR	19911 PARKHOLLOW SA. TX 78259	(210) 481-0041
JUSTIN CLARK	1202 EVINS Road	
TOM TROLL	19935 ENCINO BRIAR SA TX 78259	210-497-2331
Barbara Mueller	8058 Broadway #135M SA 78209	210-824-6992
MONROE FRERICH	461 STEALTH DR. SPRING BRANCH, TX 78070	210 415 5995
DON BEL	27326 US 281 N SAN ANTONIO, TX 78260	210-367-4220
DAVID J PURDY	djpampromotions@world-net.net 8181 Tezel Rd #1297 SA, TX 78250	210-365-0253
Jose F Perez	407 Toyah Br. SA TX 78258	210 471-1193
JOHN ROWLAND ROWLAND ENGINEERING	JDROWLANDSR@HOTMAIL.COM 306 HORNPIPE HILLS, 78260	

US 281 EIS

Public Hearing - June 20, 2013

San Antonio, Texas

NAME/ORGANIZATION	EMAIL ADDRESS ADDRESS AND ZIP	PHONE
Sarah Boyd	Sboyd1@saisd.net	(210)867-4818
RICK IBARRA HMTB		210. 544.1948
Ron Van Kirk		
FRANK HOLZMANN		
JAN Johnson		
Daryl Johnson	djohnsonks@prodigy.Net	
Clay Smith VIA	Clay.Smith@via info.net	(210) 362-2059
CLARK GILMORE	2300 PARK CREEK CR.	210 410 2082
SETH Mitchell	sethm@bexar.org	

US 281 EIS

Public Hearing - June 20, 2013

San Antonio,Texas

NAME/ORGANIZATION	EMAIL ADDRESS ADDRESS AND ZIP	PHONE
MEL BOREL		
Christen Jensen	thejensentribe@yahoo.com 23803 Castle Peak 78258	
Viki Melton		
Bill Mock The Greater Chamber	bmock@sachamber.org	
Ronald Grisell	gailgrisell@sbcglobal.net	
Monica A Ellis	anitamae7@hotmail.com 3322 Marlark Pass San Antonio TX 78261	
Steve Ellis	fisher_for_christ@hotmail.com 3322 Marlark Pass San Antonio TX 78261	
BRAD PEEL	15626 DOVE MEADOW 78248	
Charl Everson	319 S. Mesquite St 78203	

US 281 EIS

Public Hearing - June 20, 2013

San Antonio,Texas

NAME/ORGANIZATION	EMAIL ADDRESS ADDRESS AND ZIP	PHONE
Randal Becker	texbex@sbcglobal.net	214 498 4679
	10619 LARCH GROVE CT HELOTES TX 78023	
DON DURDEN	ddurden@ccetexas.com	210-641-9999
SAMCO		
GABRIELE GOOCH		
	19762 ENCINO WAY SAT 78259	
Cherie Lind	cherie.lind@comcast.net	
	23606 LAST RUN	
CHARLES McBRIDE		
KEN PHELPS	YPHELPS@WIRELESS.NET	
TURF	18222 CRYSTAL COVE 78259	210 497 7491
KEN PILAND	piland43@att.net	
COLIN McDONALD		
San Antonio Express News		
Rodolfo Kopad	Kikiayogo72@yahoo.com	210 287 4481

US 281 EIS

Public Hearing - June 20, 2013

San Antonio,Texas

NAME/ORGANIZATION	EMAIL ADDRESS ADDRESS AND ZIP	PHONE
Larry McGill	larry@charms1.com	210-663-7437
Kyle Bekkerus	supercoolglass@gmail.com	
Jorge R Garcia		
Phil Yerby CH2M Hill		
STEVE TEMPLER HDR	Steve.templer@hdrinc.com	
Gary B Neill Denham Ramones	neillg@dr-engrs.com	210-873-4171
Sue Beyer		
GARY BEYER		
William Flossner	flossfam@gvtc.com	830-438-7903

US 281 EIS

Public Hearing - June 20, 2013

San Antonio,Texas

NAME/ORGANIZATION	EMAIL ADDRESS ADDRESS AND ZIP	PHONE
Wesley Flesscher		
Dan VANA	danvana@bentlawsa.com	210-860-7039
Don VARELLA	VARELLAD@SATXRR.COM 5131 MARBELLA SAT 78228	210-857-8816
Michelle Soules	~~2423~~ 24234 Mountain Bend 78258	210-569-3100
Phillip Eenstsen		
Ed WARNER	5065 LAURIE MICHELLE S.AT. 78261	
Beverly Uhl	3634 Crimson Star San Antonio 78261	830 438-3667
Michael Uhl	"	"
Carol Turner	carol.turner@sbcglobal.net	210-497-8018

US 281 EIS

Public Hearing - June 20, 2013

San Antonio, Texas

NAME/ORGANIZATION	EMAIL ADDRESS ADDRESS AND ZIP	PHONE
Catherine Varella ORGANIZATION	varellad@satx.rr.com 3131 Maribella SAT 78228	(210) 435-7818 Cell 857-8816
KURTIS RICKETT ORGANIZATION	ELEVENDELTA20@SBCGLOBAL.NET 5403 MOUNTAIN VISTA DR 78247	210-656-9105
Richard Buitron ORGANIZATION	rickbui@satx.rr.com ADDRESS AND ZIP	210-255-8982
DAVID DREWA ORGANIZATION	— ADDRESS AND ZIP	PHONE
Kenneth Sumners ORGANIZATION	EMAIL ADDRESS ADDRESS AND ZIP	— PHONE
Audrey Tucker ORGANIZATION	atucker@grtc.com 27306 Spiral Cyn. 78261	PHONE
John Hines ORGANIZATION	Cristinwh@gmail.com ADDRESS AND ZIP	(210) 775-2584 PHONE
Cristin Barbella Hines ORGANIZATION	" ADDRESS AND ZIP	" PHONE
Jaime Aguilar ORGANIZATION	jcharms95@yahoo.com ADDRESS AND ZIP	210-385-4389

US 281 EIS

Public Hearing - June 20, 2013

San Antonio, Texas

NAME/ORGANIZATION	EMAIL ADDRESS ADDRESS AND ZIP	PHONE
Don Dixon Self	206 Morningside Dr	210 826 5930
Bennett Kamp, Jr Self	2250 Estate Cob 78260	
Yiding Ju DBO Investments, LLC	Yidingju@yahoo.com	
Patricia List	patricialist@gmail.com 23614 Last Run, S.A. Tx 78260	
Marilyn Williams Resident	2127 Encinahoop 78259	
Elva Ruiz		
Marilyn Garcia	22123 Impala Peak 78259	
Will Barresi Chan Hill		
Viki Taylor	mrsscuba@hotmail.com	(210) 410-5397

US 281 EIS

Public Hearing - June 20, 2013

San Antonio,Texas

NAME/ORGANIZATION	EMAIL ADDRESS ADDRESS AND ZIP	PHONE
Bill Molina STORM PICTURES	info@truthbetolled.com	
George + Nancy WESTPHAL	ca2satx@yahoo.com	
Rick BLASCO	RickB310@Hotmail.com	
Tim Lomax Texas A&M Transp Inst	t-lomax@tamu.edu	
Ruben Maldonado	rubensmi@gmail.com	
Terri Hall TexasTURF	terri@texasturf.org	(210) 275-0640
Muhammad Musa Kleinfelder	mmusa@Kleinfelder.com	210-363-6424
John Williams LetsGoGaming	williams10usa@yahoo.com 3942 Heritage Hill	(210)-701-6266
~~Sadie Scarl~~		

US 281 EIS

Public Hearing - June 20, 2013

San Antonio, Texas

NAME/ORGANIZATION	EMAIL ADDRESS ADDRESS AND ZIP	PHONE
Brigitte Perkins NEISD	brigperk@satx.rr.com 2500 Heather Path	210-771-4527 San Antonio, TX 78232
SALVATORE A. APICELLI	10334 COUNTRY BLUFF	S.A. TX 78240
MATT ANDERSON	matthew.anderson@aecom.com	512-457-7875
John Anderson Weingarten Realty	janderson@weingarten.com	713-880-6189
Rhianna Stewart Comal County Rep	rstewart1429@yahoo.com 131 Algerita Lane Spring Branch 78070	281-883-7185
Fernando Salazar HNTB	fsalazar@HNTB.com	(210) 541-1956
Chris O'Connor NEISD	coconn@neisd.net	
Leo Bonin Resident	2311 Encino Pt SA TX 78259 lbonin@satx.rr.com	
Mike Wikman	9531 Honeybrushwood Hogger734@Outlook.com	210 493 5350

US 281 EIS

Public Hearing - June 20, 2013

San Antonio, Texas

NAME/ORGANIZATION	EMAIL ADDRESS ADDRESS AND ZIP	PHONE
Jerry SINCLAIR	batgecko@hotmail.com	210 650 4197
Chris Dupree	cdupree@dhrrealestate.com	
Gina Castaneda	gina-castaneda@hotmail.com	210-667-6877
Briz Coleman TxDot	Albrina.Coleman@txdot.gov	
Scott Nelson	14555 Blanco Rd	
Mark & Barbara Brigance	31017 Setting Sun mark.brigance@gmail.com	210-885-3175
Bill RICE	BillRice13@GVTC.com	210-428-1300
Pauline Frerich	mfrerich@gvtc.com	830-438-8338
J.M Engelhardt THOMAS SHUMAKER	~~26007~~ JSHOESTO@GMAIL.COM 26007 WOODED ACRES 78260	210-6022360 830-980-6487

US 281 EIS

Public Hearing - June 20, 2013

San Antonio, Texas

NAME/ORGANIZATION	EMAIL ADDRESS ADDRESS AND ZIP	PHONE
DEANE E BENSON	DEANEBENSON@SBCGLOBAL.NET	210-472-8286
JACK SANFORD BikeTexas	jack@biketexas.org 18314 Beargrass St, San Antonio, TX 78258	
BYRON JAEN	10221 Deschands #104	210 349-4200
CHRIS CHAMBERS	CRCHAMBERS17@YAHOO.COM 25607 KICKING BIRD SATX 78261	830 438 0223
Marcia Gilmore	mar_lee_g_1951@yahoo.com 2300 Park Creek SA, TX 78259	210.497.8411
STEVE SIMMONS HUITT-ZOLLARS	SSIMMONS@HUITT-ZOLLARS.COM 3701 EXECUTIVE CTR PK AUST 78731	512-231-1119
AVONE FISHER	20614 WINDSPRINGS	210-496-3053
* LAURA JESSE Bexar County	LJesse@bexar.org	210-335-0013
Bryan Brooks	bpb.pub@yahoo.com	210-771-7725

US 281 EIS

Public Hearing - June 20, 2013

San Antonio, Texas

NAME/ORGANIZATION	EMAIL ADDRESS ADDRESS AND ZIP	PHONE
James Grace Jr.	Kgrace002@satx.rr.com 16306 Chuckwagon SA 78247	210 455-8001
Rick & Jenny Thomas		
Mrs Mary Rath	1502 Crescent Woods, S.A. 78258	(210) 497-2254
John Kotz	3403 Pecan Gap	(210) 490-9755
E.J. Juanda Kleinfelder	78717	(512) 491.4611
Stephen Kelly	2310 Park Farm	(210) 260-9845
Larry Richter	tfac@msn.com 423 Lazy Bluff SATX 78216	210.490.9970
Elizabeth Stovall	~~Se~~ 421 Laguna Vista Seguin, TX 78155	
Ru Mar		

US 281 EIS

Public Hearing - June 20, 2013

San Antonio,Texas

NAME/ORGANIZATION	EMAIL ADDRESS ADDRESS AND ZIP	PHONE
Tom Rasmussen	tomkias@hotmail.com	
Jack M. Finger		
	P.O. Box 12048, San Antonio 78212	(None)
Chris Hill		
Sheila Bryan		
Richard Zumbehl	PO Box 70603	
Margie Zumbehl	" "	
Megan Swiger	mcswiger@yahoo.com	
Lisa Payne	~~tpayne~~ lpayne_us@yahoo.com	
MARK Dorazio	mark@dorazioenterprises.com	

US 281 EIS-Staff Sign In

Public Hearing - June 20, 2013

San Antonio,Texas

NAME/ORGANIZATION	EMAIL ADDRESS ADDRESS AND ZIP	PHONE
Dave Wegmann Bexar County	233 N. Pecos Ste 420 dwegmann@~~[illegible]~~bexar.org	210 335 3816
Reggie Fountain Bexar County	233 N. Pecos, Suite 420 reggie.fountain@bexar.org	210 335-6798
Alyssa Martin Jacobs Engineering	Alyssa.Martin@jacobs.com	512-921-9924
Julie Brown TxDOT		
Dela Jameson		
Samantha Champion Hicks & Company	Schampion@hicksenv	512-478-0858
Grey Wood FHWA	grey.A.Wood@DOT.GOV	
Doise Miers TxDOT	doise.miers@txdot.gov	512 463 1670
David Smith ARMA	David.smith@bexar.org	210 335-2408

US 281 EIS-Staff Sign In

Public Hearing - June 20, 2013

San Antonio,Texas

NAME/ORGANIZATION	EMAIL ADDRESS ADDRESS AND ZIP	PHONE
CLAYTON RIPPS TXDOT	Clayton.Ripps@txdot.gov SAT DISTRICT OFFICE	(210) 615-6076
NAME ORGANIZATION	EMAIL ADDRESS ADDRESS AND ZIP	PHONE
NAME ORGANIZATION	EMAIL ADDRESS ADDRESS AND ZIP	PHONE
NAME ORGANIZATION	EMAIL ADDRESS ADDRESS AND ZIP	PHONE
NAME ORGANIZATION	EMAIL ADDRESS ADDRESS AND ZIP	PHONE
NAME ORGANIZATION	EMAIL ADDRESS ADDRESS AND ZIP	PHONE
NAME ORGANIZATION	EMAIL ADDRESS ADDRESS AND ZIP	PHONE
NAME ORGANIZATION	EMAIL ADDRESS ADDRESS AND ZIP	PHONE
NAME ORGANIZATION	EMAIL ADDRESS ADDRESS AND ZIP	PHONE

US 281 EIS

Public Hearing - June 20, 2013

San Antonio,Texas

NAME/ORGANIZATION	EMAIL ADDRESS ADDRESS AND ZIP	PHONE
Leti Warner ORGANIZATION	jwarner78248@sbcglobal.net 5065 Laurie Michelle	PHONE
Howard Hicks SAMCO	howard.hicks@boltcat.com 16014 Eaglemay St SA. TX 78247	PHONE
Elia Fleury GEORGE FLEURY	~~[illegible]~~ EMAIL ADDRESS 940 NAKOOSA Dr. 78260	PHONE
Crystal Building Magdalena V. R.	* saluimag@gmail.com ADDRESS AND ZIP	PHONE
Allen Hamilton ~~George Braun~~	allen@sa-windowcleaning.com. ADDRESS AND ZIP	PHONE
George R Braun ORGANIZATION	grbraun@sbcglobal.net. ADDRESS AND ZIP	PHONE
NAME ORGANIZATION	EMAIL ADDRESS ADDRESS AND ZIP	PHONE
NAME ORGANIZATION	EMAIL ADDRESS ADDRESS AND ZIP	PHONE
NAME ORGANIZATION	EMAIL ADDRESS ADDRESS AND ZIP	PHONE

US 281 EIS-Staff Sign In

Public Hearing - June 20, 2013

San Antonio,Texas

NAME/ORGANIZATION	EMAIL ADDRESS ADDRESS AND ZIP	PHONE
Linda Ximenes Ximenes & Associates		
Yolanda Hotman Ximenes		
Stephanie Messerli Jacobs		
JAMES KRATZ JACOBS		
JR MARTINEZ JACOBS		
Tricia Bruck Jacobs		
ALEX TORRES JACOBS		
Kyle Mucken TxDOT	kyle.mucken@txdot.gov	210-615-6240
Gabriel Lopez TxDOT	gabriel.lopez@txdot.gov	

US 281 EIS-Staff Sign In

Public Hearing - June 20, 2013

San Antonio, Texas

NAME/ORGANIZATION	EMAIL ADDRESS ADDRESS AND ZIP	PHONE
Eileen Heye TXDOT ROW	Eileen.Heye@txdot.gov	210 615 6231
Jimmy Robertson JACOBS	Jim.Robertson@jacobs.com	512 732 7581
Doug Booher TXDOT ENV		512-416-2861
VICKI CRNICIT TxDOT ENV		512.416.3029
Rachel Feit	rfeit@amateera.com	512-329-0031
MICHAEL SEXTON	MICHAEL.SEXTON@JACOBS.COM	512 314-3127
Kristen Villarreal SMITH/ASSOCIATES	Kristen@smithcollaboration.com	
Alyse Grumbles Jacobs	~~alyse@alyse.jacobs~~ alyse.grumbles@jacobs.net	
Jennifer Zankowski Jacobs	jennifer.zankowski@jacobs.com	

US 281 EIS-Staff Sign In

Public Hearing - June 20, 2013

San Antonio,Texas

NAME/ORGANIZATION	EMAIL ADDRESS ADDRESS AND ZIP	PHONE
FERNANDO FLORES JACOBS	fernando.flores@jacobs.com	210-403-6349
Sonia Jimenez Ximenes & Asso		
Laura Vargas Ximenes & Asso		
Analisa Jiménez Ximenes & Asso		
Peter Sprouse Zara Environmental	peter@zaraenvironmental.com 1707 W-FM 1626, Manchaca TX 78652	
Mark Mosley TxDOT	mark.mosley@txdot.gov	615-5812
Randall Green TxDOT		210-615-6434
Jonathan Bean TxDOT		615-5825
Renee D. Green Bexar Co.		

Placeholder for Tab: Appendix E – Photos

This page intentionally left blank.