Appendix N-PH

Public Hearing Summary and Analysis Report

Part 3 of 3

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Comments Submitted via Email

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Comment 97

Reply Reply to all Forward Close Help

You replied on 6/20/2013 1:43 PM.

From: George Alejos [galejos@satx.rr.com] Sent: Thu 6/20/2013 1:34 PM

To: US281EIS

Cc:

Subject: US 281 EIS Public Hearing Comments

Attachments:

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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 srevices needed in our community.

Comment 98

Toll Roads
allensafe01 [allensafe01@aol.com]
Sent: Friday, June 28, 2013 7:45 PM
To: AlamoRMA

STOP THE TOLL ROADS ON 281!! If not I will work to ensure everyone of you are replacedq at the next election cycle!!

Robert L. Allen
Allen Safety Organization
27715 Bordelon Way
San Antonio, TX 78260
(210) 410-8905
"Everyone who comes to work today, goes home tonight."

Comment 99

NO TOLL EXPRESSWAYS!

jeb [get.stuff@sbcglobal.net]
Sent: Tuesday, June 25, 2013 7:21 PM
To: AlamoRMA

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!!

Comment 100

Comments on draft US 281 EIS

Jon Atkinson [jon@satx.rr.com]

Sent: Wednesday, July 03, 2013 10:21 PM
To: AlamoRMA
Attachments: Hwy 281 Draft EIS.docx (17 KB)

Gentlemen,

Attached are my comments on subject EIS.

Regards,

Jon Atkinson

Jon Atkinson
19609 Encino Crown
San Antonio, TX 78259
July 3, 2013
210-497-5254

RE: DRAFT ENVIRONMENTAL IMPACT STATEMENT United States Highway (US) 281 From Loop 1604 to Borgfeld Drive, Bexar County, Texas

Gentlemen:

My comments on the subject draft EIS are as follows:

1) Executive Summary (ES) p. ES-4, Fig. ES-3: This map needs a legend. Specifically, the boundary line depicting the areal 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: Suggest 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 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 through 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 exists and should be deleted.
19) Page 5-32, Line 33: The term "groundwater manipulation" is vague and should be defined or explained.
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 parentheses 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."

Sincerely,

Jon Atkinson, CPG-07347

Comment 101

Reply Reply to all Forward Close Help

From: cderesz@satx.rr.com [cderesz@satx.rr.com] Sent: Wed 6/19/2013 10:20 PM

To: US281EIS

Cc:

Subject: NO TOLLS

Attachments:

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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 the oil and gas tax revenues and depleting the Texas Rainy Day Fund.

Thank you,
Carol and Gilbert Barrera
20110 Sierra Oscura
San Antonio, TX 78259

Comment 102

Here's what i want:
Richardson Beard [rb@beard.com]
Sent: Saturday, June 29, 2013 3:37 PM
To: AlamoRMA

'complete non-toll expressway' option.

NO TOLLS.

This is me:

Richardson Beard
14020 Falls Creek Court
Dallas, Texas 75254

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.

Comment 103

Reply Reply to all Forward Close Help

You replied on 6/19/2013 11:22 AM.

From: Randy Becker [texbex@aol.com] Sent: Wed 6/19/2013 9:11 AM

To: US281EIS

Cc:

Subject: Official Comment For The Record

Attachments:

View As Web Page

Re: US Highway 281

To The Texas Department of Transportation, Alamo RMA, and Honorable Members:

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.

Please confirm that my comments have been added to the official record by sending an email to: texbex@aol.com .
Thank you for your consideration.

Sincerely,

Randal A. Becker, MBA, CMPE
10619 Larch Grove Ct
Helotes, TX 78023
214-498-4679

Comment 104

281 EIS comments - Tolls are ok

John Bellinger [bellingerj2@gmail.com]
Sent: Wednesday, July 03, 2013 11:16 AM
To: AlamoRMA

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. Thank you for your time.

- JB

Comment 105

Reply Reply to all Forward Close Help

You replied on 6/20/2013 11:10 AM.

From: Cristina Bettencourt [cbettencourt@satx.rr.com] Sent: Thu 6/20/2013 7:57 AM

To: US281EIS

Cc:

Subject: Highway 281

Attachments:

View As Web Page

To whom it may concern:

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.

Thank you,

Cristina Bettencourt
2923 Kingsford Lane
San Antonio, Texas 78259

Comment 106

Reply Reply to all Forward Close Help

You replied on 6/20/2013 11:10 AM.

From: Frank Bettencourt [fbettencourt@satx.rr.com] Sent: Thu 6/20/2013 7:59 AM

To: US281EIS

Cc:

Subject: Toll Road 281

Attachments:

View As Web Page

To whom it may concern:

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 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 and purposeful. Poor judgement or thoughtlessness on someone's part.

Thank you,

Frank Bettencourt
2923 Kingsford Lane
San Antonio, Texas 78259

Comment 107

Hwy 281 Renovation

Rick Blasco [rickb310@hotmail.com]
Sent: Wednesday, July 03, 2013 9:53 AM
To: AlamoRMA

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. Thanks.

Rick Blasco
623 Heavenly Sky
SA 78260

Comment 108

Reply Reply to all Forward Close Help

You replied on 6/21/2013 2:42 PM.

From: Joan [wajb@gvtc.com] Sent: Thu 6/20/2013 2:43 PM

To: US281EIS

Cc: "':Mail@BikeTexas.org'"

Subject: US281

Attachments:

View As Web Page

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.

Joan Bobrukiewiez

Comment 109

Comments on the 281 Draft Environmental Impact Statement (EIS)

Mel Borel [mborel@sbcglobal.net]
Sent: Tuesday, July 02, 2013 12:00 AM
To: AlamoRMA
Attachments: Comments on the Draft Env~1.docx (22 KB)

I am Mel Borel. My address is 703 Turtle Hill, San Antonio, Texas 78260. My phone number is 210-403-3969.

I've attached a word file that includes my comments on the Draft Environmental Impact Statement (EIS).

Please acknowledge receipt of my comments.

Mel Borel

✓

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 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 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 get access to their jobs? Driving congested, stop-light ridden frontage roads is NOT an efficient nor 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 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 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 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?

Comment 110

US 281 Comments re: Draft Environmental Impact Statement

Kayla Salazar [KSalazar@Weingarten.com]

Sent: Monday, July 01, 2013 5:36 PM
To: AlamoRMA
Cc: Victoria Brown [VBrown@Weingarten.com]
Attachments: Final EIS Comment Letter.pdf (43 KB)

Please see attached comment letter re: US 281 Comments re: Draft Environmental Impact Statement

KayLa Salazar
Legal Department/Governmental Compliance

WEINGARTEN REALTY
2600 Citadel Plaza Drive, Suite 125 | Houston, Texas 77008
713.866.6074 O | 713.880.6126 F
People-to-People. Coast-to-Coast.

WEINGARTEN REALTY

June 28, 2013

Environmental Affairs Division
TEXAS DEPARTMENT OF TRANSPORTATION
Attn: Vicki Crnich
125 E. 11th Street
Austin, TX 78701-2483

Re: US 281 Comments re: Draft Environmental Impact Statement

To Whom It May Concern:

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 a solution to the traffic congestion on US 281, we respectfully request TxDOT choose the Expressway Alternative (at grade) option for the project.

Thank you again for your consideration. If you have any questions regarding these comments, I would welcome the opportunity to meet with TxDOT personally or discuss by phone at 713.866.6906.

WEINGARTEN REALTY

By: J. Victoria Brown

J. Victoria Brown
Senior Director of Land Sales and Acquisitions

Via FedEx & Email: AlamoRMA@bexar.org

RECEIVED - TXDOT
JUL 02 2013
ENVIRONMENTAL AFFAIRS

Comment 111

comments on 281 proposal

Nancy Brown [nbrown3@satx.rr.com]

Sent: Saturday, June 29, 2013 2:09 PM
To: AlamoRMA

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. 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.

Please send me email confirmation that you have received & read my comments.

Nancy Brown
3800 Ridgeway Dr.
San Antonio, TX 78259

Comment 112

comments on 281

Barbara/John Bruno [brunocleo@aol.com]
Sent: Wednesday, July 03, 2013 8:54 PM
To: AlamoRMA

I am VERY opposed to toll-ing 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 the air.

Just build new lanes on each side with overpasses like in Bulverde. Good grief!

John / Barbara Bruno

Comment 113

Reply Reply to all Forward Close Help

You replied on 5/15/2013 6:20 AM.

From: Lily Bryant [llybryant@yahoo.com] Sent: Fri 5/10/2013 7:21 PM

To: US281EIS

Cc:

Subject: 281

Attachments:

View As Web Page

Hello,

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.

Please reply.

Concerned and Frustrated Tax Payer,

Gary Bryant
3610 Sausalito Fern
San Antonio, TX 78261
210-789-3735

Sent from my iPad

Comment 114

281EIS comment

Richard Buitron [rickbui@satx.rr.com]

Sent: Thursday, June 27, 2013 3:09 PM
To: AlamoRMA

RMA representative,

I am opposed to the use of tolls to fund the build plans for US 281 from 1604 to Borgfeld Road. One of it's 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. Thank you for this opportunity for input.

Richard Buitron

13030 Blanco Road
San Antonio, Texas

Comment 115

Comments on US 281 Draft EIS

Bill Bunch [bill@sosalliance.org]
Sent: Wednesday, July 03, 2013 11:37 PM
To: US281EIS@AlamoRMA.org; AlamoRMA; Vicki.Crnich@txdot.org
Attachments: Comments on DEIS7-3-13.docx (47 KB)

Please accept the following comments. They are attached as well. Thank you for your consideration.

July 13, 2013 – Submitted online to US281EIS@AlamoRMA.org, alamorma@bexar.org, and Vicki.Crnich@txdot.gov

TO: Alamo RMA, as agent for Federal Highways Administration and Texas Department of Transportation

FROM: Aquifer Guardians in Urban Areas (AGUA) and Save Our Springs Alliance (SOSA)

Re: Comments on Draft EIS for Proposed US 281 Expressway expansion from Loop 1604 to Borgfeld Road, across the Edwards Aquifer Recharge Zone

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**

Comment 115, Continued

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 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, focussing 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 a 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 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 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.

Comment 115, Continued

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 through out 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 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 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 surburban 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, 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 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**

Comment 115, Continued

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 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 *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

Comment 115, Continued

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 usis 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 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

Comment 115, Continued

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 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 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

Comment 115, Continued

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

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[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).

Comment 116

In FAVOR of complete non-toll expressway' option

Bonnie and Barone Burke [bburke@satx.rr.com]

Sent: Friday, June 28, 2013 8:26 PM
To: AlamoRMA
Importance: High

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.**

Barone and Bonnie Burke
2151 Encino Loop
SA, TX 78259

Comment 117

Reply Reply to all Forward Close Help

You replied on 6/24/2013 11:58 AM.

From: Brett Burns [bmburns@gmail.com] Sent: Sun 6/23/2013 9:17 PM

To: US281EIS

Cc:

Subject: I oppose any and all tolls on 281

Attachments:

View As Web Page

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.

Brett Burns
25611 singing rain
San Antonio tx 78260

Comment 118

Reply Reply to all Forward Close Help

You replied on 6/20/2013 1:42 PM.

From: Ron Burrell [ronburrell@gvtc.com] Sent: Thu 6/20/2013 1:01 PM

To: US281EIS

Cc:

Subject: I want the complete non-toll expressway option

Attachments:

View As Web Page

I want the complete non-toll expressway option, and please email me receipt of this email.

Ron Burrell
1153 long Meadow
Spring Branch, TXX
210-849-8494

Comment 119

Reply Reply to all Forward Close Help

You replied on 6/20/2013 11:06 AM.

From: cbusald@aol.com [cbusald@aol.com] Sent: Wed 6/19/2013 5:05 PM

To: US281EIS

Cc:

Subject: 281 - Overpasses - all non tolled lanes

Attachments:

View As Web Page

Alamo RMA Members:

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.

Cheryl Busald
2403 Winding View
San Antonio, TX 78260
830-438-5593
cbusald@aol.com

Comment 120

Reply Reply to all Forward Close Help

You replied on 5/30/2013 10:05 AM.

From: Eschap2@aol.com [Eschap2@aol.com] Sent: Wed 5/29/2013 12:11 PM

To: US281EIS

Cc:

Subject: Coment on US281 Build Alternatives

Attachments:

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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.

Sincerely,

S. Chapman
19611 Encino Glen
78259

Comment 121

Reply Reply to all Forward Close Help

You replied on 6/20/2013 11:48 AM.

From: Lorraine Chavana [lorrainechavana@yahoo.com] Sent: Thu 6/20/2013 9:24 AM

To: US281EIS

Cc:

Subject: 281 Toll Project

Attachments:

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To whom it concerns with TxDOT & RMA:

Please note my opinion and voice regarding the 281 Toll Project:

I am AGAINST tolling and am IN FAVOR OF of the complete non-toll expressway option.

Please send email confirmation of the receipt of my comments to lorrainechavana@yahoo.com

Sincerely,

Lorraine Chavana

21127 Simi Valley Drive
San Antonio, TX 78259

From: Elsie Jane Clapp <akiakichan@aol.com>
To: US281EIS <US281EIS@aLAlamoRMA.org>
Subject: Texas Department of Transportation - Environmental Affairs Division
Date: Thu, Jun 27, 2013 2:20 am

Attn: Vicki Crnich

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 carbonmonixide with so many cars on the access (sp) roads, cars jamming the roads in the housing area 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 lanes to accommodate the increase of cars. Why not be different then 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 a 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 down town which helps to make San Antonio different just like the Cable Cars in San Francisco (sp). Why do we need to have what other large Cities have?????

Also, I know we have very, very talented people in the United States who are very good in building roads and bridges and etc.. Why are we employing people from other Countries to build our roads, bridges and what ever when our people (millions) are out of work. We built our roads and everything else without foreign help before. I can not 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 these foreign cars that are built here in the States but the money is still going to the foreign

Comment 122

Countries. Does not make sense??

Thank You, What I have suggested is just something you might consider for the near future.

Elsie Jane Clapp
1407 Summit Creek
San Antonio Texas 78258
akiakichan@aol.com

RECEIVED - TXDOT
JUL 01 2013
ENVIRONMENTAL AFFAIRS

Comment

Comment 123

Do not toll 281!!!!

Esperanza Creech [ecreech@gvtc.com]

Sent: Saturday, June 29, 2013 5:56 PM
To: AlamoRMA

Do Not Toll 281!!! I live in Spring Branch and drive 281 and 1604 everyday 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!!

Espie Creech
ecreech@gvtc.com

Comment 124

Reply Reply to all Forward Close Help

You replied on 6/24/2013 11:58 AM.

From: Dirk Davidek [dirknb@hotmail.com] Sent: Sun 6/23/2013 9:38 PM

To: US281EIS

Cc:

Subject: 281

Attachments:

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Please DO NOT make any US 281 lanes into toll lanes.

Dirk Davidek
Helotes

Comment 125

Reply Reply to all Forward Close Help

You replied on 6/21/2013 4:51 PM.

From: Jeanna [jeannadeleon33@yahoo.com] Sent: Fri 6/21/2013 8:33 AM

To: US281EIS

Cc: jeannadeleon33@yahoo.com

Subject: No tolls on 281!

Attachments:

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Build the overpasses on 281!! I am firmly against 281 being tolled in any way!
Jeanna Deleon
24327 Middle Fork
San Antonio, tx 78258

Send me a confirmation that you have received my email.
Jeanna Deleon

Sent from my iPhone

Comment 126

No tolls on 281!!

Jeanna [jeannadeleon33@yahoo.com]
Sent: Friday, June 28, 2013 7:39 PM
To: AlamoRMA
Cc: jeannadeleon33@yahoo.com

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.

Jeanna Deleon
24327 Middle Fork
San Antonio, Tx 78259

Please verify that you have received this email.

Sent from my iPhone

Comment 127

Reply Reply to all Forward Close Help

You replied on 6/21/2013 2:42 PM.

From: Margaret Dennis [mmdmpsinnovations@icloud.com] Sent: Thu 6/20/2013 2:50 PM

To: US281EIS

Cc:

Subject: Public Hearing 281 Toll Project

Attachments:

View As Web Page

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.

Margaret M Dennis
121 Doeskin Drive
Boerne, TX 78006

Comment 128

US281EIS

Ginger Denos [ginger_t@att.net]
Sent: Wednesday, July 03, 2013 8:29 AM
To: AlamoRMA

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 is 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 effected. 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 alternative. I think the question needs to be answered; Who benefits from both of these plans?

Thank you for receiving my comment.

Sincerely,
Ginger Denos
10302 Sagecourt Dr.
Houston, TX 77089

Comment 129

Reply Reply to all Forward Close Help

You replied on 6/19/2013 11:21 AM.

From: Todd DeYoung [t_deyoung@hotmail.com] Sent: Wed 6/19/2013 5:55 AM

To: US281EIS

Cc:

Subject: JUNE 20, 2013 RMA MEETING - CITIZEN COMMENTS

Attachments:

View As Web Page

To Whom it May Concern,

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 it's 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 it's primary designed use....building and maintaining roads.
5. Do not even consider converting already existing free lanes into tolled lanes.

Todd DeYoung
3714 Sunset Heights
San Antonio, TX 78261
801.648.5981 cell
t_deyoung@hotmail.com

Subject: FW: TxDOT Internet E-Mail

-----Original Message-----
From: DeYoung, Todd UTAS [mailto:Todd.DeYoung@utas.utc.com]
Sent: Friday, June 28, 2013 7:46 AM
To: Josh Donat
Subject: RE: TxDOT Internet E-Mail

Josh,

Thank you for your follow-up email. Regarding Utah, I am not originally from Utah, I'm originally from the Midwest (Indiana, Ohio, and Michigan), but lived there for about 4 years prior to arriving in SATX in June of last year. My home was located in North Ogden, which is about 50 miles north of Salt Lake City - right off I-15. Utah has some beautiful areas for sure, and I certainly miss the dry air there. San Antonio, by most standards, is not that humid (compared to the Midwest), but it is more humid than the alpine desert climate of Utah. Was quite a weird place to reside though, I must admit. Unless one is of the "preferred affiliation" there (if you catch my drift), it makes it difficult to forge solid friendships. I honestly don't miss Utah, and I'd never, willingly, reside there again.

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 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 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 whackjob 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.

Please push my correspondence upward to the proper decision-maker.

Kind regards,

Todd DeYoung
3714 Sunset Hts
SATX 78261

Comment 131

Resident Comment for the public record about the US 281 EIS

DeYoung, Todd UTAS [Todd.DeYoung@utas.utc.com]
Sent: Thursday, June 27, 2013 2:20 PM
To: AlamoRMA

I am NOT employed by TxDOT
I do NOT do business with TxDOT
I would NOT benefit monetarily from the project or other item about which I am commenting
(Texas Transportation Code, §201.811(a)(5))

To Whom it May Concern,

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!

Todd DeYoung
3714 Sunset Heights
San Antonio, TX 78261
801.648.5981 cell
t_deyoung@hotmail.com

Comment 132

EIS on hwy 281--complete non-tolled expressway favored

patdos444@netzero.com

Sent: Friday, June 28, 2013 6:12 PM
To: AlamoRMA

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.

signed:

patrick dossey
202 basswood drive
san antonio, texas 78213
email: patdos444@gmail.com

Please confirm receipt by email.

thank you.

The #1 food that SHRINKS your belly
This so-called &#34unhealthy&#34 food has been proven to fight abdominal fat
http://[illegible]

Comment 133

D9NA Strass Poll on EIS Alternatives

Arthur Downey [adowney@ix.netcom.com]

Sent: Thursday, June 27, 2013 3:49 PM
To: Vicki.Cmich@txdot.gov; AlamoRMA
Attachments: D9NA_2013_281EIS_Ltr.doc (551 KB)

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 EIS alternatives and forward the results of that poll to the Alamo RMA. The membership asked me to prepare a letter reflecting those results and forward that letter to the appropriate entities. The letter is attached.

Arthur Downey
President, D9NA

November 13, 2013

Officers

President
Art Downey
497-8873

Vice President
Betty Eckert
822-0049

Treasurer
Bob Mahnke
493-7340

Secretary
Bill Bailey
497-3689

Committees

Budget
Membership
Streets/Drainage
Water/Utilities
Zoning/Planning
Parks/Recreation
Neighborhood Assistance

To: Alamo Regional Mobility Authority
TxDOT-ENV, Attention: Vicki Crnich

From: The District 9 Neighborhood Alliance

Re: Highway 281 EIS Alternatives

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 District 9 City Council member, who sponsors the Alliance, as to opinions of 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

Comment 134

US Hwy 281

Greg & Lydia Ehrlich [gwlfe@yahoo.com]
Sent: Saturday, June 29, 2013 4:28 PM
To: AlamoRMA

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. Please confirm receipt of this email.

Thank you.

Greg Ehrlich
830-885-4729
gwlfe@yahoo.com
919 Grand Oaks Drive
Spring Branch, Texas 78070

Comment 135

Reply Reply to all Forward Close Help

You replied on 6/24/2013 11:57 AM.

From: Greg & Lydia Ehrlich [gwlfe@yahoo.com] Sent: Sat 6/22/2013 7:03 PM

To: US281EIS

Cc:

Subject: Highway 281

Attachments:

View As Web Page

We want the complete non-toll expressway option for Highway 281.

Greg Ehrlich
830-885-4729
gwlfe@yahoo.com
919 Grand Oaks Drive
Spring Branch, Texas 78070

Comment 136

Reply Reply to all Forward Close Help

You replied on 6/24/2013 11:57 AM.

From: Greg & Lydia Ehrlich [gwlfe@yahoo.com] Sent: Sat 6/22/2013 7:03 PM

To: US281EIS

Cc:

Subject: Highway 281

Attachments:

View As Web Page

We want the complete non-toll expressway option for Highway 281.

Lydia Ehrlich
830-885-4729
gwlfe@yahoo.com
919 Grand Oaks Drive
Spring Branch, Texas 78070

Comment 137

281 Environmental Impact

Emery Abdelcream Esse [eesse19@yahoo.com]

Sent: Friday, June 28, 2013 3:42 PM
To: AlamoRMA

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...

Emery A. Esse
23546 Seven Winds
78258

Sent from my iPhone

Comment 138

Reply Reply to all Forward Close Help

You replied on 6/21/2013 4:49 PM.

From: Lowell Farmer [laf020834@aol.com] Sent: Thu 6/20/2013 6:29 PM

To: US281EIS

Cc:

Subject: US281 Toll Options

Attachments:

View As Web Page

I'm not in favor of US281 Toll. I vote for "Complete Non-Toll Expressway Option."

Lowell Farmer
3702 Oak Cluster Street
San Antonio, TX 78253

laf020834@aol.com

Comment 139

Reply Reply to all Forward Close Help

You replied on 6/21/2013 4:49 PM.

From: Ferguson, Russell [Russell.Ferguson@usaa.com] Sent: Thu 6/20/2013 4:59 PM

To: US281EIS

Cc:

Subject: 281 Multi-Use Path

Attachments:

View As Web Page

To whom it may concern,

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 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.

Thanks,

Rusty Ferguson

USAA Operational Risk Management
cell: 210-913-6069

Comment 140

environmental impact of expansion of 281

Paul Foglesong [pdf888@att.net]

Sent: Friday, June 28, 2013 1:07 PM
To: AlamoRMA

Dear Madam/Sir:

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 aweful! 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 enought 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.

Sincerely,

Paul David Foglesong
25318 Lost Arrow
San Antonio, TX 78258-2716

Comment 141

Reply Reply to all Forward Close Help

You replied on 6/21/2013 4:53 PM.

From: Reggie Fountain [fountainreggie@gmail.com] Sent: Fri 6/21/2013 1:46 PM

To: US281EIS

Cc:

Subject: Preferred Alternative

Attachments:

View As Web Page

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.

Comment 142

Reply Reply to all Forward Close Help

You replied on 6/21/2013 4:51 PM.

From: Charles Fredrickson [fredborstad@outlook.com] Sent: Fri 6/21/2013 7:11 AM

To: US281EIS

Cc:

Subject: US 281

Attachments:

View As Web Page

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.

Thank you

Charles Fredrickson

Comment 143

No-Toll

Monroe Frerich [mfrerich@gvtc.com]

Sent: Saturday, June 29, 2013 10:38 AM
To: AlamoRMA

Attn: Alamo RMA

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 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 home owners and business on this route.

This is why we are asking to build this Complete [No-Toll] Expressway Option now.

Name: Monroe Frerich
Address: 461 Stealth Drive, Spring Branch, TX 78070
Phone: 830-438-8338
e-mail: mfrerich@gvtc.com

Comment 144

No-Toll

Monroe Frerich [mfrerich@gvtc.com]
Sent: Wednesday, July 03, 2013 12:19 PM
To: AlamoRMA

Attn: Alamo RMA

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.

I am not an employed by TxDot.
I do not do business with TxDOT.
I could not benefit monetarily from the project or other item about which I am commenting.

Name: Pauline Frerich
Address: 461 Stealth Drive, Spring, TX 78070
Phone: 830-438-8338
e-mail: mfrerich@gvtc.com

Comment 145

Reply Reply to all Forward Close Help

You replied on 6/24/2013 11:59 AM.

From: Marc Gamez [marcworkspot@gmail.com] Sent: Mon 6/24/2013 2:37 AM

To: US281EIS

Cc:

Subject: No Toll Roads

Attachments:

View As Web Page

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!!!!

Marco Gamez

Comment 146

Reply Reply to all Forward Close Help

You replied on 6/24/2013 11:58 AM.

From: Richard Gandy [rgandy@gvtc.com] Sent: Sun 6/23/2013 4:32 PM

To: US281EIS

Cc:

Subject: oppose

Attachments:

View As Web Page

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.

Comment 147

RICHARD GARCIA [rgcia@msn.com]
Sent: Sunday, June 30, 2013 2:19 PM
To: AlamoRMA

Please complete a No Toll 281
Appreciate your attention to this matter
Thanks God Bless
R Garcia

Comment 148

Reply Reply to all Forward Close Help

You replied on 6/20/2013 11:10 AM.

From: cdgarza5@aol.com [cdgarza5@aol.com] Sent: Thu 6/20/2013 9:50 AM

To: US281EIS

Cc:

Subject: Expressway

Attachments:

View As Web Page

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**"

Respectfully,
Carlos A. Garza
8444 Triple Crowm
Fair Oaks Ranch, TX 78015

Please email confirmation of the receipt of my comments. Thank you.

Comment 149

non-toll option on US 281

george gilligan [gilli117@yahoo.com]

Sent: Friday, June 28, 2013 6:34 PM
To: AlamoRMA

I support the non-toll option on US 281
I oppose any toll action on US 281

Comment 150

Reply Reply to all Forward Close Help

You replied on 6/21/2013 4:52 PM.

From: Sharon Gilreath [sjgilreath@satx.rr.com] Sent: Fri 6/21/2013 1:03 PM

To: US281EIS

Cc:

Subject:

Attachments:

View As Web Page

Dear Commisioners

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 they 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 are a waste of the taxpayers money. As for any toll roads, I would rather not see them implemented for more then one reason, first the daily cost, second if you see able to put overpasses on 1604w, then we should be given the same.

Sharon & Jim Gilreath
Sent from my iPad

Comment 151

NO to 281 toll roads

Rosemary Glaze [r-glaze@hotmail.com]

Sent: Sunday, June 30, 2013 1:28 PM
To: AlamoRMA

Concerning the plan to expand and convert 281N from a public hwy to a private toll road:

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 born 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 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.

Thank you,
Rosemary Glaze
1635 Springwood Drive
Spring Branch, TX 78070

Please confirm you have received my comment and include it as part of the public record.

Comment 152

complete non-toll expressway option for 281 north of 1604 to Borgfield road '

Kathryn Grace [kgrace002@satx.rr.com]

Sent: Saturday, June 29, 2013 1:24 PM
To: AlamoRMA

I support the "Complete non-toll expressway" option for the US 281 north of 1604 upgrade

Comment 153

Toll Roads in San Antonio

Kathryn Grace [kgrace002@satx.rr.com]

Sent: Saturday, June 29, 2013 1:02 PM
To: AlamoRMA

The 281 expansion north of 1604 should not be a Toll Road

James Grace, Jr.

Comment 154

Reply Reply to all Forward Close Help

You replied on 6/21/2013 4:50 PM.

From: cjg [cjg@gvtc.com] Sent: Thu 6/20/2013 6:51 PM

To: US281EIS

Cc:

Subject: No Toll Roads

Attachments:

View As Web Page

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.

Please send e-mail receipt confirmation.

Clyde Grams
2520 Bay Hill
Bulverde, Tx 78163

Comment 155

Complete non-toll expressway
Forrest Gray [grayf@yahoo.com]
Sent: Saturday, June 29, 2013 7:03 AM
To: AlamoRMA

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.

Forrest Gray
334 Starlight Pass
San Antonio, TX 78260

Comment 156

Highway 281 design planning

Beki Halpin [beki.halpin@gmail.com]

Sent: Friday, June 28, 2013 6:21 PM
To: AlamoRMA

I support the non-tolled expressway option for highway 281 in San Antonio. This is the most cost effective option that will relieve the congestion and does not cost the State tax payer 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.

Beki Halpin
7107 Stone Ledge Circle
Austin, TX 78736

Comment 157

In Favor of a Complete Non-Toll Expressway on 281

Lea Harlow [leaharlow@yahoo.com]
Sent: Friday, June 28, 2013 9:44 PM
To: AlamoRMA

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.

Please send a confirmation of my comments.

Lea Harlow
112 Hunters Branch
Shavano Park, TX 78231

Comment 158

Reply Reply to all Forward Close Help

You replied on 5/30/2013 10:05 AM.

From: Kevin Harris [kqharris@yahoo.com] Sent: Sun 5/26/2013 9:45 AM

To: US281EIS

Cc:

Subject: Fw: 281 Comments

Attachments:

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Kevin Q. Harris, CSP

----- Forwarded Message -----
From: Kevin Harris <kqharris@yahoo.com>
To: "us281EIS@alamorma.org" <us281EIS@alamorma.org>
Sent: Sunday, May 26, 2013 9:36 AM
Subject: 281 Comments

To whom it may concern;
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.

Thank you

Kevin Q. Harris, CSP

Comment 159

Reply Reply to all Forward Close Help

You replied on 6/21/2013 4:52 PM.

From: Rosalinda Helwig [cuinsa@sbcglobal.net] Sent: Fri 6/21/2013 10:39 AM

To: US281EIS

Cc:

Subject: Non-Toll

Attachments:

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Hi,

I am, Rosalinda Helwig
727 Mesa Ridge
San Antonio, Tx 78258

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.

Thank you,

Rosalinda Helwig

Comment 160

Reply Reply to all Forward Close Help

You replied on 5/30/2013 10:06 AM.

From: Linda Henderson [Linda.Henderson@thc.state.tx.us] Sent: Fri 5/24/2013 4:01 PM

To: US281EIS

Cc:

Subject: SHPO comments DEIS

Attachments:

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The Texas Historical Commission has reviewed the Draft EIS for the Alamo RMA's proposed improvements to US 281 from Loop 1604 to Borgeld 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.

Thank you,

Linda

Linda Henderson

Historian, Federal Programs

History Programs Division

Texas Historical Commission

P.O. Box 12276

Austin, Texas 78711-2276

phone: 512/463-5851

www.thc.state.tx.us

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Comment 161

John/Cristin.Hines>>alamorma@bexar.org.....citizen comments re the EIS on tollling or not tolling IH 281 north of Loop 1604

Cristin Hines [cristinwh@gmail.com]
Sent: Sunday, June 30, 2013 7:57 PM
To: AlamoRMA
Cc: cristinwh@gmail.com

From: Cristin & John Hines
10515 Auldine SA, TX 78230
To: Alamo Regional Mobility Authority

re: citizen comments re the EIS FOR tollling, or not tolling, Hwy. 281 north of Loop 1604

Dear Sirs/Madames:

We realize that the purpose of the public hearing is for TxDOT [Tx. Dept of Transportation] & the RMA [Regional Mobility Authority] to solicit PUBLIC COMMENT on its draft environmental document which is needed to secure FINAL clearance for building tolls on 281 north of Loop 1604.

We take this opportunity to register our desires and demands regarding this issue and thank the agencies to diligently hear/read and adhere to the wishes of their constituents: we citizen taxpayers.

[Some may seem redundant...]

The Environmental Impact Statement/study for 281 will impact animal species -- and, the number one species on any list is THE HUMAN BEING --PEOPLE-- WHO LIVE IN SAN ANTONIO, AND ALL OTHER CITIZENS NEAR AND FAR.
.....
"""""""""

IN SHORT:
We want the 'preferred alternative' (or option) to be:
The 'COMPLETE NON-TOLL EXPRESSWAY OPTION.'
.....
"""""""""""

BELOW we outline areas of concerns 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:

Comment 161, Continued

~~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 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 that any other species...)

--Comment:

Comment 161, Continued

~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 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 161, Continud

--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 pactice 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 dissappear 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:
~In our present political climate in Texas, it is human nature that people try to avoid paying tolls, so they find alternate routes to circumvent the toll lanes. Studies show toll roads and fees displace traffic onto surrounding neighborhood streets and increase congestion and risk of accidents on local streets.

**WE TAXPAYERS DO NOT TRUST THE 'OPTION' OFFERED WHICH STATES THE "HOV RIDES FREE".
--Comments:
~In order to get that 'free' HOV ride, drivers must drive a 'registered' carpool vehicle with an active TollTag account [which costs money to keep that account open, so what is 'free' about it?] --AND it usually requires 3 or more 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.' Mothers in minivans shuttling kids to/fro soccer practice won't qualify either-- unless one registers in advance and meets the qualifications as a 'registered, declared' carpool vehicle.
.-
Sirs/Madames, for all these reasons we urge the agencies to do the right thing and choose the 'COMPLETE NON-TOLL EXPRESSWAY OPTION.'

Sincerely, your taxpaying/voting constituents....Cristin & John Hines

---

info extracted frm TURF publications

Comment 162

Reply Reply to all Forward Close Help

You replied on 6/3/2013 8:15 AM.

From: lhollis86@gmail.com [lhollis86@gmail.com] Sent: Sat 6/1/2013 1:01 AM

To: US281EIS

Cc:

Subject: Comment

Attachments:

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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 student loans soon. The last thing I want to worry about is toll roads.

Sent from my iPhone

Comment 163

US281 EIS Comments

Kevin Honeyager [khoneyager@satx.rr.com]

Sent: Saturday, June 29, 2013 11:44 AM
To: AlamoRMA

To Whom it May Concern,

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.

Regards,

Kevin Honeyager
722 Dulcinea Dr.
San Antonio, TX 78260

Comment 164

TPWD comments for US281 DEIS

Russell Hooten [Russell.Hooten@tpwd.texas.gov]

Sent: Monday, July 01, 2013 4:02 PM
To: AlamoRMA
Attachments: WL29831_TDUS281DEIS_BexarC~1.pdf (868 KB)

Please find attached TPWD's comments for the Draft EIS prepared for the US 281 improvement project.

Sincerely,

Russell Hooten
Wildlife Habitat Assessment Program
TPWD-Wildlife Division
6300 Ocean Drive, NRC 2501
Unit 5846
Corpus Christi, TX 78412
361-825-3240 Office
russell.hooten@tpwd.texas.gov

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Fort Worth

Carter P. Smith
Executive Director

July 1, 2013

Vicki Crnich
Texas Department of Transportation
Dewitt C. Greer State Highway Building
125 E. 11th Street
Austin, TX 78701

RE: Draft Environmental Impact Statement US 281 from Loop 1604 to Borgfeld Drive, Bexar County, Texas
CSJ# 0253-04-138; -146

Dear Ms. Crnich:

This letter is in response to your request for review of the Draft Environmental Impact Statement (DEIS) prepared for the proposed road improvement project referenced above.

Please be aware that a written response to a TPWD recommendation or informational comment received by a state governmental agency may be required by state law. For further guidance, please see the Texas Parks and Wildlife Code, §12.0011, which can be found online at http://www.statutes.legis.state.tx.us/Docs/PW/htm/PW.12.htm#12.0011. 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 U.S. 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 within 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 U.S. 281 travel lanes and U.S. 281 Super Streets.

The Elevated 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

4200 SMITH SCHOOL ROAD
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512.389.4800
www.tpwd.state.tx.us

To manage and conserve the natural and cultural resources of Texas and to provide hunting, fishing and outdoor recreation opportunities for the use and enjoyment of present and future generations.

streets or driveways. The existing U.S. 281 travel lanes and U.S. 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 U.S 281 travel lanes. From Stone Oak Parkway to Borgfeld Drive, the Elevated Expressway would be located to the west side of the existing U.S. 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 area 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 animals in the area. Also, using bulbs with long wavelengths (e.g., amber) that is the lowest possible lighting level consistent 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 Corps of Engineers for verification. The DEIS also states that, if necessary, a compensatory mitigation plan would be prepared as part o 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 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, revegetation efforts would use regionally native plants for landscaping.

> **Recommendation:** TPWD recommends the *exclusive* use of regionally native species in landscaping and revegetation efforts within the U.S. 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 (*Cynodon dactylon*) 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 U.S. Department of Agriculture-Natural Resource Conservation Service (USDA-NRCS) Plant Materials Center in Kingsville, Texas (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 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 and /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 Alterative

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 within the ROW, have fewer stream impacts and construct less impervious surface than the Expressway Alternative.

TPWD appreciates the opportunity to review and comment on the proposed project. If you have any questions, please contact me at (361) 825-3240.

Sincerely,

Russell Hooten
Wildlife Habitat Assessment Program
Wildlife Division

/rh 5889

References

Beier, P. 2006. Effects of Artificial Night Lighting on Terrestrial Mammals. In: Rich, C and T. Longcore (eds), Ecological Consequences of Artificial Night Lighting. Island Press, Washington, p19-42

Comment 165

Reply Reply to all Forward Close Help

You replied on 6/17/2013 9:02 AM.

From: Rbear101@aol.com [Rbear101@aol.com] Sent: Sat 6/15/2013 5:31 PM

To: US281EIS

Cc:

Subject: Comments

Attachments:

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Planned 281 Road Changes,

Something must be done sooner, than later, to improve the congestion on Hwy 281. I personally waste over an our 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 muti-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.

Ron Huebner
25110 Callaway
San Antonio, Tx., 78260
830-714-5089

Comment 166

281 toll road

Yvonne Hunziker [yhunziker@att.net]

Sent: Saturday, June 29, 2013 12:17 PM
To: AlamoRMA

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.

Please let us know if any of the following boxes apply to you:

- ☐ I am employed by TxDOT
- ☐ I do business with TxDOT
- ☐ I could benefit monetarily from the project or other item about which I am commenting

(Texas Transportation Code, §201.811(a)(5))

Y v o n n e Hunziker

Comment 167

Reply Reply to all Forward Close Help

You replied on 6/21/2013 4:52 PM.

From: Kathy Hurst [lakekat@gvtc.com] Sent: Fri 6/21/2013 1:01 PM

To: US281EIS

Cc:

Subject: OVERPASSES NOT TOLLS

Attachments:

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We **don't** want toll roads!
We **want** to be listened to!
281 is 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.

Kathy Hurst Canyon Lake

Comment 168

x
John Hutson [pulsar1@grandecom.net]
Sent: Friday, June 28, 2013 11:26 PM
To: AlamoRMA

WHAT IS ABOUT NO TOLL ROADS DO YOU MORONS NOT UNDERSTAND

John Hutson
San Antonio
210-824-0107

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SPAMfighter has removed 16351 of my spam emails to date.

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Comment 169

Reply Reply to all Forward Close Help

You replied on 6/21/2013 4:52 PM.

From: Patricia J Jones [patricia.j.jones.h7g5@statefarm.com] Sent: Fri 6/21/2013 11:09 AM

To: US281EIS

Cc:

Subject: Toll roads

Attachments:

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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 Street cars 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 effects 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 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 Stoneoak 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!

Comment 170

Reply Reply to all Forward Close Help

You replied on 6/20/2013 11:10 AM.

From: Phil Hyde [pnjhyde@hotmail.com] Sent: Wed 6/19/2013 10:06 PM

To: US281EIS

Cc:

Subject: Tolls

Attachments:

View As Web Page

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.

Phillip Hyde

22227 Old Fossil Road

San Antonio, Texas 78261

Comment 171

Reply Reply to all Forward Close Help

You replied on 6/20/2013 11:49 AM.

From: Steve [just_sum_regular_guy@yahoo.com] Sent: Wed 6/19/2013 11:19 PM

To: US281EIS

Cc:

Subject: 281 and 1604

Attachments:

View As Web Page

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 diferent times. *This plan will hit me exceptionaly hard as we will travel the entire length of the toll roads 8 times a day. I want the complete non-toll expressway option. Please email confirmation of the receipt of my comments.*

Steven Juilianna
264007 Walden Oak
San Antonio TX 27260

Comment 172

Comment on draft EIS

Greg Kauffman [gregkauffman2@earthlink.net]
Sent: Wednesday, July 03, 2013 10:41 AM
To: AlamoRMA

Hello,

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.

Thank you,

Greg & Martha Kauffman
24219 Bear Mountain
San Antonio, TX 78258

Comment 173

Reply Reply to all Forward Close Help

You replied on 6/20/2013 11:08 AM.

From: Tom Kennedy [tkennedy37@gmail.com] Sent: Wed 6/19/2013 9:18 PM

To: US281EIS

Cc:

Subject: Putting Toll Roads on Hwy 281 North of Loop 1604

Attachments:

View As Web Page

I use Hwy 281 almost daily, but if you put a toll road on it I will move away. TXDOT has squander our tax dollars like stealing from us and it is evil.

--
Tom Kennedy
210-363-5063

Comment 174

281 TOLLS

Diane Kime [mdkime@gvtc.com]

Sent: Thursday, June 27, 2013 11:36 PM
To: AlamoRMA

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

Please let us know if any of the following boxes apply to you:

- ☐ I am employed by TxDOT
- ☐ I do business with TxDOT
- ☐ I could benefit monetarily from the project or other item about which I am commenting

(Texas Transportation Code, §201.811(a)(5))

Comment 175

Draft Environmental Impact Statement (EIS)

Kerry Kinchen [kkinchen@satx.rr.com]

Sent: Thursday, June 27, 2013 5:34 PM
To: AlamoRMA

I am only in favor of a complete non-toll expressway for 281.

I want a non-toll expressway to be constructed and maintained.

Thank you,
Kerry Kinchen
31416 Sunlight Drive
Bulverde, Texas 78163

Phone: 210-602-8197

Comment 176

Reply Reply to all Forward Close Help

You replied on 6/21/2013 4:49 PM.

From: Jim Kloza [door@stic.net] Sent: Thu 6/20/2013 5:51 PM

To: US281EIS

Cc:

Subject: NO Toll Roads!!!

Attachments:

View As Web Page

In short I want the **complete non-toll expressway option!**

Please send me a confirmation email when you receive this one... Thank You!

James Kloza
14310 Clear Creek St.
San Antonio, Texas 78232
(210) 545-1441

Comment 177

281 OR 1604 TOLL ROADS

STORMTPR2@aol.com
Sent: Monday, July 01, 2013 2:06 PM
To: AlamoRMA

Please let us know if any of the following boxes apply to you: â' I am employed by TxDOT â' I do business with TxDOT â' I could benefit monetarily from the project or other item about which I am commenting (Texas Transportation Code, Â§201.811(a)(5))

I do not want a toll road in San Antonio. It means more taxes...

David W. Kocher
Phone: 210-602-3747
Fax: 208-567-3177

ALL ESTIMATES AND WORK PRODUCT ARE SUBJECT TO APPROVAL BY THE INSURANCE COMPANY. THE ADJUSTER HAS NO AUTHORITY AND IS ONLY ENGAGED TO REPORT TO THE INSURANCE COMPANY FOR THEIR REVIEW AND APPROVAL.
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Comment 178

No tolls

Koenig, Charlou [charlou-koenig@uiowa.edu]
Sent: Tuesday, June 25, 2013 10:47 PM
To: AlamoRMA

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.

Charlou Koenig
2810 Thousand Oaks 78232

Comment 179

281 Highway Construction

MaryCarmen Guzman [kikiagogo72@yahoo.com]

Sent: Saturday, June 29, 2013 5:57 PM
To: AlamoRMA

We are the Kopado family. 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.

Thank you.

Mary Carmen and Rodolfo Kopado
20706 Wild Springd Dr
San Antonio TX 78258
210 287 4481

Construccion via rapida del 281
MaryCarmen Guzman [kikiagogo72@yahoo.com]
Sent: Saturday, June 29, 2013 6:06 PM
To: AlamoRMA

Somos la familia Kopado. Hemos vivido en SAT por 10 años. Compramos la casa en esta área **(Big Springs)** porque precisamente nos encantó la idea de vivir en **un lugar residencial tranquilo y seguro**. Ahora, con el tiempo, no solo hemos perdido bastante seguridad sino que también corremos los siguientes **riesgos y peligros**:

1. Que nuestra propiedad **pierda valor económico**
2. Que nuestros **hijos ya no disfruten de su área de juego en el jardín**
3. Que **se incremente el ruido, la contaminación.** El peligro de que **un auto se estrelle en nuestro muro. (Nuestra casa está al lado del 281).**
4. El peligro de tener **la construcción elevada** del 281.
5. **El incremento del tráfico, especialmente los camiones de carga.**

Estas son solamente algunos de los muchos peligros que causará dicha construcción.

Aún teniendo el muro de "barrera contra el ruido" nos veremos afectados seriamente.

NO estamos en contra de que se construya una vía rápida sino de que sea elevada en todo su trayecto y que además sea de cuota (pago). **Es una injusticia** que nos quieran cobrar por el acceso a nuestra propia área residencial. **Actualmente pagamos ya bastante en impuestos.**

Agredecemos que se contruya una vía rápida pero POR FAVOR NO elvada, sino a nivel del piso. GRACIAS

Mary Carmen Kopado y Rodolfo Kopado
20706 Wild Springs Dr
San Antonio TX 78258
210 287 4481

Comment 180

EIS Comments

Anthony Kopanski [kopanski317@hotmail.com]
Sent: Wednesday, July 03, 2013 7:26 PM
To: AlamoRMA

Its 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. Borgfield 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.

Thank you,

Anthony Kopanski

Comment 181

Comments to EIS

Scot Krieger [skrieger@ironwoodre.com]
Sent: Thursday, June 27, 2013 2:27 PM
To: AlamoRMA

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.

Scot Krieger
Ironwood Real Estate
207 San Jacinto Blvd., Suite 300
Austin, Texas 78701
512.477.2224
512.477.2220 fax
www.ironwoodre.com

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Comment 182

Comments on the Draft Environmental Impact Statement (EIS) for the Proposed US 281 Improvements

Lou P Lamberth [misloup@flash.net]
Sent: Wednesday, July 03, 2013 3:11 PM
To: AlamoRMA

My name is Lou Lamberth. I live at 12420 Stuart Rd., San Antonio, Texas 78263. My phone number is 210-635-8010. 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 is 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 is 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.

Mis Lou
Lou P Lamberth
In God We Trust

Comment 183

Reply Reply to all Forward Close Help

You replied on 6/21/2013 4:50 PM.

From: Charles Land [cland@texaltel.org] Sent: Thu 6/20/2013 7:45 PM

To: US281EIS

Cc:

Subject: comments

Attachments:

View As Web Page

My comments regarding the highway project are in opposition to tolls. My reasons are two fold. 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!!

Charles D. Land

26407 bubbling Brook

San Antonio, Texas 78260

Comment 184

Reply Reply to all Forward Close Help

You replied on 6/20/2013 1:43 PM.

From: Ben La Rosa [veltro@satx.rr.com] Sent: Thu 6/20/2013 1:10 PM

To: US281EIS

Cc:

Subject: 281Toll Project

Attachments:

View As Web Page

Dear Sir or Madam:

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.

Thank you.

Benedict D. LaRosa
5606 Peacock Ridge
San Antonio, TX 78228

Comment 185

Reply Reply to all Forward Close Help

You replied on 5/30/2013 10:03 AM.

From: SALVADOR LEYVA [salvador01@msn.com] Sent: Wed 5/29/2013 10:57 AM

To: US281EIS

Cc:

Subject: US 281 Draft EIS

Attachments:

View As Web Page

I believe the Elevated Expressway Alternative should be built whether it be 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. Thanks, Sal

Comment 186

Proposed toll roading 281

deborah locander [prolifer@gvtc.com]

Sent: Saturday, June 29, 2013 3:14 AM
To: AlamoRMA

My name is Deborah Locander, and 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 can not 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!!!

Sincerly,
Mrs. Locander

Please let us know if any of the following boxes apply to you:
â' I am employed by TxDOT
â' I do business with TxDOT
â' I could benefit monetarily from the project or other item about which I am commenting
(Texas Transportation Code, Â§201.811(a)(5))

Comment 187

281 comments

Stephanie Lyles [stephanie_lyles@hotmail.com]
Sent: Tuesday, July 02, 2013 11:38 AM
To: AlamoRMA

Dear Alamo RMA,
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 everyday for these improvements. Thank you for your help and consideration.

Sincerely,
Stephanie Lyles

Comment 188

281 non-toll expressway

Ronald Malasky [rmalasky@satx.rr.com]
Sent: Saturday, June 29, 2013 12:48 PM
To: AlamoRMA

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, street cars, 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 Sams 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.

Ronald Malasky
1019 Toad Pond
San Antonio TX 78260
830-980-2277
rmalasky@satx.rr.com
Lakeside at Canyon Springs HOA President

Comment 189

Reply Reply to all Forward Close Help

You replied on 6/20/2013 11:44 AM.

From: Elizabeth Martin [emartin@gvtc.com] Sent: Thu 6/20/2013 11:21 AM

To: US281EIS

Cc:

Subject: complete non-toll 281 option

Attachments:

View As Web Page

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!!!!!!**

Elizabeth Luker Martin

H: 830-228-4448

C: 210-710-1195

900 Heritage Oaks

New Braunfels, TX 78132

Previous address: 2311 Estate Gate, San Antonio, TX 78261

Comment 190

Reply Reply to all Forward Close Help

You replied on 6/21/2013 2:43 PM.

From: Bob Martin [cbmartin321@gmail.com] Sent: Thu 6/20/2013 3:40 PM

To: US281EIS

Cc:

Subject: I oppose 281 tolls

Attachments:

View As Web Page

I strongly oppose both tolling Hwy 281 and creating HOV/Bus only lanes. Instead, use a non-toll expressway option.

Please provide an email confirmation to show that my opposition was received.

Thank you,

Milton Martin
9523 Bonny Bridge
San Antonio, TX 78240
210.690.0880

Comment 191

Toll Roads in Texas

Fred Marvin [flmarvin@texas.net]

Sent: Saturday, June 29, 2013 5:08 PM
To: AlamoRMA

Fred Marvin, 7911 S FM 973, Austin, TX 78719, 512-243-1923

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, 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.

Comment 192

281 Environmental Study for proposed toll road
Michael L. Maurer, Sr. [stgcdtax@gvtc.com]
Sent: Friday, June 28, 2013 11:47 PM
To: AlamoRMA

Gentlemen,

OFFICIAL NOTICE:

First, I am FOR a 'COMPLETE NON-TOLL EXPRESSWAY OPTION.' This would be the only option that would address my concern that I have spoke 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 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. 215) traffic trying to avoid paying tolls will be displaced onto neighborhood 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 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 (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-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

Comment 192, Continued

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.

Michael L. Maurer, Sr.
Michael L. Maurer, Sr.
16129 Hwy 46 W.
Spring Branch, TX 78070
830-660-9465
stgcdtax@gvtc.com
June 28, 2013

NOTE: In accordance with Transportation Code, §201.811(a)(5), a person who submits comments must disclose, in writing with the comments, whether the person does business with the department, may benefit monetarily from the proposed amendments and/or is an employee of the department.

whether the person does business with the department ***NO***

whether the person may benefit monetarily from the proposed amendments ***NO***

whether the person is an employee of the department ***NO***

Michael L. Maurer, Sr.
Michael L. Maurer, Sr.
16129 Hwy 46 W.
Spring Branch, TX 78070

Comment 193

Non-toll option

Malcolm McClinchie [mcclin@gvtc.com]
Sent: Saturday, June 29, 2013 6:15 AM
To: AlamoRMA

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.

Sincerely,

Honorable Malcolm U. McClinchie
21535 Hwy 46 W
Spring Branch, TX 78070

mcclin@gvtc.com
(210) 218-4846

Comment 194

281 EIS Comment

EMcGann@gtweed.com
Sent: Thursday, June 27, 2013 12:16 PM
To: AlamoRMA

My 281 EIS comment is as follows:
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.

Sincerely,
Ed McGann
Optegra Value Stream Manager
Greene Tweed & Co
9365 Corporate Drive
Selma, Tx 78154
Direct Dial: 210-637-3978
Cell: 210-325-1702
emcgann@gtweed.com

Comment 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. Thank you very much for allowing us to give our views.

MAJ Greg Mikesell [majorhusker6@hotmail.com]
Sent: Friday, June 28, 2013 1:48 PM
To: AlamoRMA

Greg and Aja Mikesell, 1906 Cactus Bluff, 78258

Sent from Windows Mail

Comment 196

Reply Reply to all Forward Close Help

You replied on 6/21/2013 4:50 PM.

From: Ken Miller [buffdriver2001@sbcglobal.net] Sent: Thu 6/20/2013 9:34 PM

To: US281EIS

Cc: Mail@BikeTexas.org

Subject: Bike paths

Attachments:

View As Web Page

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.

Thank you

ttfn
Ken Miller

Comment 197

RECSA Comments on US 281 EIS

martham@recsanantonio.com

Sent: Thursday, June 27, 2013 9:37 AM
To: AlamoRMA
Attachments: DOC062713.pdf (226 KB)

Please see attached. Thank you for your consideration of our comments.

Martha Mangum
Executive Director
Real Estate Council of San Antonio
8626 Tesoro, Suite 803
San Antonio, Texas 78217
Phone 210-804-1155
Fax 210-804-1166

DO YOU KNOW HOW IMPORTANT THE REAL ESTATE INDUSTRY IS TO THE SAN ANTONIO AREA ECONOMY?

*It generates approximately 1/7 of the area's economic output.

*It employs 120,000 people in the San Antonio area.

*It has an economic impact of $22 BILLION each year.

*It has a payroll of $4.8 BILLION each year.

*It generates over $168 million in tax revenue.

The Real Estate Council of San Antonio

8626 Tesoro Drive, Suite 803 ◆ San Antonio, Texas 78217 ◆ 210◆804◆1155 ◆ FAX 210◆804◆1166

June 26, 2013

TxDot-ENV
Attn: Vicki Crnich
125 E. 11th Street
Austin, Texas 78201-2483

RE: Comments on US 281 Draft Environmental Impact Statement

Dear Ms. Crnich:

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.

◆ PATRON MEMBERS ◆
Adams & Palumbo Ad Valorem Tax Advisors ◆ Ad Valorem Specialist, LLC ◆ Alamo Title Company ◆ Amegy Bank of Texas ◆ ATTG, L.L.P. ◆ Barshop & Giles ◆ Philip Barshop & Co
Barlett Cocke General Contractors ◆ BBVA Compass Bank ◆ BDO International ◆ BKD LLP ◆ Bluebloc, Inc. ◆ Brown & Ortiz, P.C. ◆ Bury + Partners
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Forester USA Real Estate ◆ First National Bank ◆ Golden Steves Cotco & Gordon, LLP ◆ H.E.Butt Grocery Co. ◆ Haynes and Boone, L.L.P.
Hixon Properties Incorporated ◆ Hogan Real Estate Services ◆ Holliday Interests, Inc. ◆ Hornberger Sheehan Fuller and Greer, Inc. ◆ IDS Engineering Group ◆ Imagine Homes
Independence Title Co. ◆ Insite Architects, Inc. ◆ Jacobs ◆ Jones General Contractors ◆ Kaufman & Killen, Inc. ◆ Kimley-Horn and Associates, Inc. ◆ Koontz McCombs
Koplow Construction Marking Bros. Copeland & Associates, Inc. ◆ Linbeck Group, LLC ◆ MHN Architects ◆ Metropolitan Contracting Company
Moir Tarpy Raymer Engineers, LLC ◆ Newmark Grubb Knight Frank ◆ Orion Partners, Inc. ◆ Pape-Dawson Engineers, Inc. ◆ Port Authority of San Antonio ◆ Presidio Title
Presidio Commercial ◆ Rabu-Kistner Consultants, Inc. ◆ R.L. Worth & Associates ◆ Rosenberger Construction ◆ Schuppana Properties, Inc. ◆ Sol Schwartz & Associates, P.C.
Sequoia Contractors, Inc. ◆ Stewart Title Company ◆ Structure Tone Southwest, Inc. ◆ Sundt Construction, Inc. ◆ Swinerton Builders, Inc. ◆ Texas Capital Bank
Transcontinental Commercial Services ◆ Trinity Real Estate Finance ◆ TTG Gooding ◆ USAA Real Estate Company ◆ United Commercial Realty, Inc.
Vickery & Associates, Inc. ◆ The Weitzman Group / Cencor Realty ◆ The Whiting-Turner Contracting Company ◆ Charles Morris Wunder Real Estate ◆ Winstead P.C. ◆ Zachry Realty, Inc.

- 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. (NOTE – Expressway is projected to cost $448 million versus $655.2 million for Elevated Expressway, under toll/managed lane scenarios)

Your thoughtful consideration of our comments will be most appreciated.

Sincerely,

Michael Moore

Michael Moore

President

RECEIVED - TXDOT
JUL 01 2013
ENVIRONMENTAL AFFAIRS

Comment 198

Reply Reply to all Forward Close Help

You replied on 6/19/2013 11:21 AM.

From: carol muir [carolccmuir@yahoo.com] Sent: Wed 6/19/2013 8:32 AM

To: US281EIS

Cc:

Subject: Tollways in TX

Attachments:

View As Web Page

To Alamo RMA:

I am oppposed 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 conjestion but are an aggrevation 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.

Mrs. Ed Muir (Carol)
3419 N New Braunfels Ave
San Antonio, TX 78209
(210) 233-8389

I request confirmation of receiving this email from your organization.
Thank you.

Comment 199

NO TOLLS - THE MAJORITY CONTINUES TO HOLD ACCOUNTABILITY

Harold Neelley [hneelley@ATT.NET]
Sent: Saturday, June 29, 2013 11:45 PM
To: AlamoRMA

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 metroples. We do NOT need politicians nor bureaucrats who do not do as we say to do, in issues voted upon.

Harold and Vivian Neelley

San Antonio Tea Party members

Please let us know if any of the following boxes apply to you:

❑ I am employed by TxDOT

❑ I do business with TxDOT

❑ I could benefit monetarily from the project or other item about which I am commenting

(Texas Transportation Code, §201.811(a)(5))

Comment 200

Reply Reply to all Forward Close Help

You replied on 6/21/2013 4:50 PM.

From: Jack Nichols [jackeydon@me.com] Sent: Thu 6/20/2013 9:23 PM

To: US281EIS

Cc: mail@biketexas.com; Jack Nichols

Subject: 281 bike path

Attachments:

View As Web Page

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.

Jack Nichols
2714 Wonderview Dr
San Antonio, TX 78230
Sent from my iPad

Comment 201

Reply Reply to all Forward Close Help

You replied on 6/24/2013 11:58 AM.

From: R Noll [rolandnoll@yahoo.com] Sent: Sun 6/23/2013 2:22 PM

To: US281EIS

Cc:

Subject: No on Tollways!

Attachments:

View As Web Page

I want the COMPLETE NON-TOLL EXPRESSWAY OPTION.

Turning existing lanes of highway's 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.

Regards,

Roland Noll
2531 Steepleway
San Antonio, TX 78248

Comment 202

Reply Reply to all Forward Close Help

You replied on 6/21/2013 2:44 PM.

From: Pat O'Brien [pat@satx.rr.com] Sent: Thu 6/20/2013 3:59 PM

To: US281EIS

Cc:

Subject: Bike lanes

Attachments:

View As Web Page

I would like to encourage you to keep bike lanes in all your projects. I have shown a 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.

Thanks!

Pat O'Brien
Sales Manager/REALTOR®

RE/MAX Access

210-365-6424 CELL
210-657-7500 OFFICE

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Texas Law requires all real estate licensees to give the following information about brokerage services:

Comment 203

Comments for Draft EIS

Janice Alamia [jalamia@hollywoodpark-tx.gov]
Sent: Wednesday, July 03, 2013 8:18 PM
To: AlamoRMA
Importance: High
Attachments: Scan0048.pdf (968 KB)

Attached are comments from the Mayor of Hollywood Park, David Ortega.

Thank you,

Janice Alamia

City Secretary
Hollywood Park
210-494-2023 ext 221
jalamia@hollywoodpark-tx.gov

~~~~~~

This email, and any attachments thereto, is intended for the use of the addressee(s) and may contain legally privileged and or confidential information. If you are not the intended recipient of this email, and any attachments thereto, is strictly prohibited. If you have received this email in error, please notify me via return e-mail and permanently delete the original and the copy of any e-mail and any print thereof or attachments thereto.
~~~~~~

Town of Hollywood Park

INCORPORATED 1955

NO 2 MECCA DRIVE AT SAN PEDRO • HOLLYWOOD PARK, TEXAS 78232-2298
TEL (210) 494-2023 • FAX (210) 494-7859

July 3, 2013

Mayor David Ortega
Town of Hollywood Park
#2 Mecca Drive
Hollywood Park, TX. 78232

Dear Team:

- In Chapter 3 and 4 the Highway 281 EIS, It never mentions the effect 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 businesses** 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, Chap. 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 will merely displace congestion into adjacent neighborhoods, rather than relieve it.

- Business in the local corridor is largely retail, hotel/motel, hospitals, 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 impacts 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 provided 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 for access.

Thank you for allowing the Town of Hollywood Park to submit our comments.

Mayor David Ortega

RESOLUTION NO. 313

A RESOLUTION OF THE CITY COUNCIL OF THE TOWN OF HOLLYWOOD PARK, TEXAS, IMPLORING THE 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, such tolls would create a financial burden on the citizens of Hollywood Park greater than the financial burden on the public at large due to the need of Hollywood Park citizens to utilize Loop 1604 and U.S. 281 for ingress and egress from Hollywood Park; 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 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, Mayor

ATTEST:

JANICE ALAMIA, City Secretary

Comment 204

281

Frank Paul [fpaul@aggienetwork.com]
Sent: Friday, June 28, 2013 7:06 PM
To: AlamoRMA

This is a real easy fix and you know it!!!! Put overpasses and get on with it. Quit playing games with the peoples money...the ones that PAY YOUR SALARIES.

Thank you,

Frank Paul
112 Shalimar Dr. 78213

Comment 205

Stephanie Pheanis [SPheanis@MengerHotel.com]
Sent: Friday, June 28, 2013 2:48 PM
To: AlamoRMA

I am opposed to the Texas Toll Roads in San Antonio!

Stephanie Pheanis
6814 Congressional Blvd.
San Antonio, Texas 78244

Please let us know if any of the following boxes apply to you:

- ❑ I am employed by TxDOT
- ❑ I do business with TxDOT
- ❑ I could benefit monetarily from the project or other item about which I am commenting

(Texas Transportation Code, §201.811(a)(5))

Comment 206

tollroads

linda Phillips [linda5567@satx.rr.com]
Sent: Tuesday, July 02, 2013 7:24 AM
To: AlamoRMA

I am in favor of not tolling 281- Linda Phillips 7 Ashford Glen San Antonio, Tx 78232

Comment 207

COMMENTARY FOR INCLUSION INTO THE FEIS AND FWHA US 281

KURTIS PICKETT [elevendelta.20@sbcglobal.net]
Sent: Monday, July 01, 2013 6:54 PM
To: AlamoRMA

July 1, 2013

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 who's 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

Comment 207, Continued

Kurtis Pickett elevendelta.20@sbcglobal.net
5403 Mountain Vista Dr
San Antonio, TX 78247

Please send me an email receipt for my commentary!

Comment 208

Highway 281 expressway comment

Doug Price [dougprice@utexas.edu]
Sent: Tuesday, July 02, 2013 8:52 PM
To: AlamoRMA

To whom it may concern:

I support completing highway 281 north of loop 1604 under the "non-toll expressway" option. I do NOT support making any portion of highway 281 a toll road.

I would appreciate an email response confirming receipt of my comments.

Respectfully,

Doug Price
23 Great Wood
San Antonio, TX 78232-1336

Comment 209

Toll roads

marmax77@satx.rr.com

Sent: Saturday, June 29, 2013 6:16 PM
To: AlamoRMA
Importance: High

No.! please! No more toll roads. Texas should not become part of this scam. It will create more problems than it will solve.
M. Placek

Comment 210

Reply Reply to all Forward Close Help

You replied on 6/21/2013 4:51 PM.
This message was sent with high importance.

From: Dave [djpampromotions@world-net.net] Sent: Fri 6/21/2013 12:05 AM

To: US281EIS

Cc:

Subject: Complete Non-Toll Expressway Option Sought for US 281 & Loop 1604

Attachments:

View As Web Page

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 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 deadset 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 been

Comment 210, Continued

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!

Sincerely:

David J. Purdy
8181 Tezel Rd #10297
San Antonio, TX 78250

Comment 211

Reply Reply to all Forward Close Help

You replied on 6/20/2013 11:47 AM.

From: Bob&Nora [norlc@juno.com] Sent: Thu 6/20/2013 12:21 AM

To: US281EIS

Cc:

Subject: Toll roads

Attachments:

View As Web Page

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!
My name is Robert J. Querin, I live at 6919 Scottswood, San Antonio, Texas 78239
Thank you for considering my opinion

Be safe and God bless. Bob
Check out our website at
http://www.norlcreations.com

U.S. Stocks Breaking News
Real "Star Trek" Medical Scanner Diagnoses Patient Health in Seconds.
http://thirdpartyoffers.juno.com/TGL3131/51c2918e205ab118e74c4st01duc

Comment 212

Complete non toll expressway
Lowell Radke [lowellradke@yahoo.com]
Sent: Friday, June 28, 2013 6:09 PM
To: AlamoRMA

Complete non toll expressway on 281

Lowell Radke
215 N Loop 1604 E, #13306
San Antonio, TX 78232

Please acknowledge receipt of this email via return email. Thank you.

Comment 213

Public Comments - 281 Toll Project

Dave Ramos [daveramos@dtsi.com]
Sent: Thursday, June 27, 2013 2:14 PM
To: AlamoRMA

Alamo RMA,

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.

Thank You.

David Ramos
2107 Chittim Pass
San Antonio, Texas 78232
210-496-5711
daveramos@dtsi.com

Comment 214

Draft EIS Comment--Acknowledgement Requested!

Gene Richardson [erichardson3@satx.rr.com]
Sent: Friday, June 28, 2013 6:48 PM
To: AlamoRMA

Dear Alamo RMA:

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 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 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 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 (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!

I respectfully request an acknowledgement of my email message. Thank you.

Sincerely,

Comment 214, Continued

Eugene S Richardson
22723 Sabine SMT
San Antonio TX 78258

Comment 215

281 Traffic

Terry Rose [terry-rose@att.net]

Sent: Friday, June 28, 2013 1:44 PM
To: AlamoRMA

Hello,

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 appreciate 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?

Sincerely,
Terry Rose

Comment 216

Comments for US 281 Draft EIS with attachment

Emily Thompson [ethompson@edwardsaquifer.org]
Sent: Tuesday, July 02, 2013 9:43 AM
To: AlamoRMA; US281EIS@AlamoRMA.org
Cc: Ron Vaughn [rvaughn@edwardsaquifer.org]
Attachments: 070113 TxDot Env. Letter.pdf (527 KB)

Unfortunately, I failed to add the attachment in my previous email.

I have attached comments to be included in the official record for the US 281 Draft EIS. The website related to this project states the comment deadline has been extended until July 3, 2013. The information I am providing has also been mailed to TxDOT-ENV, so you may encounter duplicates.

Please let me know if you have any questions. Thanks.

Emily

Emily Thompson, CHMM
Senior Water Quality Project Coordinator - Aquifer Protection/Aquifer Management Services

EDWARDS AQUIFER AUTHORITY

900 E. Quincy
San Antonio, TX 78215
(210) 222-2204
ethompson@edwardsaquifer.org

EDWARDS AQUIFER
AUTHORITY

AMS-EP/5

July 1, 2013

Ms. Vicki Crnich, P.G.
TxDOT Environmental Affairs Division
125 E. 11th Street
Austin, TX 78701-2483

RE: US 281 Draft Environmental Impact Statement (EIS)

Dear Ms. Crnich:

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), subchs. 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 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 on 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.

Thank you for the opportunity to comment on the 281 Draft EIS. If you have any questions in relation to the above comments, please contact Emily Thompson, Senior Water Quality Projects Coordinator, at (210) 222-2204 or (800) 292-1047.

Sincerely,

Roland Ruiz
General Manager

RR:ET/sh/RM

Comment 217

Reply Reply to all Forward Close Help

You replied on 6/24/2013 11:57 AM.

From: John Runge [jrunge@gvtc.com] Sent: Sat 6/22/2013 9:54 PM

To: US281EIS

Cc:

Subject: NO TOLLS

Attachments:

View As Web Page

> I want the complete non-toll expressway option, and please email me receipt of this email.

Comment 218

Reply Reply to all Forward Close Help

You replied on 6/17/2013 3:20 PM.

From: Amélie Saint-Jacques [amelie.saintjacques@gmail.com] Sent: Mon 6/17/2013 10:49 AM

To: US281EIS

Cc:

Subject: 281 EIS

Attachments:

View As Web Page

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 ans west, thus alleviating traffic on the 281 itself.

Amélie Saint-Jacques

Comment 219

Reply Reply to all Forward Close Help

You replied on 6/21/2013 4:50 PM.

From: stephen salinas [stephen_salinas@hotmail.com] Sent: Thu 6/20/2013 6:46 PM

To: US281EIS

Cc:

Subject: Us 281 public hearing

Attachments:

View As Web Page

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.

Salinas
13318 southwalk
San Antonio tax 78232

Comment 220

RE: 281 TOLL ROAD PROPOSAL

Lauren Sanchez [xxjust_therexx@yahoo.com]
Sent: Saturday, June 29, 2013 4:06 PM
To: AlamoRMA

Please send me an email confirmation of receipt.

To whom it may concern:

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 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 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 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 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 (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.

Sincerely,

Lauren Sanchez
722 Burwood Ln
San Antonio, Tx
78213

Comment 221

Reply Reply to all Forward Close Help

You replied on 6/20/2013 11:49 AM.

From: carol [cjnrd@yahoo.com] Sent: Wed 6/19/2013 11:38 PM

To: US281EIS

Cc:

Subject: no double tax

Attachments:

View As Web Page

"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."

C. Shamblen
270 Westoak Road
San Antonio, Texas 78227
210-706-0447

Comment 222

ALAMO RMA DRAFT EIS COMMENTS

Nancy Hiatt [nhiatt@ricksheldonrealestate.com]
Sent: Monday, July 01, 2013 2:27 PM
To: AlamoRMA
Attachments: txdot comment letter to dr~1.pdf (76 KB)

Attached is our comments to the draft EIS for US Highway 281 north. I tried to submit them through the RMA website, but I am not sure if they went through so I am emailing to you. Thank you for your consideration.

RICK SHELDON

Nancy Range Hiatt
Rick Sheldon Real Estate, LLC
601 Sonterra Blvd.
San Antonio, TX 78258
210-490-2500; 210-490-4465

RICK SHELDON
R·E·A·L E·S·T·A·T·E, L·L·C

July 1, 2013

VIA EMAIL ALAMORMA@BEXAR.ORG

Alamo RMA
San Antonio, Texas

RE: ALAMO RMA DRAFT EIS COMMENTS

Gentlemen:

As a property owner in north central San Antonio, I am submitting 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 the 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.

Sincerely,

Rick Sheldon

RS:nrh

Trinity eis comments2

601 SONTERRA
SAN ANTONIO, TEXAS 78258
210/490-2500 • FAX 210/490-4465

Comment 223

DO NOT TOLL US HWY 281

Peggy Shipman [hrspas@gvtc.com]
Sent: Tuesday, June 25, 2013 5:47 PM
To: AlamoRMA

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 driving Texas Hwy 46 to FM 3009 to Hwy 35 to avoid paying a toll. I will not pay a toll fee!

Howard Shipman
8231 Foxcross Dr.
Spring Branch, TX 78070-6433

Comment 224

DO NOT TOLL US HWY 281

Peggy Shipman [hrspas@gvtc.com]
Sent: Tuesday, June 25, 2013 5:44 PM
To: AlamoRMA

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 travel Texas Hwy 46 to FM 3009 to Hwy 35 to get into San Antonio to avoid the toll fee. I will not pay a toll fee.

Peggy Shipman
8231 Foxcross Dr.
Spring Branch, TX 78070-6433

Comment 225

Reply Reply to all Forward Close Help

You replied on 5/30/2013 10:05 AM.

From: Dona shisk [shisk@yahoo.com] Sent: Tue 5/28/2013 9:08 PM

To: US281EIS

Cc:

Subject: No tolls on 281

Attachments:

View As Web Page

You misspent our highway money - and you now keep trying to double tax us with toll roads
Also selling our roads

NO TOLLS

Sent from my iPhone
Dona Shisk

Comment 226

Reply Reply to all Forward Close Help

You replied on 6/24/2013 11:57 AM.

From: Dave Shorr [DAShorr@yahoo.com] Sent: Sun 6/23/2013 1:52 PM

To: US281EIS

Cc:

Subject: Improvements for US-281 north of Loop 1604

Attachments:

View As Web Page

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.

Its 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.

Best Regards,

Dave Shorr
SATX

Comment 227

In Favor of 'Complete Non-Toll Expressway' Option

DARYL SHORT [daryl.short@sbcglobal.net]
Sent: Monday, July 01, 2013 11:00 AM
To: AlamoRMA; US281EIS@alamoRMA.org

Alamo RMA,

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.

Thank you,

Daryl Short
12722 Terrace Hollow
San Antonio, Texas 78259
210-685-7484

Comment 228

Hwy 281 project comments

Stacy Shults [stacylshults@yahoo.com]

Sent: Saturday, June 29, 2013 11:53 AM
To: AlamoRMA

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. Thank you, Stacy Shults

Can you please send a confirmation email, since this is a different email address. Thanks -

Comment 229

Reply Reply to all Forward Close Help

You replied on 6/21/2013 2:41 PM.

From: noah [iamnoah@gmail.com] Sent: Thu 6/20/2013 2:27 PM

To: US281EIS

Cc: mail@biketexas.org

Subject: Please include bicycle and pedestrian accomodations on US 281

Attachments:

View As Web Page

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.

Thank You,
Noah Sloan

Comment 230

Proposed improvements for 281

Clif Smiley [csmiley@satx.rr.com]
Sent: Thursday, June 27, 2013 9:49 AM
To: AlamoRMA

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 a 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!

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.

Clif Smiley
210-497-5455
Cell 210-416-4260
19902 Encino Briar
San Antonio, TX 78259

None of the below apply to me

Please let us know if any of the following boxes apply to you:
❑ I am employed by TxDOT
❑ I do business with TxDOT
❑ I could benefit monetarily from the project or other item about which I am commenting
(Texas Transportation Code, §201.811(a)(5))

Comment 231

Reply Reply to all Forward Close Help

You replied on 6/21/2013 4:52 PM.

From: Rhett Smith [rhettrsmith@gmail.com] Sent: Fri 6/21/2013 11:58 AM

To: US281EIS

Cc:

Subject: Complete non-toll expressway option

Attachments:

View As Web Page

Please register my choice, and notify me by emails about any toll-road decisions

Comment 232

Fw: 281 AND TOLLS
Michele Sobeck [mcsi29@yahoo.com]
Sent: Thursday, June 27, 2013 1:04 PM
To: AlamoRMA

----- Forwarded Message -----
From: Michele Sobeck <mcsi29@yahoo.com>
To: "US281EIS@AlamoRMA.org" <US281EIS@AlamoRMA.org>
Sent: Wednesday, June 26, 2013 12:04 PM
Subject: 281 AND TOLLS

PLEASE DO NOT TOLL ANY OF THE LANES OF HWY 281...NONE OF US CAN AFFORD IT! THANKS.

Michele

Comment 233

Reply Reply to all Forward Close Help

You replied on 6/20/2013 11:08 AM.

From: Karl Sovkoplas [rksovkoplas@gmail.com] Sent: Wed 6/19/2013 6:41 PM

To: US281EIS

Cc:

Subject: 281

Attachments:

View As Web Page

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 recieved and added to the official record

Thank You,
Roman Karl Sovkoplas
15300 Bradley Rd.
Atascosa TX, 78002

Comment 234

Reply Reply to all Forward Close Help

You replied on 6/20/2013 11:50 AM.

Attachments can contain viruses that may harm your computer. Attachments may not display correctly.

From: Spencer, Stephen [stephen_spencer@ios.doi.gov] Sent: Thu 6/20/2013 11:27 AM

To: US281EIS

Cc: Vicki.Crnich@txdot.gov

Subject: U.S. Department of the Interior Comments - U.S. 281 Corridor Project DEIS

Attachments: ER13-258.pdf(77KB)

View As Web Page

Attached please find the U.S. Department of the Interior comment letter on the Draft EIS for the U.S. 281 Corridor Project in Bexar County, Texas. I would appreciate confirmation that the letter has been received by return e-mail. Thank you.

--

Stephen R. Spencer, PhD
Regional Environmental Officer
Office of Environmental Policy and Compliance
U.S. Department of the Interior
1001 Indian School Road NW, Suite 348
Albuquerque, NM 87104
Phone: (505) 563-3572 Fax: (505) 563-3066 Cell: (505) 249-2462
Stephen_Spencer@ios.doi.gov
Web Site: www.doi.gov/oepc/albuquerque.html

(3)

United States Department of the Interior
OFFICE OF THE SECRETARY
Office of Environmental Policy and Compliance
1001 Indian School Road NW, Suite 348
Albuquerque, New Mexico 87104

TAKE PRIDE IN AMERICA

ER 13/258
File 9043.1

June 20, 2013

VIA ELECTRONIC MAIL ONLY

Vicki Crnich
Texas Department of Transportation
TxDOT-ENV
125 E. 11th Street
Austin, Texas 78701-2483

Dear Ms. Crnich:

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 the south at 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 1007 species of birds are protected by the MBTA, including nearly all species that are native to the United States.

Activities involving modification of habitats in which birds are nesting, or occurring adjacent to habitats in which birds are nesting, may take protected birds through direct mortality of eggs, nestlings, or adults, or indirectly by causing nest abandonment, thereby leading to death of eggs or nestlings. The MBTA is a strict liability statute, in that the developer need not know the nesting birds are present and potentially at risk by the development activities. There is also no permit available under the 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 bird 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 bird habitat during the local nesting season if activities must occur during that timeframe. Within the Southwest Region, although most species nest between early 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 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 be completed during the nesting season were beyond the proponent's control.

5. To determine if migratory birds are nesting on-site and 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, bird 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 spatial 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 no 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. If you have any questions or need additional information, please contact Adam Zerrenner, Austin Ecological Services Field Office, Austin, Texas, at 512-490-0057.

Sincerely,

Stephen R. Spencer, Ph.D.
Regional Environmental Officer

Comment 235

complete non-toll expressway

Homer Strait [hdstrait1@gmail.com]
Sent: Wednesday, July 03, 2013 7:48 AM
To: AlamoRMA

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 economical 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. Please confirm that you have received my email.

Homer Dean Strait III
4023 Chinkapin Oak
San Antonio, TX 78223

Comment 236

Reply Reply to all Forward Close Help

You replied on 5/30/2013 10:04 AM.

From: Charles Swalla [cswalla@satx.rr.com] Sent: Sat 5/25/2013 7:12 PM

To: US281EIS

Cc: Elisa CHAN

Subject: sound barrier on 1604

Attachments:

View As Web Page

To whom ever will respond,

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 knw you have received this request and if you cannot respond, tell me who I must contact to get this matter resolved. Thank you.

Charles Swalla
18102 Cadara Way
San Antonio, TX. 78259
210-499-0561

Comment 237

Reply Reply to all Forward Close Help

You replied on 6/20/2013 11:09 AM.

From: Jody Sweatmon [jsweatmon@satx.rr.com] Sent: Thu 6/20/2013 7:35 AM

To: US281EIS

Cc:

Subject: options

Attachments:

View As Web Page

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.

Thank you.

I am,

Jo Rita Sweatmon

San Antonio resident for forty five years

Please send confirmation note.

jody

Comment 238

non-toll expressways
msannietaylor@aim.com
Sent: Friday, June 28, 2013 8:04 PM
To: AlamoRMA

I am in favor of a complete non-toll expressway'

Ellen A. Taylor
15150 blanco
apt 6322
san antonio, tx 78232
msannietaylor@aol.com

Please email confirmation of my comments.

Comment 239

Comments on US281 Draft EIS

John Tedor [jtedor@satx.rr.com]
Sent: Monday, July 01, 2013 1:35 AM
To: AlamoRMA

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.
Thank you, John Tedor
25242 Callaway
San Antonio, TX 78260
830-980-4649
jtedor@satx.rr.com

Comment 240

Reply Reply to all Forward Close Help

You replied on 6/24/2013 11:56 AM.

From: bob terrill [terrbht2000@yahoo.com] Sent: Sat 6/22/2013 5:16 PM

To: US281EIS

Cc:

Subject: 281 Hearing

Attachments:

View As Web Page

TO whom it may concern:

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. Thank you.

Sincerely,

Bob Terrill Jr.
21414 Encino Caliza
San Antonio Texas 78259
210-481-3674

See copy

Comment 241

Reply Reply to all Forward Close Help

You replied on 6/20/2013 11:46 AM.

From: Cheryl Townsley [cmeagaintoo@yahoo.com] Sent: Thu 6/20/2013 8:30 AM

To: US281EIS

Cc:

Subject:

Attachments:

View As Web Page

To Whom It May Concern,
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.
Please confirm email receipt. Thank you,

Cheryl Townsley
347 Creek Court, Spring Branch, TX 78070
210-315-5955

cmeagaintoo@yahoo.com

Comment 242

Rt 281 Toll Plan

Ed & Lynn Trebesch [rasta1@gvtc.com]

Sent: Saturday, June 29, 2013 9:06 AM
To: AlamoRMA

Dear RMA/MPO folks,

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 Rt 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 as 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)(1)(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, which are new capacity lanes within the corridor.

We won't go away, your neighbor to the north.

Ed & Lynn Trebesch
1240 Frontier
Spring Branch, TX 78070
(830) 387-2920

Please send us an e-mail receipt.

Comment 243

281 Toll Project

lavada@ [menorahmusic.com lavada@menorahmusic.com]
Sent: Tuesday, July 02, 2013 7:58 AM
To: AlamoRMA

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.

None of the options below apply to us.

Please let us know if any of the following boxes apply to you:
❑ I am employed by TxDOT
❑ I do business with TxDOT
❑ I could benefit monetarily from the project or other item about which I am commenting
(Texas Transportation Code, §201.811(a)(5))

Respectfully submitted,

LaVada and Gene Triesch
P O Box 958 * Blanco,TX 78606
210-273-4793

Comment 244

NO toll roads on 281

karon@juno.com
Sent: Wednesday, June 26, 2013 1:13 PM
To: AlamoRMA

NO toll roads on hwy 281

Karon Turner
113 Stallion Estates Dr
Spring Branch, TX 78070

---

1 Odd spice that FIGHTS diabetes
Can this unusual "super spice" control your blood sugar and fight diabetes?
diabetesreversed.com

Comment 245

NON-toll road

Ronvankirk@aol.com

Sent: Sunday, June 30, 2013 10:58 AM
To: AlamoRMA

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.

Ron Van Kirk
2696 Pebble Dawn
San Antonio, TX 78232

Comment 246

Reply Reply to all Forward Close Help

You replied on 5/30/2013 10:06 AM.

From: Mark Van Noy [mvannoy@mac.com] Sent: Wed 5/29/2013 8:07 PM

To: US281EIS

Cc:

Subject: US 281 EIS Comments

Attachments:

View As Web Page

First of all, thank you for the opportunity to comment on this major transportation project. 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 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 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.

Best regards,
Mark Van Noy

Comment 247

281 Toll roads

Warren Wagner [wagner@opras.net]

Sent: Saturday, June 29, 2013 12:47 AM
To: AlamoRMA

TO: Corrupt Politicians

From: Warren Wagner

RE: 281 Toll road proposals

Dear Corrupt Politicians,

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.

Regards,

Warren Wagner
Package Products & Services, Inc.
Developers of the OPRA system
830-438-6475
http://www.opras.com

Comment 248

281 No Tollway

W. Garry Waldrop [cosmodoc@hal-pc.org]

Sent: Saturday, June 29, 2013 10:31 AM
To: AlamoRMA

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

Please let us know if any of the following boxes apply to you:
â' I am employed by TxDOT
â' I do business with TxDOT
â' I could benefit monetarily from the project or other item about which I am commenting
(Texas Transportation Code, Â§201.811(a)(5))

Comment 249

Followup on comments submitted earlier

Jeff Wallen [jeffwallen8@gmail.com]

Sent: Sunday, June 30, 2013 10:54 PM
To: AlamoRMA
Cc: jeffwallen8@gmail.com

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.

Please let us know if any of the following boxes apply to you:

- ❑ I am employed by TxDOT
- ❑ I do business with TxDOT
- ❑ I could benefit monetarily from the project or other item about which I am commenting (Texas Transportation Code, §201.811(a)(5))

Sent from my iPad

Comment 250

Reply Reply to all Forward Close Help

You replied on 6/20/2013 11:09 AM.

From: stu ware [stu_ware@hotmail.com] Sent: Thu 6/20/2013 6:21 AM

To: US281EIS

Cc:

Subject: 281 TOLLS

Attachments:

View As Web Page

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 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

stuart ware
just off 281 north

Comment 251

Reply Reply to all Forward Close Help

You replied on 6/20/2013 11:47 AM.

From: frank weiss [frankweisssatx@yahoo.com] Sent: Thu 6/20/2013 7:16 AM

To: US281EIS

Cc:

Subject: 281 Options from a resident at 281 and Bulverde Road

Attachments:

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The recent changes to the 281 corridor of turn arounds have NOT solved the traffic issue.

The solution is very very easy-constuct 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.

Thank You. Please rsvp RMA!

FRANK WEISS
2530 Tuscan Oaks
San Antonio, Texas 78261
Cell:210-378-8844
Email:frankweisssatx@yahoo.com

Comment 252

Reply Reply to all Forward Close Help

You replied on 6/21/2013 2:43 PM.

From: Marcia Weser [marcia88@sbcglobal.net] Sent: Thu 6/20/2013 3:15 PM

To: US281EIS

Cc:

Subject: toll roads in Texas

Attachments:

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Friends -
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.

Marcia Goren Weser
301 Lamont Avenue
San Antonio, TX 78209

Comment 253

Reply Reply to all Forward Close Help

You replied on 6/21/2013 4:51 PM.

From: robinlovell [robinlovell@sbcglobal.net] Sent: Fri 6/21/2013 7:56 AM

To: US281EIS

Cc:

Subject: Proposed 281 toll

Attachments:

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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.

Robin Williamson

Sent from my T-Mobile 4G LTE Device

Comment 254

Non Toll Option

sotxin@juno.com
Sent: Saturday, June 29, 2013 11:07 PM
To: AlamoRMA

I support a complete non-toll expressway. Please do not toll HWY281 north of FM1604.

I request a confirmation of this email.

Sam Wong
13938 Laurel Hollow Dr.
San Antonio, TX 78232

#1 food to SHRINK your belly
This so-called &#34unhealthy&#34 food has been proven to fight abdominal fat
http://thirdpartyoffers.juno.com/TGL[illegible]

Comment 255

Tollways

Kerry Wooster [kerrywo@brazoriainet.com]

Sent: Friday, June 28, 2013 6:50 PM
To: AlamoRMA

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.
Kerry Wooster

Comment 256

Public Comment on Hwy 281 Project

Linda Falcon [lrfalcon@sbcglobal.net]

Sent: Wednesday, July 03, 2013 11:08 PM
To: AlamoRMA
Attachments: Comments on the Draft Env~1.docx (35 KB)

Attached is my comment to be included in the draft EIS. Please confirm your receipt of this letter.

Linda Falcon-Borel

Comments on the Draft Environmental Impact Statement (EIS) for the Proposed US 281 Improvements

My name is Linda Falcon-Borel. I live at 703 Turtle Hill, San Antonio, Texas, 78260. My phone number is 210-403-3969. I live in Precinct 3125, which borders the 281 corridor just South of Lookout Canyon. In conversations we've had with many people 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. 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 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 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 get access to their jobs? Driving congested, stop-light ridden frontage roads is NOT an efficient nor 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 Parkway; 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 Parkway, 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 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. **Using the 1604 estimate of $20 million per mile, the 7 miles of 281 can be fixed for approximately $140 million and allowing $28 million for other costs. Therefore, 281 can be improved with available funds and done without tolls. HENCE, just do it!**

The 'HOV Rides Free' Argument

Unlike other HOV lanes in other cities of Texas, in order to get a free ride in a 281 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, 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?**

Comment 298

DEIS Comments for 281

Terri Hall [terri@texasturf.org]
Sent: Wednesday, July 03, 2013 11:51 PM
To: AlamoRMA
Attachments: DEIS Comments.pdf (95 KB) ; ATT00001.htm (3 KB)

Attached is a PDF file of TURF/Toll Party comments.

I've included them in the text of this email incase you have any trouble viewing the file.

Please confirm receipt.

- Terri

Terri Hall
Texans Uniting for Reform and Freedom
www.TexasTURF.org

Public Comments on US 281 Project
Draft Environmental Impact Statement

Submitted By: Terri Hall, Founder/Director of Texans Uniting for Reform and Freedom and San Antonio Toll Party (on behalf of myself and these organizations)
Organization Address: P.O. Box 29254, San Antonio, Texas 78229-0254
Personal Mailing Address: 20475 Texas 46, Suite 115-430, Spring Branch, TX 78070
Phone: (210) 275-0640 **EMAIL:** terri@texasturf.org / terri@satollparty.com **WEB:** www.texasturf.org and www.satollparty.com

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 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.

Comment 298, Continued

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 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 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?

Comment 298, Continued

The DEIS also uses a flawed assumption that personal income levels tell the 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 pre-dates the economic downturn that started in 2008, which has yet to recover fully. With many are experiencing cuts in pay and/or 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 its 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 nor 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 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-competes
These toll contracts 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 its 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 effects 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 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 option also creates the risk of blight (underneath the roadway) and adverse impacts to the viewshed. 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

Comment 298, Continued

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, 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 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 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 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.

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Web Comments

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Draft EIS Web Comments

04/26/2013 - 07/03/2013

REFERENCE #	DATE/TIME REC'VD	FIRST NAME	LAST NAME	COMMENT
299	6/18/2013 11:34	Clarence	Agin	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. Thank you for your consideration of my comments.
300	6/24/2013 13:41	P	Ahuero	My family and I are TOTALLY AGAINST the 281 Toll Road idea. Please listen. No TOLL ROAD! Thank you.
301	5/27/2013 13:04	George	Aitken	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! Regards.....
302	7/1/2013 12:38	Russell	Albach	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.
303	6/16/2013 15:43	Joe	Almaraz	I would like to make notice my opinion of having over passes at each street crossing Highway 281. From 1604 and 281 North to Borgfield Rd. Either by just overpass or elevation. The traffic is outrageous and significantly dangerous for drivers and pedestrians. The Super Highway 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 and no way travel a safe 60 mph.
304	6/16/2013 18:49	alvin	amerson	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.
305	6/28/2013 20:33	Alvin	amerson	We do not need elevated freeways nor toll roads on Hwy 281.
306	6/25/2013 19:20	J.	B.	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!!

REFERENCE #	DATE/TIME REC'VD	FIRST NAME	LAST NAME	COMMENT
307	6/30/2013 18:48	Bruce	Baillio	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. There is much mis-information about the costs and benefits of toll roads. I am opposed to their use in Bexar County. Respectfully, Bruce Baillio
308	6/25/2013 15:08	Fay	Baim	Absolutely NO TOLL lanes on 281 north or south
309	5/30/2013 13:12	George	Baker	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.
310	6/19/2013 22:13	Jada	Baker	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 greatful that this is being considered and pray that it will become a reality! Warm Regards, Jada Baker
311	6/28/2013 14:24	Tom	Bayha	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.
312	6/18/2013 8:39	Norman	Berg	I think the 281 project should be at ground level..Huge cost savings and privacy are big issues. Thank you.
313	6/23/2013 7:28	Richard	Blasco	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 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.

REFERENCE #	DATE/TIME REC'VD	FIRST NAME	LAST NAME	COMMENT
314	7/1/2013 23:17	Mel	Borel	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 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.

REFERENCE #	DATE/TIME REC'VD	FIRST NAME	LAST NAME	COMMENT
314 cont'	7/1/2013 23:17	Mel	Borel	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 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 get access to their jobs? Driving congested, stop-light ridden frontage roads is NOT an efficient nor an effective alternative to freeway lanes.
315	6/26/2013 20:03	Ed	Bransom	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 merchants.
316	7/3/2013 12:38	Daniel	Bridenbaugh	I am opposed to the 281 corridor being elevated. I strongly believe that this will have a negative impact on Pollution, Useability and Property Values in the impacted communities.

REFERENCE #	DATE/TIME REC'VD	FIRST NAME	LAST NAME	COMMENT
317	6/20/2013 12:36	Katie	Bridenbaugh	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!
318	6/28/2013 17:43	Charles	Brown	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 rod needs to be fully funded by those people who are getting funds from it. Pay for the land and construction, and maint.
319	6/19/2013 6:53	John	Brown	Express Option keep it on the ground!!!
320	6/19/2013 6:49	Mary	Brown	Keep Express option on the ground!!!
321	6/24/2013 22:37	Richard	Buitron	RMA representative, I am opposed to the use of tolls to fund the build plans for US 281 from 1604 to Borgfeld Road. One of it's 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. Thank you for this opportunity for input. Richard Buitron
322	6/17/2013 7:07	Rick	Cantara	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.
323	7/2/2013 19:07	Biruta	Cap	Please, NO tolls on Loop 1604 of 281.
324	6/29/2013 11:17	Nancy	Carson	I am opposing tollroads and foreign built tollroads which Texas taxpayers will end up paying for. Double dipping! We pay the toll and on top we will be taxed. I strongly OPPOSE
325	6/16/2013 20:23	Wendy	Carter	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! Wendy Village on the Glen

REFERENCE #	DATE/TIME REC'VD	FIRST NAME	LAST NAME	COMMENT
326	7/3/2013 14:59	Alan	Chaffin	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, they 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. I would like email confirmation of the receipt of my comments. Sincerely, Alan Chaffin
327	6/30/2013 6:08	David	Christal	I emphatically reject this and any other plans which require tolls. I am taxed enough already.
328	6/29/2013 7:43	ana	CHULIAN	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 for ever? NO NO NO NO NO NO NO TOLLS
329	6/20/2013 16:03	Robert	Cortez	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 calle the police and they said they had got phone calls from some apartments down 281 that had that happend 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. Thank You, Robert and Gloria Cortez
330	6/19/2013 16:42	Clarence	Cox	Either of the proposed expressway concepts look 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.

REFERENCE #	DATE/TIME REC'VD	FIRST NAME	LAST NAME	COMMENT
331	6/29/2013 18:05	Esperanza	Creech	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!!!
332	6/18/2013 13:20	Patricia	Daugherty	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. Thank you
333	6/26/2013 10:01	Karyl	Davis	No toll on Hwy 281 expressway!
334	6/18/2013 10:32	Tom	Davis	We would like to see the express way stay ON THE GROUND. Thank you.
335	6/18/2013 9:53	Rafael	Delgado	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. Rafael Delgado
336	6/25/2013 15:06	Rayna	Dempsey	Absolutely NO TOLL lanes on 281 north or south.
337	6/20/2013 8:15	Michael	Detoro	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 Stome Oak south past the Sontera Exit.....rediculous!!!!
338	6/18/2013 21:28	Sarah	Detoro	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, thank you.
339	6/6/2013 19:59	Steve	DiPaola	As a resident at 281 & Wilderness Oak who has to drive South on 281 and through the 1604 interchange everyday 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. Regards Steve
340	6/21/2013 13:07	David	Drewa	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 without toll revenue. Construction should still proceed 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	6/30/2013 7:32	Edward	Dryden	We have already paid for these roads. Don't do it. We are watching you.
342	7/3/2013 12:15	Edward	Dryden	We already paid for these roads once and continue to keep them maintained with our tax dollars. Please do not sell them. W e are watching you and this is very obviously a money grab.

REFERENCE #	DATE/TIME REC'VD	FIRST NAME	LAST NAME	COMMENT
343	6/28/2013 18:57	Reese	E.	I am against converting free expressway lanes north of Marshall Road into tolls, and support only the complete non-toll expressway.
344	6/22/2013 14:33	Jayne E	Eaton	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 peoples homes and businesses that were established prior to new plan!!! I certainly believe in progress but done thoughtfully to accommadate 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! Thank you so much for listening and reading my comment!!! Blessings to all!!!!!
345	6/24/2013 14:24	Matthew	Edel	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 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	6/25/2013 21:20	Alice	Epperson	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 Thanks for your attention Alice Epperson MD
347	7/3/2013 12:19	Alice	Epperson	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. Thank you for your time Alice Epperson MD
348	6/26/2013 16:47	Robert	Evans	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.

REFERENCE #	DATE/TIME REC'VD	FIRST NAME	LAST NAME	COMMENT
349	5/26/2013 16:44	Reagan	Farish	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.
350	6/24/2013 12:26	Don	Ferguson	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!
351	6/30/2013 21:59	B	Finesilver	Any toll roads should be fin ance 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.
352	6/17/2013 16:41	Avone	Fisher	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 constructsion 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 aquire. 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 sufficent to permit us to enjoy our homes. This is the least you can do since you screwed up the origional plans for a simple overpass over 281 which would have elimated the traffic lights and let the traffic flow.
353	6/29/2013 9:43	John	Fitzpatrick	No to toll
354	6/29/2013 15:16	Dana	Florence	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 effects 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 previledge 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
355	6/25/2013 10:10	J	Foegelle	Always finding ways to get into our pockets.I'm against the Toll.This would effect all businesses along 281.
356	5/31/2013 21:32	Paul	Foglesong	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.

REFERENCE #	DATE/TIME REC'VD	FIRST NAME	LAST NAME	COMMENT
357	6/17/2013 20:59	C	G	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.
358	6/17/2013 11:24	Lynn	Ganschinietz	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!
359	6/17/2013 8:29	David	Garcia	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 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. Thanks for your consideration.
360	6/18/2013 9:39	David	Garcia	Please keep the "expressway option" ON THE GROUND!
361	6/21/2013 10:20	Marco	Garcia	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 thats 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 shold be explained by an engineer; the cost of fuel idling vs moving.
362	6/30/2013 17:16	Bill	Gardner	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?

REFERENCE #	DATE/TIME REC'VD	FIRST NAME	LAST NAME	COMMENT
363	6/6/2013 14:52	Gilmer	Gaston	For my own selfish reasons, I would say build the free Expressway option; however, knowing that the region has many transportation needs and insuffificent 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.
364	6/17/2013 10:30	Gilmer	Gaston	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.
365	6/28/2013 19:06	Michael	Gates	I am against any effort to build a toll road on Hwy 281 or Hwy 1604 in San Antonio. It is not right thath 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.
366	6/20/2013 19:57	Mike	Gebhart	We do not want overpasses. Waste of money and more road noise.
367	6/18/2013 19:44	David	George	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.

REFERENCE #	DATE/TIME REC'VD	FIRST NAME	LAST NAME	COMMENT
368	6/30/2013 13:22	Rosemary	Glaze	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 born 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 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	7/3/2013 12:16	Jason	Glore	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.
370	6/29/2013 15:54	Gail	Golightly	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 wont 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!Thank you
371	6/28/2013 14:10	Nancy	Grams	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?
372	6/28/2013 17:42	Joshua	Greene	I am 100% against toll roads of any kind in San Antonio. This issue has encouraged me to become politically active. No toll roads!

REFERENCE #	DATE/TIME REC'VD	FIRST NAME	LAST NAME	COMMENT
373	6/25/2013 21:55	Peggy	Gresham	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.
374	7/1/2013 16:07	Abel	Guzman	I believe something must be done soon to alleviate some of the congenstion 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 negativiely 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"! Abel Guzman
375	7/2/2013 18:29	Ashley	Hale	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.
376	7/2/2013 11:54	Sharon	Hall	We do not want toll roads on 281 or 1604 in Bexar County or on IH 35 between San Antonio and Austin.
377	6/26/2013 12:21	Ben	Harati	No elevated option for 281. This will negatively impact the residents of Big Springs. thank you.
378	6/26/2013 20:28	Cheryl	Harlin	Dear Sir/Ma'am, I oppose placing an toll on US Hwy 281 from San Antonio, TX through Spring Branch, TX. Thank you very much for your time, CH
379	6/25/2013 14:36	Craig	Harris	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. Thank you. CL Harris
380	6/30/2013 8:23	Dru	Hart	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?

REFERENCE #	DATE/TIME REC'VD	FIRST NAME	LAST NAME	COMMENT
381	6/29/2013 13:38	Thomas	Heffron	We don't need and don't want Toll Roads on 281 North or 1604. Thomas J. Heffron
382	6/20/2013 19:58	Kay	Heining	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.
383	6/17/2013 15:51	Thomas	Hickey	As a Big Springs resident, I absolutely do not want to see an elevated highway going psst 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!
384	7/1/2013 12:57	Amanda	Higgins	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.
385	7/3/2013 19:55	Bobby	Higgins	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.
386	6/29/2013 9:21	Gail	Higgins	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 already have too many bills on our plate! Where does this all end? We do NOT want tolls. We do NOT agree to support ANY such toll projects. Please note your records accordingly.
387	7/1/2013 12:52	Sarah	Higgins	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.

REFERENCE #	DATE/TIME REC'VD	FIRST NAME	LAST NAME	COMMENT
388	6/25/2013 11:25	Micah	Hoevelman	Dear 281 EIS Team, 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 281corridor. I am aware of discussions of the potential of an elevated connection to the roadway. It is our belief that incorporatingan 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 additional work ON THE GROUND would be appreciated. Thank you, Micah Hoevelman
389	7/2/2013 7:16	Pamela	Hollen	Complete NON-TOLL Expressway. All this time no toll, keep it that way. Respectfully, Pamela Hollen
390	6/29/2013 12:35	Cyn	Holubik	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 shutdown 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 asssets/resources. Sincerely, Cynthia Holubik
391	6/25/2013 10:12	Laura	Hopkins-Day	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 multiply 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 livingnearby 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 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. Respectfully, Laura Hopkins-Day
392	6/18/2013 8:01	David	Hrncir	Request that new highway be kept on the ground with overpasses.
393	6/26/2013 0:34	Perry	Hubert	I am opposed to making US 281 a Toll Expressway.

REFERENCE #	DATE/TIME REC'VD	FIRST NAME	LAST NAME	COMMENT
394	6/25/2013 21:36	Betty Jean	Ingram	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. Betty Jean Ingram 20710 Cactus Loop San Antonio, TX 78258
395	7/3/2013 11:22	Daniel	Jarvis	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!
396	6/21/2013 10:27	Richard	Jenkins	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.
397	6/22/2013 7:54	Daryl	Johnson	Tolls are OK if you only spend tolls collected on the road where earned and when bonds paid off the toll stops.

REFERENCE #	DATE/TIME REC'VD	FIRST NAME	LAST NAME	COMMENT
398	6/17/2013 17:53	Marvin	Jones	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. Sincerely, Marvin and Cheryl Jones
399	6/4/2013 12:08	Edward	Kalinowski	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. Thank you for letting me comment.
400	6/29/2013 15:33	Tom	Kennedy	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!!!
401	7/3/2013 21:39	Kevin	King	Please build this project. I am in favor of either tolled or managed lanes. The people, such as I, 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.
402	6/25/2013 15:44	Linda	King	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.
403	7/3/2013 22:02	Jennifer	Kippenberger	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. Thank you!
404	6/30/2013 15:36	Agnes	Klar	I vote against a toll road on 281 North. It is too expensive to contruct and for users to pay.
405	6/25/2013 22:45	Charlou	Koenig	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.
406	6/27/2013 14:17	Elisabeth	Kolenberg	Please register my vote against a 281 Toll Road. We are overtaxed as it is and there are other options to improve traffic conditions. Please confirm my vote. Thank you

REFERENCE #	DATE/TIME REC'VD	FIRST NAME	LAST NAME	COMMENT
407	7/3/2013 22:09	Nikki	Kuhns	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 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.

REFERENCE #	DATE/TIME REC'VD	FIRST NAME	LAST NAME	COMMENT
407 cont'	7/3/2013 22:09	Nikki	Kuhns	>>>• 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 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 that any other species...)

REFERENCE #	DATE/TIME REC'VD	FIRST NAME	LAST NAME	COMMENT
407 cont'	7/3/2013 22:09	Nikki	Kuhns	~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 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. 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.'

REFERENCE #	DATE/TIME REC'VD	FIRST NAME	LAST NAME	COMMENT
408	7/3/2013 14:27	Jimmy	Lamberth	Jimmy Lamberth's Comments on the Draft Environmental Impact Statement (EIS) for the Proposed US 281 Improvements . My name is Jimmy Lamberth. I live at 12420 Stuart Rd., San Antonio, Texas, 78263. My phone number is 210-635-8010. 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 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.

REFERENCE #	DATE/TIME REC'VD	FIRST NAME	LAST NAME	COMMENT
408 cont'	7/3/2013 14:27	Jimmy	Lamberth	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 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 get access to their jobs? Driving congested, stop-light ridden frontage roads is NOT an efficient nor 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.

REFERENCE #	DATE/TIME REC'VD	FIRST NAME	LAST NAME	COMMENT
408 cont'	7/3/2013 14:27	Jimmy	Lamberth	. 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. he 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.

REFERENCE #	DATE/TIME REC'VD	FIRST NAME	LAST NAME	COMMENT
408 cont'	7/3/2013 14:27	Jimmy	Lamberth	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 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?
408 cont'	7/3/2013 14:27	Jimmy	Lamberth	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.
409	6/28/2013 18:44	Valerie	Laubach	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.

REFERENCE #	DATE/TIME REC'VD	FIRST NAME	LAST NAME	COMMENT
410	6/21/2013 20:02	Tim	Leihsing	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 where going to 5 years ago. Toll roads will make our homes worth a lot less. Just build bridges,
411	6/25/2013 9:38	Melissa	Leugers	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!
412	6/17/2013 8:03	Thomas	Leugers	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 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.
413	6/29/2013 11:48	Shayla	Loker-James	I want the non-toll option of 281...we don't need to be double taxed.
414	6/18/2013 14:21	Deborah	Maldonado	Keep the expressway on the ground. Keep the area beautiful. Don't mess up our side of town.
415	6/28/2013 14:08	John	Massey	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.
416	6/28/2013 13:44	Karen	Massey	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 NO NO NO NO NO NO NO NO NO NO NO NO NO NO NO NO NO When will they get it though their think heads. NO is the word
417	7/1/2013 20:48	Vince	May	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.
418	6/28/2013 18:13	David	McClellan	I want to express my support for completing the NON-TOLL expressway!
419	6/28/2013 18:50	Matthew	McDevitt	I am completely against the creation of a toll road on 281! It is unnecessary.

REFERENCE #	DATE/TIME REC'VD	FIRST NAME	LAST NAME	COMMENT
420	6/27/2013 17:34	Mynda	McGuire	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.
421	6/18/2013 7:53	M	McIlvoy	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.
422	6/25/2013 12:03	Michelle	McIlvoy	To Whom It May Concern: 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. Respectfully, A Big Springs Resident/Homeowner Michelle M.

REFERENCE #	DATE/TIME REC'VD	FIRST NAME	LAST NAME	COMMENT
423	6/30/2013 14:29	Bill	Mc Lennan	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 itnored. 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 "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. I do not belong to any of the categories below and therefore find the check boxes n/a.
424	6/25/2013 9:42	Viki	Melton	NO TOLLS NO ELEVATION HIGHER AND WIDER SOUND REDUCING WALL!
425	6/16/2013 14:13	MAJ and Mrs. James G.	Mikesell	We are strongly opposed to an elevated 281 extention 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.
426	6/28/2013 14:58	Barbara	Miller	No tolls on U.S. 281. That highway belongs to the people, not to the state.
427	6/25/2013 21:53	Janet	Moeller	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. Janet Moeller

REFERENCE #	DATE/TIME REC'VD	FIRST NAME	LAST NAME	COMMENT
428	7/3/2013 16:55	Jerry	Morrisey	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 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 not supported, the citizens of the San Antonio metro area will adjust their transportation choices to more efficient options.

REFERENCE #	DATE/TIME REC'VD	FIRST NAME	LAST NAME	COMMENT
429	6/27/2013 13:00	Lucinda	Muprhy	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. Her 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? Lucinda Murphy 18 Encinoso SA, Tx 78261
430	7/1/2013 9:00	Richard	Muzny	Making 281 & 1604 have toll lanes is unfair to the people who live and drive these roads daily. I can not 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 area's. Richard Muzny
431	6/6/2013 13:49	Ron	Noble	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.
432	6/29/2013 5:00	Richard	Ortiz	No tolls on the 281 expansion.
433	7/2/2013 12:35	Gerald	Osborn	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 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!!!
434	6/26/2013 11:27	Joseph	Osborn	NO TOLL EXPRESSWAYS
435	6/20/2013 13:04	Janet	Ott	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 effect 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.

REFERENCE #	DATE/TIME REC'VD	FIRST NAME	LAST NAME	COMMENT
436	7/3/2013 11:00	Kristen	Palme	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 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.
437	6/25/2013 14:41	David	Pena	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.
438	6/16/2013 23:36	Sherrill	Perez	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.
439	6/17/2013 20:42	John	Phillips	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. Regards John Phillips MD
440	6/30/2013 7:29	Mark	Pistorio	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.
441	6/24/2013 18:21	Beth	Plummer	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.
442	7/2/2013 8:57	Patricia	Prescott	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

REFERENCE #	DATE/TIME REC'VD	FIRST NAME	LAST NAME	COMMENT
443	7/1/2013 11:28	Deborah	Prevost	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 rised highway was built.
444	7/2/2013 20:49	Doug	Price	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.
445	6/25/2013 10:17	Rebecca	Prince	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 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!!!!
446	6/2/2013 22:00	Krista	Probst	US 281 needs to have all stoplights removed from 1604 to Borgfield 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.
447	6/17/2013 15:51	Armando	Quinones	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 unnecesarily high.

REFERENCE #	DATE/TIME REC'VD	FIRST NAME	LAST NAME	COMMENT
448	7/1/2013 9:38	Mario	Ramirez	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. Thank You. Mario Ramirez
449	6/21/2013 19:10	Peter	Ramirez	I prefer the non elevated option for expanding 281 north of 1604. Prefer non tolled, but toll part of it if necesaary to get it built NOW! Hopefully 1604 will be started soon after it's 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.
450	6/17/2013 16:44	John	Ras	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. Thanks and regards John Ras
451	6/24/2013 16:30	James	Reed	I support the much needed additional lanes, including managed lanes, on US 281 North.
452	6/25/2013 10:01	Kristin	Reese	DO NOT RAISE THE HIGHWAY!
453	6/29/2013 13:10	Arthur	Reine	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.tryanny,treason,perjury of oath.
454	6/30/2013 14:51	TK	Richards	Complete NON-TOLL EXPRESSWAY Option.

REFERENCE #	DATE/TIME REC'VD	FIRST NAME	LAST NAME	COMMENT
455	6/30/2013 21:36	Eugene	Richardson	Dear Alamo RMA: 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 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).

REFERENCE #	DATE/TIME REC'VD	FIRST NAME	LAST NAME	COMMENT
455 cont'	6/30/2013 21:36	Eugene	Richardson	The Draft EIS acknowledges (Vol I, Chap. 3 p. 215) traffic trying to avoid paying tolls will be displaced onto neighborhood 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 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 (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! I respectfully request an acknowledgement of my email message. Thank you. Sincerely, Eugene S Richardson 22723 Sabine SMT San Antonio TX 78258

REFERENCE #	DATE/TIME REC'VD	FIRST NAME	LAST NAME	COMMENT
456	6/30/2013 15:01	Larry	Richter	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 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!!!!!
457	6/21/2013 8:57	Chris	Roberts	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.
458	5/26/2013 17:16	James	Romano	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.
459	6/24/2013 20:17	Terry	Rose	Dear People, 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? Thank you! Terry Rose (210)497-1401
460	6/30/2013 20:09	andrew	rumelt	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.
461	6/14/2013 15:45	Michael	Samulin	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!
462	6/17/2013 9:53	Janey	Sandoval	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 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.
463	6/29/2013 11:43	Matthew	Sasse	I DONT WANT TOLL ROADS

REFERENCE #	DATE/TIME REC'VD	FIRST NAME	LAST NAME	COMMENT
464	6/28/2013 18:11	Scott and Donna	Sasse	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.
465	6/13/2013 13:34	Lori	Schnedler	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. Thank you.
466	7/1/2013 14:17	Rick	Sheldon	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, anthing 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. Thank you for your consideration. Rick Sheldon
467	6/25/2013 17:32	Howard	Shipman	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!
468	6/25/2013 17:39	Peggy	Shipman	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.

REFERENCE #	DATE/TIME REC'VD	FIRST NAME	LAST NAME	COMMENT
469	6/19/2013 12:46	Thursten	Simonsen	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.
470	6/25/2013 14:45	Frank	Slade	To Alamo RMA, 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 intended to be a system to politicians to show favor to specific non-public interests in exchange for political support.
471	7/2/2013 23:04	Viki	Taylor	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. Thank you, Viki Taylor None of the boxes listed below apply to me.

REFERENCE #	DATE/TIME REC'VD	FIRST NAME	LAST NAME	COMMENT
472	7/1/2013 19:03	Viki	Taylor	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 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. I would like an e-mail confirmation that you received my e-mail.

REFERENCE #	DATE/TIME REC'VD	FIRST NAME	LAST NAME	COMMENT
473	7/3/2013 14:03	John	Tedor	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. Thank you, John Tedor 25242 Callaway San Antonio, TX 78260 830-980-4649 jtedor@satx.rr.com
474	7/3/2013 11:24	Nate	Thomas	The way traffic is handled between 1604 going north to Marshall road is increasingly causing more problems as the regions 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 beleive the flow would be smoother with less standing traffic.
475	6/28/2013 14:27	Matt	Troy	Why is it that you can not 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
476	6/25/2013 11:03	Lisa	Turned	No tolls on 281!!
477	6/26/2013 13:09	Karon	Turner	NO toll expressway on hwy 281

REFERENCE #	DATE/TIME REC'VD	FIRST NAME	LAST NAME	COMMENT
478	6/26/2013 8:52	Milton	Turner	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 accomodate 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.

REFERENCE #	DATE/TIME REC'VD	FIRST NAME	LAST NAME	COMMENT
478 cont'	6/26/2013 8:52	Milton	Turner	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 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)

REFERENCE #	DATE/TIME REC'VD	FIRST NAME	LAST NAME	COMMENT
478 cont'	6/26/2013 8:52	Milton	Turner	The Draft EIS acknowledges (Vol I, Chap. 3 p. 215) traffic trying to avoid paying tolls will be displaced onto neighborhood 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 nighborhoods, 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 (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!
479	6/28/2013 16:06	Ray	Turner	I'm against this toll road project. Funds from Gas tax should have been used to expedite traffic flow.

REFERENCE #	DATE/TIME REC'VD	FIRST NAME	LAST NAME	COMMENT
480	6/24/2013 13:26	Mike	Uhl	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 told. 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 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.

REFERENCE #	DATE/TIME REC'VD	FIRST NAME	LAST NAME	COMMENT
481	7/2/2013 14:34	Steven	Ulosevich	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 commissioners 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 becoomes 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 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).

REFERENCE #	DATE/TIME REC'VD	FIRST NAME	LAST NAME	COMMENT
481 cont'	7/2/2013 14:34	Steven	Ulosevich	By the way, does anyone have a reasonable estimate of how many undocumented, unlicensed, and non-insured people are on 281 during rush hours? ---------- Steven N. Ulosevich, EdD SPHR Emeritus Past resident of China Grove, TX (1991-2005) Past Leadership Contributions to Bexar County ~ Board of Directors (Chair, Alamo Region Tech Prep Consortium); Board of Governors, Character Education Institute; Board of Directors, Universal Learning Systems, Inc.; Alamo Federal Executive Board, Education Committee; San Antonio New Schools Development Foundation (Manager of World-class Standards and Evaluation and Assessment Design Teams; Member, Planning Committee); Texas Public Policy Foundation (Board of Academics and Experts); National Science Foundation [consultant to the Texas Statewide Systemic Initiative (SSI), San Antonio Urban Systemic Initiative (USI), Houston USI]; East Central Independent School District, San Antonio, Texas (consultant for the operations and maintenance (O&M) finance task force, and the superintendent search committee); San Antonio Education Coalition (Chair, Bexar County Educational Research and Development Center Task Force); and the San Antonio New Schools Development Foundation (Planning Committee)

REFERENCE #	DATE/TIME REC'VD	FIRST NAME	LAST NAME	COMMENT
482	7/1/2013 17:40	Ronald	Vaughn	Signed hard copy of this letter was mailed via US Mail July 1, 2013: AMS-EP/5 July 1, 2013 Ms. Vicki Crnich, P.G. TxDOT Environmental Affairs Division 125 E. 11th Street Austin, TX 78701-2483 RE: US 281 Draft Environmental Impact Statement (EIS) Dear Ms. Crnich: 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), subchs. 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 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 on 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. Thank you for the opportunity to comment on the 281 Draft EIS. If you have any questions in relation to the above comments, please contact Emily Thompson, Senior Water Quality Projects Coordinator, at (210) 222-2204 or (800) 292-1047. Sincerely, Roland Ruiz, General Manager

REFERENCE #	DATE/TIME REC'VD	FIRST NAME	LAST NAME	COMMENT
483	6/29/2013 10:43	Michelle	Vequist	To Whom It May Concern, 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 everyday. 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. Michelle Vequist
484	6/29/2013 1:06	Tim	Von Scheele	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 camels 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 alone is reason enough for my objection, I am appalled at the seemed criminal aspect of if. 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.
485	6/16/2013 13:14	Mark	Wagoner	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. Thank you for your consideration. -Mark

REFERENCE #	DATE/TIME REC'VD	FIRST NAME	LAST NAME	COMMENT
486	6/30/2013 21:49	Jeffrey	Wallen	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 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. Thank you for considering my comments.
487	6/29/2013 7:12	Robet	Watts	Toll roads are NOT acceptable. Highway projects must be done as complete non-toll expressways.
488	5/30/2013 9:24	Phil	Webb	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.
489	6/27/2013 12:43	Brent	Webster	No toll road!
490	6/26/2013 14:37	James	Webster	I am against changing US281 into a toll road and vote No Toll Expressways
491	6/26/2013 14:44	Nita	Webster	I am against a toll road on highway 281. I vote NO Toll Expressways.
492	6/29/2013 7:47	Beverly	Whittington	I pay enough taxes. No more tolls. Stop trying to cram this down our pocketbooks again. thank you

REFERENCE #	DATE/TIME REC'VD	FIRST NAME	LAST NAME	COMMENT
493	6/24/2013 8:10	Constance	Wilke	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.

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Public Hearing Evaluations

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281 EIS

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PUBLIC HEARING EVALUATION

Public involvement is an important part of the US 281 Environmental Impact Statement process. Your feedback will help us better meet our public involvement goals/objectives as we move forward. Please take a few minutes to complete this meeting evaluation form.

How did you hear about tonight's hearing? (Check all that apply)

____411on281.com ____Friend/family/word of mouth ____HOA/NA bulletin

____ Message Sign in US 281 corridor ____Facebook ____Twitter ____Socializer

Newspaper (which one?) _____ Radio (which station?) _____

TV (which station?) _____ Email (from which group?)_____

Other: Terri Hall's phone message

On a scale of 1 to 5, rate the location for tonight's meeting.

Did Not Like		Somewhat Liked		Liked Very Much
1	2	3	4	5

Comments:_____

On a scale of 1 to 5, rate the information presented and on display.

Not Helpful		Somewhat Helpful		Very Helpful
1	2	3	4	5

Comments:_____

On a scale of 1 to 5, rate the format used for tonight's public hearing.

Did Not Like		Somewhat Liked		Liked Very Much
1	2	3	4	5

Comments:_____

Any other comments? (Please use the other side of this form if more space is needed.)

PLEASE Don't TOLL our ONLY WAY IN TO San Antonio !!!

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____411on281.com ✓ Friendship/family/word of mouth ____HOA/NA bulletin

✓ Message Sign in US 281 corridor ____Facebook ____Twitter ____Socializer

Newspaper (which one?) Express-News Radio (which station?) _____

TV (which station?) 4, 5, +12 Email (from which group?) flaxoredcat@gma.com

Other: TURF

On a scale of 1 to 5, rate the location for tonight's meeting.

Did Not Like		Somewhat Liked		Liked Very Much
1	2	(3)	4	5

Comments: _____

On a scale of 1 to 5, rate the information presented and on display.

Not Helpful		Somewhat Helpful		Very Helpful
1	(2)	3	4	5

Comments: _____

On a scale of 1 to 5, rate the format used for tonight's public hearing.

Did Not Like		Somewhat Liked		Liked Very Much
1	2	(3)	4	5

Comments: _____

Any other comments? (Please use the other side of this form if more space is needed.)

I'm against ALL Toll roads!
What a waste!

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____ Message Sign in US 281 corridor ____Facebook ____Twitter ____Socializer

Newspaper (which one?) _____ Radio (which station?) _____

TV (which station?) _____ Email (from which group?)_____

Other: MS. TERRI HALL

On a scale of 1 to 5, rate the location for tonight's meeting.

Did Not Like		Somewhat Liked		Liked Very Much
1	2	3	4	5

Comments: PREFER A MORE CENTRAL LOCATION

On a scale of 1 to 5, rate the information presented and on display.

Not Helpful		Somewhat Helpful		Very Helpful
1	2	3	4	5

Comments:_____

On a scale of 1 to 5, rate the format used for tonight's public hearing.

Did Not Like		Somewhat Liked		Liked Very Much
1	2	3	4	5

Comments:_____

Any other comments? (Please use the other side of this form if more space is needed.)

NO. TOLL ROADS!!

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How did you hear about tonight's hearing? (Check all that apply)

____411on281.com ✓ Friend/family/word of mouth ____HOA/NA bulletin

✓ Message Sign in US 281 corridor ____Facebook ____Twitter ____Socializer

Newspaper (which one?) _____ Radio (which station?) 550 KTSA & 1200 WOAI

TV (which station?) _____ Email (from which group?) TURF & SATOLLPARTY.com

Other: Flyer on Front Door

On a scale of 1 to 5, rate the location for tonight's meeting.

Did Not Like		Somewhat Liked		Liked Very Much
1	2	(3)	4	5

Comments:

On a scale of 1 to 5, rate the information presented and on display.

Not Helpful		Somewhat Helpful		Very Helpful
1	(2)	3	4	5

Comments: Section 5 "Funding options" No one could tell me what it costs.

On a scale of 1 to 5, rate the format used for tonight's public hearing.

Did Not Like		Somewhat Liked		Liked Very Much
(1)	2	3	4	5

Comments:

Any other comments? (Please use the other side of this form if more space is needed.)

I am for the "Preferred Alternative" as given to be to complete NON-Toll Expressway Option. No CDA's - No PPP - No Tollroads - No Managed lanes - No Gas tax funded toll roads - No design build contracts. ARMA must be disbanded totally.

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____ Message Sign in US 281 corridor ____Facebook ____Twitter ____Socializer

Newspaper (which one?) _____ Radio (which station?) _____

TV (which station?) _____ Email (from which group?)_____

Other: _____

On a scale of 1 to 5, rate the location for tonight's meeting.

Did Not Like		Somewhat Liked		Liked Very Much
1	2	3	(4)	5

Comments: Easy to access

On a scale of 1 to 5, rate the information presented and on display.

Not Helpful		Somewhat Helpful		Very Helpful
1	(2)	3	4	5

Comments:_____

On a scale of 1 to 5, rate the format used for tonight's public hearing.

Did Not Like		Somewhat Liked		Liked Very Much
1	2	3	(4)	5

Comments:_____

Any other comments? (Please use the other side of this form if more space is needed.)

I want the "Complete Non-Toll Expressway option

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✓ Message Sign in US 281 corridor ____Facebook ____Twitter ____Socializer

Newspaper (which one?) _____ Radio (which station?) _____

TV (which station?) _____ Email (from which group?) _____

Other: I received information with the plans mapped by mail (gmail mai

On a scale of 1 to 5, rate the location for tonight's meeting.

Did Not Like		Somewhat Liked		Liked Very Much
1	2	3	4	(5)

Comments: _____

On a scale of 1 to 5, rate the information presented and on display.

(Not Helpful)		Somewhat Helpful		Very Helpful
1	2	3	4	5

Comments: I have already read the information by mail (Alamo RMA

On a scale of 1 to 5, rate the format used for tonight's public hearing.

Did Not Like		Somewhat Liked		Liked Very Much
1	2	3	4	5

Comments: The men in black business suits who spoke tonight do so because their bank/investment accounts will profit from the 281 proje their positions derive from more construction and growth and robbing the people

Any other comments? (Please use the other side of this form if more space is needed.)

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 problems 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.

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How did you hear about tonight's hearing? (Check all that apply)

____411on281.com ____Friend/family/word of mouth ____HOA/NA bulletin

_✓_ Message Sign in US 281 corridor ____Facebook ____Twitter ____Socializer

Newspaper (which one?) _____ Radio (which station?) _____

TV (which station?) _____ Email (from which group?) _____

Other: flyer on a patient's door! I do home health

On a scale of 1 to 5, rate the location for tonight's meeting.

Did Not Like		Somewhat Liked		Liked Very Much
1	2	3	(4)	5

Comments: _____

On a scale of 1 to 5, rate the information presented and on display.

Not Helpful		Somewhat Helpful		Very Helpful
1	2	3	4	(5)

Comments: _____

On a scale of 1 to 5, rate the format used for tonight's public hearing.

Did Not Like		Somewhat Liked		Liked Very Much
1	2	3	(4)	5

Comments: I choose the complete non-~~tollway~~ Expressway option

Any other comments? (Please use the other side of this form if more space is needed.)

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! I continue to pay taxes & I'm doing my part on future roads as well.

Hail Grisell

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How did you hear about tonight's hearing? (Check all that apply)

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____ Message Sign in US 281 corridor ____Facebook ____Twitter ____Socializer

Newspaper (which one?) _____ Radio (which station?) _____

TV (which station?) _____ Email (from which group?) SAMCo

Other: _____

On a scale of 1 to 5, rate the location for tonight's meeting.

Did Not Like		Somewhat Liked		Liked Very Much
1	2	3	4	5

Comments: _____

On a scale of 1 to 5, rate the information presented and on display.

Not Helpful		Somewhat Helpful		Very Helpful
1	2	3	4	5

Comments: _____

On a scale of 1 to 5, rate the format used for tonight's public hearing.

Did Not Like		Somewhat Liked		Liked Very Much
1	2	3	4	5

Comments: _____

Any other comments? (Please use the other side of this form if more space is needed.)

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✓ 411on281.com ✓ Friend/family/word of mouth ____ HOA/NA bulletin

✓ Message Sign in US 281 corridor ____ Facebook ____ Twitter ____ Socializer

Newspaper (which one?) _____ Radio (which station?) _____

TV (which station?) _____ Email (from which group?) EMAIL FROM RMA

Other: _____

On a scale of 1 to 5, rate the location for tonight's meeting.

Did Not Like		Somewhat Liked		Liked Very Much
1	2	3	4	(5)

Comments: _____

On a scale of 1 to 5, rate the information presented and on display.

Not Helpful		Somewhat Helpful		Very Helpful
1	2	3	4	(5)

Comments: _____

On a scale of 1 to 5, rate the format used for tonight's public hearing.

Did Not Like		Somewhat Liked		Liked Very Much
1	2	3	4	(5)

Comments: _____

Any other comments? (Please use the other side of this form if more space is needed.)

GOOD INFORMATION - WELL PRESENTED

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____ Message Sign in US 281 corridor ____Facebook ____Twitter ____Socializer

Newspaper (which one?) _____ Radio (which station?) _____

TV (which station?) _____ Email (from which group?)_____

Other: Bulletin mailed to my address

On a scale of 1 to 5, rate the location for tonight's meeting.

Did Not Like		Somewhat Liked		Liked Very Much
1	2	3	4	5

Comments:_____

On a scale of 1 to 5, rate the information presented and on display.

Not Helpful		Somewhat Helpful		Very Helpful
1	2	3	4	5

Comments:_____

On a scale of 1 to 5, rate the format used for tonight's public hearing.

Did Not Like		Somewhat Liked		Liked Very Much
1	2	3	4	5

Comments:_____

Any other comments? (Please use the other side of this form if more space is needed.)

Court Recorder was helpful for documentation.

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____ Message Sign in US 281 corridor ____Facebook ____Twitter ____Socializer

Newspaper (which one?) _____ Radio (which station?) _____

TV (which station?) _____ Email (from which group?)_____

Other: Flyer

On a scale of 1 to 5, rate the location for tonight's meeting.

Did Not Like		Somewhat Liked		Liked Very Much
1	2	3	4	5

Comments:_____

On a scale of 1 to 5, rate the information presented and on display.

Not Helpful		Somewhat Helpful		Very Helpful
1	2	3	4	5

Comments:_____

On a scale of 1 to 5, rate the format used for tonight's public hearing.

Did Not Like		Somewhat Liked		Liked Very Much
1	2	3	4	5

Comments:_____

Any other comments? (Please use the other side of this form if more space is needed.)

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____411on281.com ___X___Friend/family/word of mouth ____HOA/NA bulletin

____ Message Sign in US 281 corridor ____Facebook ____Twitter ____Socializer

Newspaper (which one?) _____ Radio (which station?) KTSA - WOAI

TV (which station?) 12 Email (from which group?)_____

Other: _____

On a scale of 1 to 5, rate the location for tonight's meeting.

Did Not Like		Somewhat Liked		Liked Very Much
1	2	3	4	5

Comments:_____

On a scale of 1 to 5, rate the information presented and on display.

Not Helpful		Somewhat Helpful		Very Helpful
1	2	3	4	5

Comments:_____

On a scale of 1 to 5, rate the format used for tonight's public hearing.

Did Not Like		Somewhat Liked		Liked Very Much
1	2	3	4	5

Comments:_____

Any other comments? (Please use the other side of this form if more space is needed.)

TERRY HALL IS AN ANGEL THAT SPEAKS THE TRUTH

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____ Message Sign in US 281 corridor ____Facebook ____Twitter ____Socializer

Newspaper (which one?) _____ Radio (which station?) AND BOLT 1000

TV (which station?) _____ Email (from which group?)_____

Other: _____

On a scale of 1 to 5, rate the location for tonight's meeting.

Did Not Like		Somewhat Liked		Liked Very Much
1	2	3	4	5

Comments:_____

On a scale of 1 to 5, rate the information presented and on display.

Not Helpful		Somewhat Helpful		Very Helpful
1	2	3	4	5

Comments:_____

On a scale of 1 to 5, rate the format used for tonight's public hearing.

Did Not Like		Somewhat Liked		Liked Very Much
1	2	3	4	5

Comments:_____

Any other comments? (Please use the other side of this form if more space is needed.)

_____

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Newspaper (which one?) _____ Radio (which station?) _____

TV (which station?) _____ Email (from which group?)_____

Other: _____

On a scale of 1 to 5, rate the location for tonight's meeting.

Did Not Like		Somewhat Liked		Liked Very Much
1	2	3	4	5

Comments:_____

On a scale of 1 to 5, rate the information presented and on display.

Not Helpful		Somewhat Helpful		Very Helpful
1	2	3	4	5

Comments:_____

On a scale of 1 to 5, rate the format used for tonight's public hearing.

Did Not Like		Somewhat Liked		Liked Very Much
1	2	3	4	5

Comments:_____

Any other comments? (Please use the other side of this form if more space is needed.)

_____

_____

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_____

_____

281 EIS

U.S. Department of Transportation Federal Highway Administration

Texas Department of Transportation

ALAMO RMA

PUBLIC HEARING EVALUATION

Public involvement is an important part of the US 281 Environmental Impact Statement process. Your feedback will help us better meet our public involvement goals/objectives as we move forward. Please take a few minutes to complete this meeting evaluation form.

How did you hear about tonight's hearing? (Check all that apply)

____411on281.com ____Friend/family/word of mouth ____HOA/NA bulletin

____ Message Sign in US 281 corridor ____Facebook ____Twitter ____Socializer

Newspaper (which one?) _____ Radio (which station?) _____

TV (which station?) _____ Email (from which group?) BikeTexas

Other: _____

On a scale of 1 to 5, rate the location for tonight's meeting.

Did Not Like		Somewhat Liked		Liked Very Much
1	2	3	4	5

Comments: _____

On a scale of 1 to 5, rate the information presented and on display.

Not Helpful		Somewhat Helpful		Very Helpful
1	2	3	4	5

Comments: _____

On a scale of 1 to 5, rate the format used for tonight's public hearing.

Did Not Like		Somewhat Liked		Liked Very Much
1	2	3	4	5

Comments: _____

Any other comments? (Please use the other side of this form if more space is needed.)

Tricia from Jacobs Engineering was very helpful in answering the questions I had.

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✓ Message Sign in US 281 corridor ____Facebook ____Twitter ____Socializer

Newspaper (which one?) _____ Radio (which station?) _____

TV (which station?) _____ Email (from which group?)_____

Other: _____

On a scale of 1 to 5, rate the location for tonight's meeting.

Did Not Like		Somewhat Liked		Liked Very Much
1	2	3	4	5

Comments:_____

On a scale of 1 to 5, rate the information presented and on display.

Not Helpful		Somewhat Helpful		Very Helpful
1	2	3	4	5

Comments:_____

On a scale of 1 to 5, rate the format used for tonight's public hearing.

Did Not Like		Somewhat Liked		Liked Very Much
1	2	3	4	5

Comments:_____

Any other comments? (Please use the other side of this form if more space is needed.)

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How did you hear about tonight's hearing? (Check all that apply)

____411on281.com ____Friend/family/word of mouth ____HOA/NA bulletin

____Message Sign in US 281 corridor ____Facebook ____Twitter ____Socializer

Newspaper (which one?) _____ Radio (which station?) _____

TV (which station?) _____ Email (from which group?)_____

Other: _____

On a scale of 1 to 5, rate the location for tonight's meeting.

Did Not Like		Somewhat Liked		Liked Very Much
1	2	3	4	5

Comments:_____

On a scale of 1 to 5, rate the information presented and on display.

Not Helpful		Somewhat Helpful		Very Helpful
1	2	3	4	5

Comments:_____

On a scale of 1 to 5, rate the format used for tonight's public hearing.

Did Not Like		Somewhat Liked		Liked Very Much
1	2	3	4	5

Comments:_____

Any other comments? (Please use the other side of this form if more space is needed.)

Collosal waste of time, energy, & money.

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How did you hear about tonight's hearing? (Check all that apply)

____411on281.com X Friend/family/word of mouth ____HOA/NA bulletin

____ Message Sign in US 281 corridor ____Facebook ____Twitter ____Socializer

Newspaper (which one?) _____ Radio (which station?) _____

TV (which station?) _____ Email (from which group?)_____

Other: _____

On a scale of 1 to 5, rate the location for tonight's meeting.

Did Not Like		Somewhat Liked		Liked Very Much
1	2	3	4	5

Comments:_____

On a scale of 1 to 5, rate the information presented and on display.

Not Helpful		Somewhat Helpful		Very Helpful
1	2	3	4	5

Comments:_____

On a scale of 1 to 5, rate the format used for tonight's public hearing.

Did Not Like		Somewhat Liked		Liked Very Much
1	2	3	4	5

Comments:_____

Any other comments? (Please use the other side of this form if more space is needed.)

Read vols I, II, IV, V

Very thorough and informative!

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How did you hear about tonight's hearing? (Check all that apply)

____411on281.com ____Friend/family/word of mouth ____HOA/NA bulletin

____ Message Sign in US 281 corridor ____Facebook ____Twitter ____Socializer

Newspaper (which one?) The San Antonio Radio (which station?) _____

TV (which station?) _____ Email (from which group?)_____

Other: _____

On a scale of 1 to 5, rate the location for tonight's meeting.

Did Not Like		Somewhat Liked		Liked Very Much
1	2	3	(4)	5

Comments:_____

On a scale of 1 to 5, rate the information presented and on display.

Not Helpful		Somewhat Helpful		Very Helpful
1	2	(3)	4	5

Comments:_____

On a scale of 1 to 5, rate the format used for tonight's public hearing.

Did Not Like		Somewhat Liked		Liked Very Much
1	2	3	(4)	5

Comments:_____

Any other comments? (Please use the other side of this form if more space is needed.)

I would have liked ~~that~~ to have had each person ~~to~~ stand when introduced. (Those seated in reserved seats.)

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How did you hear about tonight's hearing? (Check all that apply)

____411on281.com ____Friend/family/word of mouth ____HOA/NA bulletin

____ Message Sign in US 281 corridor ____Facebook ____Twitter ____Socializer

Newspaper (which one?) _____ Radio (which station?) _____

TV (which station?) _____ Email (from which group?) from individual

Other: _____

On a scale of 1 to 5, rate the location for tonight's meeting.

Did Not Like		Somewhat Liked		Liked Very Much
1	2	3	4	5

Comments: Central location; adequate seating capacity.

On a scale of 1 to 5, rate the information presented and on display.

Not Helpful		Somewhat Helpful		Very Helpful
1	2	3	4	5

Comments: Access to info. on display well thought out.

On a scale of 1 to 5, rate the format used for tonight's public hearing.

Did Not Like		Somewhat Liked		Liked Very Much
1	2	3	4	5

Comments: I liked the opportunity given for speakers to speak their mind.

Any other comments? (Please use the other side of this form if more space is needed.)

Why aren't there any people here answering the questions that are being asked about the concerns against toll roads?

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How did you hear about tonight's hearing? (Check all that apply)

____411on281.com ✓ Friend/family/word of mouth ____HOA/NA bulletin

____ Message Sign in US 281 corridor ____Facebook ____Twitter ____Socializer

Newspaper (which one?) _____ Radio (which station?) _____

TV (which station?) _____ Email (from which group?)_____

Other: _____

On a scale of 1 to 5, rate the location for tonight's meeting.

Did Not Like		Somewhat Liked		Liked Very Much
1	2	3	4	5

Comments:_____

On a scale of 1 to 5, rate the information presented and on display.

Not Helpful		Somewhat Helpful		Very Helpful
1	2	3	4	5

Comments:_____

On a scale of 1 to 5, rate the format used for tonight's public hearing.

Did Not Like		Somewhat Liked		Liked Very Much
1	2	3	4	5

Comments:_____

Any other comments? (Please use the other side of this form if more space is needed.)

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How did you hear about tonight's hearing? (Check all that apply)

____411on281.com ____Friend/family/word of mouth ✓ HOA/NA bulletin NCTUMA

____ Message Sign in US 281 corridor ____Facebook ____Twitter ____Socializer

Newspaper (which one?) _____ Radio (which station?) _____

TV (which station?) _____ Email (from which group?)_____

Other: ✓ Searched on-line specifically for this meeting + related info

On a scale of 1 to 5, rate the location for tonight's meeting.

Did Not Like		Somewhat Liked		Liked Very Much
1	2	3	(4)	5

Comments:_____

On a scale of 1 to 5, rate the information presented and on display.

Not Helpful		Somewhat Helpful		Very Helpful
1	2	(3)	4	5

Comments:_____

On a scale of 1 to 5, rate the format used for tonight's public hearing.

Did Not Like		Somewhat Liked		Liked Very Much
1	(2)	3	4	5

Comments: Slides: too busy too much info per slide w/ print/map details too small - could not see clearly from back rows, Speaker (reader) spoke clearly, but near monotone + run-on sentences made it difficult to absorb his info.. Last slide most helpful re: steps to decision. Large maps in Foyer only moderately helpful - good concept but hard to grasp details of Toll vs. not-toll.

Any other comments? (Please use the other side of this form if more space is needed.)

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How did you hear about tonight's hearing? (Check all that apply)

____411on281.com ✓ Friend/family/word of mouth ____HOA/NA bulletin

✓ Message Sign in US 281 corridor ____Facebook ____Twitter ____Socializer

Newspaper (which one?) _____ Radio (which station?) _____

TV (which station?) _____ Email (from which group?)_____

Other: _____

On a scale of 1 to 5, rate the location for tonight's meeting.

Did Not Like		Somewhat Liked		Liked Very Much
1	2	3	4	5

Comments:_____

On a scale of 1 to 5, rate the information presented and on display.

Not Helpful		Somewhat Helpful		Very Helpful
1	2	3	4	5

Comments:_____

On a scale of 1 to 5, rate the format used for tonight's public hearing.

Did Not Like		Somewhat Liked		Liked Very Much
1	2	3	4	5

Comments:_____

Any other comments? (Please use the other side of this form if more space is needed.)

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How did you hear about tonight's hearing? (Check all that apply)

____411on281.com ____Friend/family/word of mouth ____HOA/NA bulletin

____ Message Sign in US 281 corridor ____Facebook ____Twitter ____Socializer

Newspaper (which one?) _____ Radio (which station?) _____

TV (which station?) _____ Email (from which group?)_____

Other: TERRI HALL - TURF

On a scale of 1 to 5, rate the location for tonight's meeting.

Did Not Like		Somewhat Liked		Liked Very Much
1	2	3	4	5

Comments:_____

On a scale of 1 to 5, rate the information presented and on display.

Not Helpful		Somewhat Helpful		Very Helpful
1	2	3	4	5

Comments:_____

On a scale of 1 to 5, rate the format used for tonight's public hearing.

Did Not Like		Somewhat Liked		Liked Very Much
1	2	3	4	5

Comments: COMPLETE NON-TOLL EXPRESSWAY OPTION.

Any other comments? (Please use the other side of this form if more space is needed.)

DIDN'T WE HAVE A PRESENTATION LIKE THIS IN THIS BUILDING TWO YEARS AGO? APPARENTLY, THE OVERWHELMING SENTIMENT EXPRESSED AT THAT MEETING AGAINST TOLLING 281 MEANT NOTHING.

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How did you hear about tonight's hearing? (Check all that apply)

____411on281.com ____Friend/family/word of mouth ____HOA/NA bulletin

____ Message Sign in US 281 corridor ____Facebook ____Twitter ____Socializer

Newspaper (which one?) _____ Radio (which station?) _____

TV (which station?) _____ Email (from which group?)_____

Other: TELEPHONE CALL

On a scale of 1 to 5, rate the location for tonight's meeting.

Did Not Like		Somewhat Liked		Liked Very Much
1	2	3	4	5

Comments:_____

On a scale of 1 to 5, rate the information presented and on display.

Not Helpful		Somewhat Helpful		Very Helpful
1	2	3	4	5

Comments:_____

On a scale of 1 to 5, rate the format used for tonight's public hearing.

Did Not Like		Somewhat Liked		Liked Very Much
1	2	3	4	5

Comments:_____

Any other comments? (Please use the other side of this form if more space is needed.)

VERY INTERESTING & INFORMATIVE SESSION.

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How did you hear about tonight's hearing? (Check all that apply)

____411on281.com ____Friend/family/word of mouth ____HOA/NA bulletin

____ Message Sign in US 281 corridor ____Facebook ____Twitter ____Socializer

Newspaper (which one?) SA Express Radio (which station?) _____

TV (which station?) _____ Email (from which group?)_____

Other: _____

On a scale of 1 to 5, rate the location for tonight's meeting.

Did Not Like		Somewhat Liked		Liked Very Much
1	2	3	4	(5)

Comments:_____

On a scale of 1 to 5, rate the information presented and on display.

Not Helpful		Somewhat Helpful		Very Helpful
1	2	(3)	4	5

Comments:_____

On a scale of 1 to 5, rate the format used for tonight's public hearing.

Did Not Like		Somewhat Liked		Liked Very Much
(1)	2	3	4	5

Comments:_____

Any other comments? (Please use the other side of this form if more space is needed.)

ALL THE GREAT ENGINEERING ~~[illegible]~~ DOESNOT HOLD UP AGAINST THE QUASI ALAMO MOBIL AUTHORITY WHO ARE NOT ENGINEERS

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How did you hear about tonight's hearing? (Check all that apply)

____411on281.com ____Friend/family/word of mouth ____HOA/NA bulletin

✓ Message Sign in US 281 corridor ____Facebook ____Twitter ____Socializer

Newspaper (which one?) _____ Radio (which station?) _____

TV (which station?) _____ Email (from which group?) EIS through Viki Melton

Other: _____

On a scale of 1 to 5, rate the location for tonight's meeting.

Did Not Like		Somewhat Liked		Liked Very Much
1	2	3	4	5

Comments: _____

On a scale of 1 to 5, rate the information presented and on display.

Not Helpful		Somewhat Helpful		Very Helpful
1	2	3	4	5

Comments: _____

On a scale of 1 to 5, rate the format used for tonight's public hearing.

Did Not Like		Somewhat Liked		Liked Very Much
1	2	3	4	5

Comments: _____

Any other comments? (Please use the other side of this form if more space is needed.)

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How did you hear about tonight's hearing? (Check all that apply)

____411on281.com ✓ Friend/family/word of mouth ____HOA/NA bulletin

✓ Message Sign in US 281 corridor ____Facebook ____Twitter ____Socializer

Newspaper (which one?)_____ Radio (which station?) ✓ KTSA

TV (which station?) KMOL Email (from which group?)_____

Other: _____

On a scale of 1 to 5, rate the location for tonight's meeting.

Did Not Like		Somewhat Liked		Liked Very Much
1	2	3	4	5

Comments: Very convenient location for the proposed construction project

On a scale of 1 to 5, rate the information presented and on display.

Not Helpful		Somewhat Helpful		Very Helpful
1	2	3	4	5

Comments: Layout of displays very informative

On a scale of 1 to 5, rate the format used for tonight's public hearing.

Did Not Like		Somewhat Liked		Liked Very Much
1	2	3	4	5

Comments: Very informative

Any other comments? (Please use the other side of this form if more space is needed.)

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How did you hear about tonight's hearing? (Check all that apply)

____411on281.com ___X___Friend/family/word of mouth ___X___HOA/NA bulletin

____ Message Sign in US 281 corridor ____Facebook ____Twitter ____Socializer

Newspaper (which one?) ___/___ Radio (which station?) ___97.3___

TV (which station?) ___CH-4___ Email (from which group?)_____

Other: _____

On a scale of 1 to 5, rate the location for tonight's meeting.

Did Not Like		Somewhat Liked		Liked Very Much
1	2	3	(4)	5

Comments: No Com.

On a scale of 1 to 5, rate the information presented and on display.

Not Helpful		Somewhat Helpful		Very Helpful
1	2	3	(4)	5

Comments: No Com.

On a scale of 1 to 5, rate the format used for tonight's public hearing.

Did Not Like		Somewhat Liked		Liked Very Much
1	2	3	(4)	5

Comments: No Com.

Any other comments? (Please use the other side of this form if more space is needed.)

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How did you hear about tonight's hearing? (Check all that apply)

✓ 411on281.com ____Friend/family/word of mouth ____HOA/NA bulletin

____Message Sign in US 281 corridor ____Facebook ____Twitter ____Socializer

Newspaper (which one?) _____ Radio (which station?) _____

TV (which station?) _____ Email (from which group?)_____

Other: _____

On a scale of 1 to 5, rate the location for tonight's meeting.

Did Not Like		Somewhat Liked		Liked Very Much
1	2	3	(4)	5

Comments: Need signs for meeting on frontage road

On a scale of 1 to 5, rate the information presented and on display.

Not Helpful		Somewhat Helpful		Very Helpful
1	2	3	4	5

Comments:_____

On a scale of 1 to 5, rate the format used for tonight's public hearing.

Did Not Like		Somewhat Liked		Liked Very Much
1	2	3	(4)	5

Comments:_____

Any other comments? (Please use the other side of this form if more space is needed.)

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How did you hear about tonight's hearing? (Check all that apply)

____411on281.com ____Friend/family/word of mouth ____HOA/NA bulletin

✓ Message Sign in US 281 corridor ____Facebook ____Twitter ____Socializer

Newspaper (which one?) _____ Radio (which station?) NPR - KS TX FM 89.1

TV (which station?) _____ Email (from which group?)_____

Other: _____

On a scale of 1 to 5, rate the location for tonight's meeting.

Did Not Like		Somewhat Liked		Liked Very Much
1	2	3	4	5

Comments:_____

On a scale of 1 to 5, rate the information presented and on display.

Not Helpful		Somewhat Helpful		Very Helpful
1	2	3	4	5

Comments:_____

On a scale of 1 to 5, rate the format used for tonight's public hearing.

Did Not Like		Somewhat Liked		Liked Very Much
1	2	3	4	5

Comments:_____

Any other comments? (Please use the other side of this form if more space is needed.)

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How did you hear about tonight's hearing? (Check all that apply)

✓ 411on281.com ____Friend/family/word of mouth ____HOA/NA bulletin

____Message sign in US 281 corridor ____Facebook ____Twitter ____Socializer

Newspaper (which one?) _____ Radio (which station?) _____

TV (which station?) _____ Email (from which group?) _____

Other: _____

On a scale of 1 to 5, rate the location for tonight's meeting.

Did Not Like		Somewhat Liked		Liked Very Much
1	2	3	4	(5)

Comments: Good Venue

On a scale of 1 to 5, rate the information presented and on display.

Not Helpful		Somewhat Helpful		Very Helpful
1	2	3	(4)	5

Comments: _____

On a scale of 1 to 5, rate the format used for tonight's public hearing.

Did Not Like		Somewhat Liked		Liked Very Much
1	2	3	(4)	5

Comments: No Public officials Attend.

Any other comments? (Please use the other side of this form if more space is needed.)

_____

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How did you hear about tonight's hearing? (Check all that apply)

____411on281.com ____Friend/family/word of mouth ____HOA/NA bulletin

____ Message Sign in US 281 corridor ____Facebook ____Twitter ____Socializer

Newspaper (which one?) _____ Radio (which station?) _____

TV (which station?) _____ Email (from which group?) TURF

Other: Also Email from City Planning & Construction - area that alerts Residents to Road Closures on 281 & 160

On a scale of 1 to 5, rate the location for tonight's meeting.

Did Not Like		Somewhat Liked		Liked Very Much
1	2	3	4	(5)

Comments: Did NOT STAY FOR ENTIRE MEETING; left comments with Court Reporter
Location is easy to get to and leave Grove.

On a scale of 1 to 5, rate the information presented and on display.

Not Helpful		Somewhat Helpful		Very Helpful
1	2	3	(4)	5

Comments: Information was helpful and informative;

On a scale of 1 to 5, rate the format used for tonight's public hearing.

Did Not Like		Somewhat Liked		Liked Very Much
1	2	3	(4)	5

Comments: Like the format; I have been to other open forums like this although it appears comments are taken very few changes are acted upon.

Any other comments? (Please use the other side of this form if more space is needed.)

I want to thank the people that took the time away from their families, etc tonight to engage the public and respond to questions. I know they are just doing their jobs

This page intentionally left blank.

Comments Submitted via US Mail

This page intentionally left blank.

Comment 257

WEINGARTEN REALTY

2600 Citadel Plaza Drive, Suite 125
Houston, TX 77008
713.866.6000 Main
713.866.6049 Fax
www.weingarten.com

June 28, 2013

Environmental Affairs Division
TEXAS DEPARTMENT OF TRANSPORTATION
Attn: Vicki Crnich
125 E. 11th Street
Austin, TX 78701-2483

Re: US 281 Comments re: Draft Environmental Impact Statement

To Whom It May Concern:

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 a solution to the traffic congestion on US 281, we respectfully request TxDOT choose the Expressway Alternative (at grade) option for the project.

Thank you again for your consideration. If you have any questions regarding these comments, I would welcome the opportunity to meet with TxDOT personally or discuss by phone at 713.866.6906.

WEINGARTEN REALTY

By: J. Victoria Brown

J. Victoria Brown
Senior Director of Land Sales and Acquisitions

Via FedEx & Email: **AlamoRMA@bexar.org**

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People-to-People. Coast-to-Coast.

Weingarten Realty is the trade name of Weingarten Realty Investors (the "Trust") which is an unincorporated trust organized under the Texas Real Estate Investment Trust Act. Neither the shareholders of the trust, nor its trust managers, officers, employees or other agents are personally, corporately or individually liable for any debt, act, omission, or obligation of the trust, and all persons having claims of any kind against the trust must look solely to the property of the trust for the enforcement of their rights.

Comment 258

22919 Osprey Ridge
San Antonio, TX 78260
June 19, 2013

Sirs:

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 mocement without stoplights on the existing lanes and feeder streets/businesses 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.

Hopefully,

Katie J. Butler

Katie J. Butler
210 497 8742

Richard J. Cappel
5136 Hawk Eye Drive
Bulverde, TX 78163-2248
(830) 438-2529

June 21, 2013

TXDOT-ENV
Attn: Vicki Crnich
125 E. 11th Street
Austin, TX 78701-2483

TXDOT-ENV :

I am I 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 super-street idea that was built does not solve the problem at high traffic times. The quickest fix, and less expensive, is the most obvious – build overpasses at the major intersections and add additional lanes to widen the existing roadway to four lanes. It does not have to be an expressway.

Sincerely,

Richard J. Cappel

Richard J. Cappel

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Comment 260

Bennett R. Feinsilber, P.E.
2250 Estate Gate Drive
San Antonio, TX 78260
t 830 438 2783 f 830 438 2781

June 21, 2013

TxDOT-ENV,
Ms. Vicki Crnich
125 E. 11th Street
Austin, TX 78701-2483

Re: US 281 Draft EIS – Public Hearing

Dear Ms. Crnich:

It was a pleasure to visit together at the above referenced 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.

Thank you for your consideration.

Sincerely yours,

Bennett Feinsilber, P.E.

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Bennett R. Feinsilber, P.E.
2250 Estate Gate Drive
San Antonio, TX 78260
t 830 438 2783 f 830 438 2781

June 21, 2013

TxDOT-ENV,
Ms. Vicki Crnich
125 E. 11th Street
Austin, TX 78701-2483

Re: US 281 Draft EIS. Need for continual uninterrupted sound walls.

Dear Ms. Crnich:

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 Alternatives 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 a reconstructed highway 281, will be a tripling of road noise, and, a very heavy production of particulant 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 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 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", and cause a sharp decrease in home values within a mile on 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 obliged 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:

(1) Improved pavement design using engineered pavement surfaces. 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 persons 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 than in the very best interests 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 a violation of Statutes.

Thank you for your consideration.

Very truly yours,

Bennett R. Feinsilber, P.E.

6-22-13

MAIL RECEIVED
JUN 27 2013

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 & do not want to pay to drive on Highways we've already paid for.

Louise Gorda

P.S. Let the toll Road people buy their own land & put toll roads on it

LOUISE GIORDA
2947 C.R. 771
NATALIA, TX 78059

Comment 261

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

June 27, 2013

Subject: US 281 Plans for Expansion

Dear Ms. Crnich

We live at 20714 Wild Springs Drive, San Antonio, Texas 78258 which resides in Big Spring's - 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 who 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 at a fair market value the homeowner's 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 favor of.

We urge that those 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.

Sincerely,

Floyd M. Hess III

Diana M. Hess, Ph.D.

Major Floyd M. Hess III USAF (Ret.)
Diana M. Hess, Ph.D.
20714 Wild Springs Drive
San Antonio, Texas, 78258
(210) 833-7077

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Metropolitan Transit

June 18, 2013

David L. Smith
Interim Executive Director
Alamo Regional Mobility Authority
Paul Elizondo Tower
101 W. Nueva, 10th Floor
San Antonio, Texas 78205

Mario G. Medina, P.E.
Texas Department of Transportation
San Antonio District Engineer
P.O. Box 29928
San Antonio, Texas 78229-0928

Re: US 281 NEPA Document

Dear Sirs:

We appreciate the opportunity to provide comments on the Draft Environmental Impact Statement (Draft EIS) on April 22, 2013 regarding the possible transportation improvements to US 281 from Loop 1604 to Borgfeld Drive.

On behalf of the VIA Metropolitan Transit Board of Trustees and the Advanced Transportation District (ATD) 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 the ATD Boards support the transit priority managed lane concept with the general purpose non-toll main lanes with overpasses and continuous frontage roads between Loop 1604 and Stone Oak Parkway as the preferred option.

The ATD Board of Trustees passed Resolution 6-22-12-01 related to the use of ATD funds to assist with the improvements on US 281 from Loop 1604 to Stone Oak Parkway. I have attached that resolution; note the four important conditions that the ATD Board included in agreeing to fund the project. These conditions include TxDOT constructing Transit Priority Lane(s) and a direct connection between the Transit Priority Lane(s) and a future VIA transit facility at U.S. 281 and Stone Oak Parkway. Also,

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

funding is contingent upon the operating of the Transit Priority Lane(s) by an appropriate entity agreed upon by the ATD.

We are pleased to report that last week VIA received a Categorical Exclusion (CE) by the Federal Transit Authority (FTA) for the proposed Park and Ride Facility at US 281 and Stone Oak Parkway in accordance to the National Environmental Policy Act (NEPA) of 1969. We have negotiated purchase of all the property required for the full build-out of the facility and are beginning detailed design.

Thank you for your consideration. Let me know if you have any questions and let me know if there are opportunities to continue our partnership in finding transportation solutions that provide commuters with a reliable and sustainable trip in the San Antonio region.

Sincerely,

Jeffrey C. Arndt
Interim President/CEO

Attachment

ADVANCED TRANSPORTATION DISTRICT

RESOLUTION: 6-22-12-01

SUBJECT: STRATEGIC PLANNING & PROJECT DEVELOPMENT – Loop 1604 and U.S. 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 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, use of 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 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 Briseno

Mary Briseno, Secretary

June 30, 2013

Vicki Crnich
Texas Department of Transportation-Environmental Affairs Division
125 E. 11th Street
Austin, Texas 78701-2483

RE: US 281 DEIS

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 US 281 Corridor Project is to improve mobility and accessibility, improve safety, and enhance community quality of life.[1]

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 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.[2]

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 the North San Antonio Expressway project over environmental concerns. Four years later, 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.

[1] US 281 Draft EIS April 2013 ES-6
[2] US 281 Draft EIS April 2013 Chapter 1-4

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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 Cintra and locally owned Zachry 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."[3]

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 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 pre-determine the outcome of the environmental work on US 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."[4]

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.[5]

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

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[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

ARMA assumed the environmental lead role on its very own proposed toll project(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 meeting:

"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 keeping doing what we're doing. And I'm gonna tell you who is going need the money twenty years from now more than the toll road group, its 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 passed****, 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."***[6]

And although construction was slated 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.[7]

But instead of complying with laws intended to protect environmental human health, air and water quality, TXDOT, ARMA 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]

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[6] William Thornton, ARMA Chairman, speaking on camera 2/5/2009 "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

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 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 element 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 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]

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[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)

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 Environment 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 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 on 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.

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[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

"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 US 281 have the 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.

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[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
[28] MPO Analysis Methodology Appendix F

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-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 1604 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 were fully conducted, ground excavation and large rock removal was

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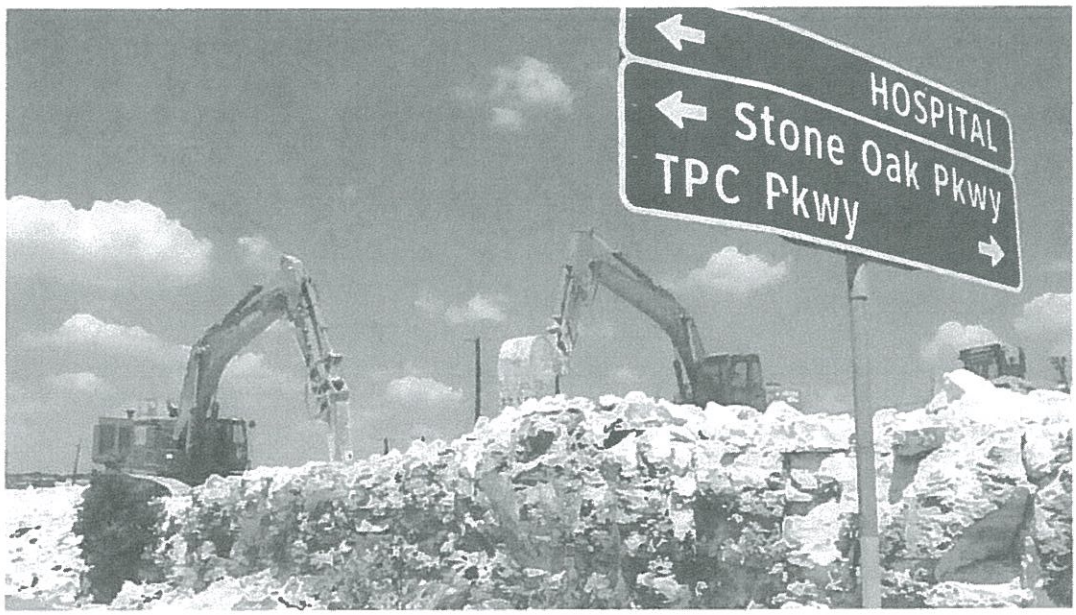
[29] US 281 Draft EIS April 2013 Appendix E-4
[30] US 281 Draft EIS April 2013 Chapter 2-23
[31] Senate Bill 1029
[32] Mike Leary, FHWA, speaking on camera 6/15/2012 "Truth Be Tolled; 281 Special Edition"
[33] US 281 Draft EIS April 2013 Chapter ES-14
[34] US 281 Draft EIS April 2013 Appendix F-28

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 Parkway.[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 final 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

[35] US 281 Draft EIS April 2013 Chapter ES-13

EDWARDS AQUIFER
AUTHORITY

AMS-EP/5

July 1, 2013

Ms. Vicki Crnich, P.G.
TxDOT Environmental Affairs Division
125 E. 11th Street
Austin, TX 78701-2483

RE: US 281 Draft Environmental Impact Statement (EIS)

Dear Ms. Crnich:

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), subchs. 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 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 on 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.

Thank you for the opportunity to comment on the 281 Draft EIS. If you have any questions in relation to the above comments, please contact Emily Thompson, Senior Water Quality Projects Coordinator, at (210) 222-2204 or (800) 292-1047.

Sincerely,

Roland Ruiz
General Manager

RR:ET/sh/RM

United States Department of Agriculture

NRCS

USDA- Natural Resources Conservation Service
101 South Main
Temple, TX 76501
254.742.9805

May 17, 2013

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

Subject: Draft EIS for Proposed US 281Transportation Improvements
Loop 1604 to Borgfeld Drive, Bexar County, Texas

Dear Ms. Crnich:

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 Tf 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 a 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

of Site No. 9. Site No. 8 is situated farther away from US 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 flow 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.

If you have any questions please call Susan Baggett (general information), Claude Ross (Easement Issues) at 254-742-9805, John Mueller (Flood Control Sites) at 254-742-9911 or Drew Kinney (Soils) at 254-742-9960.

Sincerely,

Salvador Salinas

SALVADOR SALINAS
State Conservationist

Attachments

cc w/o attachments: Susan Baggett, SRC, NRCS, Temple
John Mueller, SCE, NRCS, Temple
James Gordon, SSS, NRCS, Temple
Claude Ross, SC, NRCS, Temple

RECEIVED - TXDOT
MAY 23 2013
ENVIRONMENTAL AFFAIRS

NORTH SAN ANTONIO
CHAMBER
Keeping Bexar County Strong.

12930 Country Parkway
San Antonio, Texas 78216

June 19, 2013

TXDOT-ENV
Attention: Vickie Crnich
125 E. 11th Street
Austin, TX 78701-2483
RE: Comments on the US 281 Draft Environmental Impact Statement

Dear Ms. Crnich:

The North San Antonio Chamber of Commerce, representing almost 1400 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 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.

On behalf of the North San Antonio Chamber of Commerce, we thank you for the opportunity to provide comments as part of the US 281 Draft Environmental Impact statement.

Sincerely,

E. Duane Wilson
President & CEO

Main (210) 344-4848 **Fax** (210) 525-8207 northsachamber.com

APPENDIX J – MASTER COMMENT LISTING

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Public Hearing – Master Comment Listing

The master comment listing below includes all comments received, in alphabetical order by commenter, as well as the corresponding reference number. Scanned images of each written comment are included in **Appendix I** and the court reporter transcript of verbal comments is included in **Appendix H**. All comment responses will be included in the Final Environmental Impact Statement.

Reference #	Last Name	First Name	Method Comment was Received
268	Adams	Beverly	Public Testimony
299	Agin	Clarence	Website
300	Ahuero	P	Website
301	Aitken	George	Website
302	Albach	Russell	Website
1	Alejos	George	Comment Card
49	Alejos	George	Court Reporter
97	Alejos	George	Email
98	Allen	Robert L.	Email
303	Almaraz	Joe	Website
304	Amerson	Alvin	Website
305	Amerson	Alvin	Website
2	Anonymous		Comment Card
3	Anonymous		Comment Card
50	Anonymous		Court Reporter
51	Anonymous		Court Reporter
99	Anonymous		Email
494	Anonymous		Meeting Evaluation
495	Anonymous		Meeting Evaluation
496	Anonymous		Meeting Evaluation
497	Anonymous		Meeting Evaluation
498	Anonymous		Meeting Evaluation
499	Anonymous		Meeting Evaluation
100	Atkinson	Jon	Email
306	B.	J.	Website
307	Baillio	Bruce	Website
308	Baim	Fay	Website
309	Baker	George	Website
310	Baker	Jada	Website
101	Barrera	Carol & Gilbert	Email

Reference #	Last Name	First Name	Method Comment was Received
311	Bayha	Tom	Website
102	Beard	Richardson	Email
4	Becker	Randal A.	Comment Card
103	Becker	Randal A.	Email
5	Bekkerus	Kyle	Comment Card
52	Bekkerus	Kyle	Court Reporter
104	Bellinger	John	Email
6	Benson	Dean	Comment Card
312	Berg	Norman	Website
105	Bettencourt	Cristina	Email
106	Bettencourt	Frank	Email
313	Blasco	Richard	Website
107	Blasco	Rick	Email
108	Bobrukiewiez	Joan	Email
7	Bonnette	Steve	Comment Card
109	Borel	Mel	Email
269	Borel	Mel	Public Testimony
314	Borel	Mel	Website
8	Boyd	Sarah	Comment Card
315	Bransom	Ed	Website
9	Braun	George R.	Comment Card
316	Bridenbaugh	Daniel	Website
317	Bridenbaugh	Katie	Website
10	Brigance	Barbara	Comment Card
318	Brown	Charles	Website
110	Brown	J. Victoria	Email
257	Brown	J. Victoria	Mail
319	Brown	John	Website
320	Brown	Mary	Website
111	Brown	Nancy	Email
112	Bruno	John & Barbara	Email
113	Bryant	Gary	Email
11	Buitron	Richard	Comment Card
114	Buitron	Richard	Email
321	Buitron	Richard	Website
115	Bunch	Bill	Email
116	Burke	Barone & Bonnie	Email
117	Burns	Brett	Email

Reference #	Last Name	First Name	Method Comment was Received
118	Burrell	Ron	Email
119	Busald	Cheryl	Email
258	Butler	Katie J.	Mail
322	Cantara	Rick	Website
323	Cap	Biruta	Website
259	Cappel	Richard	Mail
324	Carson	Nancy	Website
325	Carter	Wendy	Website
326	Chaffin	Alan	Website
120	Chapman	S.	Email
121	Chavana	Lorraine	Email
53	Chavez	Ralph	Court Reporter
327	Christal	David	Website
328	Chulian	Ana	Website
122	Clapp	Elsie Jane	Email
329	Cortez	Robert	Website
330	Cox	Clarence	Website
331	Creech	Esperanza	Website
123	Creech	Espie	Email
332	Daugherty	Patricia	Website
124	Davidek	Dirk	Email
333	Davis	Karyl	Website
334	Davis	Tom	Website
125	Deleon	Jeanna	Email
126	Deleon	Jeanna	Email
335	Delgado	Rafael	Website
336	Dempsey	Rayna	Website
127	Dennis	Margaret M.	Email
128	Denos	Ginger	Email
337	Detoro	Michael	Website
338	Detoro	Sarah	Website
129	DeYoung	Todd	Email
130	DeYoung	Todd	Email
131	DeYoung	Todd	Email
339	Dipaola	Steve	Website
12	Dixon	Don	Comment Card
54	Dixon	Don	Court Reporter
271	Dixon	Don	Public Testimony
13	Dorazco	Mark	Comment Card

Reference #	Last Name	First Name	Method Comment was Received
132	Dossey	Patrick	Email
272	Dossey	Patrick	Public Testimony
133	Downey	Art	Email
340	Drewa	David	Website
341	Dryden	Edward	Website
342	Dryden	Edward	Website
273	Durden	Don	Public Testimony
343	E.	Reese	Website
344	Eaton	Jayne E	Website
345	Edel	Matthew	Website
216	Edwards Aquifer Authority	Roland Ruiz	Email
134	Ehrlich	Greg	Email
135	Ehrlich	Greg	Email
136	Ehrlich	Lydia	Email
14	Ellis	Adam	Comment Card
55	Ellis	Monica	Court Reporter
274	Ellis	Monica	Public Testimony
346	Epperson	Alice	Website
347	Epperson	Alice	Website
56	Ericksen	Scott	Court Reporter
137	Esse	Emery A.	Email
348	Evans	Robert	Website
256	Falcon-Borel	Linda	Email
349	Farish	Reagan	Website
138	Farmer	Lowell	Email
275	Farris	Pam	Public Testimony
15	Feinsilber	Bennett	Comment Card
57	Feinsilber	Bennett	Court Reporter
276	Feinsilber	Bennett	Public Testimony
260	Feinsilber, P.E.	Bennett	Mail
350	Ferguson	Don	Website
139	Ferguson	Rusty	Email
351	Finesilver	B	Website
277	Finger	Jack	Public Testimony
58	Fisher	Avone	Court Reporter
352	Fisher	Avone	Website
353	Fitzpatrick	John	Website
278	Flessner	William	Public Testimony

Reference #	Last Name	First Name	Method Comment was Received
354	Florence	Dana	Website
355	Foegelle	J	Website
356	Foglesong	Paul	Website
140	Foglesong	Paul David	Email
59	Forster	Frosty	Court Reporter
141	Fountain	Reggie	Email
60	Fragoso	Carlos	Court Reporter
279	Fragoso	Carlos	Public Testimony
142	Frederickson	Charles	Email
61	Fredrich	Pauline	Court Reporter
62	Frerich	Monroe	Court Reporter
143	Frerich	Monroe	Email
144	Frerich	Pauline	Email
357	G	C	Website
16	Gabel	Michael S.	Comment Card
145	Gamez	Marco	Email
146	Gandy	Richard	Email
358	Ganschinietz	Lynn	Website
359	Garcia	David	Website
360	Garcia	David	Website
17	Garcia	Jorge	Comment Card
18	Garcia	Jorge	Comment Card
361	Garcia	Marco	Website
19	Garcia	Marilyn	Comment Card
147	Garcia	R	Email
362	Gardner	Bill	Website
148	Garza	Carlos A.	Email
363	Gaston	Gilmer	Website
364	Gaston	Gilmer	Website
365	Gates	Michael	Website
366	Gebhart	Mike	Website
367	George	David	Website
149	Gilligan	George	Email
150	Gilreath	Sharon & Jim	Email
261	Giorda	Louise	Mail
151	Glaze	Rosemary	Email
368	Glaze	Rosemary	Website
369	Glore	Jason	Website
370	Golightly	Gail	Website

Reference #	Last Name	First Name	Method Comment was Received
152	Grace	Kathryn	Email
20	Grace Jr.	James	Comment Card
63	Grace Jr.	James	Court Reporter
153	Grace Jr.	James	Email
154	Grams	Clyde	Email
371	Grams	Nancy	Website
155	Gray	Forrest	Email
21	Gray	W.S.	Comment Card
64	Gray	William "Dock"	Court Reporter
372	Greene	Joshua	Website
373	Gresham	Peggy	Website
22	Grisell	Gail	Comment Card
65	Grisell	Gail	Court Reporter
500	Grisell	Gail	Meeting Evaluation
280	Grisell	Gail	Public Testimony
23	Grisell	Ronald	Comment Card
66	Grisell	Ronald	Court Reporter
24	Guinn	Nancy	Comment Card
67	Gutierrez	Martin	Court Reporter
374	Guzman	Abel	Website
375	Hale	Ashley	Website
68	Hall	Roger	Court Reporter
376	Hall	Sharon	Website
298	Hall	Terri	Email
281	Hall	Terri	Public Testimony
156	Halpin	Beki	Email
25	Hanak	Al	Comment Card
282	Hanak	Al	Public Testimony
69	Hanak	Alfred	Court Reporter
377	Harati	Ben	Website
378	Harlin	Cheryl	Website
157	Harlow	Lea	Email
379	Harris	Craig	Website
158	Harris	Kevin Q.	Email
70	Harris	Paul	Court Reporter
380	Hart	Dru	Website
283	Hatcher	Milton	Public Testimony
284	Hatcher	Shirley	Public Testimony
381	Heffron	Thomas	Website

Reference #	Last Name	First Name	Method Comment was Received
382	Heining	Kay	Website
159	Helwig	Rosalinda	Email
160	Henderson	Linda	Email
262	Hess		Mail
26	Heywood	Leland	Comment Card
383	Hickey	Thomas	Website
384	Higgins	Amanda	Website
385	Higgins	Bobby	Website
386	Higgins	Gail	Website
387	Higgins	Sarah	Website
71	Hines	Cristin	Court Reporter
161	Hines	Cristin & John	Email
388	Hoevelman	Micah	Website
389	Hollen	Pamela	Website
162	Hollis	L	Email
203	Hollywood Park, Town of	David Ortega	Email
390	Holubik	Cyn	Website
163	Honeyager	Kevin	Email
391	Hopkins-Day	Laura	Website
392	Hrncir	David	Website
393	Hubert	Perry	Website
165	Huebner	Ron	Email
166	Hunziker	Yvonne	Email
167	Hurst	Kathy	Email
168	Hutson	John	Email
169	Hyde	Phillip	Email
394	Ingram	Betty Jean	Website
395	Jarvis	Daniel	Website
396	Jenkins	Richard	Website
285	Johns	Andy	Public Testimony
397	Johnson	Daryl	Website
398	Jones	Marvin	Website
170	Jones	Patricia J.	Email
27	Juen	Byron	Comment Card
72	Juen	Byron	Court Reporter
171	Juilianna	Steven	Email
399	Kalinowski	Edward	Website
172	Kauffman	Greg & Martha	Email

Reference #	Last Name	First Name	Method Comment was Received
28	Keller	Michael	Comment Card
73	Kelley	Rhonda	Court Reporter
173	Kennedy	Tom	Email
400	Kennedy	Tom	Website
29	Ketz	John	Comment Card
286	Killen	Rob	Public Testimony
174	Kime	Diane	Email
175	Kinchen	Kerry	Email
401	King	Kevin	Website
402	King	Linda	Website
403	Kippenberger	Jennifer	Website
404	Klar	Agnes	Website
176	Kloza	James	Email
287	Kobel	Joane	Public Testimony
177	Kocher	David	Email
178	Koenig	Charlou	Email
405	Koenig	Charlou	Website
406	Kolenberg	Elisabeth	Website
179	Kopado		Email
180	Kopanski	Anthony	Email
181	Krieger	Scot	Email
407	Kuhns	Nikki	Website
288	Lamberth	Jim	Public Testimony
408	Lamberth	Jimmy	Website
182	Lamberth	Lou P	Email
183	Land	Charles D.	Email
184	LaRosa	Benedict D	Email
409	Laubach	Valerie	Website
410	Leihsing	Tim	Website
411	Leugers	Melissa	Website
412	Leugers	Thomas	Website
185	Leyva	Sal	Email
186	Locander	Deborah	Email
413	Loker-James	Shayla	Website
187	Lyles	Stephanie	Email
289	Mabrito	Van	Public Testimony
188	Malasky	Ronald	Email
74	Maldonado	Deborah	Court Reporter
414	Maldonado	Deborah	Website

Reference #	Last Name	First Name	Method Comment was Received
189	Martin	Elizabeth Luker	Email
190	Martin	Milton	Email
191	Marvin	Fred	Email
415	Massey	John	Website
416	Massey	Karen	Website
192	Maurer	Michael	Email
290	Maurer	Michael	Public Testimony
291	Maurer	Rose	Public Testimony
30	Maurer, Sr.	Michael	Comment Card
417	May	Vince	Website
31	McBride	Charles	Comment Card
418	McClellan	David	Website
193	McClinchie	Malcolm	Email
419	McDevitt	Matthew	Website
194	McGann	Ed	Email
420	McGuire	Mynda	Website
421	McIlvoy	M	Website
422	McIlvoy	Michelle	Website
423	McLennan	Bill	Website
75	Melton	Viki	Court Reporter
424	Melton	Viki	Website
425	Mikesell		Website
195	Mikesell	Greg & Aja	Email
426	Miller	Barbara	Website
196	Miller	Ken	Email
32	Mock	Bill	Comment Card
292	Mock	Bill	Public Testimony
427	Moeller	Janet	Website
264	Molina	Bill	Mail
197	Moore	Michael	Email
428	Morrisey	Jerry	Website
198	Muir	Carol	Email
429	Murphy	Lucinda	Website
430	Muzny	Richard	Website
266	Natural Resource Conservation Service	Salvador Salinas	Mail
76	Neal	Frank	Court Reporter
199	Neelley	Harold & Vivian	Email
293	Neibel	David	Public Testimony

Reference #	Last Name	First Name	Method Comment was Received
200	Nichols	Jack	Email
431	Noble	Ron	Website
201	Noll	Roland	Email
202	O'Brien	Pat	Email
33	Olliverre	Hayley	Comment Card
432	Ortiz	Richard	Website
433	Osborn	Gerald	Website
434	Osborn	Joseph	Website
435	Ott	Janet	Website
436	Palme	Kristen	Website
294	Parker	Allan	Public Testimony
34	Patierno	Melinda	Comment Card
204	Paul	Frank	Email
35	Pavlik	George	Comment Card
77	Pavlik	George	Court Reporter
36	Payne	Lisa	Comment Card
437	Pena	David	Website
37	Perez	Jose F.	Comment Card
438	Perez	Sherrill	Website
205	Pheanis	Stephanie	Email
38	Phelps	Ken	Comment Card
439	Phillips	John	Website
206	Phillips	Linda	Email
78	Pickett	Kurtis	Court Reporter
207	Pickett	Kurtis	Email
79	Piland	Ken	Court Reporter
80	Piland	Ken	Court Reporter
440	Pistorio	Mark	Website
441	Plummer	Beth	Website
442	Prescott	Patricia	Website
443	Prevost	Deborah	Website
208	Price	Doug	Email
444	Price	Doug	Website
445	Prince	Rebecca	Website
446	Probst	Krista	Website
209	Ptacek	M	Email
81	Purdy	David J.	Court Reporter
210	Purdy	David J.	Email
211	Querin	Robert	Email

Reference #	Last Name	First Name	Method Comment was Received
447	Quinones	Armando	Website
39	Raba	Gary	Comment Card
212	Radke	Lowell	Email
448	Ramirez	Mario	Website
449	Ramirez	Peter	Website
213	Ramos	David	Email
450	Ras	John	Website
82	Rasmussen	Tom	Court Reporter
451	Reed	James	Website
452	Reese	Kristin	Website
453	Reine	Arthur	Website
454	Richards	TK	Website
455	Richardson	Eugene	Website
214	Richardson	Eugene S.	Email
456	Richter	Larry	Website
457	Roberts	Chris	Website
458	Romano	James	Website
215	Rose	Terry	Email
459	Rose	Terry	Website
83	Ruiz	Elva	Court Reporter
265	Ruiz	Roland	Mail
460	Rumelt	Andrew	Website
217	Runge	John	Email
40	Rutkoski	John	Comment Card
218	Saint-Jacques	Amelie	Email
219	Salinas	Stephen	Email
461	Samulin	Michael	Website
220	Sanchez	Lauren	Email
462	Sandoval	Janey	Website
41	Sanford	Jack	Comment Card
295	Sartor	Sudie	Public Testimony
463	Sasse	Matthew	Website
464	Sasse	Scott and Donna	Website
465	Schnedler	Lori	Website
84	Schumacher	Ron	Court Reporter
221	Shamblen	Carol	Email
222	Sheldon	Rick	Email
466	Sheldon	Rick	Website

Reference #	Last Name	First Name	Method Comment was Received
223	Shipman	Howard	Email
467	Shipman	Howard	Website
224	Shipman	Peggy	Email
468	Shipman	Peggy	Website
225	Shisk	Dona	Email
226	Shorr	Dave	Email
227	Short	Daryl	Email
228	Shults	Stacy	Email
85	Shumaker	Tom	Court Reporter
469	Simonsen	Thursten	Website
42	Sinclair	Jerry	Comment Card
86	Sinclair	Jerry	Court Reporter
470	Slade	Frank	Website
229	Sloan	Noah	Email
230	Smiley	Clif	Email
231	Smith	Rhett	Email
232	Sobeck	Michele	Email
233	Sovkoplas	Roman	Email
43	Stephen	Jeanna	Comment Card
235	Strait III	Homer Dean	Email
87	Sumners	Kenneth	Court Reporter
236	Swalla	Charles	Email
237	Sweatmon	Jo Rita	Email
44	Swiger	Megan	Comment Card
238	Taylor	Ellen	Email
88	Taylor	Viki	Court Reporter
89	Taylor	Viki	Court Reporter
296	Taylor	Viki	Public Testimony
471	Taylor	Viki	Website
472	Taylor	Viki	Website
90	Tedor	John	Court Reporter
91	Tedor	John	Court Reporter
239	Tedor	John	Email
473	Tedor	John	Website
92	Teich	Micah	Court Reporter
240	Terrill	Bob	Email
164	Texas Parks and Wildlife Department	Russel Hooten	Email
474	Thomas	Nate	Website

Reference #	Last Name	First Name	Method Comment was Received
241	Townsley	Cheryl	Email
242	Trebesch	Ed & Lynn	Email
243	Triesch	LaVada & Gene	Email
93	Troll	Thomas	Court Reporter
475	Troy	Matt	Website
476	Turned	Lisa	Website
244	Turner	Karon	Email
477	Turner	Karon	Website
478	Turner	Milton	Website
479	Turner	Ray	Website
234	U.S. Fish and Wildlife Department	Stephen R. Spencer	Email
45	Uhl	Beverly J.	Comment Card
480	Uhl	Mich	Website
481	Ulosevich	Steven	Website
245	Van Kirk	Ron	Email
246	Van Noy	Mark	Email
482	Vaughn	Ronald	Website
483	Vequist	Michelle	Website
270	VIA Metropolitan Transit	Clay Smith	Public Testimony
263	VIA Metropolitan Transit	Jeff Arndt	Mail
484	Von Scheele	Tim	Website
94	Wagenfuhr	Christy	Court Reporter
46	Wagenfuhr	Phillip	Comment Card
247	Wagner	Warren	Email
485	Wagoner	Mark	Website
248	Waldrop	W. Garry	Email
249	Wallen	Jeff	Email
486	Wallen	Jeffrey	Website
250	Ware	Stuart	Email
487	Watts	Robet	Website
488	Webb	Phil	Website
489	Webster	Brent	Website
490	Webster	James	Website
491	Webster	Nita	Website
251	Weiss	Frank	Email
252	Weser	Marcia Goren	Email
492	Whittington	Beverly	Website

Reference #	Last Name	First Name	Method Comment was Received
297	Wikman	Mike	Public Testimony
493	Wilke	Constance	Website
47	Williams	Roger D.	Comment Card
253	Williamson	Robin	Email
95	Wilson	Duane	Court Reporter
267	Wilson	E. Duane	Mail
48	Winter	V	Comment Card
254	Wong	Sam	Email
255	Wooster	Kerry	Email
96	Zumbehl	Margie	Court Reporter