



IH 35 PEL Study Public Workshop Summary and Analysis Report – February 2012



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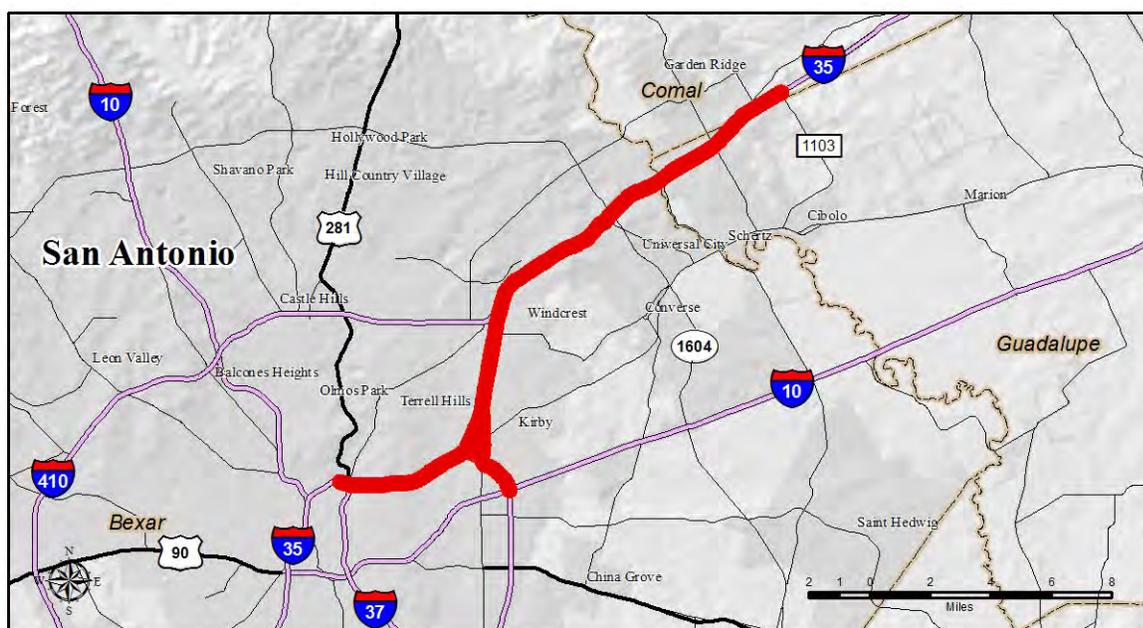
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1. Project Background

In September 2011, the Alamo Regional Mobility Authority (Alamo RMA) and Texas Department of Transportation (TxDOT) began the IH 35 Planning and Environmental Linkages (PEL) Study to identify transportation needs and potential improvements for IH 35 from Hubertus Road/FM 1103 in Schertz to the intersection with IH 37/US 281 in downtown San Antonio, and for Loop 410 from IH 35 on the north side of San Antonio east to IH 10. The PEL Study area is shown in **Figure 1-1** below.

Figure 1-1: IH 35 PEL Study Area



Previous planning studies, including the 1996 Northeast (IH 35) Corridor Major Investment Study (MIS), have identified a need for transportation improvements along this section of IH 35. However, none of these efforts has advanced to the environmental study process, which identifies specific improvements to be implemented. The PEL Study will draw from these previous efforts, as well as new technical analyses and public and agency participation, to develop proposed solutions (alternatives) to be carried forward into a more detailed National Environmental Policy Act (NEPA) study in late 2012.

Re-engaging the public and agencies in the planning process is a key element of the IH 35 PEL Study. As part of the public and agency participation process, the Alamo RMA and TxDOT formed a Technical Advisory Committee (TAC) and Community Advisory Committee (CAC) to provide advice and recommendations regarding transportation needs and proposed improvements for IH 35 within the study area. These committees held their first meetings on October 31, 2011 and November 9, 2011, respectively, where members provided input regarding the problems, needs, and goals previously identified in the 1996 MIS. These meetings were followed by two public workshops on November 16th

and 17th, respectively, to introduce the IH 35 PEL study to the public and gather input on the previously identified problems, needs, and proposed solutions within the study area. Information about the November 2011 public workshops, including comments and responses, is included in the IH 35 PEL Study November 2011 Public Workshop Summary and Analysis Report, available for review at the Alamo RMA and TxDOT-San Antonio Districts offices and online at www.timefor35.com.

The input gathered from the Fall 2011 public involvement activities was incorporated into the Draft IH 35 PEL Study Need and Purpose Statement. It was also used to help identify the basic concepts and values to be considered in the development and evaluation of draft alternatives. The Draft Need and Purpose Statement, as well as proposed factors and objectives to be used in the evaluation of proposed alternatives, were presented to the TAC and CAC on January 30th and February 2nd, respectively. The Draft Need and Purpose Statement and proposed evaluation factors/objectives were then refined based on input from the two committees.

2. February 2012 Public Workshops

Two public workshops were held in February 2012 to present and gather input on the refined Draft Need and Purpose Statement and proposed evaluation factors/objectives for the IH 35 PEL Study. The public workshop locations, as shown in **Table 2-1** and **Figure 2-1**, were selected to cover a different geographical area than the areas covered during the November 2011 public workshops. The February 2012 public workshop locations offered more centralized access for residents and workers in the study area, and catered to travelers on both the northbound and southbound sides of IH 35.

Table 2-1: IH 35 PEL Study February 2012 Public Workshop Schedule	
Date/Time	Location
Wednesday, February 22, 2012 5:30 PM – 8:00 PM	Live Oak Civic Center 8101 Pat Booker Road Live Oak, Texas 78233
Thursday, February 23, 2012 5:30 PM – 8:00 PM	Morgan’s Wonderland – Event Center 5223 David Edwards Drive San Antonio, Texas 78233

Figure 2-1: IH 35 PEL Study February 2012 Public Workshop Locations



The following summary provides a brief description of the February 2012 public workshops and discusses the input received through the process.

3. Public Workshop Advertising

The IH 35 PEL Study public workshops were advertised using both traditional and non-traditional media, including the following:

- Six legal notices (including English and Spanish language notices) ran in the *San Antonio Express-News*, the *San Antonio Observer*, and *La Prensa* 30 days and 10 days prior to the first workshop on February 22, 2012 (see **Table 3-1** for specific publication dates);
- Three display ads ran in the *San Antonio Express-News*, the *San Antonio Observer*, and *La Prensa* seven to three days before the first workshop on February 22, 2012 (see **Table 3-1** for specific publication dates);
- Public workshop dates, times, and locations were posted on the IH 35 PEL Study website at www.timefor35.com, on the TxDOT website at www.txdot.gov, on the IH 35 PEL Study Facebook page at www.Facebook.com/TimeFor35, and the IH 35 PEL Twitter page at www.Twitter.com/TimeFor35 two weeks prior to the February 22, 2012 workshop;
- The *San Antonio Express-News* published an article on February 14, 2012 about the IH 35 PEL Study and the upcoming public workshops, and followed up with a second article on February 28, 2012 encouraging the public to submit comments;

- The Alamo RMA sent three separate newsletter e-notifications (on February 10th, 17th, and 21st) to over 1600 stakeholders on its mailing list to announce the public workshops; a follow-up e-notification was sent on February 24, 2012 to announce the availability of workshop materials on the Time for 35 website and encourage the public to submit comments;
- 50 printed copies of the Alamo RMA's February 10th newsletter were provided to Dr. Gil Murillo on February 16, 2012 for distribution to Government Hill Alliance members;
- 50 flyers announcing the February 2012 public workshops were provided to San Antonio District 2 Councilwoman Ivy Taylor's office on February 3, 2012 for distribution to her constituents;
- Portable dynamic message signs were placed on the northbound side of IH 35 just north of Eisenhower Road and on the southbound side of IH 35 near Retama Parkway to advertise the workshops and the Time for 35 website; the signs ran workshop-related messages from Thursday, February 16, 2012 through Thursday, February 23, 2012;
- Directional signs were placed in various locations around each public workshop facility to help participants find the facility and to generate additional local awareness of the event.

Table 3-1: February 2012 Public Workshop Newspaper Advertisements		
Newspaper	Advertisement Type	Publication Date
<i>San Antonio Express-News</i>	English Legal Notice	January 22, 2012
<i>San Antonio Observer</i>	English Legal Notice	January 25, 2012
<i>La Prensa</i>	Spanish Legal Notice	January 22, 2012
<i>San Antonio Express-News</i>	English Legal Notice	February 13, 2012
<i>San Antonio Observer</i>	English Legal Notice	February 8, 2012
<i>La Prensa</i>	Spanish Legal Notice	February 12, 2012
<i>San Antonio Express-News</i>	English Display Ad	February 18, 2012
<i>San Antonio Observer</i>	English Display Ad	February 15, 2012
<i>La Prensa</i>	Spanish Display Ad	February 19, 2012

Copies of the advertisements, flyers, online postings, press release, articles, real estate signs, e-notifications, and portable dynamic message signs are included in **Appendix A**.

4. Public Workshop Attendance

Excluding IH 35 PEL Study staff, 29 people participated in the February 22, 2012 public workshop at the Live Oak Civic Center and 28 people participated in the February 23, 2012 public workshop at Morgan’s Wonderland, bringing the total workshop attendance to 57. Participants represented a wide range of interests and included private citizens, members of community organizations, city and county elected officials and staff, and other agency representatives. Copies of the sign-in sheets from both workshops are included in **Appendix B**.

5. Public Workshop Format and Materials

Both public workshops utilized an open-house format, which allowed members of the public to arrive, view exhibits and handouts, ask questions of staff, and provide comments any time between 5:30 PM and 8:00 PM. The exhibits and materials were identical for both workshops, and were designed to correspond with a workshop layout that included eleven distinct stations. IH 35 PEL Study team members, comprised of TxDOT and Alamo RMA staff and consultants, were available at each station to provide information and answer questions from the public.

The eleven stations are described on the next page, in the order that they were intended to be viewed by the public.

Station 1: Welcome

At this station members of the public could sign in, learn about the workshop format, and receive introductory materials. The station included a “Welcome” display board, an IH 35 PEL Study banner, sign-in sheets, and a handout packet comprised of the following:

- “Welcome” handout describing the various stations;
- “Draft Need and Purpose for Improvements in the Study Area” handout listing the IH 35 PEL Draft Need and Purpose Statement and asking for public input;
- “Draft Alternatives Development and Evaluation” handout showing the factors and process used in developing and evaluating draft alternatives;
- “Proposed Alternative Evaluation Factors” handout listing the factors and objectives proposed for use in evaluating alternatives and asking for public input;
- “Frequently Asked Questions” handout answering general questions about the IH 35 PEL Study process;
- “IH35 Facts” sheet providing information about population growth and current traffic congestion in the IH35 PEL Study area;
- “Can You Make the Time for 35?” handout describing the methods by which the public can access study information and provide input using social media tools;
- Handout version of the IH 35 PEL Study presentation slides; and
- Public comment form.

Additionally, Spanish-language versions of each handout were available upon request.

Station 2: Live and Work Exercise

This station was comprised of a map entitled, “Show Where You Live and Work,” where project staff provided workshop attendees with colored dots and asked them to place a yellow dot where they live and a purple dot where they work. The intent of this station was to generate thoughts and discussions about how people use and interact with the transportation system, as well as to help project staff understand the public workshop participants’ perspectives and the types of input that they provide.

Station 3: IH 35 Planning and Environmental Linkages Study Process

This station was intended to provide an overview of the IH 35 PEL study and solicit input on the IH 35 PEL Study Draft Need and Purpose Statement. It displayed eight exhibits, including IH 35 PEL Regional and Study area maps, two text boards describing what a planning and environmental linkages study is and why it is being done for IH 35, one graphic display board showing the general IH 35 PEL Study process, and three text exhibits describing what a need and purpose statement is and listing the current Draft Need Statement and Draft Purpose Statement for the IH 35 Study. Staff was available to walk workshop participants through the process and

answer any questions. This station corresponded to the “Draft Need and Purpose for Improvements in the Study Area” handout that was provided at the sign-in table.

Station 4: Near Term Improvements

This station was staffed by engineers and planners from the TxDOT-San Antonio District. It was intended to provide workshop participants with information about interim IH 35 improvements that are underway or planned for the near-term.

Station 5: Alternatives Screening Process

This interactive station had two purposes: (1) to provide information about the process by which draft alternatives will be developed and evaluated and (2) to gather feedback from the public on proposed factors and objectives to be used in the alternatives evaluation process.

The station included a graphic display board showing how the universe of alternatives is developed, evaluated, and narrowed down using the proposed evaluation factors. This exhibit corresponded to the “Draft Alternatives Development and Evaluation” handout provided at the sign-in table.

Station 5 also included a “hands-on” exercise by which members of the public could see how the process works using a stacked series of plastic boxes representing each round of alternatives screening, and balls of various sizes representing alternatives. Additionally, the station included five exhibits displaying the proposed evaluation factors (Mobility, Safety, Economic, Access and System Connectivity, and Feasibility), as well as one graphic exhibit showing the six various “Levels of Service” to help explain the related Mobility objective. Staff provided colored dots to workshop participants and asked them to place green dots next to those objectives that they believe should be used to evaluate alternatives, and red dots next to those they do not believe should be used. Participants could place most or all of their dots on one objective, if desired, or disperse them among a number of different objectives. They were also encouraged to visit the “Comments” station (Station 11) or use their “Proposed Alternative Evaluation Factors” handout to submit any additional factors or revisions to the proposed list. Planning staff were available to answer questions.

Station 6: IH 35 Corridor Map – Environmental Setting

This interactive station was intended to show the types of environmental and community resources that are being considered in the development and evaluation of draft alternatives, as well as to solicit input on any additional resources that have not yet been identified. The station included one exhibit and two series of large IH 35 PEL Study area maps laid out on tables. The exhibit listed the environmental, social, economic, and community resources and characteristics that make up the study’s “environmental setting.” The first map series showed many of the environmental and community resources within the study area, while the second map showed land uses.

Meeting attendees were encouraged to use markers to note problem areas, proposed solutions, and any missing information on the maps. Project engineers, planners, and Geographic Information Systems (GIS) staff were available to answer any questions.

Station 7: Previously Studied Alternatives

This station was intended to show the alternatives that were previously considered in the 1996 MIS and to solicit input from the public about whether these alternatives should be included, refined, expanded, or dropped from consideration for the current IH 35 PEL Study. Project planners and engineers were available to answer any questions.

Station 8: Social Media

This station offered opportunities for members of the public to access the Timefor35 website, Facebook, and Twitter pages to find study information and post comments. It consisted of four laptops set up on tables, as well as a large screen to show what people are posting on the various web pages. Workshop participants could refer to the “Can You Make the Time for 35?” handout for instructions on how to access and post information. Project staff were available to provide assistance and answer any questions.

Station 9: IH 35 PEL Study Presentation

The intent of this station was to provide an overview and status update of the IH 35 PEL Study to workshop participants in a small group setting. The station was equipped with a PowerPoint presentation that was projected onto a large screen, a microphone and speakers, and several rows of chairs for workshop participants who wished to hear the presentation. Jonathan Bean, with the TxDOT-San Antonio District, presented the overview once at the February 22nd workshop and twice at the February 23rd workshop. Prior to each presentation, he made an announcement using the audio system, and waited to begin until it was clear that everyone who wanted to hear the presentation was present at the station.

The presentation slides were the same for both workshops, and included discussions of the IH 35 PEL Study area and process, why a PEL study is being used for IH 35, input received from the November 2011 public workshops, the Draft Need and Purpose Statement, proposed alternative evaluation factors, and the purpose of and input needed from the February 2012 public workshops. Copies of the slides were included in the handouts distributed at the sign-in table. Following each presentation, Mr. Bean answered any questions that participants had.

Station 10: Court Reporter

This station offered an opportunity for meeting participants to provide their comments verbally. A court reporter was available to transcribe the comments, which have been documented in the project record.

Station 11: Comments

This station provided two tables and a comment box for meeting participants to complete and submit their comment forms, if desired. Large sticky notes and markers were also available at this station for participants to write any additional problems or proposed solutions that they would like to be considered during the study process. The sticky notes could then be affixed to a “comment wall” for other participants to see. Project staff collected all written comments at the end of each workshop, and documented them in the project record.

Figure 5-1 shows the general layout of both public workshops, while **Table 5-1** lists all of the materials presented. Copies of all materials, as well as example photos from the workshops, are included **Appendix C**.

Figure 5-1: General Layout of the IH 35 PEL Study February 2012 Public Workshops

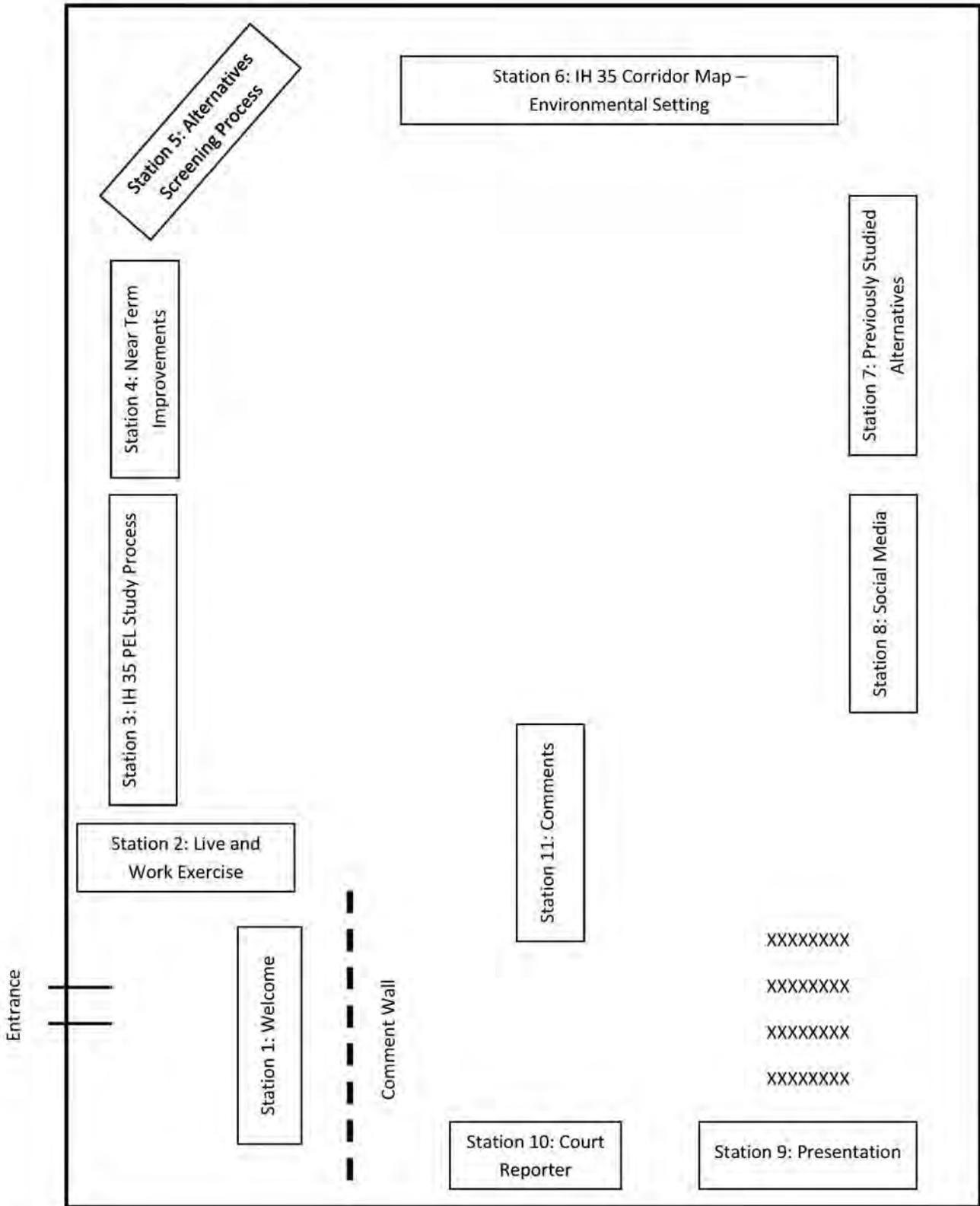


Table 5-1: February 2012 Public Workshop Materials

Station	Type	Title
Station 1: Welcome	Text Exhibit	Welcome
	Handout	Welcome Guide
	Handout	Draft Need and Purpose for Improvements in the Study Area
	Handout	Draft Alternatives Development and Evaluation
	Handout	Proposed Alternative Evaluation Factors
	Handout	Frequently Asked Questions
	Handout	IH35 Facts
	Handout	Can You Make the Time for 35?
	Handout	IH 35 PEL Study February 2012 Public Workshop Presentation Slides
	Handout	Comment Form
	Handouts	All Spanish Handouts Available Upon Request
Station 2: Live and Work Exercise	Map Exhibit	Show Where You Live and Work
Station 3: IH 35 PEL Study Process	Map Exhibit	IH 35 Planning and Environmental Linkages Study Regional Area Map
	Map Exhibit	IH 35 Planning and Environmental Linkages Study Area Map
	Text Exhibit	What is a Planning and Environmental Linkages (PEL) Study?
	Text Exhibit	Why Do a Planning and Environmental Linkages (PEL) Study for IH 35?
	Graphic Exhibit	IH 35 PEL Study Process

Table 5-1: February 2012 Public Workshop Materials

Station	Type	Title
Station 3: IH 35 PEL Study Process (cont.)	Text Exhibit	What is a Need and Purpose Statement?
	Text Exhibit	Draft Need Statement for IH 35 Improvements within the Study Area
	Text Exhibit	Draft Purpose Statement for IH 35 Improvements within the Study Area
Station 4: Near Term Improvements	Map Exhibit	IH 35: Upcoming Short-Term Improvements
Station 5: Alternatives Screening Process	Graphic Exhibit	How Does the Alternatives Evaluation Process Work?
	Interactive Text Exhibit	Proposed Evaluation Criteria - Mobility
	Graphic Exhibit	What is Level of Service?
	Interactive Text Exhibit	Proposed Evaluation Criteria - Safety
	Interactive Text Exhibit	Proposed Evaluation Criteria – Economic Factors
	Interactive Text Exhibit	Proposed Evaluation Criteria – Access and System Connectivity
	Interactive Text Exhibit	Proposed Evaluation Criteria - Feasibility
	Interactive “Hands-On” Exercise	Alternatives Screening Process – How Does it Work?
Station 6: IH 35 Corridor Map – Environmental Setting	Text Exhibit	What Makes Up the Environmental Setting?
	Interactive Roll Plot Maps	Environmental Resources
	Interactive Roll Plot Map	Land Use
Station 7: Previously Studied Alternatives	Text Exhibit	Alternative Improvement Strategies Evaluated in the Northeast IH 35 Corridor 1996 Major Investment Study (MIS)
	Text Exhibit	Alternative Improvement Strategies Evaluated in the Northeast IH 35 Corridor 1996 MIS (cont.)

Table 5-1: February 2012 Public Workshop Materials		
Station	Type	Title
Station 7: Previously Studied Alternatives (cont.)	Graphic Exhibit	Alternative Improvement Strategies Evaluated in the Northeast IH 35 Corridor 1996 MIS – Figure S.2: General Purpose Lanes
	Graphic Exhibit	Alternative Improvement Strategies Evaluated in the Northeast IH 35 Corridor 1996 MIS – Figure S.3: Express Lanes
	Graphic Exhibit	Alternative Improvement Strategies Evaluated in the Northeast IH 35 Corridor 1996 MIS – Figure S.4: High Occupancy Vehicle (HOV) Lanes
	Graphic Exhibit	Alternative Improvement Strategies Evaluated in the Northeast IH 35 Corridor 1996 MIS – Figure S.5: Local Rail Transit
Station 9: Presentation	PowerPoint Presentation	IH 35 Planning and Environmental Linkages Study: Planning for Transportation Improvements on IH 35 in the San Antonio Region

6. Public Workshop Comments

The official public comment period for the February 2012 public workshops opened on February 22, 2012, and ended on March 5, 2012. Members of the public could provide comments through a variety of methods, including the following:

- Dropping a written comment form or marked-up copy of the “Draft Need and Purpose for Improvements in the Study Area” or “Proposed Alternative Evaluation Factors” handout in the public workshop comment box at Station 11;
- Providing a verbal comment to the court reporter at Station 10;
- Writing a comment on a sticky note and affixing it to the comment wall at Station 11;
- Writing a comment on the large scroll maps at Station 6;
- Participating in the interactive proposed evaluation criteria exercise at Station 5;
- Mailing a written comment to the Alamo RMA, ATTN: IH 35 PEL, 601 NW Loop 410, Suite 410, San Antonio, Texas 78216;
- Submitting a comment through the website at www.Timefor35.org;
- Emailing a comment to IH35@AlamoRMA.org; and
- Faxing a comment to (210) 495-5403

Table 6-1 shows the number of comment submissions by workshop (where applicable) and method by which they were submitted.

Table 6-1: Comment Submissions During the IH 35 PEL Study February 2012 Public Workshop Comment Period				
Submission Method	Public Workshop Comments		Other Comments Submitted During Comment Period	Total Comments
	2/22	2/23		
Comment Drop Box (including comment forms and marked-up handouts)	4	7	NA	11
Court Reporter Transcriptions	1	2	NA	3
Email Submissions	NA	NA	15	15
Sticky Notes	0	0	NA	0
Large Scroll Map Comments (Station 6)	17	13	NA	30
Letters	NA	NA	1	1

Many of the comments submitted during the public workshops provided feedback about specific problems and proposed solutions for IH 35. Much of this feedback was consistent with the input received during the November 2011 public workshops. Participants also noted several local and historical resources on the maps displayed at Station 6.

February 2012 workshop participants also provided input about proposed evaluation criteria and objectives through the colored dot exercise at Station 5, as well as the “Proposed Alternative Evaluation Factors” handout provided at sign-in. Participants generally indicated that they supported use of the proposed evaluation criteria and objectives included in the exhibits, with all objectives receiving at least twice as much support as opposition.

Table 6-2 provides a listing of and response codes for all comments received during the official comment period, while **Table 6-3** provides the corresponding responses. Comments are listed verbatim, and are sorted by last name, date, and comment submission type. **Tables 6-4** and **6-5** show the results of the draft proposed evaluation criteria interactive exhibit exercises (Station 5) and related “Proposed Alternative Evaluation Factors” handout (provided at sign-in). Copies of all comments received are included in **Appendix D**.

Table 6-2: Comments and Response Codes for All IH 35 PEL Study February 2012 Public Workshop Comments

Last Name	First Name	Business with TxDOT?	Date	Submission Type	Comment Number	Comment	Comment Response Code
Bailey	Bill	NA	2/25/2012	Email	1	I could not attend either of your scheduled meetings. I believe the priority for I-35 is to widen and add lanes from Loop 410 all the way to New Braunfels.	B
Bailey	Bill	NA	2/25/2012	Email	2	And to create a flyover at the I-35 and Loop 1604 intersection at Universal City to ease traffic congestion. The traffic is backed up in all directions here on I-35 and Loop 1604 to get on I-35.	A, B
Baldwin	Hal	No	2/23/2012	Comment Form	3	IH 35 from FM 1103 to Loop 1604: Schertz needs a crossover bridge at County Club Blvd (Northcliffe) to get back south to San Antonio. To go to Solms to go south on IH 35 or through Northcliffe subdivision to get to 1103 is a real bottleneck.	A, B
Bittermann	Robert R.	No	2/22/2012	Comment Form	4	IH 35 from FM 1103 to Loop 1604: Work at Buda TX on IH 35 very driver & community unfriendly. Uneven lane change. Far too long of a construction time. Bids should go out for a 24 hr a day operation.	D
Bittermann	Robert R.	No	2/22/2012	Comment Form	5	Recently & ongoing we have construction on 3009. There are no dumpsters. 25 people eat breakfast snack & lunch & drink sodas & water. No trash resepticles & it is just thrown out. TxDot has done NOTHING . They had forklift moving a divider & 20 rails fell off on acess Road. TxDot did nothing. Every TxDot truck has littering sign but they do Nothing.	D
Bittermann	Robert R.	No	2/22/2012	Comment Form	6	The purpose of an expressway is to move transportation long distances quickly. No more exit & entrance ramp & reevaluate the ones they have	B
Bittermann	Robert R.	No	2/22/2012	Comment Form	7	ie. Take a look at the toll road.	B, F
Borel	Mel	NA	2/29/2012	Email	8	The community has spoken loud and clear that it does NOT want toll roads. Adding toll lanes will NOT solve either the revenue problem or the congestion/capacity problem. Very few drivers can afford the extra tax, so toll lanes will be underutilized and not carry the level of traffic needed bring any real relief for the majority of drivers dependent on I35. Because so few can afford the new tax, except for the privileged wealthy elite, there will not be enough users to pay for the cost of the expansion (requiring subsidies by ALL taxpayers resulting in DOUBLE taxation). Since so many toll roads around our state are in the red, they have NOT solved the revenue shortfalls as anticipated. So the 'if you build it, they will come' myth will never be a reality for San Antonio.	F

Table 6-2: Comments and Response Codes for All IH 35 PEL Study February 2012 Public Workshop Comments

Last Name	First Name	Business with TxDOT?	Date	Submission Type	Comment Number	Comment	Comment Response Code
Borel	Mel	NA	2/29/2012	Email	9	<p>Here's what we have seen happen when tolls enter the equation:</p> <ul style="list-style-type: none"> • Congestion on free lanes actually increases (With the projected increase in population along I35, the free lanes will experience a net gain in cars, because the number of cars that can access the new lanes is limited due to financial constraints. If the lanes were open to all cars, all drivers on I-35 would benefit from the new capacity, not just a select few). Atlanta's HOT lane experiment on I-85 demonstrates how toll lanes actually exacerbate traffic on the surrounding free lanes. • Diversion of traffic to other routes (it's been documented by Peter Swann's study for Penn State University that a significant number of people will do anything to avoid paying the toll and seek alternate routes not designed for high speed thru traffic) • Increase in accidents (due to difficulty of entering/exiting toll lanes and there has also been a documented increase in accidents on the surrounding free routes since those seeking to avoid the toll lanes take alternate routes not designed for high speed thru traffic thereby increasing accidents on surrounding city/county streets) • Delay in emergency services for accidents on toll lanes (due to difficulty of entering/exiting toll lanes) • Inefficiency and waste in collecting the toll revenues (toll collection problems are rampant causing thousands of dollars in fines & fees wreaking financial havoc and even financial ruin to motorists) • No meaningful congestion relief due to so few motorists being able to access the toll lanes (SH 130 around) • Economic inequities, targeted taxation and discrimination (this is a targeted discriminatory new tax on I-35 users while others get their roads fixed without tolls. Also, toll lanes would only bring congestion relief to those with the financial means to pay them, relegating the middle class and the poor to second class citizens stuck using congested free lanes/routes) • Runaway taxation in the hands of unelected bureaucrats (taxation without representation - toll rates escalate out of the control of taxpayers, and, due to system financing, beyond the actual cost of the toll lanes in order to cover or leverage the debt on other toll projects that I-35 users may not use. Toll rates also escalate beyond motorists' ability to pay, exacerbating all the issues listed above) • Due to 'system financing' (a Robin Hood raid of toll revenues from one corridor to pay for another), permanent new taxation with NO accountability to taxpayers • Insurmountable, unsustainable debt (very few toll projects in Texas are operating in the black and covering the massive amount of debt service payments needed to keep the projects solvent, causing more tax hikes elsewhere. TxDOT is now over \$31 billion in debt, jeopardizing its ability to build needed lanes/roads and maintain our existing state highway system) • Taxpayer subsidies (like gas tax, stimulus money, or other tax revenues) which mean motorists are charged a DOUBLE or even TRIPLE tax if they are charged a toll, too, in order to access a road built in whole or in part with tax revenues. • Non-compete provisions that limit or penalize the expansion of free routes surrounding the toll lanes (even though the RMA argues they are the only entity bound by the non-compete, there are laws in state statute that prohibit governmental entities from actions that could put the toll lanes into default) • Lacks due process for toll collections & disputes and places our freedom to travel at risk (a motorist cannot always plead their case before a third party, unbiased judge and the legislature is allowing unelected toll authorities to oversee toll violations and disputes and to dictate whether or not a person can retain their driver's license or car registration based on what they say a motorist owes in tolls -- fox guarding the henhouse) 	F

Table 6-2: Comments and Response Codes for All IH 35 PEL Study February 2012 Public Workshop Comments

Last Name	First Name	Business with TxDOT?	Date	Submission Type	Comment Number	Comment	Comment Response Code
Borel	Mel	NA	2/29/2012	Email	10	The MPO has identified I-35 as a possible public private partnership. The following are our concerns with utilizing a P3 for I-35 improvements (or on any other toll project): <ul style="list-style-type: none"> • Loss of sovereignty over our infrastructure -- the primary interstate in the State of Texas • Eminent domain abuse - taking private property in the name of a "public use" then handing it over to another private entity for private gain • Punitively higher toll rates (75-85 cents PER MILE) • Taxation in the hands of a private corporation whom the taxpayers cannot hold accountable • Non-compete clauses that limit the expansion of free lanes/routes (see points made above) • Taxpayer subsidies that prop-up toll projects that can't pay for themselves (or risk taxpayer money that the private entity is not willing to risk itself). This amounts to public money for private profits (socializing the losses and privatizing the profits) as well as DOUBLE TAXATION. • Lacks due process for toll collections & disputes and places our freedom to travel at risk (allowing private corporations to dictate whether or not a person can retain their driver's license or car registration based on what the corporation says a motorist owes in tolls) 	F
Borel	Mel	NA	2/29/2012	Email	11	We implore the MPO Policy Board to carefully 'listen' to the public during these public 'listening sessions.' At the recent public meetings, when employees were asked if the MPO would heed the public feedback, they answered, 'No.' What's the point of soliciting public input if the MPO plans to ignore it? This is NOT how government is supposed to work. The point of a public 'listening session' is to LISTEN to the public. Your bylaws state the public has a right to have a say in the transportation decisions that effect their lives. Follow your own rules and get our roads fixed without imposing new runaway toll taxes.	L
Campbell	Nancy	NA	3/1/2012	Email	12	Designate and provide police/security surveillance of specific parking lots where commuters going to the same location can park and ride together.	B
Campbell	Nancy	NA	3/1/2012	Email	13	I moved here from northern Virginia where we "slugged" to work every day for 5 years with no issues. Slugging is a great way to get cars off the road. There is a whole website about it that you can review www.slug-lines.com . At least 1200 of us moved here from DC area when our military agency was BRACd. We know all about it and it works. It requires an HOV lane on the highway to be successful.	B
Campbell	Nancy	NA	3/1/2012	Email	14	Do what theydo in Europe and prohibit trucks on certain portions of the highway during peak rush hours AM and PM.	B
Campbell	Nancy	NA	3/1/2012	Email	15	This city needs a good, reliable, reasonably priced, "green" public transportation system that extends from New Braunfels to the airport and south to the missions. There aren't even good taxi services available. Rail and bus are badly needed.	J
Campbell	Nancy	NA	3/1/2012	Email	16	With gas prices soaring many are going to have to give up driving so much and we need a way to get around.	C
Campbell	Nancy	NA	3/1/2012	Email	17	Support bicycle riding by making bike lanes and positioning secure bike racks at neighborhood strip malls and shopping areas. Not just downtown/ Bexar County, but in Schertz, Cibolo, stone Oak, brook Hollow, and other suburbs. Increase surveillance cameras. Provide citizen safety classes..this can be advertised on TV and provided online.	I
Clark	Rob	No	2/23/2012	Comment Form	18	IH 35 from Loop 1604 to Loop 410W: Alternative routes could alleviate congestion during peak hours.	B
Clark	Rob	No	2/23/2012	Comment Form	19	IH 35 from Loop 410W to IH 37/281: Heavily congested area. Consider solution to segregating 35 & 410 traffic.	A, B
Clark	Rob	No	2/23/2012	Comment Form	20	Loop 410W from IH 35 to IH 10: Merging traffic is dangerous (unless you're in the left 2 lanes)	A

Table 6-2: Comments and Response Codes for All IH 35 PEL Study February 2012 Public Workshop Comments

Last Name	First Name	Business with TxDOT?	Date	Submission Type	Comment Number	Comment	Comment Response Code
Clark	Rob	No	2/23/2012	Comment Form	21	SA region is not forward thinking, but we need mass transit & tolls if we ever want to alleviate traffic congestion. Passenger rail, too! 281, etc. are the only real solutions.	B, F, J
Clark	Rob	No	2/23/2012	Comment Form	22	Mitigate environmental concerns & MAKE IT HAPPEN!	C, E
DeHan	John	Yes	2/23/2012	Comment Form	23	IH 35 from FM 1103 to IH 37/281 and Loop 410W from IH 35 to IH 10: Limit access to and from highways	B
DeHan	John	Yes	2/23/2012	Comment Form	24	and encourage alternate forms of transportation. This would improve level of service and travel times.	B
DeHan	John	Yes	2/23/2012	Comment Form	25	IH 35 from Loop 1604 to Loop 410W: Limit access to and from highway	B
Falcon	Linda	NA	3/2/2012	Email	26	The community has spoken loud and clear that it does NOT want toll roads. Adding toll lanes will NOT solve either the revenue problem or the congestion/capacity problem. Very few drivers can afford the extra tax, so toll lanes will be underutilized and not carry the level of traffic needed bring any real relief for the majority of drivers dependent on I35. Because so few can afford the new tax, except for the privileged wealthy elite, there will not be enough users to pay for the cost of the expansion (requiring subsidies by ALL taxpayers resulting in DOUBLE taxation). Since so many toll roads around our state are in the red, they have NOT solved the revenue shortfalls as anticipated. So the 'if you build it, they will come' myth will never be a reality for San Antonio.	F

Table 6-2: Comments and Response Codes for All IH 35 PEL Study February 2012 Public Workshop Comments

Last Name	First Name	Business with TxDOT?	Date	Submission Type	Comment Number	Comment	Comment Response Code
Falcon	Linda	NA	3/2/2012	Email	27	<p>Here's what we have seen happen when tolls enter the equation:</p> <ul style="list-style-type: none"> • Congestion on free lanes actually increases (With the projected increase in population along I35, the free lanes will experience a net gain in cars, because the number of cars that can access the new lanes is limited due to financial constraints. If the lanes were open to all cars, all drivers on I-35 would benefit from the new capacity, not just a select few). Atlanta's HOT lane experiment on I-85 demonstrates how toll lanes actually exacerbate traffic on the surrounding free lanes. • Diversion of traffic to other routes (it's been documented by Peter Swann's study for Penn State University that a significant number of people will do anything to avoid paying the toll and seek alternate routes not designed for high speed thru traffic) • Increase in accidents (due to difficulty of entering/exiting toll lanes and there has also been a documented increase in accidents on the surrounding free routes since those seeking to avoid the toll lanes take alternate routes not designed for high speed thru traffic thereby increasing accidents on surrounding city/county streets) • Delay in emergency services for accidents on toll lanes (due to difficulty of entering/exiting toll lanes) • Inefficiency and waste in collecting the toll revenues (toll collection problems are rampant causing thousands of dollars in fines & fees wreaking financial havoc and even financial ruin to motorists) • No meaningful congestion relief due to so few motorists being able to access the toll lanes (SH 130 around Austin) • Economic inequities, targeted taxation and discrimination (this is a targeted discriminatory new tax on I-35 users while others get their roads fixed without tolls. Also, toll lanes would only bring congestion relief to those with the financial means to pay them, relegating the middle class and the poor to second class citizens stuck using congested free lanes/routes) • Runaway taxation in the hands of unelected bureaucrats (taxation without representation - toll rates escalate out of the control of taxpayers, and, due to system financing, beyond the actual cost of the toll lanes in order to cover or leverage the debt on other toll projects that I-35 users may not use. Toll rates also escalate beyond motorists' ability to pay, exacerbating all the issues listed above) • Due to 'system financing' (a Robin Hood raid of toll revenues from one corridor to pay for another), permanent new taxation with NO accountability to taxpayers • Insurmountable, unsustainable debt (very few toll projects in Texas are operating in the black and covering the massive amount of debt service payments needed to keep the projects solvent, causing more tax hikes elsewhere. TxDOT is now over \$31 billion in debt, jeopardizing its ability to build needed lanes/roads and maintain our existing state highway system) • Taxpayer subsidies (like gas tax, stimulus money, or other tax revenues) which mean motorists are charged a DOUBLE or even TRIPLE tax if they are charged a toll, too, in order to access a road built in whole or in part with tax revenues. • Non-compete provisions that limit or penalize the expansion of free routes surrounding the toll lanes (even though the RMA argues they are the only entity bound by the non-compete, there are laws in state statute that prohibit governmental entities from actions that could put the toll lanes into default) • Lacks due process for toll collections & disputes and places our freedom to travel at risk (a motorist cannot always plead their case before a third party, unbiased judge and the legislature is allowing unelected toll authorities to oversee toll violations and disputes and to dictate whether or not a person can retain their driver's license or car registration based on what they say a motorist owes in tolls -- fox guarding the henhouse) 	F

Table 6-2: Comments and Response Codes for All IH 35 PEL Study February 2012 Public Workshop Comments

Last Name	First Name	Business with TxDOT?	Date	Submission Type	Comment Number	Comment	Comment Response Code
Falcon	Linda	NA	3/2/2012	Email	28	<p>The MPO has identified I-35 as a possible public private partnership.</p> <p>The following are our concerns with utilizing a P3 for I-35 improvements (or on any other toll project):</p> <ul style="list-style-type: none"> • Loss of sovereignty over our infrastructure -- the primary interstate in the State of Texas • Eminent domain abuse - taking private property in the name of a "public use" then handing it over to another private entity for private gain • Punitively higher toll rates (75-85 cents PER MILE) • Taxation in the hands of a private corporation whom the taxpayers cannot hold accountable • Non-compete clauses that limit the expansion of free lanes/routes (see points made above) • Taxpayer subsidies that prop-up toll projects that can't pay for themselves (or risk taxpayer money that the private entity is not willing to risk itself). This amounts to public money for private profits (socializing the losses and privatizing the profits) as well as DOUBLE TAXATION. • Lacks due process for toll collections & disputes and places our freedom to travel at risk (allowing private corporations to dictate whether or not a person can retain their driver's license or car registration based on what the corporation says a motorist owes in tolls) 	F
Falcon	Linda	NA	3/2/2012	Email	29	<p>We implore the MPO Policy Board to carefully 'listen' to the public during these public 'listening sessions.' At the recent public meetings, when employees were asked if the MPO would heed the public feedback, they answered, 'No.' What's the point of soliciting public input if the MPO plans to ignore it? This is NOT how government is supposed to work. The point of a public 'listening session' is to LISTEN to the public. Your bylaws state the public has a right to have a say in the transportation decisions that effect their lives. Follow your own rules and get our roads fixed without imposing new runaway toll taxes.</p>	L
Guyott	Albert	NA	3/2/2012	Email	30	<p>IH-35 improvement suggestions,</p> <p>1. As a Schertz, TX resident, I frequently travel from the intersection of IH-35 and Schertz Parkway to the Forum Shopping Center at IH-35 and Loop 1604. Despite the congestion on IH-35, I usually get on the highway for this short trip instead of using the access roads because of the four way stop signs on the access roads. There are four way stop signs on the access road at the intersections with FM1518 and North Evans Road. Despite the congestion/slow speed on the highway, traffic still moves faster than if you take the access roads and sit in line at the four way stop signs (I've watched the traffic on the highway from the access roads and the highway traffic moves faster 9 out of 10 times).</p> <p>Recommendation: Replace the 4 way stop signs at FM1518 and North Evans Road with traffic lights to allow smoother progression of the access road traffic making it a more appealing route versus getting on IH-35 for such a short trip.</p>	A, B
Guyott	Albert	NA	3/2/2012	Email	31	<p>2. There is an on ramp to IH-35 South just after North Evans Road. This is quickly followed by an off ramp for the Olympia Parkway exit. The stretch between this on and off ramp is very slow as cars attempting to enter the highway are blocked by cars holding the right lane so they can exit the highway.</p> <p>Recommendation: Reverse the on/off ramps here so traffic is entering the highway after some traffic has exited the highway creating openings in the right lane for entering traffic.</p>	A, B
Hall	Terri	NA	2/29/2012	Email	32	<p>As the Alamo RMA and TxDOT are considering options for improvements to I-35, adding non-toll capacity is the only option that will meet the purpose and need for this corridor. Toll lanes should be off the table. Not only is I-35 THE major artery of interstate travel throughout the state of Texas, adding toll lanes will NOT solve the congestion/capacity problem. Very few drivers can afford the extra tax, so toll lanes would be underutilized and not carry the level of traffic needed bring any real relief for the majority of drivers dependent on I-35.</p>	B, F

Table 6-2: Comments and Response Codes for All IH 35 PEL Study February 2012 Public Workshop Comments

Last Name	First Name	Business with TxDOT?	Date	Submission Type	Comment Number	Comment	Comment Response Code
Hall	Terri	NA	2/29/2012	Email	33	<p>Here's what we have seen happen when tolls enter the equation:</p> <ul style="list-style-type: none"> • Congestion on free lanes actually increases (With the projected increase in population in this corridor, the free lanes will experience a net gain in cars, because the number of cars that can access the new lanes is limited due to financial constraints. If the lanes were open to all cars, all drivers on I-35 would benefit from the new capacity, not just a select few). *Atlanta's HOT lane experiment on I-85 demonstrates how toll lanes actually exacerbate traffic on the surrounding free lanes. • Diversion of traffic to other routes (it's been documented by Peter Swann's study for Penn State University that a significant number of people will do anything to avoid paying the toll and seek alternate routes not designed for high speed thru traffic) • Increase in accidents (due to difficulty of entering/exiting toll lanes and there has also been a documented increase in accidents on the surrounding free routes since those seeking to avoid the toll lanes take alternate routes not designed for high speed thru traffic thereby increasing accidents on surrounding city/county streets) • Delay in emergency services for accidents on toll lanes (due to difficulty of entering/exiting toll lanes) • Inefficiency and waste in collecting the toll revenues (toll collection problems are rampant causing thousands of dollars in fines & fees wreaking financial havoc and even financial ruin to motorists) • No meaningful congestion relief due to so few motorists being able to access the toll lanes (SH 130 around) • Economic inequities, targeted taxation and discrimination (this is a targeted discriminatory new tax on I-35 users while others get their roads fixed without tolls. Also, toll lanes would only bring congestion relief to those with the financial means to pay them, relegating the middle class and the poor to second class citizens stuck using congested free lanes/routes) • Runaway taxation in the hands of unelected bureaucrats (taxation without representation -- toll rates escalate out of the control of taxpayers, and, due to system financing, beyond the actual cost of the toll lanes in order to cover or leverage the debt on other toll projects that I-35 users may not use. Toll rates also escalate beyond motorists' ability to pay, exacerbating all the issues listed above) • Due to 'system financing' (a Robin Hood raid of toll revenues from one corridor to pay for another), permanent new taxation with NO accountability to taxpayers • Insurmountable, unsustainable debt (very few toll projects in Texas are operating in the black and covering the massive amount of debt service payments needed to keep the projects solvent, causing more tax hikes elsewhere. TxDOT is now over \$31 billion in debt, jeopardizing its ability to build needed lanes/roads and maintain our existing state highway system) • Taxpayer subsidies (like gas tax, stimulus money, or other tax revenues) which mean motorists are charged a DOUBLE or even TRIPLE tax if they are charged a toll, too, in order to access a road built in whole or in part with tax revenues. • Non-compete provisions that limit or penalize the expansion of free routes surrounding the toll lanes (even though the RMA argues they are the only entity bound by the non-compete, there are laws in state statute that prohibit governmental entities from actions that could put the toll lanes into default) • Lacks due process for toll collections & disputes and places our freedom to travel at risk (a motorist cannot always plead their case before a third party, unbiased judge and the legislature is allowing unelected toll authorities to oversee toll violations and disputes and to dictate whether or not a person can retain their driver's license or car registration based on what they say a motorist owes in tolls -- fox guarding the henhouse) 	F

Table 6-2: Comments and Response Codes for All IH 35 PEL Study February 2012 Public Workshop Comments

Last Name	First Name	Business with TxDOT?	Date	Submission Type	Comment Number	Comment	Comment Response Code
Hall	Terri	NA	2/29/2012	Email	34	<p>The MPO has identified this project for a possible public private partnership.</p> <p>The following are our concerns with utilizing a P3 for I-35 improvements:</p> <ul style="list-style-type: none"> • Loss of sovereignty over our infrastructure -- the primary interstate in the State of Texas • Eminent domain abuse - taking private property in the name of a "public use" then handing it over to another private entity for private gain • Punitively higher toll rates (75-85 cents PER MILE) • Taxation in the hands of a private corporation whom the taxpayers cannot hold accountable • Non-compete clauses that limit the expansion of free lanes/routes (see points made above) • Taxpayer subsidies that prop-up toll projects that can't pay for themselves (or risk taxpayer money that the private entity is not willing to risk itself). This amounts to public money for private profits (socializing the losses and privatizing the profits) as well as DOUBLE TAXATION. • Lacks due process for toll collections & disputes and places our freedom to travel at risk (allowing private corporations to dictate whether or not a person can retain their driver's license or car registration based on what the corporation says a motorist owes in tolls) 	F
Hice	Gilbert	NA	2/23/2012	Court Reporter	35	<p>Okay. I think that Highway 35 should be double decked, raised, from 3009 all way down to Interstate Loop 410 on the northeast side of the city, and I think that it should be double decked all the way south on 410, all the way down to Interstate 10. And so that the traffic wants to go straight through, on 410, can then be lifted above on 35, and go right around and lift some of the congestion on I-35. I think the top deck should be named Loop 410. Then the bottom part would be I-35, and that means all the businesses can keep their I-35 addresses and you can still move traffic through that wants to go straight through and then help relieve the congestion on I-35 on the east side of town near Sam Houston -- Fort Sam Houston.</p>	B
Hice	Gilbert	NA	2/23/2012	Court Reporter	36	<p>Also, I think that the intersection right there at I-35 and 410 needs to be reconfigured where the traffic can move very smoothly, and I think it also should be raised along 410 headed all the way in, at least to Starcrest. I think it should be double decked at least to Starcrest.</p>	B
Hice	Gilbert	NA	2/23/2012	Court Reporter	37	<p>And, also, on the east side, the railroad tracks, I think they should be raised up to sit on top of the support extended for the freeway, so that the trains can then be passed over Walzem, Eisenhower and Rittiman and relieve that congestion in that area.</p>	B
Hice	Gilbert	NA	2/23/2012	Court Reporter	38	<p>Also, the intersection of 410 and Interstate 10 needs to be reconfigured so that the 410 traffic can conveniently go over Interstate 10.</p>	B
Hice	Gilbert	NA	2/23/2012	Court Reporter	39	<p>We need to add more lanes in that area.</p>	B
Hice	Gilbert	NA	2/23/2012	Court Reporter	40	<p>And if it's cheaper, instead of putting the railroad up on the support extended, then we could tunnel under Walzem, Eisenhower and Rittiman, if it's cheaper. Whichever is cheaper.</p>	B
Hice	Gilbert	NA	2/23/2012	Court Reporter	41	<p>I think we need to add lanes to I-35 between 3009 and -- and the connection at 410, lanes need to be added, and we either need to double deck them or we need to add lanes, but we need to have more -- more lanes. That's about it.</p>	B
Hild	Harvey	No	2/22/2012	Comment Form	42	<p>IH 35 from Loop 1604 to Loop 410 W: I've asked 1604 to be 6 lanes from 35 S to 10 East & 10 East to be 6 lanes to SH 130 already</p>	B

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Last Name	First Name	Business with TxDOT?	Date	Submission Type	Comment Number	Comment	Comment Response Code
Hild	Harvey	No	2/22/2012	Comment Form	43	Pay attention to what segment planning committees identified already	M
Jaster	Frank	Yes	2/22/2012	Comment Form	44	IH 35 from FM 1103 to Loop 1604: Typically congested - SB IH 35 exit to Loop 1604 Need direct connect.	A, B
Jaster	Frank	Yes	2/22/2012	Comment Form	45	IH 35 from Loop 1604 to Loop 410 W: Both 1604 exits to IH 35 are very congested Need direct connects to reduce traffic congestion.	A, B
Jaster	Frank	Yes	2/22/2012	Comment Form	46	Although I live and work near the 1604/281 Interchange I travel along 1604 & Wurzbach Parkway (to IH 35) to church frequently. My church is located on Pat Booker near Kitty Hawk. I would not mind paying extra to travel on IH 35 and 1604 so I can avoid the current congestion on IH 35	A, F
Kahn	Jeffrey B.	NA	3/5/2012	Letter	47	<p>Our comments as to the IH 35 plan engage upon a variety of comments. Below are our concerns which discusses issues that have not been shown to me by TxDOT, Alamo RMA, The MPO, engineering firms or any other affiliation to the IH 35 planning which is parallel in structure as to the methods the 281 and 1604 planning is being attempted. We have participated in such a study in 2006 concerning IH 35 & FM 1103. Citizens expressed their concerns. Citizens concerns as well as the engineering recommendations were buried in 5 volumes of expensive extensive studies paid for by taxpayers. In the end the recommendations were ignored. The studies outcome was as impotent as a castrated bull. The results were a waste of citizen's time and money. It was a puppet show presented to the public.</p> <p>The foundation of these highway plans have to many faults. Please review the following letter which describes them: The MPO needs to remove 281 & 1604 as toll projects from its plan and use existing revenues to add non-toll capacity. Rather than force the public to choose from a pre-determined project list (handed out at the 'listening sessions') as to how to allocate the available \$55 million in new funds, the MPO needs to make the most congested roads in our community its highest priority using existing funds rather than imposing a targeted, discriminatory new toll tax on taxpayers who depend on the 281 and 1604 corridors. Toll lanes should be off the table in both the short-range plan as well as the long-range plan.</p>	F
Kahn	Jeffrey B.	NA	3/5/2012	Letter	48	The community has spoken loud and clear that it does NOT want toll roads. Adding toll lanes will NOT solve either the revenue problem or the congestion/capacity problem. Very few drivers can afford the extra tax, so toll lanes will be underutilized and not carry the level of traffic needed bring any real relief for the majority of drivers dependent on 281 & 1604.	F
Kahn	Jeffrey B.	NA	3/5/2012	Letter	49	Because so few can afford the new tax, there will not be enough users to pay for the cost of the expansion (requiring subsidies by ALL taxpayers resulting in DOUBLE taxation). Since so many toll roads around our state are in the red, they have NOT solved the revenue shortfalls as anticipated. So the 'if you build it, they will come' myth will never be a reality for San Antonio.	F
Kahn	Jeffrey B.	NA	3/5/2012	Letter	50	<p>NO funding for street car</p> <p>The MPO should NOT be allocating ANY funds for ANY street car/light rail project. The downtown street car project is stealing \$96 million in ATD road funds for a project where there is NO congestion. Meanwhile, the northside of San Antonio sits in gridlock, being told there is not enough money to fix the congestion without them paying more (through tolls). The MPO also recently took action to steal \$30 million in existing non-toll Texas Mobility Funds from the 281 project to fund the northern ramps of the 281/1604 interchange instead (should the city bond package pass). The misplaced priorities, the intentional starvation of road funds, refusal to restore non-toll funding to 281, and failure to properly address 1604 are nothing short of malfeasance.</p>	G

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Last Name	First Name	Business with TxDOT?	Date	Submission Type	Comment Number	Comment	Comment Response Code
Kahn	Jeffrey B.	NA	3/5/2012	Letter	51	<p>Here's what we have seen happen when tolls enter the equation:</p> <ul style="list-style-type: none"> • Congestion on free lanes actually increases (With the projected increase in population in this corridor, the free lanes will experience a net gain in cars, because the number of cars that can access the new lanes is limited due to financial constraints. If the lanes were open to all cars, all drivers on I-35 would benefit from the new capacity, not just a select few). *Atlanta's HOT lane experiment on I-85 demonstrates how toll lanes actually exacerbate traffic on the surrounding free lanes. • Diversion of traffic to other routes (it's been documented by Peter Swann's study for Penn State University that a significant number of people will do anything to avoid paying the toll and seek alternate routes not designed for high speed thru traffic) • Increase in accidents (due to difficulty of entering/exiting toll lanes and there has also been a documented increase in accidents on the surrounding free routes since those seeking to avoid the toll lanes take alternate routes not designed for high speed thru traffic thereby increasing accidents on surrounding city/county streets) • Delay in emergency services for accidents on toll lanes (due to difficulty of entering/exiting toll lanes) • Inefficiency and waste in collecting the toll revenues (toll collection problems are rampant causing thousands of dollars in fines & fees wreaking financial havoc and even financial ruin to motorists) • No meaningful congestion relief due to so few motorists being able to access the toll lanes (SH 130 around) • Economic inequities, targeted taxation and discrimination (this is a targeted discriminatory new tax on I-35 users while others get their roads fixed without tolls. Also, toll lanes would only bring congestion relief to those with the financial means to pay them, relegating the middle class and the poor to second class citizens stuck using congested free lanes/routes) • Runaway taxation in the hands of unelected bureaucrats (taxation without representation -- toll rates escalate out of the control of taxpayers, and, due to system financing, beyond the actual cost of the toll lanes in order to cover or leverage the debt on other toll projects that I-35 users may not use. Toll rates also escalate beyond motorists' ability to pay, exacerbating all the issues listed above) • Due to 'system financing' (a Robin Hood raid of toll revenues from one corridor to pay for another), permanent new taxation with NO accountability to taxpayers • Insurmountable, unsustainable debt (very few toll projects in Texas are operating in the black and covering the massive amount of debt service payments needed to keep the projects solvent, causing more tax hikes elsewhere. TxDOT is now over \$31 billion in debt, jeopardizing its ability to build needed lanes/roads and maintain our existing state highway system) • Taxpayer subsidies (like gas tax, stimulus money, or other tax revenues) which mean motorists are charged a DOUBLE or even TRIPLE tax if they are charged a toll, too, in order to access a road built in whole or in part with tax revenues. • Non-compete provisions that limit or penalize the expansion of free routes surrounding the toll lanes (even though the RMA argues they are the only entity bound by the non-compete, there are laws in state statute that prohibit governmental entities from actions that could put the toll lanes into default) • Lacks due process for toll collections & disputes and places our freedom to travel at risk (a motorist cannot always plead their case before a third party, unbiased judge and the legislature is allowing unelected toll authorities to oversee toll violations and disputes and to dictate whether or not a person can retain their driver's license or car registration based on what they say a motorist owes in tolls -- fox guarding the henhouse) 	F

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Last Name	First Name	Business with TxDOT?	Date	Submission Type	Comment Number	Comment	Comment Response Code
Kahn	Jeffrey B.	NA	3/5/2012	Letter	52	<p>The MPO has identified I-35 as a possible public private partnership.</p> <p>The following are our concerns with utilizing a P3 for I-35 improvements (or on any other toll project):</p> <ul style="list-style-type: none"> •Loss of sovereignty over our infrastructure -- the primary interstate in the State of Texas •Eminent domain abuse - taking private property in the name of a "public use" then handing it over to another private entity for private gain •Punitively higher toll rates (75-85 cents PER MILE) •Taxation in the hands of a private corporation whom the taxpayers cannot hold accountable •Non-compete clauses that limit the expansion of free lanes/routes (see points made above) •Taxpayer subsidies that prop-up toll projects that can't pay for themselves (or risk taxpayer money that the private entity is not willing to risk itself). This amounts to public money for private profits (socializing the losses and privatizing the profits) as well as DOUBLE TAXATION. •Lacks due process for toll collections & disputes and places our freedom to travel at risk (allowing private corporations to dictate whether or not a person can retain their driver's license or car registration based on what the corporation says a motorist owes in tolls) 	F
Kahn	Jeffrey B.	NA	3/5/2012	Letter	53	<p>We implore the MPO Policy Board to carefully 'listen' to the public during these public 'listening sessions.' At the recent public meetings, when employees were asked if the MPO would heed the public feedback, they answered, 'No.' What's the point of soliciting public input if the MPO plans to ignore it? This is NOT how government is supposed to work. The point of a public 'listening session' is to LISTEN to the public. Your bylaws state the public has a right to have a say in the transportation decisions that effect their lives. Follow your own rules and get our roads fixed without imposing new runaway toll taxes.</p>	L
Kochan	Thad	NA	2/22/2012	Court Reporter	54	<p>I would just like for you to put, in all caps, with exclamation points... NO TOLLS!!! Thank you. That's it.</p>	F
Kohn	Steve	NA	3/1/2012	Email	55	<p>Glad someone's looking for improvements. Thanks.</p>	C
Kohn	Steve	NA	3/1/2012	Email	56	<p>My ideas, from cheapest to most expensive:</p> <ol style="list-style-type: none"> 1. Put big signs up that say something like "If you're in the left lane, you better be passing, you knucklehead. It doesn't matter if you're going the speed limit, either, idiot." Actually, those signs should be up everywhere, not just on I-35. 	B
Kohn	Steve	NA	3/1/2012	Email	57	<ol style="list-style-type: none"> 2. Heading north on -35, before Eisenhower and Rittiman, put up signs that tell us (yes, counter to #1 above) to get over into the left lanes. The access ramp on those roads are very short. Merging onto the highway there is a constant danger. 	A, B
Kohn	Steve	NA	3/1/2012	Email	58	<ol style="list-style-type: none"> 3. Extend the merging lanes so drivers on the highway get a long look at cars trying to get on, letting them slow down or speed up to make merging safe. 	B
Kohn	Steve	NA	3/1/2012	Email	59	<ol style="list-style-type: none"> 4. You already know about I-35S and 410. That's a hard nut to crack. HEB trucks coming onto I-35S from Rittiman have only a few hundred feet to cross three lanes of traffic to be able to make it onto 410. 	A
Kohn	Steve	NA	3/1/2012	Email	60	<ol style="list-style-type: none"> 5. Instead of adding another lane, go for broke and build an upper ramp from Binz-Engleman to Walzem. Yeah, that's probably too hard and expensive. <p>Your efforts are difficult and appreciated.</p>	B

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Last Name	First Name	Business with TxDOT?	Date	Submission Type	Comment Number	Comment	Comment Response Code
Lewis	Mr. and Mrs. Wm	NA	2/28/2012	Email	61	Just want you to know that we SAY 'NO' to toll taxes on I-35 and 'NO' to turning I-35 into a foreign-owned toll road!	F
O'Leary	Howard	NA	3/1/2012	Email	62	Please look into the South 410 cutoff from 35 South. Due to it being a left exit, many large trucks enter from Rittiman and need to move over rapidly, causing a slow down and a dangerous situation to all drivers.	A
Osborn	Kingsley	NA	2/28/2012	Email	63	Gentlemen, Please. NO toll taxes on I-35. NO turning I-35 into a foreign-owned toll road. Keep our freeways FREE.	F
Osborn	Kingsley	NA	2/28/2012	Email	64	Raise my gas taxes instead.	F
Rolik	Bob	NA	3/1/2012	Email	65	Anything you can do to improve the flow of traffic between 410 and Schertz on IH35 would be greatly appreciated.	A
Rolik	Bob	NA	3/1/2012	Email	66	If there was an additional road built between Universal City, the Forum and Schertz over the Cibolo Creek connecting to FM1518 there would be less congestion on IH35 between Schertz Parkway and FM3009 to 1604 and the return route.	B
Rolik	Bob	NA	3/1/2012	Email	67	Schertz and Garden Ridge never took into consideration the highway infrastructure needs when letting home developers into their perspective areas and now we are paying the price of highway delays because of the traffic.	K
Rolik	Bob	NA	3/1/2012	Email	68	Take FM 2252 from 3009 and make it a 4 lane highway with turn lanes and connect it to 1604 freeing up more space on IH35 between FM3009 and 1604.	B
Rolik	Bob	NA	3/1/2012	Email	69	Little too late is better than never. Maybe by 2016 things will be a little better between 2200 hrs and 0600 hrs each and every day. Poor highway planning by everyone, to include San Antonio, Universal City, Selma, Live Oak and Schertz and Texas DOT, put us in the situation we are today. Unless we limit the growth of this corridor you will never be able to provide a decent highway system for the next 20 years. You will always be playing catch-up.	K
Rolik	Bob	NA	3/1/2012	Email	70	Design an upper deck structure from 410 to FM3009 so IH35 traffic does not clog things up at 1604 or on the way to New Braunfels	B
Sandival	Sandi	NA	2/28/2012	Email	71	We the people have paid for our roads, we do not want them sold to private entities. Wedrivers pay for the upkeep with the purchase of gasoline, license plates, inspection stickers, and drivers licenses. the corruption has to stop!!!!	C, F
SB		NA	2/22/2012	Map Comment	72	Congestion Corridor [referring to IH 35 between Olympia Parkway and Alamo Parkway]	A
Sinclair	Jerry	NA	2/23/2012	Court Reporter	73	It was explained that the purpose, or part of the purpose of the meeting we were being asked to assist in determining, is the purpose statement; yet, there is no information provided to define transportation alternatives. TxDOT verbally described transportation alternatives to be possibly managed roadways, and part of that possibly being tolled roads; yet, there is no information to say, one way or the other, what transportation alternatives are.	H
Sinclair	Jerry	NA	2/23/2012	Court Reporter	74	Part of the mission statement, purpose statement, is to improve safety, but there's no information related to accidents, whether they be DPS or other statistics; yet, there is information related to environmental concerns and business concerns. Again, I think the maps that had environmental information could also have on them information related to accidents, since it's one of the criteria that we are being asked to evaluate.	N
	Scott	NA	2/28/2012	Email	75	As a life long taxpayer in the State of Texas; I protest as is my right. My taxes paid for this FREEWAY and it's upkeep for over 50 years. I will not pay additional taxes just to use it. It is already mine.	C, F

Table 6-2: Comments and Response Codes for All IH 35 PEL Study February 2012 Public Workshop Comments

Last Name	First Name	Business with TxDOT?	Date	Submission Type	Comment Number	Comment	Comment Response Code
Anonymous		NA	2/22/2012	Map Comment	76	Merging issues [referring to southbound cloverleaf intersection onramp from Loop 1604 to IH 35]	A
Anonymous		NA	2/22/2012	Map Comment	77	Don't yield [referring to southbound cloverleaf intersection onramp from Loop 1604 to IH 35]	A
Anonymous		NA	2/22/2012	Map Comment	78	Merging issues [referring to northbound onramp from Loop 1604 to IH 35 and southbound onramp, just south of Olympia Parkway]	A
Anonymous		NA	2/22/2012	Map Comment	79	Move exit ramp [referring to northbound exit ramp south of Olympia Parkway; arrows point to location further south, just after Olympia Parkway]	B
Anonymous		NA	2/22/2012	Map Comment	80	Remove [referring to northbound exit ramp south of Olympia Parkway]	B
Anonymous		NA	2/22/2012	Map Comment	81	Add new ramp [referring to northbound onramp south of FM 1518]	B
Anonymous		NA	2/22/2012	Map Comment	82	Improve ramp (too short) [referring to northbound onramp south of FM 1518]	B
Anonymous		NA	2/22/2012	Map Comment	83	Turn Arouds [suggestion for overpass at IH 35 and Schertz Parkway]	B
Anonymous		NA	2/22/2012	Map Comment	84	Turn Arouds [suggestion for overpass at IH 35 and 3009]	B
Anonymous		NA	2/22/2012	Map Comment	85	Bad Weave [referring to IH 35 roughly between Windcrest/Tradewind Drive and Crestway Drive]	A
Anonymous		NA	2/22/2012	Map Comment	86	bad Lane Add? [referring to IH 35 just north of Crestway Drive]	A, B
Anonymous		NA	2/22/2012	Map Comment	87	2nd Ln to relieve queue on 410 [referring to IH 35 at Loop 410 intersection]	B
Anonymous		NA	2/22/2012	Map Comment	88	Need direct linkage from I35 to I10 suggest FM 1518 [includes arrow pointing to FM 1518]	B
Anonymous		NA	2/22/2012	Map Comment	89	Comal ISD [referring to area just west of IH 35 on either side of Hubertus Road]	N
Anonymous		NA	2/22/2012	Map Comment	90	1103 Turnaround [referring to area just west of IH 35 on Hubertus Road]	B
Anonymous		NA	2/22/2012	Map Comment	91	Historic El Camino Real Trail [referring to area west of IH 35, north of Hubertus Road, and east of FM 482]	E, N
Anonymous		NA	2/23/2012	Draft N&P Handout	92	Referring to the first bullet under the Draft Need Statement heading (Increasing traffic demand and congestion): this isn't strong enough! Congestion is detrimental to our citizenry & economy!	C
Anonymous		NA	2/23/2012	Draft N&P Handout	93	Referring to the Draft Purpose Statement: Rephrase to "To develop transportation alternatives that <u>may</u> improve mobility, <u>operational efficiency</u> , and safety in the IH 35 corridor in a manner that will reduce vehicle congestion, minimize impacts to the environment, promote efficient use of new and existing transportation capacity, increase quality of life , and complement other modes of transportation and economic development initiatives in the region.	C
Anonymous		NA	2/23/2012	Map Comment	94	Fix This [referring to flyover intersection of Loop 1604 and northbound IH 35]	A
Anonymous		NA	2/23/2012	Map Comment	95	Check # of accidents [written in general area of Old Austin Road and IH 35]	N
Anonymous		NA	2/23/2012	Map Comment	96	Consider creek crossing [referring to area east of the IH 35 PEL Study area on Guadalupe/Bexar County line near Savannah Drive]	B
Anonymous		NA	2/23/2012	Map Comment	97	Country Club Blvd. Overpass Next Int Solms [referring to location just north of the IH 35 PEL Study area]	B
Anonymous		NA	2/23/2012	Map Comment	98	low elevation flooding on roadway [referring to IH 35 just north of Crestway Drive]	A

Table 6-2: Comments and Response Codes for All IH 35 PEL Study February 2012 Public Workshop Comments

Last Name	First Name	Business with TxDOT?	Date	Submission Type	Comment Number	Comment	Comment Response Code
Anonymous		NA	2/23/2012	Map Comment	99	Build Ramps [referring to area just north of Thousand Oaks Drive]	B
Anonymous		NA	2/23/2012	Map Comment	100	Ditto! [written next to previous comment: "Fix This" (referring to flyover intersection of Loop 1604 and northbound IH 35)]	A
Anonymous		NA	2/23/2012	Map Comment	101	traffic back-ups [referring to Loop 1604 just west of IH 35]	A
Anonymous		NA	2/23/2012	Map Comment	102	Improve signage to I-35; Direct traffic from Grayson to New Braunfels [referring to intersection of N. Pine Street and N. Nika Street, just west of the IH 35 PEL Study area]	B
Anonymous		NA	2/23/2012	Map Comment	103	Provide sign [referring to intersection of New Braunfels Avenue and Grayson Street, just west of the IH 35 PEL Study area]	B
Anonymous		NA	2/23/2012	Map Comment	104	Historic houses facing these lots [referring to southbound IH 35 frontage road between Calhoun Street and Hackberry Street]	E, N
Anonymous		NA	2/23/2012	Map Comment	105	Improve access to Pearl District to/from I-35 [referring to location just west of the IH 35 PEL Study area, east of Grayson Street and south of US 281/McAllister Freeway]	B
Anonymous		NA	2/23/2012	Map Comment	106	Need connector between Wurzbach Pkwy & I-35 [suggested new connection just north of Thousand Oaks Drive]	B

Table 6-3: Comment Response Code Key for the February 2012 Public Workshop Comments

Response Code	General Topic Addressed	Response
A	Identification of a specific transportation need on IH 35	Specific problems identified during the February 2012 public workshops, as well as planning analyses and environmental constraints, will be considered in the development and evaluation of draft alternatives for IH 35. All draft alternatives will be evaluated for their ability to meet the need and purpose for improvements and specific mobility, safety, access and system connectivity, economic, and feasibility objectives. The draft alternatives will be presented to the public at the next round of public workshops, anticipated to take place in Summer 2012.
B	Suggestion of specific improvements for IH 35	Specific improvements suggested at the February 2012 public workshops and identified through technical analyses will be considered in the development of draft alternatives for IH 35. All draft alternatives will be evaluated for their ability to meet the need and purpose for improvements and specific mobility, safety, access and system connectivity, economic, and feasibility objectives. The draft alternatives will be presented to the public at the next round of public workshops, anticipated to take place in Summer 2012.
C	General comment or suggestion	Thank you for your comment. It will be noted in the official record for the IH 35 PEL Study.
D	Concerns regarding current construction of improvements within the study area	TxDOT is currently implementing short-term operational improvements within the study area to address immediate transportation needs. Concerns associated with the implementation of these improvements have been forwarded to the TxDOT-San Antonio District office for resolution. Please contact this office directly at (210) 615-1110 with any questions or additional concerns.

Table 6-3: Comment Response Code Key for the February 2012 Public Workshop Comments

Response Code	General Topic Addressed	Response
E	Identification of social, economic, and environmental resources to be considered in the IH 35 PEL Study area	Social, economic, and environmental resources (such as historic districts, neighborhoods, parks, businesses, air and water, habitats, etc.) will be considered during the development and evaluation of draft alternatives for IH 35 in an effort to avoid and/or minimize any potential future negative impacts on these resources. Once the draft alternatives have been developed and refined for additional study under the National Environmental Policy Act (NEPA) process, they will be specifically evaluated for their ability to address the needs on IH 35, as well as for their potential impacts on the identified social, economic, and environmental resources.
F	Issues related to specific funding mechanisms for IH 35 improvements	Transportation funding policy is established by state and federal legislation, which is outside the scope of the IH 35 PEL Study. If alternative funding mechanisms are used to finance any project identified through a subsequent National Environmental Policy Act (NEPA) process, any potential impacts on the social and natural environment resulting from the use of these mechanisms will be evaluated.
G	Concerns that funds designated for US 281 and Loop 1604 have been moved to IH 35 and rail system improvements	The Alamo Regional Mobility Authority is currently conducting Environmental Impact Statements (EISs) for US 281 from Loop 1604 to the Bexar/Comal County line and for Loop 1604 from US 90 West to IH 35 North. These EISs, which are separate from and unrelated to the IH 35 PEL Study, are necessary prior to constructing improvements to address the long-range needs in these corridors. A Record of Decision (ROD) is anticipated for US 281 by December 2013 and for Loop 1604 in December 2012. Because an EIS takes many years to complete, a superstreet was proposed to address operational issues in the short-term for US 281. The superstreet was constructed using American Recovery and Reinvestment Act (ARRA) funds. No funds have been moved from US 281 and/or Loop 1604 to IH 35 or to a downtown rail system.

Table 6-3: Comment Response Code Key for the February 2012 Public Workshop Comments

Response Code	General Topic Addressed	Response
H	Alternatives to be evaluated in the IH 35 PEL Study	The IH 35 PEL Study Team is currently developing draft solutions (alternatives) using a combination of technical data, previously-proposed alternatives (including the 1996 IH 35 Northeast Major Investment Study, the San Antonio-Bexar County's <i>Mobility 2035</i> Plan, and the MY 35 Plan), and public and agency input provided since the IH 35 PEL Study began in September 2011. These alternatives will be evaluated based on mobility, safety, access and system connectivity, economic, and feasibility objectives, and will be presented at the next round of public workshops, anticipated to take place in late Spring 2012.
I	Suggestion of a specific bicycle/pedestrian improvement	Pedestrian/bicycle access is required to be considered in the design of transportation facilities. If the project moves forward into a National Environmental Policy Act (NEPA) study and a build alternative is selected, then such design features would be incorporated.
J	Suggestion of a specific transit improvement or system-wide coordination	The Alamo RMA and TxDOT will work with local transit providers through the IH 35 PEL Technical Advisory Committee (TAC) to examine the existing transit needs with the IH 35 PEL Study area, as well as how proposed solutions may complement the existing and planned transit system.
K	Concerns about local land use policy and its impact on transportation decisions	Land use plans and policies are established by local governments. Existing land use plans will be considered in the IH 35 PEL Study.
L	Comments regarding the San Antonio-Bexar County MPO's listening sessions	The San Antonio-Bexar County Metropolitan Planning Organization (SA-BC MPO) listening sessions and planning efforts are separate and unrelated to the IH 35 PEL Study. Concerns specifically regarding these listening sessions will be forwarded to the SA-BC MPO.

Table 6-3: Comment Response Code Key for the February 2012 Public Workshop Comments

Response Code	General Topic Addressed	Response
M	Suggestions to consider other recent planning recommendations for IH 35	Several recent planning documents, including the San Antonio-Bexar County Metropolitan Planning Organization's <i>Mobility 2035</i> Plan and the I-35 Corridor Advisory Committee's MY 35 Plan, have recommended improvements within the current IH 35 PEL Study area. While these documents serve as a good starting point from which specific proposed improvements can be identified and evaluated, more detailed studies must be conducted to ensure that such improvements address the transportation needs in the area and meet federal planning and environmental requirements. The IH 35 PEL Study is the first step towards moving conceptual improvements closer to implementation. Previous recommendations for improvements will be considered in the alternatives evaluation process through the feasibility objective to "Ensure compatibility with local and regional transportation plans and policies."
N	Suggestion to add to or update IH 35 PEL Study data	Thank you for bringing this to our attention. We will ensure that this information is included in the IH 35 PEL Study's data set.

Table 6-4: Results from the February 2012 Public Workshop Proposed Evaluation Factors Interactive Exhibit Exercise (Station 5)

Factor	Objective	Supports Using in Alternatives Evaluation?					
		Feb. 22		Feb.23		Total	
		Yes	No	Yes	No	Yes	No
Mobility	Improve Level of Service	5	0	12	0	17	0
	Improve Travel Time	9	0	12	0	21	0
	Facilitate the movement of through-traffic	2	3	5	0	7	3
	Improve person throughput capacity	7	0	3	0	10	0
	Encourage alternatives to single occupancy vehicle use, such as transit, carpooling, telecommuting, and alternate work hours	5	0	5	5	10	5
Safety	Reduce crash rates	4	0	3	1	7	1
	Address current design and maintenance deficiencies on IH 35 mainlanes, frontage roads, and/or connecting facilities	11	0	10	0	21	0
	Minimize interaction between large trucks and cars	12	0	9	1	21	1
	Improve public awareness of the transportation system, including access points, traffic incidents, hazards, and availability of alternative routes and modes	1	0	3	0	4	0
	Improve emergency and incident response times	2	0	3	1	5	1
Economic Factors	Reduce delays for commuter and freight movements	12	0	6	0	18	0
	Minimize negative economic impacts on the local community, including the potential for income loss due to construction	6	0	5	1	11	1
	Maintain or improve access to businesses or properties	3	2	3	1	6	3
Access and System Connectivity	Improve access to other modes of transportation, including transit, bicycle/pedestrian, and airport facilities	11	0	6	2	17	2
	Improve facilities that would help create system linkages and connectivity among multiple transportation modes	6	0	8	0	14	0

Table 6-4: Results from the February 2012 Public Workshop Proposed Evaluation Factors Interactive Exhibit Exercise (Station 5)

Factor	Objective	Supports Using in Alternatives Evaluation?					
		Feb. 22		Feb.23		Total	
		Yes	No	Yes	No	Yes	No
Feasibility	Maximize cost benefits	1	0	6	0	7	0
	Minimize need for additional right of way	5	0	4	1	9	1
	Ensure compatibility with local land use plans and policies	1	0	1	0	2	0
	Minimize project completion time and complexity	13	4	2	1	15	5
	Minimize environmental impacts	7	0	2	0	9	0

Table 6-5: Input Received from the February 2012 Public Workshop Proposed Alternative Evaluation Factors Handouts

Factor	Objective	Supports Using in Alternatives Evaluation?						Additional Comments
		Feb. 22		Feb.23		Total		
		Yes	No	Yes	No	Yes	No	
Mobility	Improve Level of Service	0	0	1	0	1	0	Is it too much to ask for level of C or better?
	Improve Travel Time	1	0	1	1	2	1	Improving LOS improves travel time
	Facilitate the movement of through-traffic	1	0	1	1	2	1	Make this measurable
	Improve person throughput capacity	0	0	0	1	0	1	
	Improve ingress and egress at ramps and interchanges	1	0	1	0	2	0	Improve interchanges; (operational efficiency)
	Encourage alternatives to single occupancy vehicle use, such as transit, carpooling, telecommuting, and alternate work hours	0	0	2	0	2	0	Change to "evaluate alternatives...."; Quantify? Is this measurable? If not, not sure we should use; No Tolls
Safety	Reduce crash rates	0	0	2	0	2	0	
	Address current design and maintenance deficiencies on IH 35 mainlanes, frontage roads, and/or connecting facilities	0	0	1	0	1	0	Change to "evaluate current design...."; Yes, study but how do you measure this?
	Minimize interaction between large trucks and cars	1	0	1	0	2	0	
	Improve public awareness of the transportation system, including access points, traffic incidents, hazards, and availability of alternative routes and modes	0	0	0	1	0	1	
	Improve emergency and incident response times	0	0	0	1	0	1	Addressed through LOS

Table 6-5: Input Received from the February 2012 Public Workshop Proposed Alternative Evaluation Factors Handouts

Factor	Objective	Supports Using in Alternatives Evaluation?						Additional Comments
		Feb. 22		Feb.23		Total		
		Yes	No	Yes	No	Yes	No	
Economic Factors	Reduce delays for commuter and freight movements	1	0	1	0	2	0	Freight shuttle system; Make this measurable w/ business costs
	Minimize negative economic impacts on the local community, including the potential for income loss due to construction	0	0	2	0	2	0	Yes important [including the potential for income loss due to construction] - But almost more importantly, what are economic impacts of a deficient facility? Businesses we are losing is measurable.
	Maintain or improve access to businesses or properties	0	0	1	0	1	0	
Access and System Connectivity	Improve access to other modes of transportation, including transit, bicycle/pedestrian, and airport facilities	0	0	1	0	1	0	
	Improve facilities that would help create system linkages and connectivity among multiple transportation modes	0	0	1	0	1	0	Change to "Evaluate improvements that would..."; Study adjacent major facilities & what improvements there are to IH 35 e.g. 1604, 410, SH 130, etc.

Table 6-5: Input Received from the February 2012 Public Workshop Proposed Alternative Evaluation Factors Handouts								
Factor	Objective	Supports Using in Alternatives Evaluation?						Additional Comments
		Feb. 22		Feb.23		Total		
		Yes	No	Yes	No	Yes	No	
Feasibility	Maximize cost benefits	0	0	2	0	2	0	No tolls, especially on roads already paid for
	Minimize need for additional right of way	0	0	2	0	2	0	[6 x's on one handout]
	Ensure compatibility with local land use plans and policies	0	0	1	0	1	0	
	Minimize project completion time and complexity	0	0	0	1	0	1	
	Minimize environmental impacts	0	0	2	0	2	0	

7. Conclusion and Next Steps

Much of the feedback from the February 2012 public workshops was similar to that received from the November 2011 public workshops in that it supported the need for major transportation improvements in the IH 35 PEL study area. February 2012 public workshop participants also generally agreed that the Draft Need and Purpose Statement and the criteria proposed for evaluating draft alternatives are appropriate for use in the IH 35 PEL Study.

This feedback will be used in refining the Need and Purpose Statement, developing proposed alternatives to address the identified transportation needs on IH 35, and evaluating the proposed alternatives. The proposed alternatives will be presented at the next round of public workshops, anticipated to take place in Summer 2012.

Copies of this document, as well as future public workshop documents, will be available online at www.timefor35.com, in local libraries, and at the TxDOT-San Antonio District Office and the Alamo RMA Office. Questions or additional comments may be directed to 210-549-7235 (210-549-SA35) or IH35@AlamoRMA.org.

Appendix A: IH 35 PEL Study February
2012 Public Workshop Advertising

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Legal Notices

San Antonio Express-News – January 22, 2012

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SAN ANTONIO EXPRESS NEWS AFFIDAVIT OF PUBLICATION

STATE OF TEXAS:
COUNTY OF BEXAR

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

Customer ID: 800836
Customer Name: R J Rivera Associates
Order ID: 2175286

Publication Pub Date
EN Classified 22-JAN-12

Lynette Nelson
Bookkeeper

Sworn and subscribed to before me, this 23rd day of Jan. A.D. 2012

Notary public in and for the State of Texas



IH 35 PLANNING AND ENVIRONMENTAL LINKAGES STUDY NOTICE OF PUBLIC WORKSHOPS PLANNING FOR TRANSPORTATION IMPROVEMENTS ALONG THE IH 35 CORRIDOR

The Alamo Regional Mobility Authority (Alamo RMA) and the Texas Department of Transportation (TxDOT) will host two public workshops in February 2012 for the IH 35 Planning and Environmental Linkages (PEL) Study. The purpose of the workshops is to gather input from the public on the criteria to be used in evaluating proposed solutions for IH 35 in portions of Comal, Guadalupe, and Bexar Counties.

The IH 35 PEL Study was initiated in August 2011. The study area follows IH 35 from Hubertus Road/FM 1103 in Schertz to the intersection with IH 37/US 281 in downtown San Antonio; and Loop 410 from IH 35 on the north side of San Antonio east to IH 10. The IH 35 PEL Study is ultimately intended to identify the need and purpose for improvements, evaluation methodology, and conceptual alternatives to be considered to address the transportation problems on IH 35 in this area. The IH 35 PEL Study will follow the Federal Highway Administration's (FHWA) guidance on conducting PEL studies. This will ensure that the data and planning recommendations resulting from the study can be integrated into a National Environmental Policy Act (NEPA) process.

All interested citizens are encouraged to attend a public workshop to discuss the evaluation criteria to be used within the study area. Court reporters and comment forms will be available at the workshops for individuals wishing to provide input. Comment forms and workshop materials will also be available on the project website at www.TimeFor35.com. Written comments may be emailed to IH35@AlamoRMA.org, faxed to 210-495-5403, or mailed to Alamo RMA, ATTN: IH 35 PEL, 601 NW Loop 410, Suite 410, San Antonio, Texas 78216. Website and/or mailed comments must be submitted by March 5, 2012.

Public workshops will be held from 5:30 PM to 8:00 PM at the following locations:

Wednesday, February 22, 2012
Live Oak Civic Center
8101 Pat Booker Road
Live Oak, Texas 78233

Thursday, February 23, 2012
Morgan's Wonderland - Event Center
5223 David Edwards Drive
San Antonio, Texas 78233

The same material will be presented at both workshops. Spanish interpreters will be available at the workshops to assist with translation needs. Persons who plan to attend a workshop and have other special communication or accommodation needs are encouraged to call 210-549-SA35 (210-549-7235) at least two business days prior to the workshop to request assistance. The Alamo RMA and TxDOT will make every reasonable effort to accommodate these needs.

San Antonio Observer – January 25, 2012

3 FIRSTS FOR SAM'S



Rosalind Brewer, Named First Woman, African-American, CEO Of Sam's Club
huffingtonpost.com

BENTONVILLE, Ark. — Wal-Mart Stores Inc., the world's biggest retailer, said Friday that it has named Rosalind Brewer as CEO of Sam's Club — the first woman and the first African-American to hold a CEO position at one of the company's business units.

Brewer, 49, is replacing Brian Cornell, 52, who is leaving the company so he can return to the Northeast for family reasons. He had served in the role since 2009.

Brewer, who will also be president of Sam's Club, was previously president of the retailer's U.S. East business unit. She will re-

port to CEO Mike Duke. The moves are effective Feb. 1.

Wal-Mart has in recent years has been battered by a combination of the slow-growing economy and its own decisions that caused U.S. customers to flee to competitors. But it has refocused on offering the lowest prices and shoppers' favorite goods and that strategy has been paying off. In its third fiscal quarter ended Oct. 28, its net income fell 2.9 percent but it reversed a slump in U.S. name-sake business.

Its Sam's Club warehouse club business — which accounts for about 12 percent of Wal-Mart's annual sales — has outperformed its namesake stores. Revenue in stores open at least one year rose 5.7 percent at Sam's Club and 1.3 percent at Walmart U.S. stores in its third quarter. The measure is a key gauge of a retailer's financial health.

In its most recent fiscal year ended Jan. 31, 2011, Wal-Mart Stores operated 609 Sam's Clubs in 48 states and Puerto Rico with 47 million members.

IH 35 PLANNING AND ENVIRONMENTAL LINKAGES STUDY NOTICE OF PUBLIC WORKSHOPS PLANNING FOR TRANSPORTATION IMPROVEMENTS ALONG THE IH 35 CORRIDOR

The Alamo Regional Mobility Authority (Alamo RMA) and the Texas Department of Transportation (TxDOT) will host two public workshops in February 2012 for the IH 35 Planning and Environmental Linkages (PEL) Study. The purpose of the workshops is to gather input from the public on the criteria to be used in evaluating proposed solutions for IH 35 in portions of Comal, Guadalupe, and Bexar Counties.

The IH 35 PEL Study was initiated in August 2011. The study area follows IH 35 from Hubertus Road/PM 1103 in Schertz to the intersection with IH 37/US 281 in downtown San Antonio; and Loop 410 from IH 35 on the north side of San Antonio east to IH 10. The IH 35 PEL Study is ultimately intended to identify the need and purpose for improvements; evaluation methodology, and conceptual alternatives to be considered to address the transportation problems on IH 35 in this area. The IH 35 PEL Study will follow the Federal Highway Administration's (FHWA) guidance on conducting PEL studies. This will ensure that the data and planning recommendations resulting from the study can be integrated into a National Environmental Policy Act (NEPA) process.

All interested citizens are encouraged to attend a public workshop to discuss the evaluation criteria to be used within the study area. Court reporters and comment forms will be available at the workshops for individuals wishing to provide input. Comment forms and workshop materials will also be available on the project website at www.TimeFor35.com. Written comments may be emailed to IH35@AlamoRMA.org, faxed to 210-495-5403, or mailed to Alamo RMA, ATTN: IH 35 PEL, 601 NW Loop 410, Suite 410, San Antonio, Texas 78216. Website and/or mailed comments must be submitted by March 5, 2012.

Public workshops will be held from 5:30 PM to 8:00 PM at the following locations:

Wednesday, February 22, 2012 - Live Oak Civic Center, 8101 Pat Booker Road, Live Oak, Texas 78233

Thursday, February 23, 2012 - Morgan's Wonderland - Event Center, 5223 David Edwards Drive, San Antonio, Texas 78233

The same material will be presented at both workshops. Spanish interpreters will be available at the workshops to assist with translation needs. Persons who plan to attend a workshop and have other special communication or accommodation needs are encouraged to call 210-549-5A35 (210-549-7235) at least two business days prior to the workshop to request assistance. The Alamo RMA and TxDOT will make every reasonable effort to accommodate these needs.

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La Prensa – January 22, 2012

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2012 at 10:00
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ng opportuni-

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Texas 78204

**ESTUDIO DE ENLACES DE PLANIFICACIÓN Y MEDIOAMBIENTE (PEL)
EN IH-35
AVISO DE TALLERES PÚBLICOS
PLANIFICACIÓN PÚBLICA DE MEJORAS DE TRANSPORTE A LO
LARGO DE LA CARRETERA IH-35**

La Autoridad Regional de Movilidad del Alamo (Alamo RMA) y el Departamento de Transportación de Texas (TxDOT) llevarán a cabo dos talleres públicos en febrero 2012 para el Estudio de Enlaces de Planificación y Medioambiente (PEL) en IH-35. El propósito de estos talleres es recaudar información del público sobre el criterio que será utilizado para evaluar las soluciones propuestas para la carretera IH-35 en partes de los condados de Comal, Guadalupe y Bexar.

El Estudio PEL de IH-35 fue iniciado en agosto de 2011. El área de estudio corre a lo largo de IH-35, desde la Calle Hubertus/FM 1103 en Schertz hasta la intersección con IH-37/US 281 en el centro de San Antonio; y el periférico 410 (Loop 410) desde IH-35 en la parte norte de San Antonio al este hacia la IH-10. El Estudio PEL de IH-35 identificará la necesidad y propósito de las mejoras, la metodología de evaluación y las alternativas conceptuales que serán consideradas para abordar los problemas de transporte en IH-35 en esta área. El Estudio PEL de IH-35 seguirá la dirección de la Administración Federal de Carreteras (FHWA) sobre cómo realizar un estudio PEL. Esto asegurará que los datos y las recomendaciones de planificación que resultan del estudio puedan ser integrados en el proceso del Acto Nacional Medioambiental (NEPA).

Se les invita a los ciudadanos interesados a asistir a un taller público para dar sus opiniones sobre el criterio de evaluación que será utilizado dentro del área de estudio. Varias taquígrafas y formularios para comentarios estarán disponibles en los talleres para los individuos que desean dar comentarios. Formularios de comentarios y otros documentos de los talleres estarán disponibles en la página web del proyecto www.TimeFor35.com. Comentarios escritos pueden ser enviados al correo electrónico IH35@AlamoRMA.org, mandados por fax al 210-495-5403 ó enviados por correo a Alamo RMA, ATTN: IH 35 PEL, 601 NW Loop 410, Suite 410; San Antonio, Texas 78216. Comentarios enviados a través de correo electrónico o por correo postal deben ser entregados a más tardar el 5 de marzo de 2012.

Los talleres públicos se llevarán a cabo de las 5:30 PM hasta las 8:00 PM en los siguientes lugares:

miércoles, 22 de febrero de 2012 **Centro Cívico Live Oak**
8101 Calle Pat Booker
Live Oak, Texas 78233

jueves, 23 de febrero de 2012 **Centro de Eventos - Morgan's Wonderland**
5223 Calle David Edwards
San Antonio, Texas 78233

La misma información y documentos se presentarán en los dos talleres. Intérpretes estarán disponibles en los talleres para ayudar con la traducción. Las personas que desean asistir a un taller y que tengan necesidades especiales de comunicación o de algún otro tipo deberán hablar al 210-549-SA35 (210-549-7235) por lo menos dos días hábiles antes del taller para poder tomar medidas apropiadas. El Alamo RMA y TxDOT harán todo esfuerzo razonable para cubrir estas necesidades.

San Antonio Express-News – February 13, 2012

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SAN ANTONIO EXPRESS NEWS AFFIDAVIT OF PUBLICATION

STATE OF TEXAS:
COUNTY OF BEXAR

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

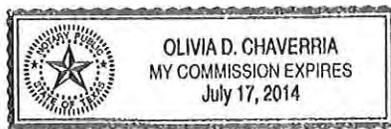
Customer ID: 800836
Customer Name: R J Rivera Associates
Order ID: 2185113

Publication	Pub Date
EN Classified	12-FEB-12

Lynette Nelson
Bookkeeper

Sworn and subscribed to before me, this 13th day of Feb. A.D. 2012

Notary public in and for the State of Texas



IH 35 PLANNING AND ENVIRONMENTAL LINKAGES STUDY NOTICE OF PUBLIC WORKSHOPS PLANNING FOR TRANSPORTATION IMPROVEMENTS ALONG THE IH 35 CORRIDOR

The Alamo Regional Mobility Authority (Alamo RMA) and the Texas Department of Transportation (TxDOT) will host two public workshops in February 2012 for the IH 35 Planning and Environmental Linkages (PEL) Study. The purpose of the workshops is to gather input from the public on the criteria to be used in evaluating proposed solutions for IH 35 in portions of Comal, Guadalupe, and Bexar Counties.

The IH 35 PEL Study was initiated in August 2011. The study area follows IH 35 from Hubertus Road/FM 1103 in Schertz to the intersection with IH 37/US 281 in downtown San Antonio; and Loop 410 from IH 35 on the north side of San Antonio east to IH 10. The IH 35 PEL Study is ultimately intended to identify the need and purpose for improvements, evaluation methodology, and conceptual alternatives to be considered to address the transportation problems on IH 35 in this area. The IH 35 PEL Study will follow the Federal Highway Administration's (FHWA) guidance on conducting PEL studies. This will ensure that the data and planning recommendations resulting from the study can be integrated into a National Environmental Policy Act (NEPA) process.

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San Antonio Observer – February 8, 2012

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IH 35 PLANNING AND ENVIRONMENTAL LINKAGES STUDY NOTICE OF PUBLIC WORKSHOPS PLANNING FOR TRANSPORTATION IMPROVEMENTS ALONG THE IH 35 CORRIDOR

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February 23, 2012

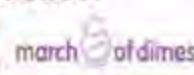
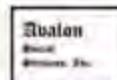
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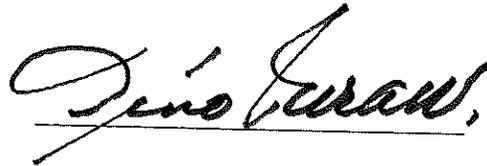


La Prensa – February 12, 2012

STATE OF TEXAS

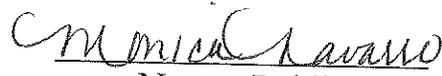
COUNTY OF BEXAR

Before me, a Notary Public in and for Bexar County,
this day personally appeared Tino Duran, Publisher of La Prensa De San
Antonio who being duly sworn by oath, stated that RJ Rivera Associates Inc.,
requested a publication for Estudio de Enlace – Planificación y el Medio Ambiente
(PEL) en IH 35, AVISO de Talleres Públicos Planificación Publica de Mejoras de
Transporte a lo largo de la Carretera IH-35 which, was published in La Prensa
Bilingual Newspaper on February 12, 2012.



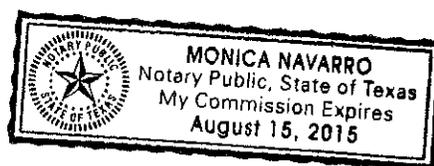
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SWORN AND SUBSCRIBED BEFORE ME THE 1st DAY OF
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Notary Public

My Commission expires:



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ESTUDIO DE ENLACES DE PLANIFICACIÓN Y MEDIOAMBIENTE (PEL) EN IH-35 AVISO DE TALLERES PÚBLICOS PLANIFICACIÓN PÚBLICA DE MEJORAS DE TRANSPORTE A LO LARGO DE LA CARRETERA IH-35

La Autoridad Regional de Movilidad del Área (Área RMA) y el Departamento de Transportación de Texas (TxDOT) llevarán a cabo dos talleres públicos en febrero de 2012 para el Estudio de Enlaces de Planificación y Medioambiente (PEL) en IH-35. El propósito de estos talleres es recabar información del público sobre el criterio que será utilizado para evaluar las soluciones propuestas para la carretera IH-35 en partes de los condados de Comal, Guadalupe y Bexar.

El estudio PEL de IH-35 fue iniciado en agosto de 2011. El área de estudio corre a lo largo de IH-35, desde la Calle Robertas PM 1103 en Schertz hasta la intersección con IH-37/US 251 en el centro de San Antonio, y el periferico 410 (Loop 410) desde IH-35 en la parte norte de San Antonio al este hacia la IH-10. El Estudio PEL de IH-35 identificará la necesidad y propósito de las mejoras, la metodología de evaluación y las alternativas conceptuales que serán consideradas para abordar los problemas de transporte en IH-35 en esta área. El Estudio PEL de IH-35 seguirá la dirección de la Administración Federal de Carreteras (FHWA) sobre cómo realizar un estudio PEL. Esto asegura que los datos y las recomendaciones de planificación que resulten del estudio puedan ser integrados en el proceso del Acto Nacional Medioambiental (NEPA).

Se les invita a los ciudadanos interesados a asistir a un taller público para dar sus opiniones sobre el estudio de evaluación que será utilizado dentro del área de estudio. Varias tarjetas y formularios para comentarios estarán disponibles en los talleres para los individuos que desean dar comentarios. Formularios de comentarios y otros documentos de los talleres estarán disponibles en la página web del proyecto www.TexasFor35.com. Comentarios escritos pueden ser enviados al correo electrónico PEL35@AreaRMA.org, mandados por fax al 214-493-5493 o enviados por correo a Área RMA, ATTN: IH-35 PEL, 601 NW Loop 410, Suite 410, San Antonio, Texas 78216. Comentarios enviados a través de correo electrónico o por correo postal deben ser entregados a más tardar el 5 de marzo de 2012. Los talleres públicos se llevarán a cabo de las 5:30 PM hasta las 8:00 PM en los siguientes lugares:

- miércoles, 22 de febrero de 2012
 Centro Civic Live Oak
 8101 Calle Pal Buckner
 Live Oak, Texas 78233
- viernes, 23 de febrero de 2012
 Centro de Eventos - Morgan & Woodland
 5223 Calle David Edwards
 San Antonio, Texas 78233

La misma información y documentos se presentarán en los dos talleres. Interpretación estará disponible en los talleres para ayudar con la traducción. Las personas que deseen asistir a un taller y no tienen necesidades especiales de comunicación, o si según otro procedimiento deben al 210-549-5495 (210-549-7235) por comentarios de las oficinas antes del taller para poder tomar medidas apropiadas. El Área RMA y TxDOT harán todo el esfuerzo razonable para cubrir estas necesidades.

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 Thursday, February 9...
 held at 12:00 AM at...
 Point, Suite 175 near...
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 regarding this propos...
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 Torres at
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Display Ads

San Antonio Express-News – February 18, 2012

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SAN ANTONIO EXPRESS NEWS AFFIDAVIT OF PUBLICATION

STATE OF TEXAS:
COUNTY OF BEXAR

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

Customer ID: 800836
Customer Name: R J Rivera Associates
Order ID: 2189561

Publication: EN ROP Pub Date: 18-FEB-12

Lynette Nelson
Bookkeeper

Attach Ad Here

Sworn and subscribed to before me, this 20th day of Feb. A.D. 2012

Notary public in and for the State of Texas



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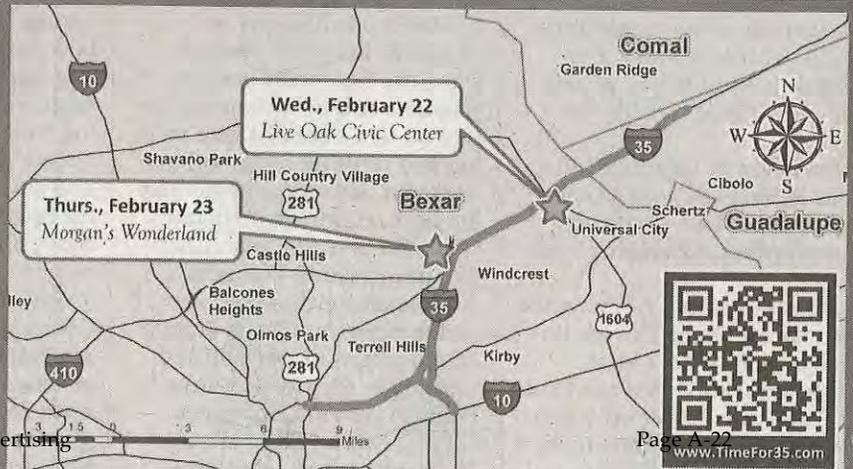
ALAMO RMA
Alamo Regional Mobility Authority

www.TimeFor35.com
210-549-SA35 (7235)
IH35@AlamoRMA.org

You are invited to attend the
2nd Public Workshop
for the IH 35 Planning-Environmental Linkages Study
**Planning for Transportation Improvements
along the IH35 Corridor**

Wed., February 22
Live Oak Civic Center
8101 Pat Booker Road
Live Oak, Texas 78233

Thurs., February 23
Morgan's Wonderland - Event Center
5223 David Edwards Drive
San Antonio, Texas 78233



San Antonio Observer – February 15, 2012

THE HEAVY BURDEN



Financial Burdens Weigh Heavy For Black Women: Study huffingtonpost.com

Nearly three-quarters of black women worry about not having enough money to pay their bills, according to a poll conducted by the Washington Post-Kaiser Family Foundation, a survey The Washington Post calls "the most extensive exploration of the lives and views of African American women in decades."

The findings, which have been uncovered in

a series called "Black Women In America," took a close look at the impact of The Great Recession on the lives of African-American women.

The verdict: Across the country, black women are bearing a heavier responsibility for family and friends than their white counterparts, even as they struggle to emerge from an economic downturn that has hit them harder, the Post says.

When asked whether they or someone in their household has loaned money to family or friends in the past year, 60 percent of the black women surveyed admitted they had. 49 percent said they had helped an elderly relative.

It's a trend that experts have been picking apart for years, as economists N.S. Chiteji and Darrick Hamilton did in a 2005 study, which found that black families, more than their white counterparts, struggle to build wealth because of the financial circumstances of their relatives.



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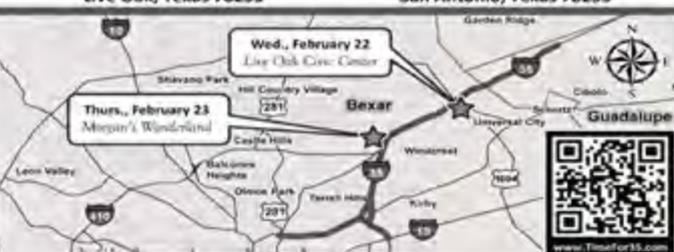
You are invited to attend the

2nd Public Workshop

for the IH 35 Planning-Environmental Linkages Study

Planning for Transportation Improvements along the IH 35 Corridor

<p>Wed., February 22, 2012 Live Oak Civic Center 8101 Pat Booker Road Live Oak, Texas 78233</p>	<p>Thurs., February 23, 2012 Morgan's Wonderland - Event Center 5223 David Edwards Drive San Antonio, Texas 78233</p>
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Along with Miller, other officers of the new board include Mario Diaz, Director of Houston Airports as TCAA Board Chairman; Monica Lombrana, Director of Aviation for the El Paso International Airport, Vice Chairman; Jeff Fegan, Dallas/Fort Worth (DFW) International Airport CEO, Secretary
For more information, visit www.texas-airports.com

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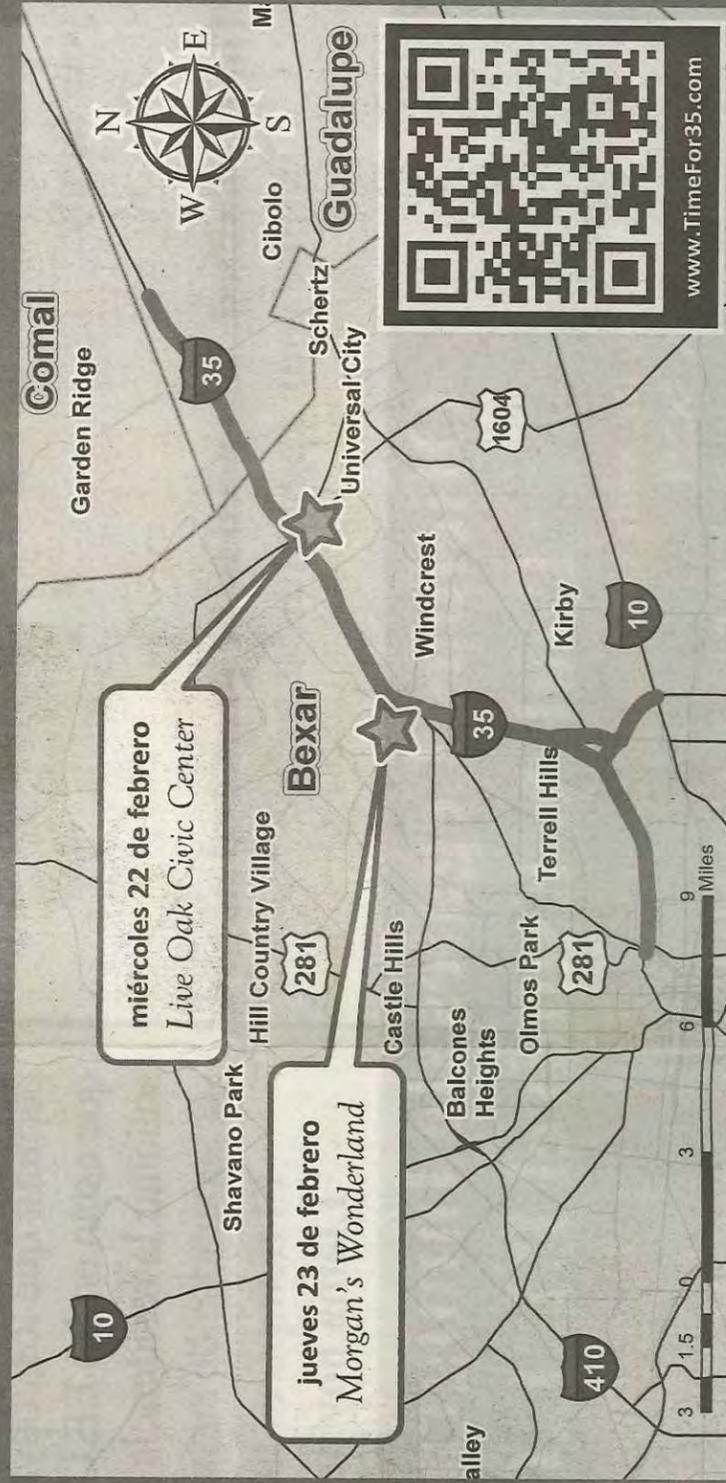
Para el Estudio de Enlace - Planificación y el Medio Ambiente para la carretera IH 35
Planificando mejoras de transporte a través del corredor de la carretera IH 35

miércoles 22 de febrero

Live Oak Civic Center
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jueves 23 de febrero

Morgan's Wonderland - Event Center
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San Antonio, Texas 78233



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Flyer

You are Invited!

We want to hear from you!



The Alamo Regional Mobility Authority and the Texas Department of Transportation want to hear your thoughts and concerns on issues and potential improvements for Interstate 35 from Hubertus Rd/FM 1103 in Schertz to the intersection with IH 37/US 281 in downtown San Antonio. Two public workshops will be held in February to discuss the need and purpose for improvements in this corridor, as well as the values that are important to you in determining what improvements should be made:

(Wednesday) February 22, 2012

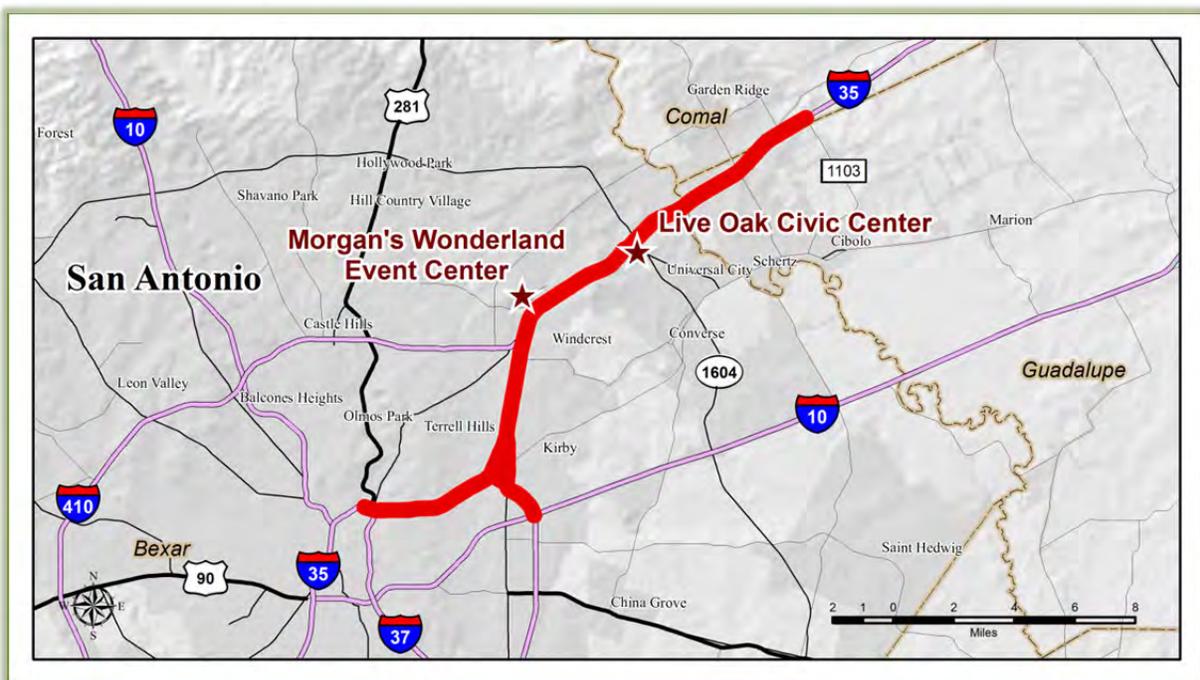
(Thursday) February 23, 2012

5:30 – 8:00 PM

Live Oak Civic Center
8101 Pat Booker Road
Live Oak, Texas 78233

5:30 – 8:00 PM

Morgan's Wonderland – Event Center
5223 David Edwards Drive
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Online Announcements

Time For 35 Website



Home » Projects » IH 35 Planning and Environmental Linkages Study

IH 35 PLANNING AND ENVIRONMENTAL LINKAGES STUDY

Welcome to the Online Home for the IH 35 Planning and Environmental Linkages Study.

It's Time For 35!



What is this study?

The IH 35 Planning and Environmental Linkages Study is a partnership between the Alamo Regional Mobility Authority and the Texas Department of Transportation. The study focuses on long-term planning and visioning for the corridor from FM 1103 into Downtown San Antonio.

This is the first phase in a multi-year study that will help bring environmental clearance to IH 35 for long-term development and address the growing congestion on this vital roadway.

Through public meetings and open houses, technical and community advisory committees, and technical studies, we can begin to shape the future of this corridor in a way that helps bring a transportation vision to life. We look to develop and improve IH 35.

Why do we need to do this study now?

With the growth experienced by the Base Realignment and Closure Commission (BRAC) efforts, the increasing traffic on this corridor, and the growth experienced by the San Antonio region, now is the time for 35! Environmental clearance today so we can be ready, within just a few years, with an environmentally cleared corridor helps prepare our community to address the congestion we have today, and allows us to be ready for the future that will occur across our region.

How can I be involved?

There are a number of ways to be involved and engaged with the IH 35 PEL study.

- 1) Attend the public meetings that are held on this corridor - our second round of public meetings are to Details are below!
- 2) Follow us on Social Media - We are on [Facebook <URL: http://www.facebook.com/TimeFor35>](http://www.facebook.com/TimeFor35) - and <http://www.twitter.com/TimeFor35>!
- 3) Invite us to come speak to your group at a meeting by [emailing the study team here <URL: mailto:IH.20from%20Time%20For%2035%20>](mailto:IH.20from%20Time%20For%2035%20)
- 4) Call us with any questions you might have - our number is 210-549-7235 (210-549-SA35)
- 5) Let us know what is important to you on IH 35 as we move forward in our study!

2nd Round of Public Workshops - February 22-23, 2012

Wednesday, February 22, 2012

Live Oak Civic Center

8101 Pat Booker Road

Live Oak, Texas 78233

[Map <URL: http://g.co/maps/6sxwp>](http://g.co/maps/6sxwp)

Thursday, February 23, 2012

Morgan's Wonderland - Ev

5223 David Edwards Drive

San Antonio, Texas 78233

Join us from 5:30 until 8 p.m. on either evening to be part of the 2nd round of workshops for the IH 35 Study.

This phase of the study will deal with conceptual alternatives for long-term improvements to IH 35, the evaluate alternatives, and help provide an overview of the study so far.

During the workshop we will offer a presentation multiple times, and provide plenty of opportunity for team to have your questions answered and provide multiple ways for your voice to be heard as part of t

All materials from the workshops, if you are unable to attend, will be posted online on this website by

For more information please contact us by [email <URL: mailto:ih35@alamorma.org?subject=Contact%20fi20>](mailto:ih35@alamorma.org?subject=Contact%20fi20), or by phone at 210-549-7235

Additional information!

[Click here for information presented at our first public workshops from November 16 and November 1 planning-and-environmental-linkages-study/ih-35-pel-public-workshop-round-1/>](#)

[Click here for to see the corridor map under study at this time. <URL: /index.cfm/projects/ih-35-planning-and-environmental-linkages-study-map/>](#)

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Alamo Regional Mobility Authority

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Phone: (210) 495-5256

[view map](#)

Fax: (210) 495-5403

Email: info@AlamoRMA.org



Home » News Center » Calendar

CALENDAR

Alamo RMA Monthly Calendar

Today		February 2012				
Sun	Mon	Tue	Wed	Thu		
29	30 6:15pm first LSA team i	31	Feb 1	2	Bc	
5	6	7	8 1pm Alamo RMA Board	9		
12	13	14	15 11:30am Brain Trust	16		
19	20	21	22 IH 35 Planning and E	23 IH 35 Planning and E		
26	27	28	29	Mar 1	Bc	

Events shown in time zone: Central Time

For more information about a specific meeting, please click on the highlighted date.

The official agenda is posted at the Bexar County Courthouse and the administrative office of the authority. Anyone interested in attending a meeting of the Alamo RMA's board of directors should consult the official agenda on the subject matter of the meeting.

The official agenda shall control in the event of any discrepancy between information posted as a convenience and information contained in the official agenda. Questions concerning the agenda should be directed to the Agenda Coordinator at (210) 495-5256.

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This is the official Facebook Page for the IH 35 Planning and Environmental Linkages Study being conducted by TxDOT and the Alamo RMA.

28

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Also On

<http://www.TimeFor35.com>



Time For 35 shared a link.
March 1

In case you missed it - there is still time to comment!

Meetings address I-35 traffic flow, congestion, relief
www.mysanantonio.com

Alloway serves as community development director for the Alamo Regional Mobility Authority (RMA), which is working with the Texas Department of

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Jamie Copeland likes this.



Time For 35 updated their cover photo.
February 29



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Time For 35 shared a link.

Recent Posts by Others on Time For 35

See All



Alamo Regional Mobility Authority

Great article on the Time For 35 PEL study in today's Nor...
1 · March 1 at 12:06pm



Wesley Morrison

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what needs to be done is to have a regional transit plan. I li...

February 22 at 8:15pm



Alamo Regional Mobility Authority

Come join us tonight for the Time For 35 Public Worksho...

1 · February 22 at 1:07pm



Leroy Alloway

Don't forget - tomorrow and Thursday we have worksho...

1 · February 21 at 2:53pm



Alamo Regional Mobility Authority

Don't forget - tomorrow and Thursday we have worksho...

1 · February 21 at 2:53pm

More Posts

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February 24

At 10:00 a.m. we will be posting all the materials from the IH 35 PEL Round 2 Public Workshops - visit www.TimeFor35.com to see the materials presented - and share the word that comments are being accepted until March 5, 2012!

Time for 35 - The IH 35 Planning and Environmental Linkages Study
www.TimeFor35.com

The IH 35 Planning and Environmental Linkages Study

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Leslie Terrey Harlan likes this.



Texas Department of Transportation
Government Agency Like



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San Antonio-Bexar County Metropolitan Planning Organization
Community & Government Like



Time For 35 shared a link.
February 21

Don't forget - tomorrow and Thursday we have workshops for the Time For 35 PEL Process - more info on the link or online at www.TimeFor35.com - hope to see you there!

IH 35 Planning and Environmental Linkages Study Public Workshops start tomorrow! Hope to see you the
app.streamsend.com

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February



Alamo Regional Mobility Authority
February 21

Don't forget - tomorrow and Thursday we have workshops for the Time For 35 PEL Process - more info on the link or online at www.TimeFor35.com - hope to see you there!

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1



Alamo Regional Mobility Authority
February 15

Editorial from today's *San Antonio Express News* regarding Time For 35!

Community input needed for I-35
www.mysanantonio.com

[...] the Interstate 35 corridor in Bexar County has two entries on the Texas Department of Transportation's list of the state's 100 most congested roadway segments. Three segments of I-

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Time For 35 shared a link.
February 3

Our second public workshops are coming up on the 22nd and 23rd of February - visit www.timefor35.com for more details! And please suggest this page to your friends and neighbors - let's all make the Time For 35!

Time for 35 - The IH 35 Planning and Environmental Linkages Study
www.timefor35.com

The IH 35 Planning and Environmental Linkages Study

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Time For 35

Our second public workshops are coming up on the 22nd and 23rd of February - visit www.timefor35.com for more details! And please suggest this page to your friends and neighbors - let's all make the Time For 35!

Time for 35 - The IH 35 Planning and Environmental Linkages Study
www.timefor35.com

The IH 35 Planning and Environmental Linkages Study

Like · Comment · February 3 at 8:55am ·



Time For 35

Our first public workshops were last week - but don't worry if you missed them - all the documents, hand outs and exhibits are online and ready for your review - you can submit comments until November 28, 2011 to be included as part of the record for these workshops!

IH 35 PEL Public Workshop Round 1 - Alamo RMA: Alamo Regional Mobility Authority - Moving people fas
www.alamorma.org

IH 35 PEL Public Workshop Round 1: Public Workshop - Round 1 The first round of public workshops for the IH 35 Planning and Environmental Linkages

Like · Comment · November 21, 2011 at 9:18am ·



Time For 35

Join us tomorrow night - for the first night of public workshops on IH 35 - It's Time For 35! Details online at www.TimeFor35.com

Time for 35 - The IH 35 Planning and Environmental Linkages Study
www.TimeFor35.com

The IH 35 Planning and Environmental Linkages Study

Like · Comment · November 15, 2011 at 12:08pm ·

Leslie Terrey Harlan likes this.



Time For 35

Do you drive 35 on a regular basis? If so - we want to hear from you - come join us at our public workshops to help us starting shaping the future of 35 - it's Time For 35!

Like · Comment · November 2, 2011 at 9:06am ·



Time For 35

We are getting ready for our first round of public workshops - Come join us on November 16 and November 17 as we start the IH 35 Planning and Environmental Linkages Study - more info can be found online at www.TimeFor35.com!

Time for 35 - The IH 35 Planning and Environmental Linkages Study
www.TimeFor35.com

The IH 35 Planning and Environmental Linkages Study

Like · Comment · November 2, 2011 at 9:03am ·



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This is the official Facebook Page for the IH 35 Planning and Environmental Linkages Study being conducted by TxDOT and the Alamo RMA.

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In case you missed it - there is still time to comment!
fb.me/16MW4domK



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24 Feb

At 10:00 a.m. we will be posting all the materials from the IH 35 PEL Round 2 Public Workshops - visit... fb.me/SJOaVI9k



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21 Feb

Don't forget - tomorrow and Thursday we have workshops for the Time For 35 PEL Process - more info on the link or... fb.me/1bAu5Mvzo



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3 Feb

Our second public workshops are coming up on the 22nd and 23rd of February - visit timefor35.com for more... fb.me/JOj9OFyl



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21 Nov

Our first public workshops were last week - but don't worry if you missed them - all the documents, hand outs and... fb.me/196iH3iVr

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15 Nov

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2 Nov

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2 Nov

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Public Workshop - IH-35 Planning and Environmental Linkages Study (PEL)

Where: Live Oak Civic Center
8101 Pat Booker Road
Live Oak, Texas 78233

When: Wednesday, Feb. 22, 2012
5:30 p.m.

Purpose: The purpose of the workshop is to gather input from the public on the criteria to be used in evaluating proposed solutions for IH 35 in portions of Comal, Guadalupe, and Bexar Counties.

Description: The study area follows IH 35 from Hubertus Road/FM 1103 in Schertz to the intersection with IH 37/US 281 in downtown San Antonio; and Loop 410 from IH 35 on the north side of San Antonio east to IH 10. The IH 35 PEL Study is ultimately intended to identify the need and purpose for improvements, evaluation methodology, and conceptual alternatives to be considered to address the transportation problems on IH 35 in this area.

Downloads: • [Public Workshop Notice](#)

Contact: Alamo Regional Mobility Authority
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Public Workshop - IH-35 Planning and Environmental Linkages Study (PEL)

Where: Morgan's Wonderland - Event Center
 5223 David Edwards Drive
 San Antonio, Texas 78233

When: Wednesday, Feb. 23, 2012
 5:30 p.m.

Purpose: The purpose of the workshop is to gather input from the public on the criteria to be used in evaluating proposed solutions for IH 35 in portions of Comal, Guadalupe, and Bexar Counties.

Description: The study area follows IH 35 from Hubertus Road/FM 1103 in Schertz to the intersection with IH 37/US 281 in downtown San Antonio; and Loop 410 from IH 35 on the north side of San Antonio east to IH 10. The IH 35 PEL Study is ultimately intended to identify the need and purpose for improvements, evaluation methodology, and conceptual alternatives to be considered to address the transportation problems on IH 35 in this area.

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**IH 35 PLANNING AND ENVIRONMENTAL LINKAGES STUDY
NOTICE OF PUBLIC WORKSHOPS
PLANNING FOR TRANSPORTATION IMPROVEMENTS ALONG THE IH 35 CORRIDOR**

The Alamo Regional Mobility Authority (Alamo RMA) and the Texas Department of Transportation (TxDOT) will host two public workshops in February 2012 for the IH 35 Planning and Environmental Linkages (PEL) Study. The purpose of the workshops is to gather input from the public on the criteria to be used in evaluating proposed solutions for IH 35 in portions of Comal, Guadalupe, and Bexar Counties.

The IH 35 PEL Study was initiated in August 2011. The study area follows IH 35 from Hubertus Road/FM 1103 in Schertz to the intersection with IH 37/US 281 in downtown San Antonio; and Loop 410 from IH 35 on the north side of San Antonio east to IH 10. The IH 35 PEL Study is ultimately intended to identify the need and purpose for improvements, evaluation methodology, and conceptual alternatives to be considered to address the transportation problems on IH 35 in this area. The IH 35 PEL Study will follow the Federal Highway Administration's (FHWA) guidance on conducting PEL studies. This will ensure that the data and planning recommendations resulting from the study can be integrated into a National Environmental Policy Act (NEPA) process.

All interested citizens are encouraged to attend a public workshop to discuss the evaluation criteria to be used within the study area. Court reporters and comment forms will be available at the workshops for individuals wishing to provide input. Comment forms and workshop materials will also be available on the project website at www.TimeFor35.com. Written comments may be emailed to IH35@AlamoRMA.org, faxed to 210-495-5403, or mailed to Alamo RMA, ATTN: IH 35 PEL, 601 NW Loop 410, Suite 410; San Antonio, Texas 78216. Website and/or mailed comments must be submitted by March 5, 2012.

Public workshops will be held from 5:30 PM to 8:00 PM at the following locations:

Wednesday, February 22, 2012

**Live Oak Civic Center
8101 Pat Booker Road
Live Oak, Texas 78233**

Thursday, February 23, 2012

**Morgan's Wonderland – Event Center
5223 David Edwards Drive
San Antonio, Texas 78233**

The same material will be presented at both workshops. Spanish interpreters will be available at the workshops to assist with translation needs. Persons who plan to attend a workshop and have other special communication or accommodation needs are encouraged to call 210-549-SA35 (210-549-7235) at least two business days prior to the workshop to request assistance. The Alamo RMA and TxDOT will make every reasonable effort to accommodate these needs.

Newspaper Articles

San Antonio Express-News - February 14, 2012



Just Outside Loop 410
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Community input needed for I-35

Express-News Editorial Board

Updated 09:05 p.m., Tuesday, February 14, 2012

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Interstate 35 is one of two major highways that make San Antonio a crossroads for trade and travel. It is the primary artery for the exchange of goods between the United States and Mexico.

The Base Realignment and Closure process has brought thousands of new jobs and more traffic to Fort Sam Houston, with two gates on Interstate 35. As drilling in the Eagle Ford shale formation continues, I-35 will carry more people, goods and services through the heart of San Antonio.

Already, however, the Interstate 35 corridor in Bexar County has two entries on the [Texas Department of Transportation's](#) list of the state's 100 most congested roadway segments. Three segments of I-35 between downtown San Antonio and Loop 1604 North have earned the [TxDOT Planning and Programming Division's](#) lowest level of service — an "F" — for highly congested road conditions.

The congestion problem will only get worse. Bexar and surrounding counties along the Interstate 35 corridor are growing rapidly. The [Texas State Data Center](#) estimates the populations of Bexar, Guadalupe and Comal counties could increase by as much as 27 percent by 2035.

The [Alamo Regional Mobility Authority](#), in cooperation with TxDOT, is attempting to stay ahead of the congestion curve by launching a Planning and Environmental Linkages study for I-35. The PEL study is the first step in the planning and environmental clearance process. The success of this process is dependent on public participation.

Next week, the Alamo RMA will host two public workshops on the I-35 PEL, on Wednesday, Feb. 22 at the [Live Oak Civic Center](#) and on Thursday, Feb. 23, at the Morgan's [Wonderland Event Center](#). Both meetings will run from 5:30 to 8:00 p.m.

We encourage commuters, businesses and other stakeholders in the expansion and improvement of I-35 to take part in this process. For more information, visit www.timefor35.com, email ih35@alamorma.org or call 210-549-7235.

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San Antonio Express-News – February 28, 2012



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Meetings address I-35 traffic flow, congestion, relief

By Pamela Howell

Updated 04:32 p.m., Tuesday, February 28, 2012

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Twenty-four miles might not seem like a long distance, but when you're late for work and traffic's backed up on Interstate 35, those 24 miles can seem interminable.

Got ideas on how to improve your commute?

Then let your voice be heard by submitting your comments by Sunday through the I-35 Planning and Environmental Linkages (PEL) Study, the first of its kind in Texas.

About 60 people did just that in a second round of public forum meetings held last week at the Live Oak Civic Center and Morgan's Wonderland and, according to Leroy Alloway, public comments may just be the most important aspect of the study.

"The most important thing the community can do to help this process and have their voices heard," Alloway said, "is to provide us comments at each phase of the study, and let their voices be heard."

Alloway serves as community development director for the Alamo Regional Mobility Authority (RMA), which is working with the Texas Department of Transportation (TxDOT) on the project.

Funded by TxDOT, the PEL study is looking at a stretch of 21 miles of I-35, from I-37 to FM 1103, and three miles of Loop 410, from I-35 to I-10. Based on 2010 TxDOT statistics, more than half a million vehicles are on portions of that roadway each day.

To say I-35 is congested would be an understatement, but officials have identified numerous other problems in the study area including poor traffic flow at both I-35-Loop 410 interchanges, and more truck traffic.

Based on comments in the first round of public forums held in November, TxDOT and Alamo RMA identified four areas which might help alleviate traffic congestion: adding main lanes, making improvements to connecting roads, adding design and safety improvements, and creating designated truck lanes.

Alloway said he urges residents to comment on the second round of the PEL Study. A third round of meetings will be held in the spring.

To comment: Log on to www.TimeFor35.com; email to: IH35@AlamoRMA.org; mail to: IH 35 PEL Study, 601 NW Loop 410, Ste. 410, San Antonio 78216; or call 549-7235.

Pamela Howell is a free-lance writer for the NE Herald.

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February 10, 2012

Subject:

Make Time to Attend the IH 35 PEL 2nd Round of Workshops!

From: Alamo RMA Community Relations [<mailto:Info@AlamoRMA.org>]

Sent: Friday, February 10, 2012 4:00 PM

To: William Long

Subject: Make Time to Attend the IH 35 PEL 2nd Round of Workshops!



More Information Online at www.TimeFor35.com

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February 10, 2012

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It's **time** to take action

2nd Round of Public Workshops scheduled for

Study

The IH 35 Planning and Environmental Linkages Study will hold two workshops on February 22 and February 23, 2012.

This phase of the study will deal with conceptual alternatives for long-term improvements to IH 35, the objectives and issues to be used to evaluate alternatives, and help provide an overview of the study so far.

During the workshop we will offer a presentation multiple times, and provide plenty of opportunity for you to interact directly with the study team to have your questions answered and provide multiple ways for your voice to be heard as part of this process.

Make your plans now to join us anytime between 5:30 p.m. until 8 p.m. during one of these evening meetings.

Wednesday, February 22, 2012

Live Oak Civic Center
8101 Pat Booker Road
Live Oak, Texas 78233

[Map](#)

Thursday, February 23, 2012

Morgan's Wonderland - Event Center
5223 David Edwards Drive
San Antonio, Texas 78233

[Map](#)

If you can't make the meetings, don't worry - you can still be a part of this round of the workshops by visiting www.TimeFor35.com. All materials from the workshops will be posted online on Friday, February 24, 2012 by 10 a.m.

Written comments may be emailed to IH35@AlamoRMA.org, faxed to 210-495-5403, or mailed to Alamo RMA, ATTN: IH 35 PEL, 601 NW Loop 410, Suite 410; San Antonio, Texas 78216. Website and/or mailed comments must be submitted by March 5, 2012.

What is a Planning and Environmental Linkages Study?



Stay Connected! Help Make Time For 35!

Stay up to date with the IH 35 Planning and Environmental Linkages Study - visit our [Facebook](#) Page and sign up to follow our [Twitter](#) Account.

Your participation is crucial to helping chart a course forward for IH 35!



PEL Study is a
new tool
designed to
make
the process of
identifying,
evaluating, and
selecting prefer

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more efficient.
PEL Study
takes early
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planning efforts
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specific
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r
implementation.

A PEL study
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project
by allowing
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into future
environmental
studies.
– Minimize
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planning
and environmen
tal studies.

engage stakeholders, the public and governmental agencies early and often throughout the decision-making process.

The IH 35 PEL Study is being conducted jointly by the Texas Department of Transportation and the Alamo Regional Mobility Authority.

Alamo Regional Mobility Authority
613 NW Loop 410, Ste 100
San Antonio, Texas 78216
210.495.5256
www.TimeFor35.com

February 17, 2012

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February 17, 2012

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REMINDER!

2nd Round of Public Workshops scheduled for IH 35 Planning and Environmental Linkages Study We hope to see you there!

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What is a Planning and Environmental Linkages Study?



Stay Connected Help Make For 35!

Stay up to date on the IH 35 Planning and Environmental Linkages Study. Visit our Facebook Page and sign up to follow our Twitter Account.

Your participation is crucial to the success of the study. Help chart a course forward for the future of IH 35.



A PEL Study is a new tool intended to make the process of identifying, evaluating, and selecting preferred transportation improvements more efficient.

A PEL Study links early transportation planning efforts with later, more detailed National Environmental Policy Act (NEPA) studies to identify specific transportation improvements for implementation.

A PEL study may:

- Shorten the time needed to implement a project by allowing planning-level decisions to be carried into future environmental studies.

- Minimize duplication of effort between planning and environmental studies.

- Provide a method to engage stakeholders, the public and governmental agencies early and often throughout the decision-making process.

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February 21, 2012

Erin Perkins-Watry

Subject: FW: 1098-3: FW: IH 35 Planning and Environmental Linkages Study Public Workshops start tomorrow! Hope to see you there!

From: Alamo RMA Community Relations [\[mailto:Info@AlamoRMA.org\]](mailto:Info@AlamoRMA.org)

Sent: Tuesday, February 21, 2012 4:45 PM

To: William Long

Subject: IH 35 Planning and Environmental Linkages Study Public Workshops start tomorrow! Hope to see you there!

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February 17, 2012

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REMINDER! Public Workshops Start Tomorrow!



IH 35 Planning and Environmental Linkages Study

We hope to see you there!

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**Stay
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Help Make
Time For 35!**

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2nd Round of Public Workshop Materials now online!

Dear Will Long,

Were you unable to make the meetings on the 22nd and 23rd for the IH 35 PEL? Don't worry - there is still a way for you to be involved and engaged in this round of public workshops!

All materials that were handed out, and the presentation shown throughout the workshops, are now available online at www.TimeFor35.com

Make the TimeFor35 today - check out all the materials from our [2nd round of Public Workshops](#) and provide your input and voice into this process!



Stay Connected! Help Make Time For 35!

Stay up to date with the IH 35 Planning and Environmental Linkages Study - visit our [Facebook](#) Page and sign up to follow our [Twitter](#) Account.

Your participation is crucial to helping chart a course forward for IH 35!

Written comments may be emailed to IH35@AlamoRMA.org, faxed to 210-495-5403, or mailed to Alamo RMA
ATTN: IH 35 PEL
601 NW Loop 410, Suite 410
San Antonio, Texas 78216.

Website and/or mailed comments must be submitted by March 5, 2012.

The next public workshops for this study will be held later this Spring. More specific details will be announced when we get closer to the 3rd round of workshops.

What is a Planning and Environmental Linkages Study?



A PEL Study is a new tool intended to make the process of identifying, evaluating, and selecting preferred transportation improvements more efficient. A PEL Study links early transportation planning efforts with later, more detailed National Environmental Policy Act (NEPA) studies to identify specific transportation improvements for implementation.

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The IH 35 PEL Study is
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Department of
Transportation and the
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TIME for 35

IH 35 MEETING

Appendix B: IH 35 PEL Study February
2012 Public Workshop Sign-In Sheets

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February 22, 2012 – Live Oak Civic Center

IH 35 PEL Study - Public Workshop #2
 February 22, 2012
 Live Oak Civic Center

Name	Organization	Phone #	Email Address
Liang Ding	TTI	979-9411	
Ian Fraser	HNTB	488-1736	
Karen Hale	Cibola City Council	210-218-9111	
Ed Cimici	Live Oak City Council	210 844-2773	
Larry Busch	City of Schertz	210-619-1800	
Christina DeLacruz	City of San Antonio	210-207-7732	
Kevin Conner	JACOBS	210.494.0088	
Tim Fey	SELF	210 830 609 0126	
Nicholas Fey	SELF	830 660 7699	
Ray Bitterman	SELF	830 606-0031	
John E Bierschwale	City of Schertz	210-619-1021	
Mr & Mrs D. Brynman	City of Live Oak	210) 656-9021	

IH 35 PEL Study - Public Workshop #2
 February 22, 2012
 Live Oak Civic Center

Name	Organization	Phone #	Email Address
Jan Steinbothen	Coldwell Banker D'Onofrio Harpen Realtors	210-452-3945	[REDACTED]
James A. Hage Jr.	CITY OF CBOW	210 323 5844	[REDACTED]
Robb Fishman	Jacobs	832.221.4029	[REDACTED]
Sharon Lloyd	CITIZEN	210-387-2889	[REDACTED]
Frank Jaster	CEC	210-324-9964	[REDACTED]
DON DODGE	LOCKAWAY STORAGE	210-599-2015	[REDACTED]
REBECCA KOCHAN	CITIZEN	210-263-9327	[REDACTED]

IH 35 PEL Study - Public Workshop #2
 February 22, 2012
 Live Oak Civic Center

Name	Organization	Phone #	Email Address
Hetzler, Richard	Cibola, TX	210-658-3005	[REDACTED]
Justin Ham	FHWA	512-536-5954	[REDACTED]
Jim Saltzgriver	CIT	210-654-7621	[REDACTED]
MURPHY Aiko	[REDACTED]	630-914-7444	[REDACTED]
LLOYD, C.H.	CITIZEN	210-387-2889	[REDACTED]
Sharlene Fey	Citizen of Comal Cty	210-414-6597	[REDACTED]
Robert R. Bittmann	Farmer	830-606-0034	[REDACTED]
Thaddeus Kochan	Live Oak	210-263-9327	[REDACTED]

IH 35 PEL Study - Public Workshop #2
 February 22, 2012
 Live Oak Civic Center

Name	Organization	Phone #	Email Address
Jimmy Robertson	JACOBS	512 241 9806	[REDACTED]
Loretta Schietinger	HNCTB	210 388-2761	[REDACTED]

February 23, 2012 – Morgan’s Wonderland

IH 35 PEL Study - Public Workshop #2
 February 23, 2012
 Morgan's Wonderland - Event Center

Name	Organization	Phone #	Email Address
Gilbert White	AAWHC	(210) 396-0749	
J. Reynolds		210-945-2112	
Pam Howell	North East Herald	210:55	
Marcus Hammer	COSA PW	209-5507	
Jerry Sinclair		650-4197	
John Defton	Vickrey & Assoc	349 3271	
Dona Liston	Lambert Events	210 271 9145	
BART PELTON	PELROY INTERNATIONAL	210-757-4640	
Steve Hawkins	Vickrey & Assoc Congressman	349-3271	
Stephanie Smith	Gonzalez	472-6198	
Brian Purcell			
Jeffrey B. Kahn	Citizen	(210) 496-6000	

IH 35 PEL Study - Public Workshop #2
 February 23, 2012
 Morgan's Wonderland - Event Center

Name	Organization	Phone #	Email Address
Bill Meska	None	757-383-3007	
Dave Reynolds	"	210-985-2172	
Harisard Cwstarpndel	HDP	210-841-2819	
KEN ROGERS	Vickroy & Associates	210-349-3271	
Lena Camerillo	PCI	210-349-3273	
Nancy Strack		210 657-0917	
Tom VanLandt	Hicks & Co.	512-478-0858	
MICHAEL STOCK	RANDOLPH, AFB JBSA HQ AETC/AYMSE	210-652-2814	

IH 35 PEL Study - Public Workshop #2
 February 23, 2012
 Morgan's Wonderland - Event Center

Name	Organization	Phone #	Email Address
Adam Ellis	Baker	210- 481-9915 408-3710	[REDACTED]
Nick Page	SA-BC MPO	210 230-6901	[REDACTED]
GREG CREAMER	JACOBS	210 494 0088	[REDACTED]
MICHAEL ROBERTS	SAS INFRASTRUCTURE, LTD	210-706-5800	[REDACTED]
ROB CLARK	VICKREY & ASSOCIATES, INC	210.349.3271	[REDACTED]

IH 35 PEL Study - Public Workshop #2
 February 23, 2012
 Morgan's Wonderland - Event Center

Name	Organization	Phone #	Email Address
Juliana Gonzalez	Rep. Joe Farias	210-923-0908	[REDACTED]
John Yossert	NYI	210-325-2500	[REDACTED]
HAL BALDWIN	CITY OF SCHWARTZ	810 488-4200	[REDACTED]

Appendix C: Public Workshop Materials and Example Photographs

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Public Workshop Exhibits

It's Time for 35!



Welcome

To the IH 35
Planning and
Environmental Linkages
Study

Public Workshop

Less *time* in traffic

More *time* for you

It's *time* to take action



www.TimeFor35.com



What Is a Planning and Environmental Linkages (PEL) Study?



- A PEL Study is a new tool intended to make the process of identifying, evaluating, and selecting preferred transportation improvements more efficient.
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- A PEL study may:
 - Shorten the time needed to implement a project by allowing planning-level decisions to be carried into future environmental studies.
 - Minimize duplication of effort between planning and environmental studies.
 - Provide a method to engage stakeholders, the public and governmental agencies early and often throughout the decision-making process.

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Why Do a Planning and Environmental Linkages (PEL) Study for IH 35?



- Previous planning studies have identified a need for transportation improvements along this vital corridor, but have not been advanced to the environmental study process for further development.
- A PEL study will:
 - Provide a tool for re-engaging the public and agencies in developing improvements for this section of the IH 35 corridor.
 - Create a link between past, current, and future transportation decisions for this area, thus potentially minimizing any duplication of effort and time lost between studies.
 - Provide an opportunity for the San Antonio region to capitalize on the Proposition 12 funds that will be made available for a National Environmental Policy Act (NEPA) study of IH 35 later this year.

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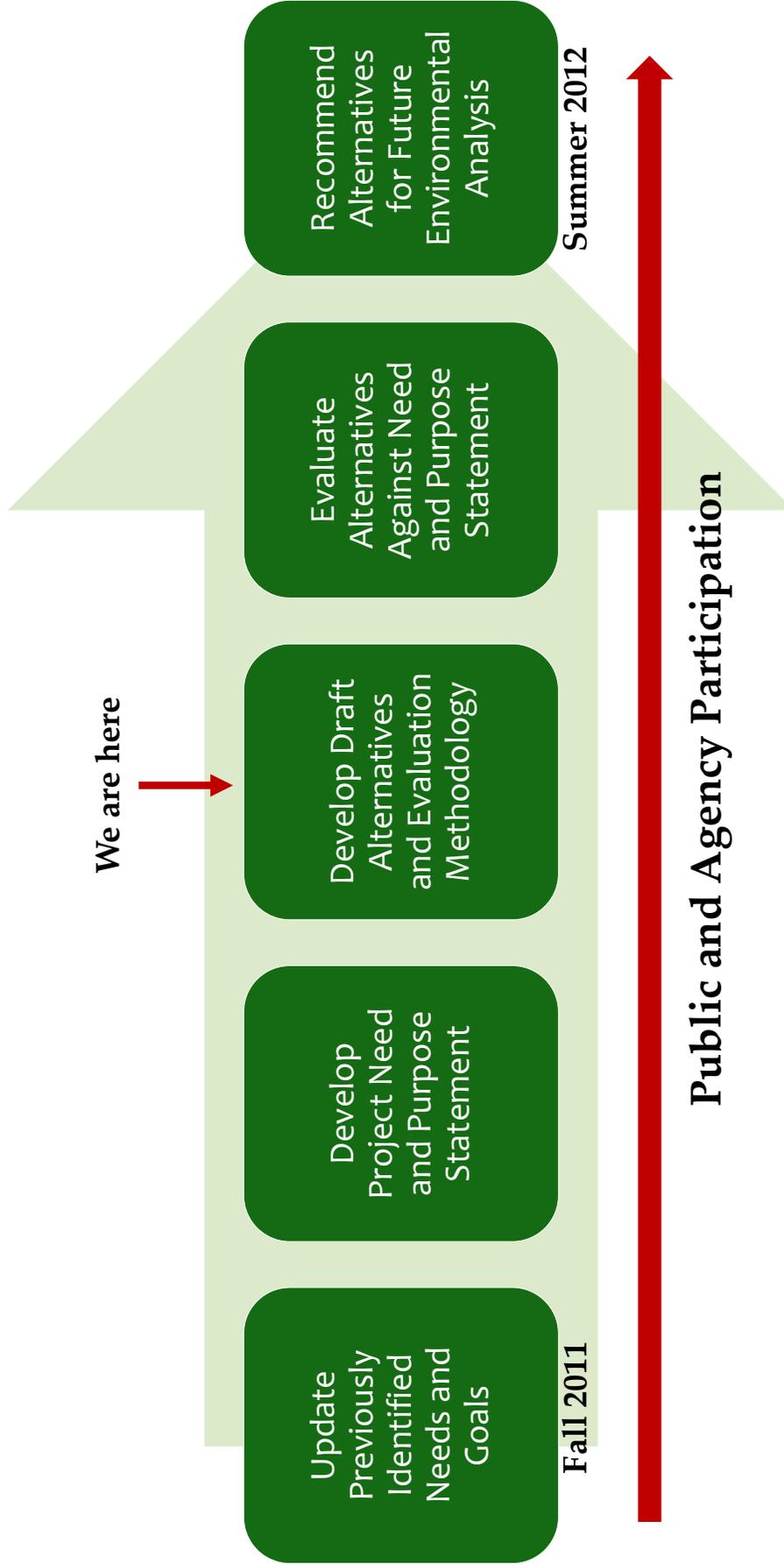
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IH 35 PEL Study Process



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What is a Need and Purpose Statement?



- The Need and Purpose Statement is intended to identify the problem to be addressed and why it is necessary to address it.
- The Need and Purpose Statement sets the stage for the development and evaluation of proposed solutions (alternatives).

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Draft Need Statement for IH 35 Improvements within the Study Area



Improvements to IH 35 within the study area are needed to address the following issues:

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

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Draft Purpose Statement for IH 35 Improvements within the Study Area



To develop transportation alternatives that improve mobility and safety in the IH 35 corridor in a manner that will reduce vehicle congestion, minimize impacts to the environment, promote efficient use of new and existing transportation capacity, increase quality of life, and complement other modes of transportation and economic development initiatives in the region.

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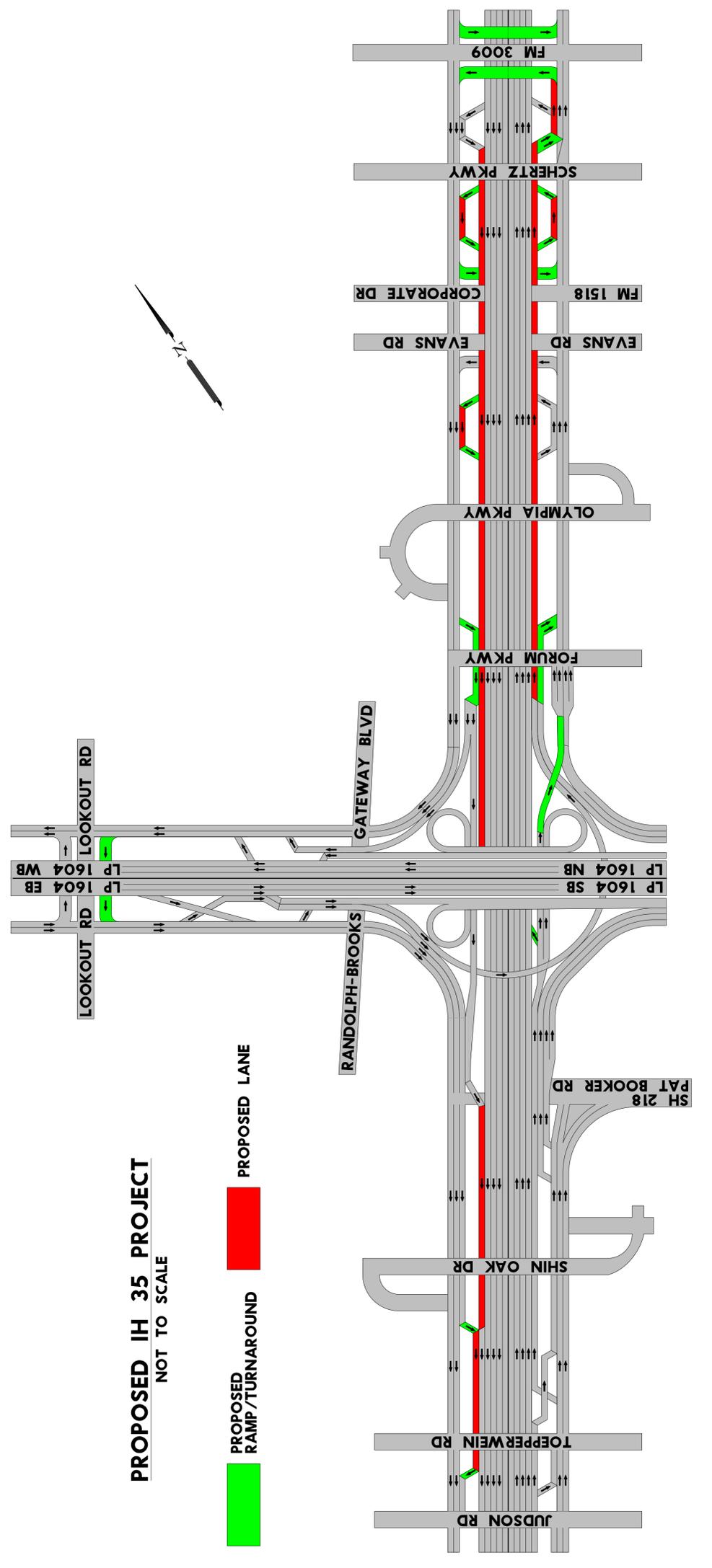
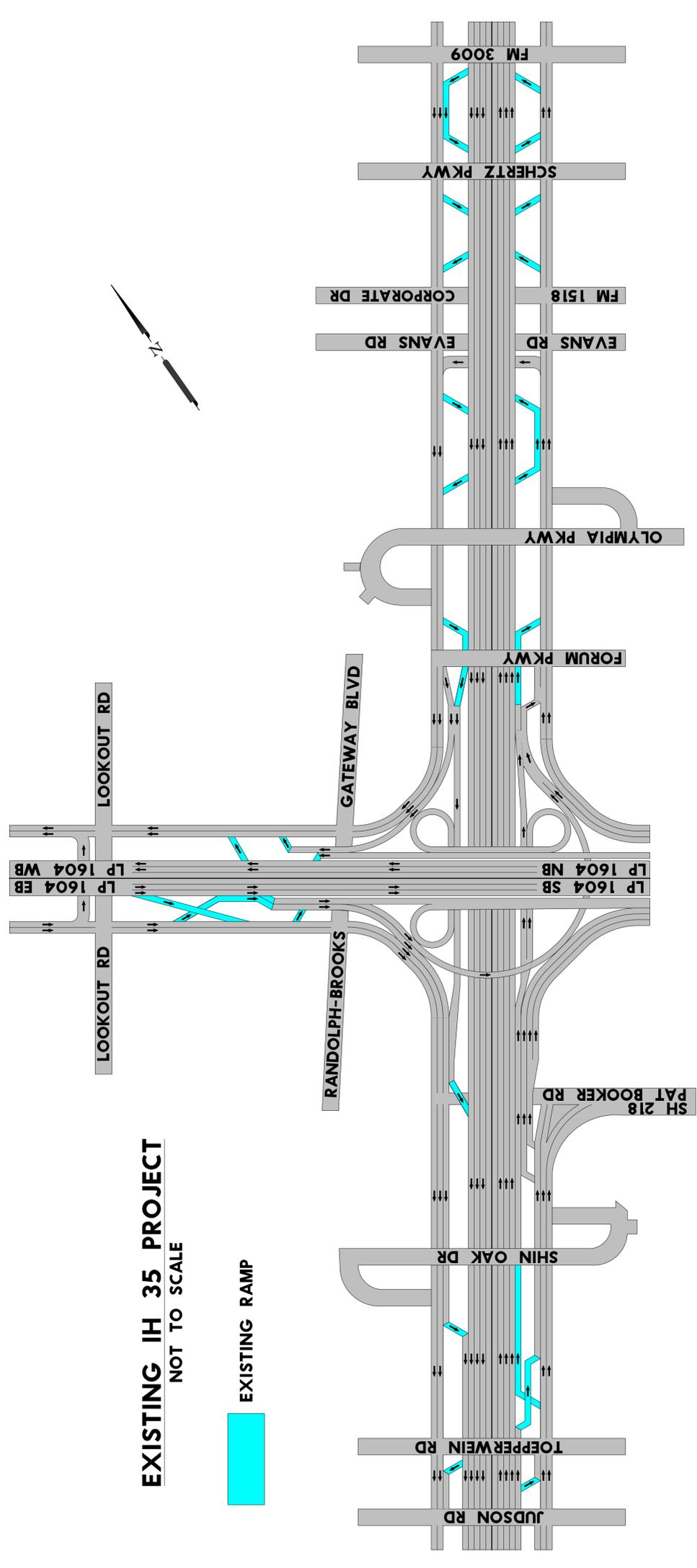
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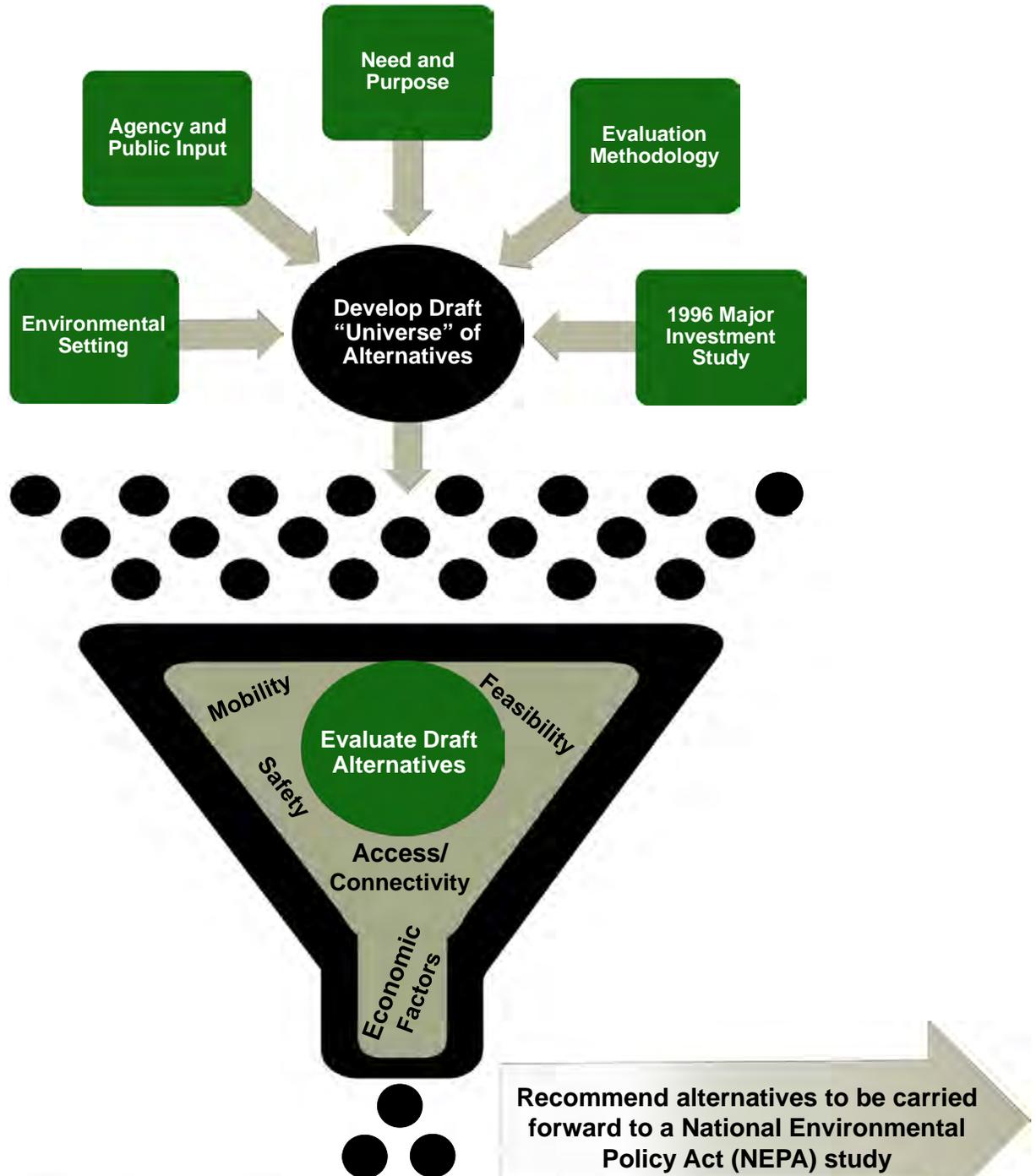


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How Does the Alternatives Evaluation Process Work?



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Proposed Evaluation Criteria - Mobility



Please place a green dot next to the objectives that you believe should be used in evaluating proposed alternatives, and a red dot next to the objectives that you do not believe should be used.

Improve Level of Service	
Improve travel time	
Facilitate the movement of through-traffic (Ex: traffic traveling from Laredo to Dallas without stopping in the San Antonio region)	
Improve person throughput capacity (i.e., the number of people moving through the corridor in a given time)	
Encourage alternatives to single occupancy vehicle use, such as transit, carpooling, telecommuting, and alternate work hours	

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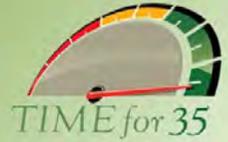
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What is Level of Service (LOS)?



LOS A



- Traffic moves freely at posted speed limits
- Vehicles can easily maneuver

LOS D



- Traffic moves at slightly lower and less predictable speeds
- Ability to maneuver is noticeably more limited
- Minor incidents are likely to cause some traffic backups

LOS B



- Traffic moves relatively freely at speeds close to the posted limits
- Vehicles can maneuver fairly easily, with a few occasional restrictions
- Minor incidents do not have much impact on traffic flow

LOS E



- Traffic moves at much slower and more unpredictable speeds
- Ability to maneuver is difficult
- Any disruption may cause significant backups

LOS C



- Traffic moves relatively freely, with occasional decreases in speed
- Ability to maneuver is slightly restricted
- Minor incidents may cause slight backups in traffic

LOS F



- Traffic moves very slowly, and can stop completely as capacity is reached
- Any disruption will cause lengthy backups

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Proposed Evaluation Criteria - Safety



Please place a green dot next to the objectives that you believe should be used in evaluating proposed alternatives, and a red dot next to the objectives that you do not believe should be used.

Reduce crash rates	
Address current design and maintenance deficiencies on IH 35 mainlanes, frontage roads, and/or connecting facilities	
Minimize interaction between large trucks and cars	
Improve public awareness of the transportation system, including access points, traffic incidents, hazards, and availability of alternative routes and modes	
Improve emergency and incident response times	

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Proposed Evaluation Criteria - Feasibility



Please place a green dot next to the objectives that you believe should be used in evaluating proposed alternatives, and a red dot next to the objectives that you do not believe should be used.

Maximize cost benefits	
Minimize need for additional right of way	
Ensure compatibility with local land use plans and policies	
Minimize project completion time and complexity	
Minimize environmental impacts (Ex: water, air, historical, and community resources, wildlife habitats, etc.)	

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Proposed Evaluation Criteria – Access and System Connectivity



Please place a green dot next to the objectives that you believe should be used in evaluating proposed alternatives, and a red dot next to the objectives that you do not believe should be used.

<p>Improve access to other modes of transportation, including transit, bicycle/pedestrian, and airport facilities</p>	
<p>Improve facilities that would help create system linkages and connectivity among multiple transportation modes</p>	

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Proposed Evaluation Criteria – Economic Factors



Please place a green dot next to the objectives that you believe should be used in evaluating proposed alternatives, and a red dot next to the objectives that you do not believe should be used.

<p>Reduce delays for commuter and freight movements</p>	
<p>Minimize negative economic impacts on the local community, including the potential for income loss due to construction</p>	
<p>Maintain or improve access to businesses or properties</p>	

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Alternative Improvement Strategies Evaluated in the Northeast IH 35 Corridor 1996 Major Investment Study (MIS)



- **Base Case (No-Build)** – Includes preservation of the existing and committed highway and transit systems (i.e., the existing facility plus all scheduled transportation improvements).
- **Minimal Corridor Operating System Improvements** – Includes the Base Case improvements plus the following:
 - Transportation Systems Management (TSM): spot safety and operations improvements;
 - Transportation Demand Management (TDM): programs that encourage shared rides;
 - Intelligent Transportation Systems (ITS): expanding TransGuide (a technology system that provides information to motorists);
 - Pedestrian and Bicycle Facilities.
- **Improve Bus Service** – Includes Base Case improvements and Minimal Corridor Operating System improvements plus the following:
 - Restructured transit network that reduces downtown transfers and improves suburban to suburban transit services; and
 - Increase in buses, transit centers and park and ride facilities.
- **Safety and Operational Improvements at Major Interchanges** – Includes the Improve Bus Service improvements plus ramp and direct connector improvements at major interchanges.

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Alternative Improvement Strategies Evaluated in the Northeast IH 35 Corridor 1996 MIS (cont.)



- **Additional General Purpose Lanes** – Includes the Safety and Operational Improvements at Major Interchanges and adds additional general purpose capacity to the corridor. (See Figure S.2)
- **Express Lanes** – Includes the Safety and Operational Improvements at Major Interchanges and adds additional express lane (managed or toll) capacity to the corridor. (See Figure S.3)
- **High Occupancy Vehicle (HOV) Lanes** – Includes the Safety and Operational Improvements at Major Interchanges and adds additional HOV capacity to the corridor. (See Figure S.4)
- **Local Rail Transit** – Includes the Safety and Operational Improvements at Major Interchanges plus local rail transit service paralleling the existing IH 35 corridor. (See Figure S.5)

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Alternative Improvement Strategies Evaluated in the Northeast IH 35 Corridor 1996 MIS



Figure S.2
Additional General Purpose Lanes

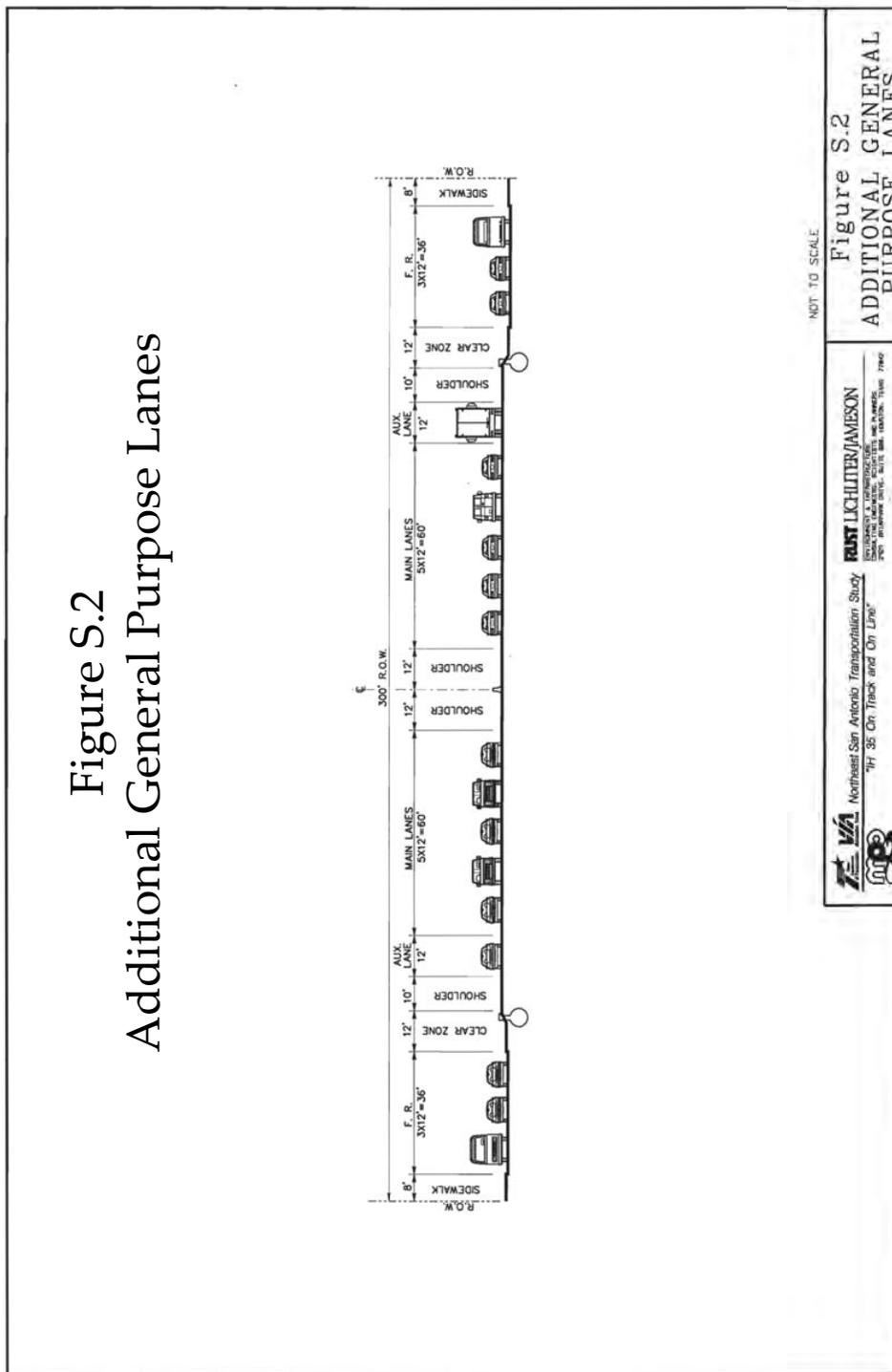


Figure S.2
ADDITIONAL GENERAL PURPOSE LANES

NOT TO SCALE

Northeast San Antonio Transportation Study
 RUST LICHTNER/JAMESON
 ENGINEERS, ARCHITECTS, INTERIORS AND LANDSCAPE ARCHITECTS
 1911 W. Loop West, Suite 200, Dallas, Texas 75201

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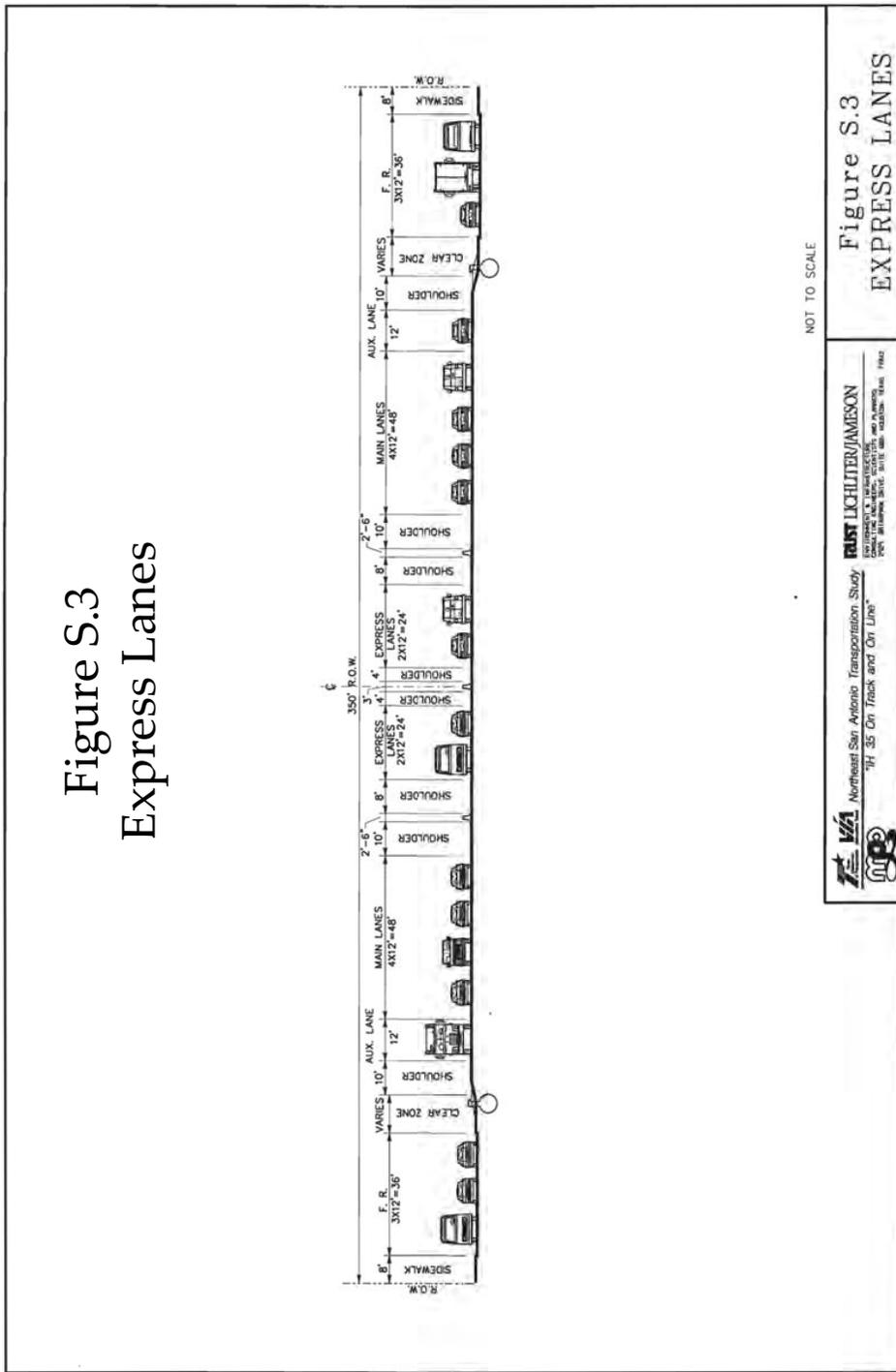
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Alternative Improvement Strategies Evaluated in the Northeast IH 35 Corridor 1996 MIS



Figure S.3
Express Lanes



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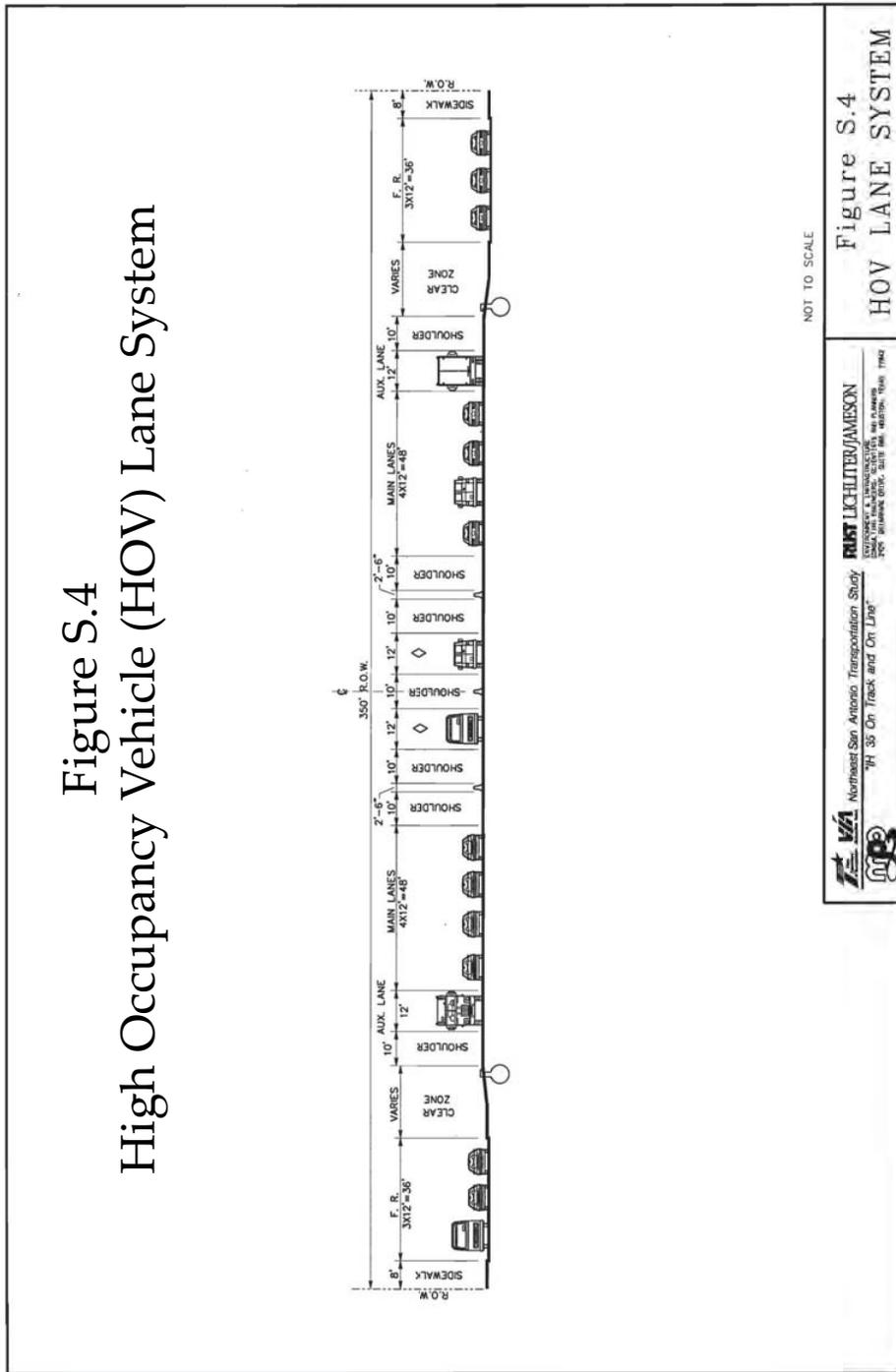
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Alternative Improvement Strategies Evaluated in the Northeast IH 35 Corridor 1996 MIS



Figure S.4
High Occupancy Vehicle (HOV) Lane System



NOT TO SCALE

Figure S.4
HOV LANE SYSTEM

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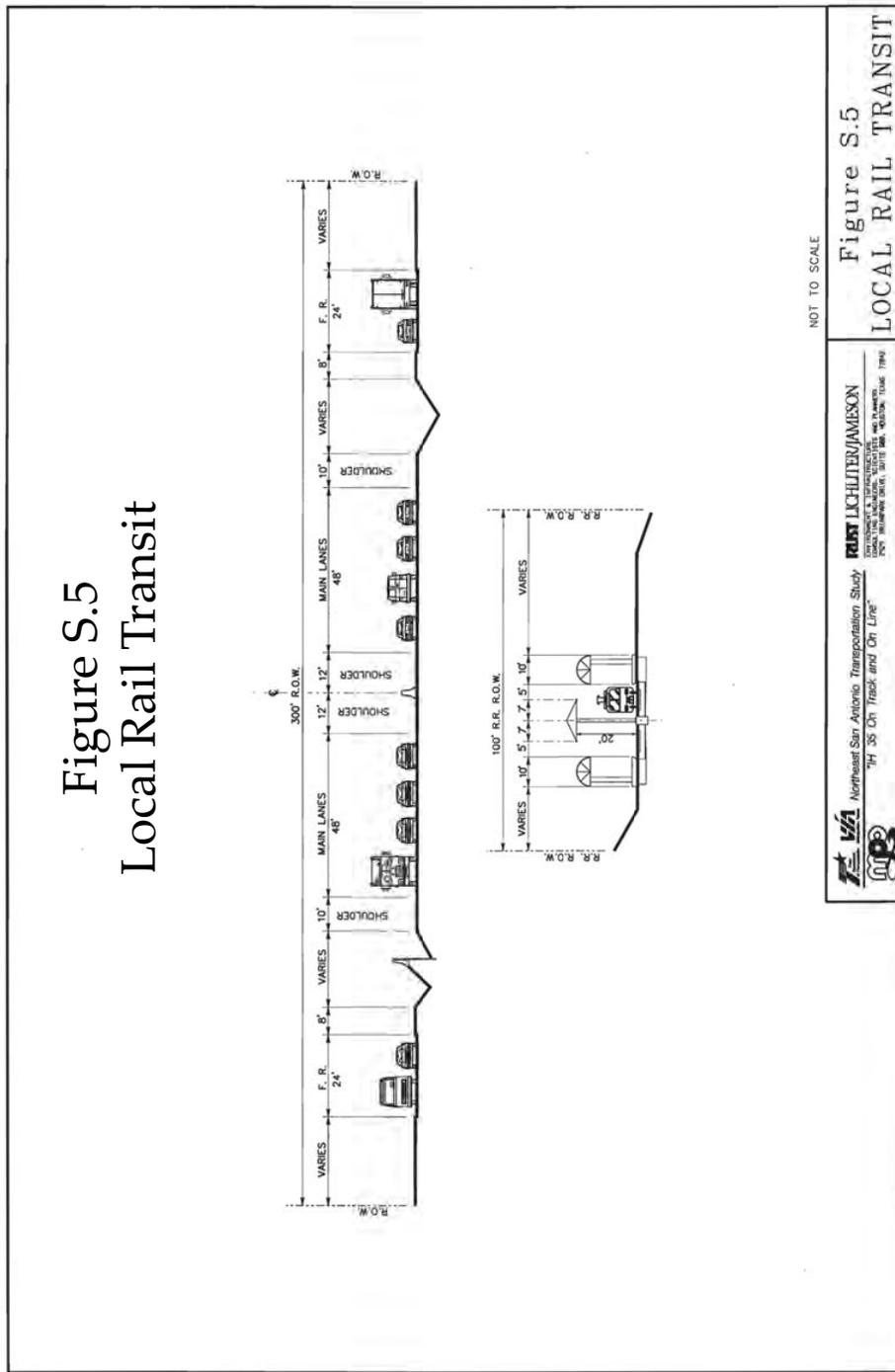
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Alternative Improvement Strategies Evaluated in the Northeast IH 35 Corridor 1996 MIS



Figure S.5
Local Rail Transit



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What Makes Up the Environmental Setting?



The environmental setting includes the environmental, social, economic, and community resources and characteristics within the IH 35 PEL study that will be considered when developing and evaluating draft alternatives for IH 35. These resources and characteristics include, but are not limited to the following:

- Churches
- Cemeteries
- Historic Resources
- Schools
- Wetlands
- Parks
- Floodplains
- Hazardous materials sites
- Transportation infrastructure
- Utility infrastructure
- Fire stations
- Hospitals
- Land uses
- Water wells
- Streams
- Demographic characteristics
- Other environmental resources such as wildlife habitats, soils, etc.

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Public Workshop Presentation



IH 35 Planning and Environmental Linkages Study:

Planning for Transportation Improvements on IH 35 in the San Antonio Region

Public Workshop Round 2
February 2012

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What is Being Covered Tonight?

- IH 35 Planning and Environmental Linkages (PEL) Study Overview
- Input from November 2011 public workshops
- Draft IH 35 PEL Study Need and Purpose Statement
- Process for developing and evaluating proposed solutions (alternatives) for IH 35

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IH 35 PEL Study Overview

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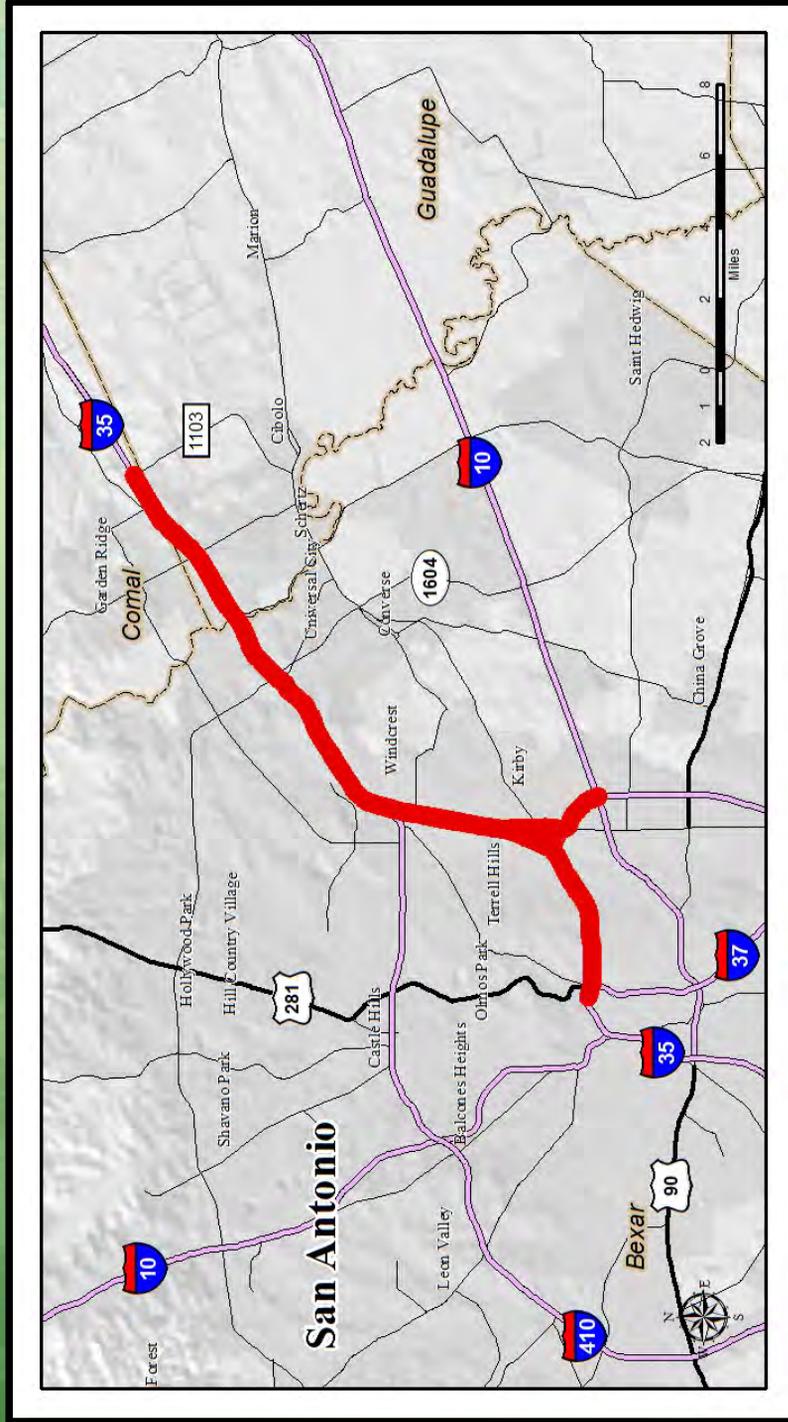
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IH 35 PEL Study



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Why Use a PEL Study for IH 35?

- Re-engages the public and agencies in the planning process
- Creates link between past, current, and future transportation decisions, thus potentially minimizing duplication of efforts
- Shortens the time needed to implement a project

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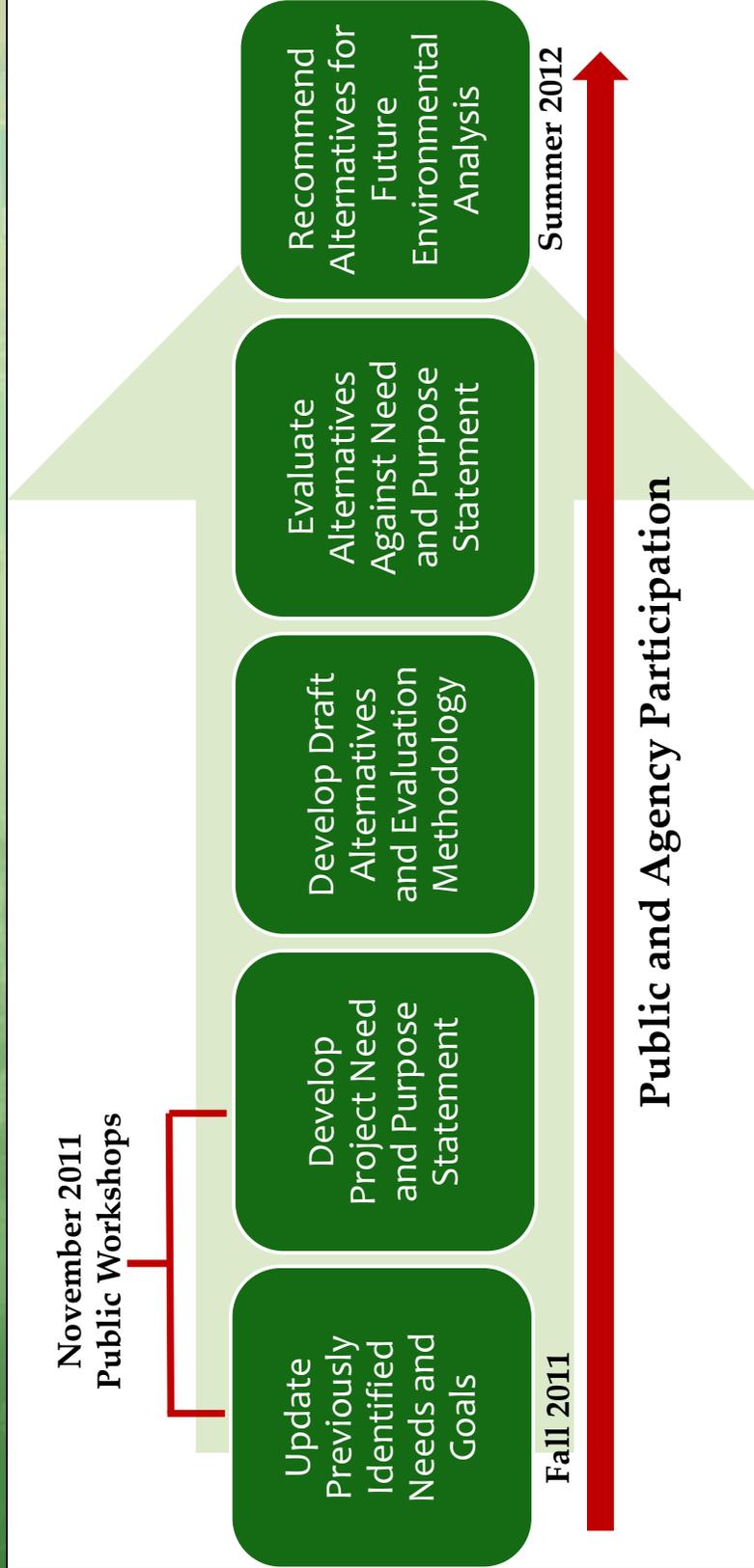
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IH 35 PEL Study Process



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November 2011 Public Workshops



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Problems Frequently Identified in the Study Area

- Higher demand than capacity on IH 35 and the adjacent local street system
- Conflicts between local and thru traffic on Loop 410 and IH 35
- Poor traffic flow at both interchanges between IH 35 and Loop 410
- High number of trucks using the corridor
- Increasing potential for accidents due to congestion
- Inadequate exit ramp capacity
- Choke points throughout the corridor
- Inadequate storage for both exit lanes and merging lanes

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Most Frequently Supported Solutions from November 2011 Public Workshops

- Additional main lanes
- Improvements to connecting facilities
- Design and safety improvements
- Designated truck lanes

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What Have We Done with this Input?

- Incorporated into Draft IH 35 PEL Study Need and Purpose Statement
- Used in identifying basic concepts and values to be considered in the development and evaluation of draft alternatives.

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Draft Need Statement for IH 35 Improvements within the Study Area

Improvements to IH 35 within the study area are needed to address the following issues:

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

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Draft Purpose Statement for IH 35 Improvements within the Study Area

To develop transportation alternatives that improve mobility and safety in the IH 35 corridor in a manner that will reduce vehicle congestion, minimize impacts to the environment, promote efficient use of new and existing transportation capacity, increase quality of life, and complement other modes of transportation and economic development initiatives in the region.

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Proposed Alternative Evaluation Factors

- Meets Need and Purpose
 - Mobility
 - Safety
 - Economic
 - Access and System Connectivity
 - Feasibility

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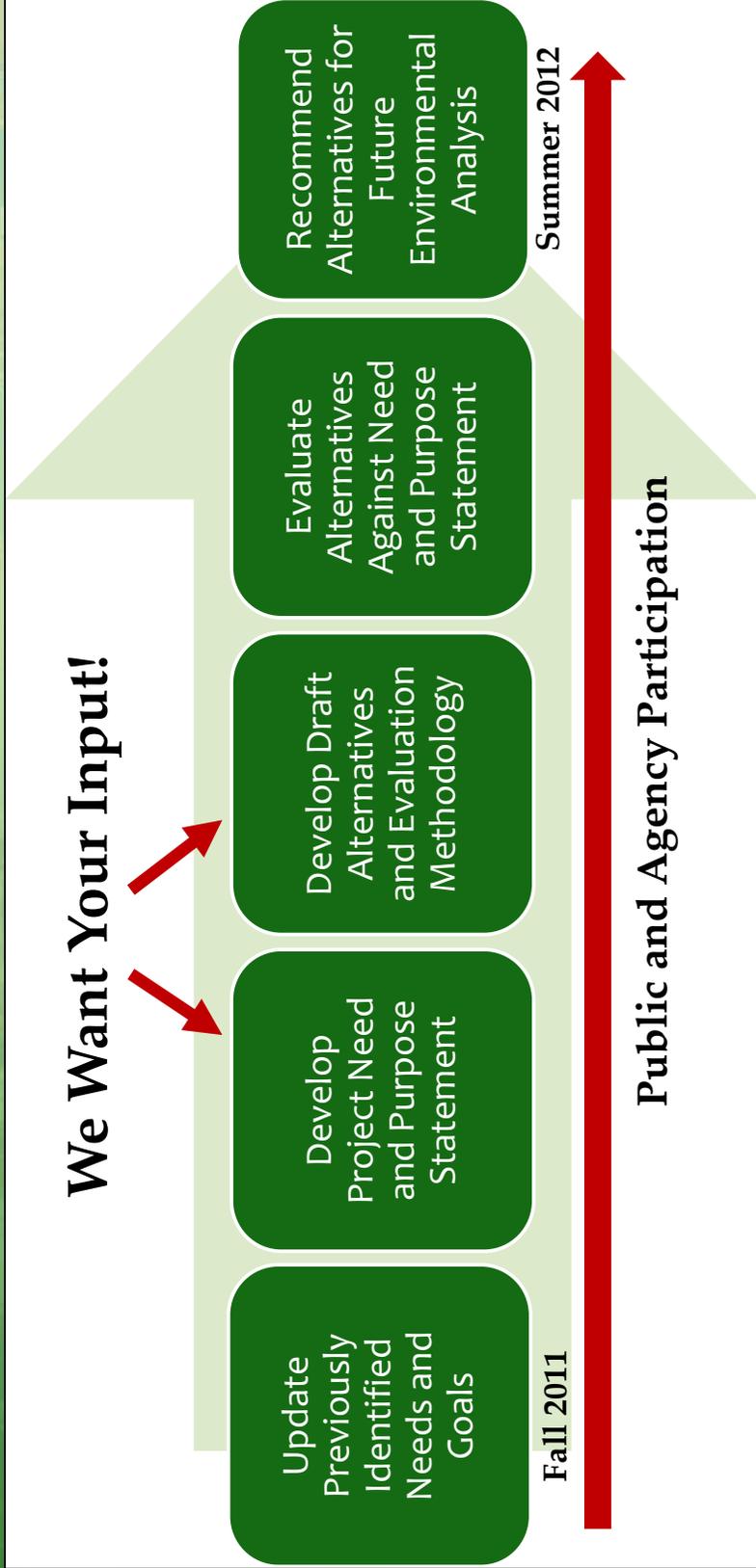
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IH 35 PEL Study Process



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We Want Your Input!

- Leave a Comment Tonight:
 - Comment Form
 - Court Reporter
 - Sticky Wall
 - Laptop Stations
 - Visit: www.TimeFor35.com
 - Email: IH35@AlamoRMA.org
 - Mail: IH 35 PEL Study
601 NW Loop 410, Suite 410
San Antonio, Texas 78216
 - Call: 210-549-SA35 (210-549-7235)
- *Comments must be received by March 5, 2012

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Thank you for participating tonight!

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Public Workshop Handouts



IH 35 Planning and Environmental Linkages (PEL) Study Public Workshop #2



Welcome!

On behalf of the Alamo Regional Mobility Authority (Alamo RMA) and the Texas Department of Transportation (TxDOT) welcome to the second round of public workshops on the IH 35 Planning and Environmental Linkages Study, the start of the process to help bring long-term relief to IH 35.

Tonight's workshop is an open house forum, with a brief presentation to be made periodically during the evening. We have stations set up around the room for you to visit for as long as you'd like, and staff ready at each station to help answer questions you may have during tonight's event.

Stations

IH 35 Planning and Environmental Linkages Study Process – Visit this station to find out what a Planning and Environmental Linkages Study is, why we are using it to plan improvements for IH 35, the general process and timeline for this study, and the draft need and purpose for improvements. Show us where you live and work in relation to the IH 35 corridor as well so we can better understand the needs of users of the corridor!

Presentation – Throughout the evening we will offer a small group presentation to help bring everyone up to date with the IH 35 Planning and Environmental Linkages Study process, what we heard from our first round of meetings in November 2011, and the purpose of tonight's meeting. This presentation will happen periodically throughout tonight's meeting.

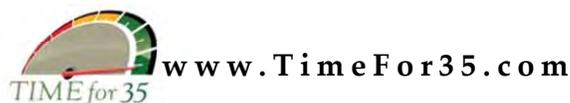
Alternatives Screening Process: What is important to you for future improvements to IH 35? – This is a key station and question to ask – as we start to develop and evaluate alternatives for long-term improvements to IH 35 we need to know from the community – what is important to you? For example, should we increase the level of service on the roadway? Should we stay within the existing right of way? This multiple workstation part of our meeting is divided into key factors for alternative analysis – each with objectives that we need your input to help shape! Visit any of the Key Factor exhibits to view the proposed objectives for Mobility, Safety, Economic, Access and System Connectivity, and Feasibility – let us know your thoughts! Staff is on hand to help answer questions you may have for these stations.

Previously Studied Alternatives – Visit this station to find out what alternatives were considered in the Northeast IH 35 Corridor 1996 Major Investment Study (MIS), and tell us what you think about them today, as well as what additional alternatives you would like for us to consider.

IH 35 Corridor Map – Visit this station to view maps of the environmental setting within the study area. Grab a pen and note any specific social, economic, or environmental resources of which you are aware. Staff will be on hand to help as needed.

Near Term Improvements – TxDOT is working on interim improvements to IH 35 that are separate and apart from this study process. Visit this station to find out how Proposition 12 bond funds are going to help make your commute a little easier!

Comments! – We have multiple ways you can submit comments tonight for part of the official record of this workshop – including a Court Reporter on site to transcribe your comments into the record. Please see the comment sheet in your welcome packet for the ways you can leave a comment tonight, and after tonight's meeting, to make your voice heard as part of this process.





IH 35 Planning and Environmental Linkages (PEL) Study Public Workshop #2



Draft Need and Purpose for Improvements to IH 35 in the Study Area

The IH 35 PEL Study Team invites you to help us finalize the draft need and purpose statement for the IH 35 PEL Study. Please use this handout to make any suggested changes to the statement of need and purpose shown below. Marked-up handouts can be placed in the comment box located at the public workshop, emailed to IH35@AlamoRMA.org, or mailed to IH 35 PEL Study; 601 NW Loop 410, Suite 410; San Antonio, TX 78216 by March 5, 2012.

Draft Need Statement

Improvements to IH 35 within the study area are needed to address the following issues:

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

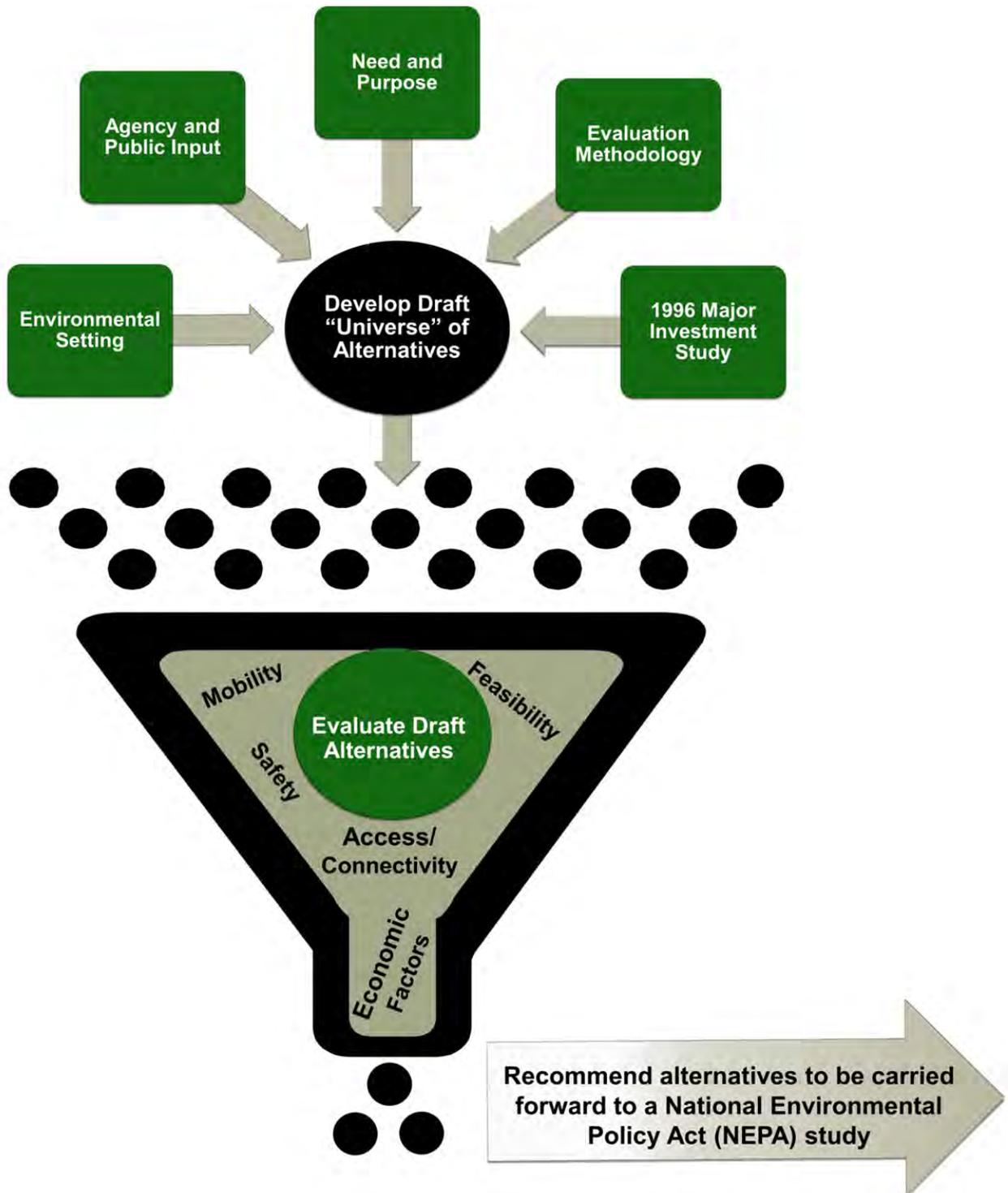
These issues lead to increased vehicle delay and have negative economic and environmental consequences to area residents, commuters, businesses, and freight movements.

Draft Purpose Statement

The purpose of the IH 35 PEL study is:

To develop transportation alternatives that improve mobility and safety in the IH 35 corridor in a manner that will reduce vehicle congestion, minimize impacts to the environment, promote efficient use of new and existing transportation capacity, increase quality of life, and complement other modes of transportation and economic development initiatives in the region.

Draft Alternatives Development and Evaluation Process





IH 35 Planning and Environmental Linkages (PEL) Study Public Workshop #2



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"Making people move"

Proposed Alternative Evaluation Factors

The following proposed alternative evaluation factors were developed based on evaluation criteria used in the Northeast IH 35 Corridor 1996 Major Investment Study (MIS) and input received from citizens and agencies at previous public workshops and IH 35 PEL Study advisory committee meetings. Please indicate on this form whether or not you would include each proposed factor in the alternatives evaluation methodology, or make suggestions about how it could be refined. Completed forms can be placed in the comment box located at the public workshop, or mailed to IH 35 PEL Study: 601 NW Loop 410, Suite 410; San Antonio, TX 78216 by March 5, 2012.

Evaluation Factor	Objective/Issue to Be Addressed	Include in Evaluation Methodology?	
		Yes	No
Mobility	Improve level of service		
	Improve travel time		
	Facilitate the movement of through-traffic (Ex: traffic traveling from Laredo to Dallas without stopping in the San Antonio region)		
	Improve person throughput capacity (i.e., the number of people moving through the corridor in a given time)		
	Improve ingress and egress at ramps and interchanges		
	Encourage alternatives to single occupancy vehicle use, such as transit, carpooling, telecommuting, and alternate work hours		

Evaluation Factor	Objective/Issue to Be Addressed	Include in Evaluation Methodology?		
		Yes	No	Yes, but refine as follows:
Safety	Reduce crash rates			
	Address current design and maintenance deficiencies on IH 35 mainlanes, frontage roads, and/or connecting facilities			
	Minimize interaction between large trucks and cars			
	Improve public awareness of the transportation system, including access points, traffic incidents, hazards, and availability of alternative routes and modes			
	Improve emergency and incident response times			

Evaluation Factor	Objective/Issue to Be Addressed	Include in Evaluation Methodology?		
		Yes	No	Yes, but refine as follows:
Economic Factors	Reduce delays for commuter and freight movements			
	Minimize negative economic impacts on the local community, including the potential for income loss due to construction			
	Maintain or improve access to businesses or properties			
Access and System Connectivity	Improve access to other modes of transportation, including transit, bicycle/pedestrian, and airport facilities			
	Improve facilities that would help create system linkages and connectivity among multiple transportation modes			

Evaluation Factor	Objective/Issue to Be Addressed	Include in Evaluation Methodology?		
		Yes	No	Yes, but refine as follows:
Feasibility	Maximize cost benefits			
	Minimize need for additional right of way			
	Ensure compatibility with local land use plans and policies			
	Minimize project completion time and complexity			
	Minimize environmental impacts (e.g., water, air, historical, and community resources, wildlife habitats, etc.)			

IH 35 PEL Frequently Asked Questions

What is the purpose of the IH 35 PEL Study? The study will identify transportation needs and potential improvements for IH 35 in portions of Bexar, Comal and Guadalupe Counties.

What are the study limits? The study area follows IH 35 from Hubertus Road/FM 1103 in Schertz to the intersection with IH 37/US 281 in downtown San Antonio, and Loop 410 from IH 35 on the north side of San Antonio east to IH 10.

What is a PEL Study? A PEL study is a new tool established by the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) to make the process of identifying, evaluating, and selecting preferred transportation improvements more efficient. This process allows early planning-level decisions to be carried into future, more detailed environmental studies to select specific transportation improvements for implementation.



IH 35 PEL Study Area

Why are we doing a PEL study for this section of IH 35? Previous planning studies have identified a need for transportation improvements along this section of IH 35, but none have advanced to the environmental study process (which identifies specific improvements to be implemented). A PEL study will re-engage the public and agencies in the transportation decision-making process, and will provide a recognized "link" between past, current, and future studies for this area, thus potentially minimizing any duplication of effort and shortening the time needed to implement a project.

How is this study related to other recent transportation planning efforts for IH 35? The San Antonio-Bexar County Metropolitan Planning Organization's (SA-BC MPO's) *Mobility 2035* Metropolitan Transportation Plan and the I-35 Corridor Advisory Committee's *MY 35 Plan* both contain long-range recommendations for IH 35 within the study area. The IH 35 PEL Study will consider these recommendations, as well as additional proposed solutions developed through public and agency participation and detailed technical evaluation, to move IH 35 improvements closer to implementation.

Who is conducting the study? The study process will be led by the Texas Department of Transportation (TxDOT) and the Alamo Regional Mobility Authority (Alamo RMA), with participation from the public and local, state, and federal agencies.

How long will the study take, and what are the major milestones? The study is anticipated to be complete by Summer 2012, with major study milestones occurring as follows:

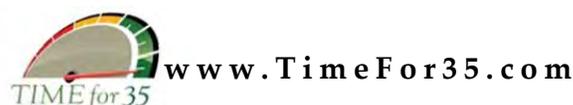
- Identify transportation needs and goals in the study area (Fall/Winter 2011)
- Identify the environmental resources within the study area (Winter 2011/Spring 2012)
- Identify the Need and Purpose for improvements to IH 35 in the study area (Winter 2011/Spring 2012)
- Establish the factors/objectives by which to develop and evaluate proposed alternatives (Winter 2011/Spring 2012)
- Develop proposed solutions (draft alternatives) to meet the needs (Spring 2012)
- Evaluate the draft alternatives (Spring 2012)
- Recommend alternatives to be carried forward into future environmental studies (Summer 2012)

How can the public and agencies participate in the process? The study will incorporate public and agency participation early and often throughout the process. TxDOT and the Alamo RMA will host three rounds of public workshops, four Community Advisory Committee (CAC) meetings, four Technical Advisory Committee (TAC) meetings, and numerous elected official and stakeholder meetings to engage stakeholders at key milestones. Additionally, members of the public can stay engaged through the following:

- **Project Website:** www.TimeFor35.com
- **Email:** IH35@AlamoRMA.org
- **Phone:** 210-549-SA35 (210-549-7235)
- **Facebook:** www.Facebook.com/TimeFor35
- **Twitter:** www.Twitter.com/TimeFor35
- **Mailing Address:** IH 35 PEL Study
601 NW Loop 410, Suite 410
San Antonio, Texas 78216

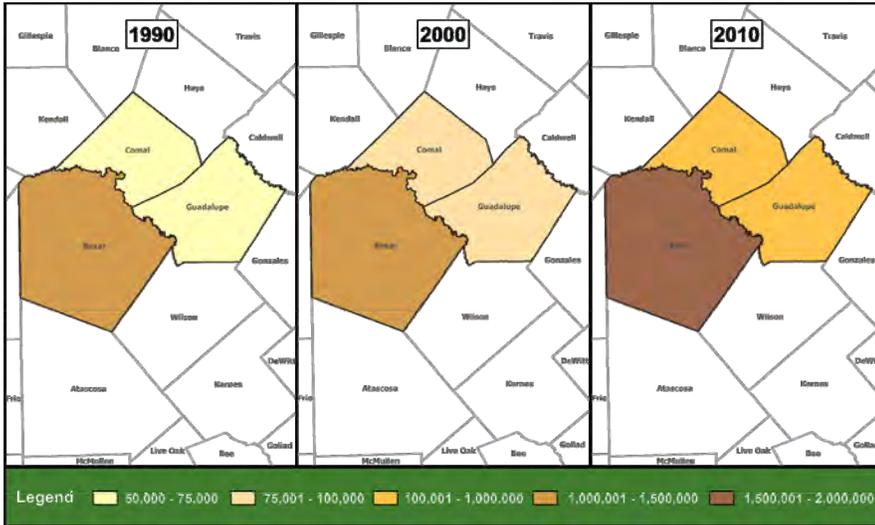
What is the Technical Advisory Committee (TAC)? The TAC is responsible for providing technical advice and recommendations regarding transportation needs and proposed improvements for IH 35 within in the study area. Representatives from local, state, and federal agencies such as cities and counties, the Texas Historical Commission, the SA-BC MPO, VIA, and the U.S. Army Corps of Engineers have been invited to participate on this committee.

What is the Community Advisory Committee (CAC)? The CAC is responsible for providing advice and recommendations from a community/public perspective regarding transportation needs and proposed improvements for IH 35 within the study area. Representatives from neighborhood associations, community organizations, churches, schools, businesses, chambers of commerce, and other stakeholders have been invited to participate on this committee.



IH 35 Facts

Population Change in Bexar, Guadalupe, and Comal Counties (1990-2010)



Source: U.S. Census Bureau (1990, 2000, 2010)

Existing IH 35 Facility

- Six to eight divided main lanes with 10-12-foot shoulders.
- Continuous frontage roads with shoulders up to eight feet wide.

Population Growth

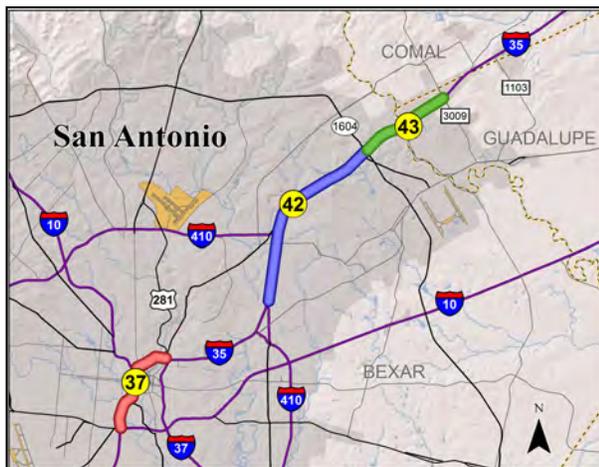
- Total population increased by 50% between 1990 and 2010 in Bexar, Comal, and Guadalupe Counties.
- Population in Comal and Guadalupe Counties more than doubled between 1990 and 2010.
- Population in 3-county area is projected to increase between 11% to 27% by 2035.*

* Source: Texas State Data Center 2008 0.5 and 1.0 Projection Scenarios

County	1990	2000	2010	Total Change (1990-2010)	Percent Change (1990-2010)
Bexar	1,185,394	1,392,931	1,714,773	529,379	44.7%
Comal	51,832	78,021	108,472	56,640	109.3%
Guadalupe	64,873	89,023	131,533	66,660	102.8%
Total	1,302,099	1,559,975	1,954,778	652,679	50.1%

Source: U.S. Census Bureau (1990, 2000, 2010)

Rankings on Texas' "Most Congested Roadways" List for 2010

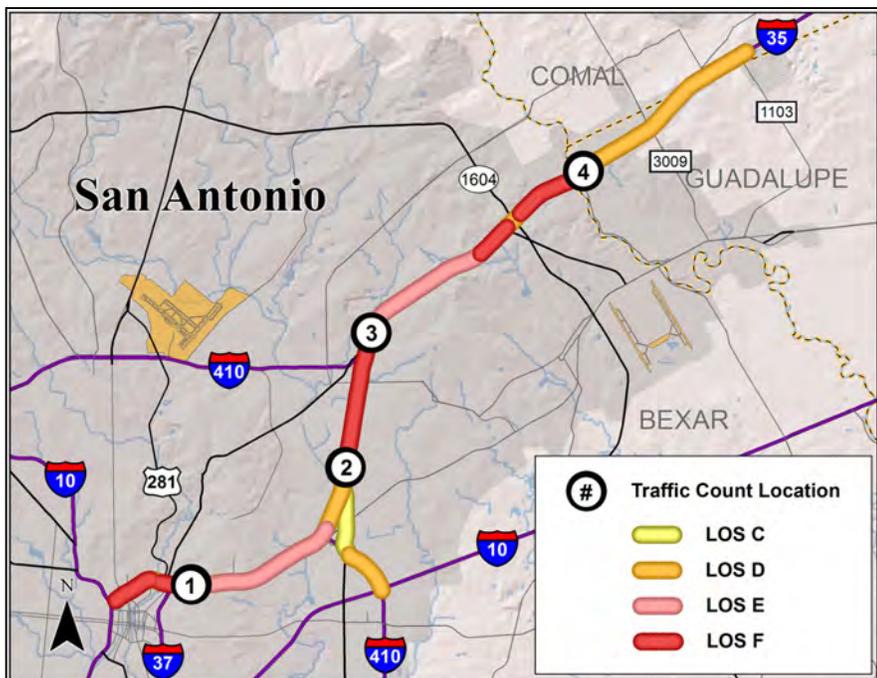


Congestion

- Two of the most congested roadway segments in Texas in 2010 were located within the IH 35 PEL study area; a third segment was just south of the study area:
 - #42: IH 410 to Loop 1604
 - #43: Loop 1604 to FM 3009
 - #37: Loop 353 to US 281

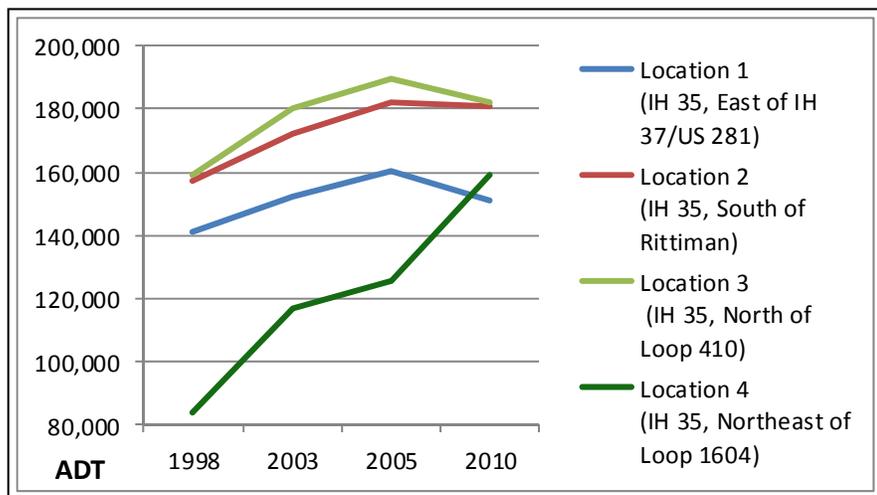
Source: TxDOT's 100 Most Congested Roadways List, 2011

Peak Hour Levels of Service within the IH 35 PEL Study Area, 2010

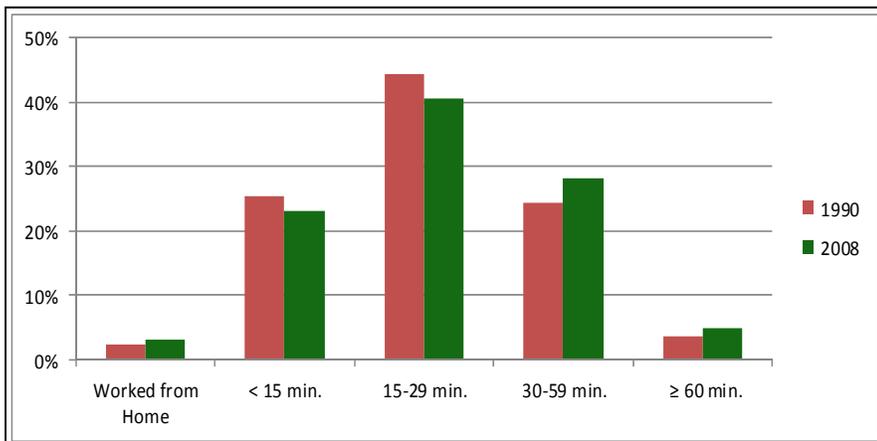


Source: Level of Service calculations based on TxDOT TP&P's 2011 Roadway Inventory File

Historical Average Daily Traffic Volumes in the IH 35 PEL Study Area



Travel Time to Work in Bexar, Guadalupe, and Comal Counties



Level of Service

Level of Service (LOS) is a measure of operational conditions along a roadway section during peak travel hours (generally from 7:00 AM—9:00 AM and from 4:00 PM—6:00 PM). It is reported on a scale of A through F, with LOS A indicating free-flow travel operations, gradually declining to highly congested operations at LOS F.

- In 2010, approximately 75% of the peak hour travel within the study area was operating at LOS E and F.

Average Daily Traffic Volumes

- Average Daily Traffic Volumes (ADT) increased an average of 24% from 1998 to 2010 (ranging from 7% to 89% at four locations along IH 35 in the study area).
- Within the study area, 2010 truck volumes made up approximately 8% to 10% of the total daily traffic volume on IH 35, ranging from 9,000 to 14,000 trucks per day.
- In some locations, 2010 traffic counts were already approaching previously forecasted traffic counts for 2030.*

Sources: 1998-2008 Traffic Counts - TxDOT TP&P Division; 2010 Year End TxDOT Roadway Inventory File, TxDOT-TP&P Division, AADT Count Maps; *2030 Forecast ADT - IH-35 Managed Lanes Project (Initial Conceptual Alternatives Studies - Phase 1), 2007.

Travel Time to Work

- In 2008, over 265,000 workers in Bexar, Comal, and Guadalupe Counties traveled 30 minutes or longer to work.
- Approximately 635,000 (79%) of workers in the 3 counties drove to work alone in 2008.

Source: U.S. Census Bureau (1990); American Community Survey 2005 - 2009



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Can you make the TimeFor35?

New social media or web 2.0 tools such as Facebook, Twitter and YouTube provide the Alamo RMA and TxDOT with an opportunity to communicate with and engage our community on a variety of fronts, allowing us to reach and involve groups of individuals that would not traditionally participate in the IH 35 Planning and Environmental Linkages Process.

Below is a listing of the TimeFor35 social media sites, an explanation of what they are and information on how you can join our online community. Hope to see you online!

TimeFor35 Website



What is it? The TimeFor35 website is the central online depository for all information related to the IH 35 Planning and Environmental Linkages Study. Within the pages of the website you will find copies of all information presented at each round of public workshops, maps of the study area, contact information, and technical reports as they are prepared.

How can I use it? Visit www.TimeFor35.com to view the TimeFor35 website.

- All our social media is linked to the TimeFor35 page and you can sign up for the TimeFor35 E-newsletter to stay up to date in between public workshops.
- Access the Study's email address (IH35@AlamoRMA.org) and other contact information, and find out how to submit comments.

Facebook



What is it? Facebook is a free social networking website where users can create a personal profile, add friends and follow specific Pages and Groups of interest. The TimeFor35 Facebook Page allows users to participate in online discussions, solicits feedback to a weekly "Question of the Week", and includes upcoming event information, links to photographs, videos and other resources.

How can I use it? Visit <http://www.facebook.com/TimeFor35> to view the TimeFor35 Page.

- You will have to sign up for a Facebook account at <http://www.facebook.com/> in order to post comments and participate in the discussions on the TimeFor35 Facebook Page.
- To become a Fan of the TimeFor35 Page and receive updates go to <http://www.facebook.com/TimeFor35> and click on "Like."

- You do not have to be a member of Facebook to see the TimeFor35 page – check out what people are saying at <http://www.facebook.com/TimeFor35> - and please consider joining to participate in making the time for 35!



What is it? Twitter is a free social networking and micro-blogging service that enables its users to send and read messages known as *tweets*. Tweets are text-based posts of up to 140 characters. The TimeFor35 Twitter account is @TimeFor35. Updates on the project, new website entries, questions and useful facts will be posted through @TimeFor35.

How can I use it? Visit <http://www.twitter.com/TimeFor35> to view @TimeFor35.

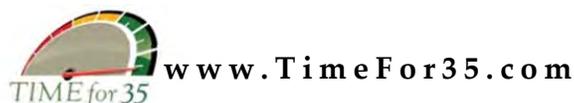
- You will have to sign up for a Twitter account at <http://www.twitter.com> to participate in the discussion, post tweets and follow posts by @TimeFor35.
- To follow @TimeFor35 and receive all updates visit www.twitter.com/TimeFor35 and click “Follow.”
- To follow @TimeFor35 on your phone via text message to receive all updates text “follow TimeFor35” to 40404 – normal text rates from your cell phone carrier may apply.

E-Newsletter



What is it? The E-Newsletter is a free periodic email sent out by the IH 35 study team to help keep the community connected with the process and progress of the IH 35 Planning and Environmental Linkages Study.

How can I use it? Visit www.TimeFor35.com to sign up for the E-Newsletter.





IH 35 Planning and Environmental Linkages Study:

Planning for Transportation Improvements on IH 35 in the San Antonio Region

Public Workshop Round 2
February 2012

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What is Being Covered Tonight?

- IH 35 Planning and Environmental Linkages (PEL) Study Overview
- Input from November 2011 public workshops
- Draft IH 35 PEL Study Need and Purpose Statement
- Process for developing and evaluating proposed solutions (alternatives) for IH 35

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IH 35 PEL Study Overview

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IH 35 PEL Study



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Why Use a PEL Study for IH 35?

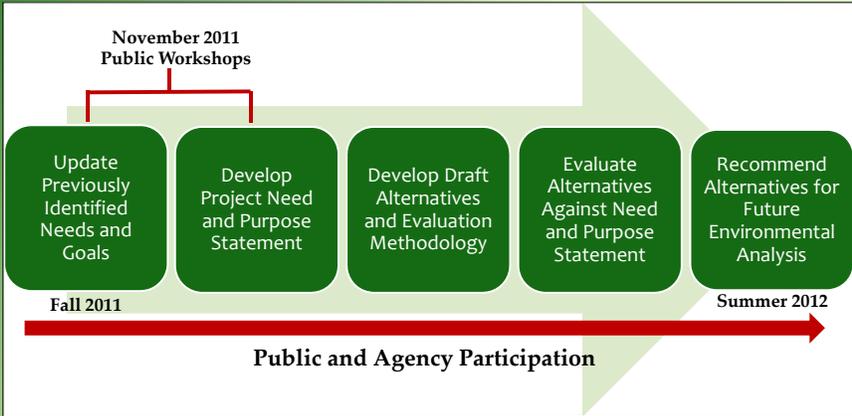
- Re-engages the public and agencies in the planning process
- Creates link between past, current, and future transportation decisions, thus potentially minimizing duplication of efforts
- Shortens the time needed to implement a project

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IH 35 PEL Study Process



November 2011
Public Workshops

Update Previously Identified Needs and Goals Develop Project Need and Purpose Statement Develop Draft Alternatives and Evaluation Methodology Evaluate Alternatives Against Need and Purpose Statement Recommend Alternatives for Future Environmental Analysis

Fall 2011 Summer 2012

Public and Agency Participation

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November 2011 Public Workshops



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Problems Frequently Identified in the Study Area

- Higher demand than capacity on IH 35 and the adjacent local street system
- Conflicts between local and thru traffic on Loop 410 and IH 35
- Poor traffic flow at both interchanges between IH 35 and Loop 410
- High number of trucks using the corridor
- Increasing potential for accidents due to congestion
- Inadequate exit ramp capacity
- Choke points throughout the corridor
- Inadequate storage for both exit lanes and merging lanes

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Most Frequently Supported Solutions from November 2011 Public Workshops

- Additional main lanes
- Improvements to connecting facilities
- Design and safety improvements
- Designated truck lanes

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What Have We Done with this Input?

- Incorporated into Draft IH 35 PEL Study Need and Purpose Statement
- Used in identifying basic concepts and values to be considered in the development and evaluation of draft alternatives.

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Draft Need Statement for IH 35 Improvements within the Study Area

Improvements to IH 35 within the study area are needed to address the following issues:

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

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Draft Purpose Statement for IH 35 Improvements within the Study Area

To develop transportation alternatives that improve mobility and safety in the IH 35 corridor in a manner that will reduce vehicle congestion, minimize impacts to the environment, promote efficient use of new and existing transportation capacity, increase quality of life, and complement other modes of transportation and economic development initiatives in the region.

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Proposed Alternative Evaluation Factors

- Meets Need and Purpose
 - Mobility
 - Safety
 - Economic
 - Access and System Connectivity
 - Feasibility

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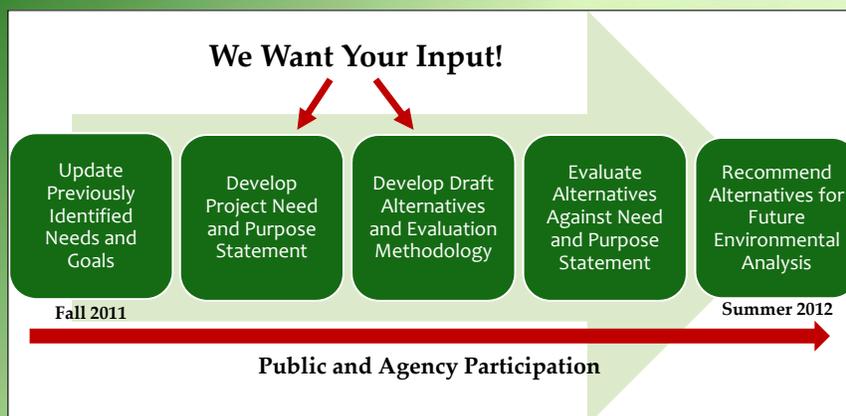
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IH 35 PEL Study Process

We Want Your Input!



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We Want Your Input!

- Leave a Comment Tonight:
 - Comment Form
 - Court Reporter
 - Sticky Wall
 - Laptop Stations
- Visit: www.TimeFor35.com
- Email: IH35@AlamoRMA.org
- Mail: IH 35 PEL Study
601 NW Loop 410, Suite 410
San Antonio, Texas 78216
- Call: 210-549-SA35 (210-549-7235)

*Comments must be received by March 5, 2012

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Thank you for participating tonight!

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IH 35 Planning and Environmental Linkages (PEL) Study



Public Workshop
 Live Oak Civic Center
 February 22, 2012

COMMENT FORM

Name _____		The best way to reach me is by: <input type="checkbox"/> Mail <input type="checkbox"/> Phone <input type="checkbox"/> Fax <input type="checkbox"/> Email <input type="checkbox"/> Other _____
Street Address _____	Zip Code _____	
Phone _____	Fax _____	
Email _____		

(Texas Transportation Code, §201.811(a)(5)): Check each of the following boxes that 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 on

Please share your concerns or comments specific to each of the sections of the IH 35 PEL study area below.

IH 35 from FM 1103 to Loop 1604	
IH 35 from Loop 1604 to Loop 410 W	
IH 35 from Loop 410 W to IH 37/281	
Loop 410 W from IH 35 to IH 10	



IH 35 Planning and Environmental Linkages (PEL) Study



Public Workshop
Morgan's Wonderland
February 23, 2012

COMMENT FORM

Name _____		The best way to reach me is by: <input type="checkbox"/> Mail <input type="checkbox"/> Phone <input type="checkbox"/> Fax <input type="checkbox"/> Email <input type="checkbox"/> Other _____
Street Address _____	Zip Code _____	
Phone _____	Fax _____	
Email _____		

(Texas Transportation Code, §201.811(a)(5)): Check each of the following boxes that 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 on

Please share your concerns or comments specific to each of the sections of the IH 35 PEL study area below.

IH 35 from FM 1103 to Loop 1604	
IH 35 from Loop 1604 to Loop 410 W	
IH 35 from Loop 410 W to IH 37/281	
Loop 410 W from IH 35 to IH 10	

Estudio de Enlaces de Planificación y Medioambiente (PEL) en IH 35

Taller Público #2

¡Bienvenidos!

De parte de la Autoridad Regional de la Movilidad Alamo (Alamo RMA) y el Departamento de Transporte de Tejas (TxDOT) les da la bienvenida a la segunda serie de talleres públicos del Estudio de Enlaces de Planificación y Medioambiente (PEL) en IH 35, el inicio del proceso para ayudar a traer alivio a largo plazo a IH 35.

El taller de esta noche incluye exhibiciones, con una presentación breve que será hecha periódicamente durante la noche. Tenemos estaciones alrededor del salón para que usted visite por el tiempo que quiera, y personal listo en cada estación para ayudar a responder a preguntas que usted pueda tener durante el acontecimiento de esta noche.

Estaciones

Proceso del Estudio de Enlaces de Planificación y Medioambiente (PEL) en IH 35 - Visite esta estación para averiguar lo que un Estudio de Enlaces de Planificación y Medioambiente es, por qué nosotros lo utilizamos para planear mejoras para IH 35, el proceso y el calendario general de este estudio, y el borrador de necesidad y propósito para mejoras. Muéstranos donde usted vive y trabaja en relación con el corredor de IH 35 para poder entender las necesidades de los que usan el corredor!

Presentación – A través de la noche ofreceremos una breve presentación a grupos pequeños para ayudar a traer a todos al corriente con el Estudio de Enlaces de Planificación y Medioambiente (PEL) en IH 35, lo que escuchamos durante nuestra primera serie de reuniones en noviembre 2011, y el propósito de la reunión de esta noche. Esta presentación sucederá periódicamente durante la junta de esta noche.

Proceso de Evaluación de alternativas: ¿Qué le es importante para las mejoras futuras en IH 35?– Esta estación es clave y un pregunta clave de preguntar – al comenzar a desarrollar y evaluar alternativas para mejoras a largo plazo a IH 35 necesitamos saber de la comunidad – qué es importante para usted? ¿Por ejemplo, debemos aumentar el nivel de servicio en la calzada? ¿Debemos permanecer dentro del derecho de vía existente? Esta estación múltiple parte de nuestra reunión esta dividida en factores claves para el análisis alternativo – ¡cada uno con objetivos que necesitamos su ayuda para darle forma! Visite cualquiera de las exhibiciones de Factores Claves para ver los objetivos propuestos para la Movilidad, la Seguridad, Económico, Conectividad de Acceso y Sistema, y la Viabilidad – ¡déjenos saber sus pensamientos! El personal esta a la mano para responder a preguntas que usted tenga para estas estaciones.

Alternativas anteriormente estudiadas – Visite esta estación para averiguar qué alternativas fueron consideradas en el Estudio Mayor de Inversión de el corredor de IH 35 del 1996 (MIS), y dignos lo que usted piensa de ellos hoy, así como alternativas adicionales que usted quisiera que nosotros consideremos.

Mapa de el Corredor de IH 35 – Visite esta estación para ver mapas de la colocación de medio ambiente dentro del área de estudio. Coja una pluma y note recursos específicos, sociales, económicos o ambientales de que usted está enterado. El personal estará a la mano para ayudar como necesitado.

Mejoras al corto plazo – El Departamento de Transporte de Tejas (TxDOT) esta trabajando en mejoras provisionales a IH 35 separadas y aparte de este proceso de estudio. Visite esta estación para averiguar cómo los bonos de la Proposición 12 ayudarán hacer su viaje diario un poco más fácil!

iComentarios! – Tenemos maneras múltiples que puede usted someter sus comentarios esta noche para que formen parte del registro oficial de este taller – incluyendo un Periodista del Tribunal presente para transcribir sus comentarios en el registro. Vea por favor la hoja de comentario en su paquete de bienvenida para encontrar las maneras que puede dejar un comentario esta noche, y después de la reunión de esta noche, para hacer que su voz sea escuchada como la parte de este proceso.

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Estudio de Enlaces de Planificación y Medioambiente (PEL) en IH 35 Taller Público #2



Borrador de Necesidad y Propósito para Mejoras a IH 35 en el Área de Estudio

El Equipo de Estudio de PEL IH 35 le invita a ayudarnos a finalizar borrador de declaración necesidad de y propósito para el Estudio PEL IH 35. Utilice por favor este folleto para hacer algún cambio sugerido a la declaración de necesidad y propósito mostrados abajo. Los folletos marcados pueden ser colocados en la caja de comentario situadas en el taller público, por correo electrónico al IH35@AlamoRMA.org, o enviados por correo postal al IH 35 PEL Study; 601 NW Loop 410, Suite 410; San Antonio, TX 78216 hasta el día 5 de marzo de 2012.

Borrador de Declaración de Necesidad

Mejoras a IH 35 dentro del área de estudio se necesitan para dirigir los asuntos siguientes:

- El aumento en la demanda del tráfico y congestión
- Capacidad inadecuada de calzada
- Seguridad de calzada y preocupaciones operacionales
- Deficiencias de mantenimiento de calzada
- La integración limitada de IH 35 con otros modos transporte existentes y planificadas

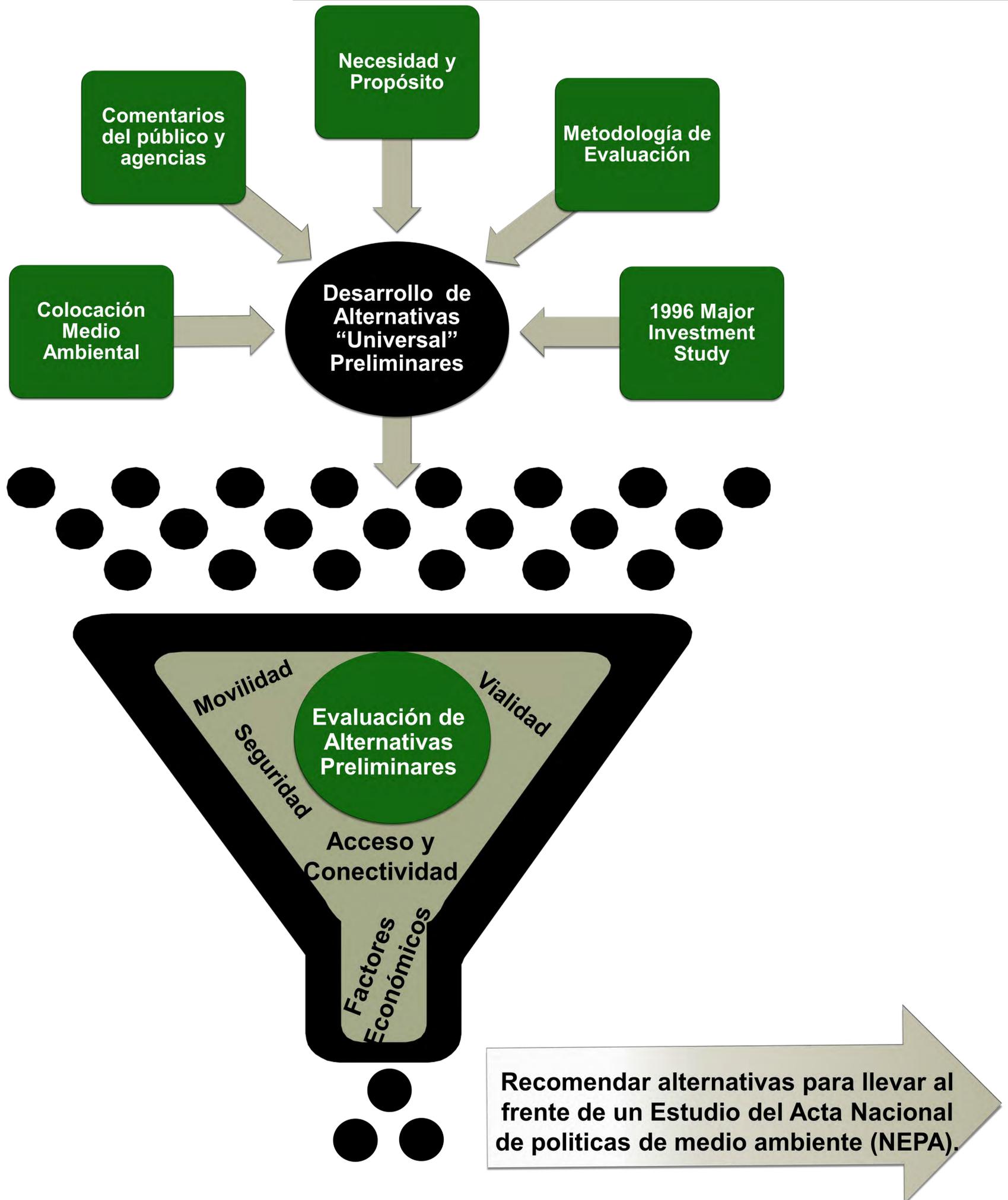
Estos asuntos aumentan la demora vehicular y tienen consecuencias económicas y ambientales negativas a residentes del área, a los viajeros, a los negocios, y a el movimiento carga.

Borrador de la Declaración de Propósito

El propósito del Estudio PEL IH 35 es:

Desarrollar alternativas de transporte que mejoren la movilidad y la seguridad en el corredor IH 35 de manera que reduzca congestión vehicular, minimice impactos al medio ambiente, promueva el uso eficiente de existente y nueva existente capacidad de transporte, aumente la calidad de vida, y complemente otros modos de transporte e iniciativas económicas de desarrollo en la región.

¿Cómo Funciona el Proceso de la Evaluación de Alternativas?



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Estudio de Enlaces de Planificación y Medioambiente (PEL) en IH 35 Taller Público #2



Factores Propuestos para la Evaluación de la Alternativas

Los siguientes factores propuestos para la evaluación de alternativas fueron desarrollados basados en criterios de evaluación utilizados en el estudio Northeast IH 35 Corridor 1996 Major Investment Study (MIS) y comentarios recibidos de ciudadanos y agencias en talleres públicos anteriores y en juntas de comités consultivos del Estudio de PEL IH 35. Indique por favor en esta forma si incluiría cada factor propuesto en la metodología de evaluación de alternativas, o haga sugerencias acerca de cómo podría ser refinado. Las formas completadas pueden ser colocadas en la caja de comentario situado en el taller público, o enviadas por correo postal a IH 35 PEL Study; 601 NW Loop 410, Suite 410; San Antonio, TX 78216 hasta el día 5 de marzo de 2012.

Factor de Evaluación	Objetivo/Asunto para ser dirigido	¿Incluir en la metodología de Evaluación?		
		Sí	No	Sí, pero con cambio prosiguete:
Movilidad	Mejorar el nivel de servicio			
	Mejorar el tiempo de viaje			
	Facilitar el movimiento de tráfico (por ejemplo: tráfico que viaja de Laredo a Dallas sin parar en la región de San Antonio)			
	Mejorar la capacidad al movimiento del número de persona (por ejemplo, el número de personas que trasladan el corredor a un dado tiempo)			
	Mejorar acceso y salida en rampas e intercambios			
	Favorecer alternativas al uso de vehículos con ocupación única, como tránsito, tele-viaje diarios, horas alternativas de trabajo			

Factor de Evaluación	Objetivo/Asunto para ser dirigido	¿Incluir en la metodología de Evaluación?		
		Sí	No	Sí, pero con cambio prosiguete:
Seguridad	Reducir el número de choques			
	Dirigir deficiencias actuales de diseño y mantenimiento en IH 35, carriles principales, rutas laterales, y/ o facilidades conjuntivas			
	Disminuir interacción entre camiones y coches			
	Mejorar el conocimiento público del sistema de transporte, incluyendo puntos de acceso, incidentes de tráfico, los peligros, y la disponibilidad de rutas alternativas			
	Mejorar los tiempos de respuesta de emergencia y incidentes			

Factor de Evaluación	Objetivo/Asunto para ser dirigido	¿Incluir en la metodología de Evaluación?		
		Sí	No	Sí, pero con cambio prosiguete:
Factores Económicos	Reducir demoras de movimiento para viajero y carga			
	Minimizar los impactos económicos negativos en el comunidad local, incluyendo el potencial para la pérdida de ingresos debido a construcción			
	Mantener o mejorar el acceso a negocios o propiedades			
Acceso Y Conectividad de Sistema	Mejorar el acceso a otros modos de transporte, incluyendo tránsito, bicicleta/peatón, y facilidades de aeropuerto			
	Mejorar facilidades que ayudarían a crear uniones y conectividad entre múltiple sistemas de transporte			

Factor de Evaluación	Objetivo/Asunto para ser dirigido	¿Incluir en la metodología de Evaluación?		
		Sí	No	Sí, pero con cambio prosiguete:
Viabilidad	Llevar al máximo los beneficios de costo			
	Minimizar la necesidad de derecho de vía adicional			
	Asegurar la compatibilidad de planos y políticas locales sobre el uso de suelos			
	Minimizar el tiempo para construir el proyecto y complejidad			
	Minimizar impactos al medio ambiente (por ejemplo, el agua, el aire, historial, recursos a la comunidad, hábitats de fauna, etc.)			



Estudio de Enlaces de Planificación y Medioambiente (PEL) en IH 35

Taller Público #2



Preguntas Frecuentes sobre el Estudio PEL IH 35

¿Cuál es el propósito del Estudio PEL IH 35? El estudio identificará las necesidades de transporte y mejoras potenciales para IH 35 en porciones de los condados de Bexar, Comal, y Guadalupe.

¿Cuáles son los límites del estudio? El área de estudio sigue la carretera IH 35 desde la Calle Hubertus/FM 1103 en Schertz hasta la intersección con IH 37/US 281 en el centro de San Antonio y Loop 410 desde IH 35 en la parte norte de San Antonio hacia el este hasta la carretera IH 10.

¿Qué es un Estudio PEL? Un estudio PEL es un medio nuevo establecido por la Administración Federal de Carreteras (FHWA por sus siglas en inglés) y la Administración Federal de Tránsito (FTA por sus siglas en inglés) para hacer el proceso de identificar, evaluar y seleccionar mejoras de transporte preferidas más eficiente.

Área de estudio PEL IH 35

Este proceso permite que las decisiones iniciales al nivel de planeación puedan ser incluidas en los estudios medioambientales detallados para seleccionar las mejoras de transporte específicas que se implementarán.

¿Por qué estamos haciendo un estudio PEL para este tramo de IH 35? Estudios previos de planificación han identificado la necesidad para mejoras de transporte a lo largo de este tramo de IH 35, pero ninguna ha avanzado al proceso de estudio medioambiental (el cual identifica mejoras específicas a ser implementadas).

Un estudio PEL involucrará de nuevo al público y a las agencias en el proceso de toma de decisiones y proveerá un enlace reconocido entre los estudios pasados, actuales y futuros para esta área, así potencialmente disminuyendo cualquier duplicación de esfuerzos y acortando el tiempo requerido para implementar un proyecto.

¿Cómo se relaciona este estudio a otros esfuerzos recientes de planificación de transporte para IH 35? El plan *Mobility 2035* de la Organización Metropolitana de Planificación de San Antonio-Condado de Bexar (SA-BC MPO por sus siglas en inglés) y el plan *MY 35* del Comité de Consejo del Corredor I-35 contienen recomendaciones de largo plazo para la carretera IH 35 dentro del área de estudio.

El estudio PEL IH 35 tomará en consideración estas recomendaciones así como soluciones adicionales propuestas que han sido desarrolladas a través del público y con la participación de agencias y evaluaciones técnicas detalladas, para mover las mejoras para IH 35 adelante hacia la implementación.

¿Quién llevará a cabo el estudio? El proceso del estudio será dirigido por el Departamento de Transporte de Texas (TxDOT por sus siglas en inglés) y la Autoridad Regional de Movilidad del Alamo (Alamo RMA, por sus siglas en inglés), con la participación del público y agencias locales, federales y estatales.

¿Cuánto tiempo tomará el estudio, y cuáles son los metas mayores? Se anticipa que el estudio se completará para el verano del 2012, con los acontecimientos mayores del estudio ocurriendo como se delinea abajo:

- Identificar necesidades y objetivos de transporte en el área de estudio (otoño/invierno 2011)
- Identificar los recursos de medio ambiente en el área de estudio (invierno 2011/primavera 2012)
- Identificar el propósito y necesidad de mejoras a IH 35 en el área de estudio (Invierno 2011/primavera 2012)
- Establecer los factores y objetivos para desarrollar y evaluar las alternativas propuestas (invierno 2011/primavera 2012)
- Desarrollar propuestas soluciones (alternativas preliminares) que integren las necesidades (primavera 2012)
- Evaluar las alternativas preliminares(primavera 2012)
- Recomendar alternativas que serán incluidas en estudios medioambientales futuros (verano 2012).

¿Cómo pueden participar el público y las agencias en el proceso? El estudio incorporará la participación del público y de las agencias en una fase temprana y de una manera frecuente durante el proceso. TxDOT y el Alamo RMA llevarán a cabo tres rondas de talleres públicos, cuatro juntas del Comité de Consejo de la Comunidad (CAC, por sus siglas en inglés), cuatro juntas del Comité de Consejo Técnico (TAC, por sus siglas en inglés) y varias juntas con funcionarios locales y personas interesadas para involucrar a estas personas interesadas en los acontecimientos claves. Además, los miembros del público pueden involucrarse a través de los siguientes modos:

- **Página Web del Proyecto:** www.TimeFor35.com
- **Correo electrónico:** IH35@AlamoRMA.org
- **Teléfono:** 210-549-SA35 (210-549-7235)
- **Facebook:** www.Facebook.com/TimeFor35
- **Twitter:** www.Twitter.com/TimeFor35
- **Dirección Postal:** IH 35 PEL Study
601 NW Loop 410, Suite 410
San Antonio, Texas 78216

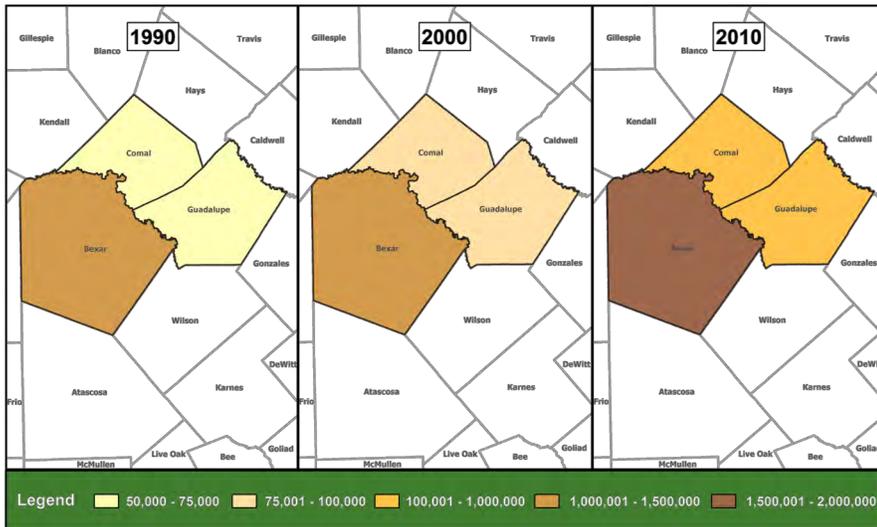
¿Qué es el Comité de Consejo Técnico? El TAC se hace responsable de proveer consejos técnicos y recomendaciones referentes a las necesidades de transporte y mejoras propuestas para la carretera IH 35 dentro del área de estudio. Representativos de agencias locales, estatales y federales tales como ciudades y condados, la Comisión Histórica de Texas, el SA-BC MPO, VIA y el Cuerpo de Ingenieros Civiles de las Fuerzas Armadas de los E.E.U.U. han sido invitados a participar en este comité.

¿Qué es el Comité de Consejo de la Comunidad (CAC)? El CAC se hace responsable de proveer consejos y recomendaciones referentes a las necesidades de transporte y mejoras propuestas para el IH 35 dentro del área de estudio desde una perspectiva comunitaria/pública. Representativos de las asociaciones de vecindarios, organizaciones comunitarias, iglesias, escuelas, negocios, cámaras de comercio y otros interesados han sido invitados a participar en este comité.

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Datos Sobre IH 35

Cambios Demográficos en los condados de Bexar, Guadalupe y Comal (1990-2010)



Fuente: La Oficina del Censo de los E.E.U.U. (1990, 2000, 2010)

Carretera IH 35 Actual

- De seis a ocho carriles principales con acotamientos de 10 a 12 pies.
- Laterales continuas con acotamiento de hasta ocho pies

Crecimiento Poblacional

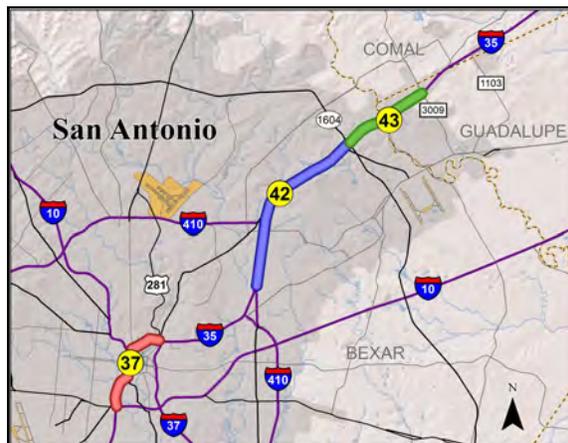
- La población total creció por 50% entre 1990 y 2010 en los condados de Bexar, Comal y Guadalupe.
- Las población en los condados de Comal y Guadalupe más que se duplicó entre 1990 y 2010.
- Se proyecta que la población en los tres condados incrementara entre 11% y 27% para el año 2035.*

* Fuente: Centro de Datos del Estado de Texas 2008 Perspectivas de Proyección 0.5 y 1.0

condado	1990	2000	2010	Cambio Total (1990-2010)	Cambio de Porcentaje (1990-2010)
Bexar	1,185,394	1,392,931	1,714,773	529,379	44.7%
Comal	51,832	78,021	108,472	56,640	109.3%
Guadalupe	64,873	89,023	131,533	66,660	102.8%
Total	1,302,099	1,559,975	1,954,778	652,679	50.1%

Fuente: La Oficina del Censo de los E.E.U.U. (1990, 2000, 2010)

Clasificación en la "Lista de las 100 Carreteras Más Congestionadas" de Texas, 2010



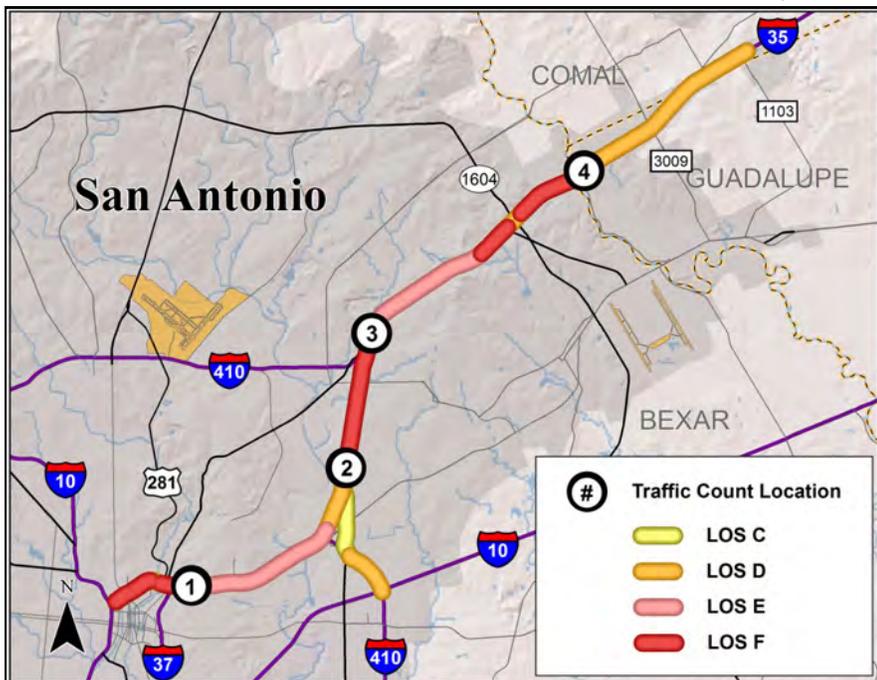
Congestión

- Dos de los segmentos de carreteras más congestionadas en Texas en el 2010 se ubicaron dentro del área de estudio PEL de IH 35; un tercer segmento quedó justo al sur del área de estudio:

- #42: IH 410 hasta Loop 1604
- #43: Loop 1604 hasta FM 3009
- #37: Loop 353 hasta US 281

Fuente: Lista de las 100 Carreteras Más Congestionadas de TxDOT, 2010

Niveles de Servicio en Horas Pico dentro del Area de Estudio PEL, 2010



Fuente: Calculaciones de Nivel de Servicio basadas en el Roadway Inventory File de TxDOT TP&P 2011

Nivel de Servicio

El Nivel de Servicio (LOS) es una medida que definen la calidad de flugo a lo largo de un tramo de carretera durante el desplazamiento en horas pico (generalmente de 7:00 am—9:00 am y de 4:00 pm—6:00 pm). Esto es reportado en una escala de A a F, donde LOS A indica las mejores condiciones, gradualmente disminuyendo a las operaciones muy congestionadas al nivel LOS F.

- En el 2010, aproximadamente el 75% de los desplazamientos en las horas pico dentro del área de estudio operaron a LOS E y F.

Volúmenes de Trafico Promedio Diario

- Volúmenes de Trafico Promedio Diario (ADT) aumentaron un promedio de 24% de 1998 a 2010 (entre 7% a 89% en cuatro ubicaciones a lo largo de IH 35 en el área de estudio).
- Dentro del área de estudio, volúmenes de camiones en 2010 constituyeron aproximadamente de 8% a 10% del volumen total diario de tráfico en IH 35, de 9,000 a 14,000 camiones por día.
- En algunos lugares, los conteos de tráfico del 2010 ya se acercaban a los conteos de tráfico anteriormente proyectados para el año 2030.*

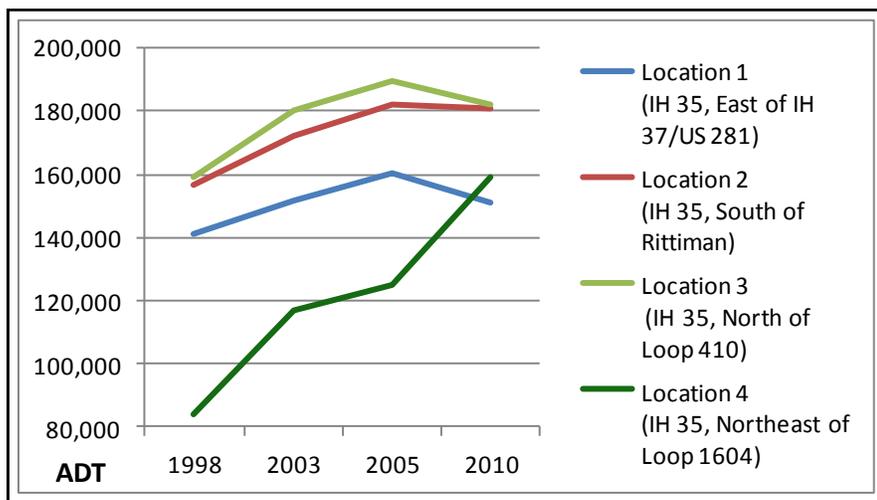
Fuentes: 1998-2008 Traffic Counts - TxDOT TP&P Division; 2010 Year End TxDOT Roadway Inventory File, TxDOT-TP& P Division, AADT Count Maps; *2030 Forecast ADT - IH-35 Managed Lanes Project (Initial Conceptual Alternatives Studies - Phase 1), 2007.

Duración del Trayecto al Trabajo

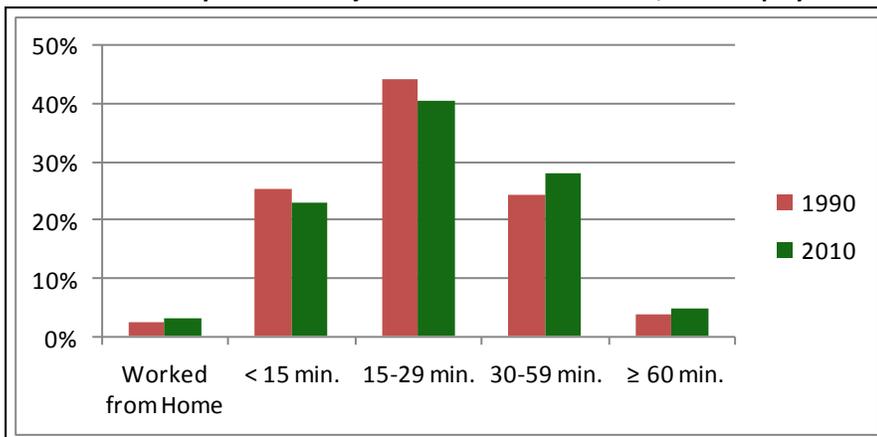
- En el 2008, más de 265,000 trabajadores en los condados de Bexar, Comal y Guadalupe viajaron 30 minutos o más al trabajo.
- Aproximadamente 635,000 (79%) de los trabajadores en los 3 condados manejaron al trabajo solos en el 2008.

Fuente: Oficina del Censo de E.E.U.U. (1990); Encuesta de la Comunidad Americana (American Community Survey) 2005 - 2009

Volúmenes Históricos de Trafico Promedio Diario en el Área de Estudio PEL



Duración del Trayecto al Trabajo en los condados de Bexar, Guadalupe y Comal



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Estudio de Enlace de Planificación y Medioambiente (PEL) en IH 35

Taller Público #2

¿Puede tomar tiempo para TimeFor35?

Nuevos medios de comunicación social o de las herramientas web 2.0 como Facebook, Twitter y YouTube ofrecen al Alamo RMA y TxDOT la oportunidad de comunicarse con e implicar a nuestra comunidad en una variedad de frentes, lo que nos permite llegar e involucrar a grupos de personas que tradicionalmente no participan en el proceso de el Estudio de Enlace de Planificación y Medioambiente en IH 35.

A continuación se muestra un listado de los sitios de medios sociales TimeFor35, una explicación de lo que son y como obtener información para unirse a nuestra comunidad en línea. ¡Esperamos verlo en línea!

Sitio Web **TimeFor35 Website** 

¿Que es? El sitio web **TimeFor35 Website** es el depositario central en línea para toda la información relacionada con el Estudio de Enlace de Planificación y Medioambiente en IH 35. Dentro de las páginas de la web encontrará copias de toda la información presentada en cada ronda de talleres públicos, los mapas de el área de estudio, información de contacto, y los informes técnicos, ya que se preparan.

¿Come lo puede usar? Visite www.TimeFor35.com para ver el sitio web TimeFor35.

- Todos nuestros medios de comunicación social está vinculados a la página TimeFor35 y usted puede inscribirse en el TimeFor35 E-Newsletter, boletín de noticias, para mantenerse al día entre los talleres públicos.
- Acceda el correo electrónico del estudio al (IH35@AlamoRMA.org) y otra información de contacto y también encuentre la manera de presentar sus comentarios.

Facebook 

¿Que es? Facebook es un sitio web gratuito de redes sociales donde los usuarios pueden crear un perfil personal, agregar amigos y seguir las páginas específicas y grupos de interés. La página TimeFor35 Facebook permite a los usuarios a participar en discusiones en línea, solicita la opinión cada semana a la "Pregunta de la Semana", e incluye información de los próximos eventos, enlaces a fotografías, videos y otros recursos.

¿Como lo puede usar? Visite <http://www.facebook.com/TimeFor35> para ver la página TimeFor35.

- Usted tendrá que registrarse para obtener una cuenta de Facebook en <http://www.facebook.com/> con el fin de comentar y participar en los debates de la página de Facebook TimeFor35.
- Para convertirse en un fan de la pagina de TimeFor35 y recibirá acuatizares valla al <http://www.facebook.com/TimeFor35> y haga clic en "Like."
- Usted no tiene que ser miembro de Facebook para ver la pagina de TimeFor35 – asegúrese lo que dice la gente al <http://facebook.com/TimeFor35> - y por favor considere participar y hacer tiempo para 35!



¿Que es? Twitter es una red social gratuita y servicio de micro-blogging que permite a sus usuarios enviar y leer mensajes conocidos como tweets. Los Tweets son cajas de texto que contienen no más de 140 techados por caja. La cuenta de Twitter de TimeFor35 es @TimeFor35. Información actualizada sobre el proyecto, las nuevas entradas del sitio web, preguntas y datos útiles serán publicados a través de @ TimeFor35.

¿Come lo puede usar? Visite <http://twitter.com/TimeFor35> para ver @TimeFor35.

- Usted tendrá que registrarse para obtener una cuenta de Twitter en <http://www.twitter.com> para participar en los tweets de discusión, enviar mensajes y seguir los mensajes de @ TimeFor35.
- Para seguir @ TimeFor35 y recibir todas las actualizaciones, visite www.twitter.com/TimeFor35 y haga clic en "Follow".
- Para seguir @ TimeFor35 en su teléfono vía mensaje de texto para recibir actualizaciones de todo el texto "siga TimeFor35" al 40404 - las tasas normales de texto de su compañía de teléfono celular pueden aplicar.
-



E-Newsletter

¿Que es? El E-Newsletter es un boletín electrónico gratuito enviado por el equipo del estudio IH 35 como correo electrónico para ayudar a mantener a la comunidad relacionada con el proceso y el progreso de el Estudio de Enlace de Planificación y Medioambiente en IH 35

¿Como lo puedo usar? Visite www.TimeFor35.com para inscribirse al E-Newsletter.

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Estudio de Enlaces de Planificación y Medioambiente (PEL) en IH 35:

La planificación para Mejoras de Transporte en IH 35 en la Región de San Antonio

Taller Público # 2

Febrero del 2012

Less **time** in traffic

More **time** for you

It's **time** to take action



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Que se cubrirá esta noche?

- Vista General del Estudio de Enlaces de Planificación y Medioambiente (PEL) en IH 35
- Comentarios recibidos durante las talleres públicos en noviembre del 2011
- Redacte de las Necesidad y Declaración de Propósito del Estudio de (PEL) en IH 35
- Proceso para el desarrollar y evaluación de las soluciones (alternativas) propuestas para IH 35

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Vista General del Estudio de (PEL) en IH 35

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More **time** for you

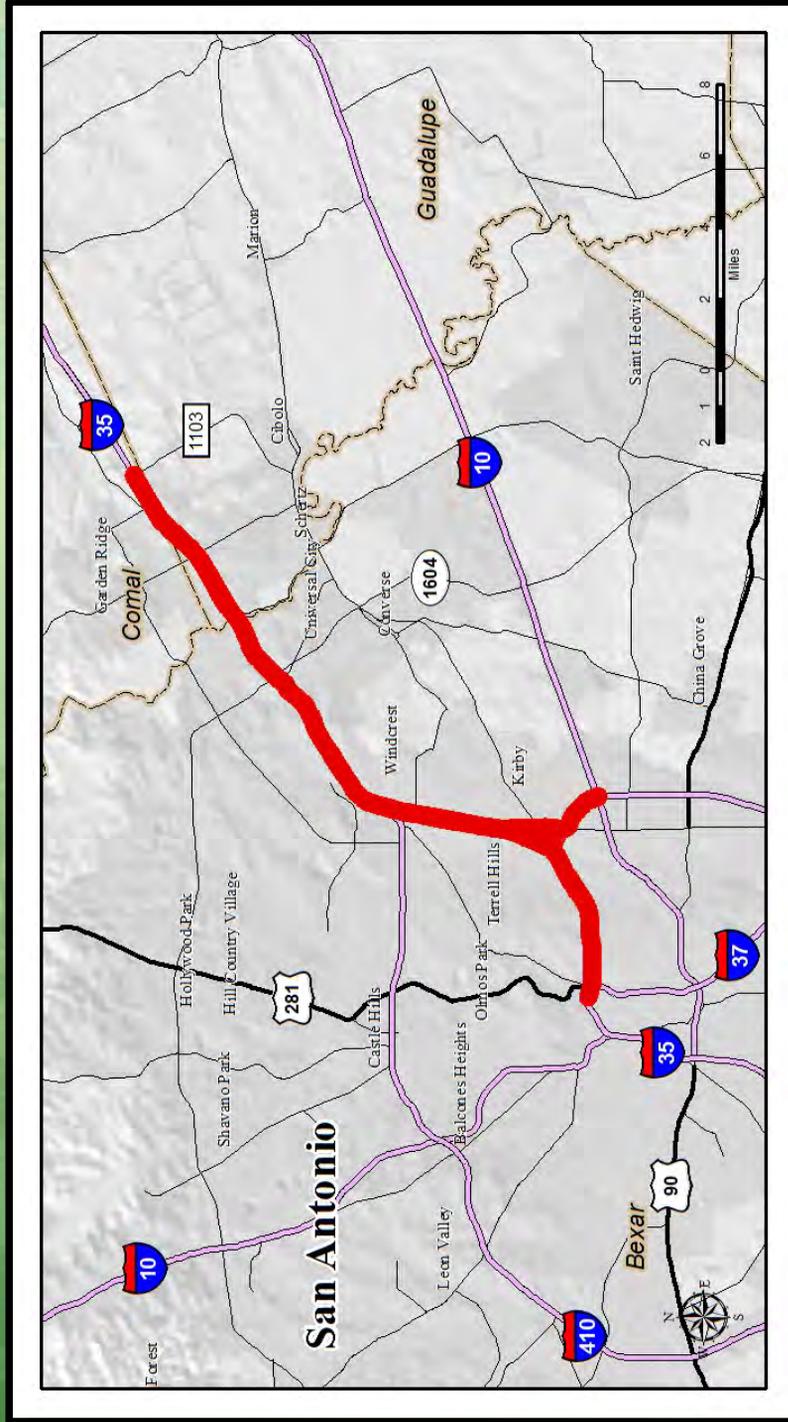
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Estudio de (PEL) en IH 35



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4



Porque usar el Estudio de (PEL) en IH 35

- Contrata de nuevo al público y las agencias en el proceso de planificación
- Crea enlace entre las decisiones de transporte del pasado, las corrientes, y futuras, así minimizando potencialmente duplicación de esfuerzos
- Recorta el tiempo que se necesita para aplicar un proyecto

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It's **time** to take action

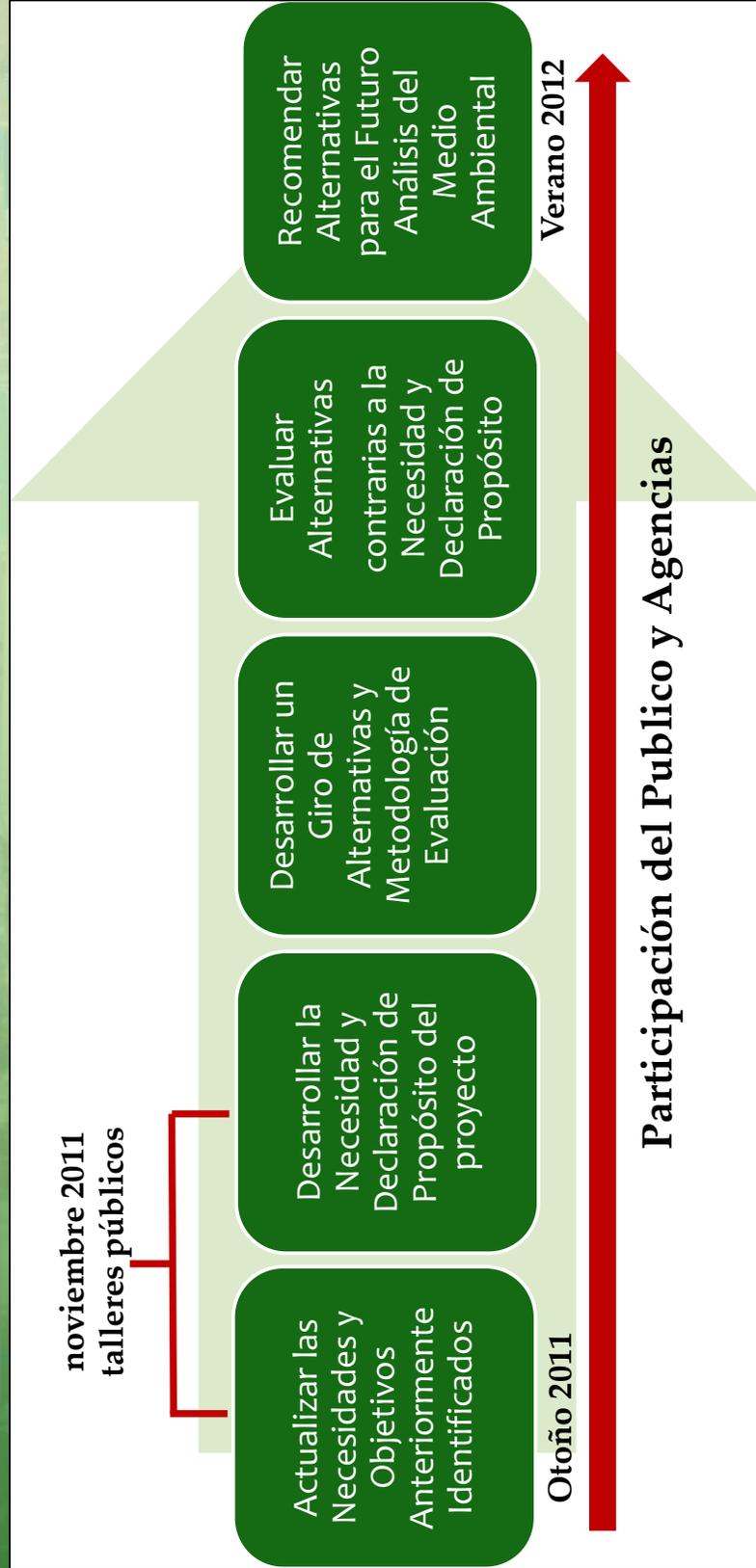


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5



Proceso de Estudio de (PEL) en IH 35



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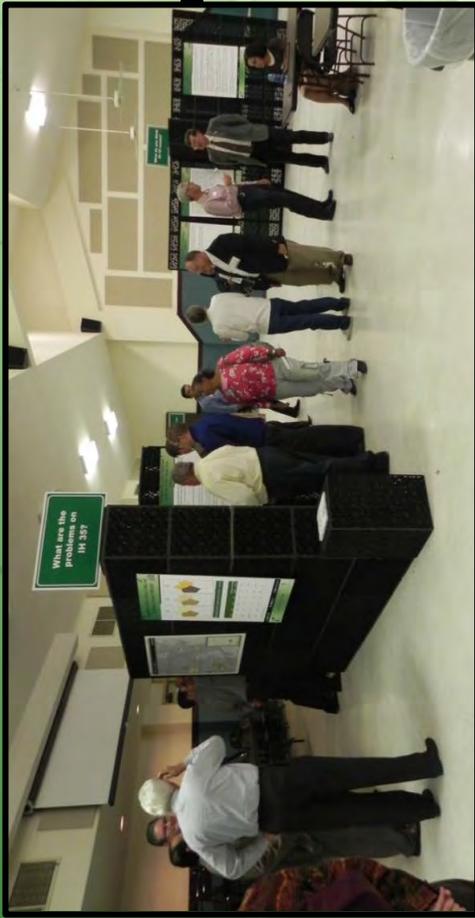
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6





Taller Publico noviembre 2011



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7



Los problemas Identificadas Con mas frecuencia en el Área de Estudio

- La demanda es más alta que la capacidad en IH 35 y el sistema local y las calles próximas
- Conflictos entre el trafico local y el tráfico de paso en el Loop 410 y IH 35
- El flujo inadecuado del tráfico en ambos intercambios entre IH 35 y Loop 410
- El alto numero de camiones usando el corredor
- Incremento al potencial de accidentes debido a la congestión
- Capacidad inadecuada de vía de salida
- Puntos de estrangulamiento de carriles
- El almacenamiento inadecuado para ambos carriles de salida y carriles de unidad

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Las Soluciones Apoyadas con mas frecuencia durante los Talleres Públicos en noviembre 2011

- Carriles principales adicionales
- Mejoras a facilidades conjuntivas
- Diseño y mejoras en seguridad
- Carriles designados para camiones

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Que hemos hecho con los comentarios?

- Incorporated into Draft IH 35 PEL Study Need and Purpose Statement
- Incorporaron en Giro la Necesidad de y la Declaración de Propósito del Estudio de PEL en IH 35
- Se utilizaron en conceptos y valores básicos para ser considerados en el desarrollo y la evaluación de alternativas

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Giro de Declaración de Necesidad para las Mejoras en IH 35 en la Area de Estudio

Mejoras a IH 35 dentro del área de estudio se necesitan para dirigir los asuntos siguientes:

- El aumento a la demanda de tráfico y congestión
- Capacidad inadecuada de calzada
- Seguridad de calzada y preocupaciones operacionales
- Deficiencias de mantenimiento de calzada
- La integración limitada de IH 35 con otros modos y planos de transporte existentes

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Giro de la Declaración de Propósito para Mejoras dentro del Area de Estudio en IH 35

Desarrollar alternativas de transporte que mejoren la movilidad y la seguridad en el corredor IH 35 de manera que reduzca congestión vehicular, minimice impactos al medio ambiente, promueva el uso eficiente de nueva y existente capacidad de transporte, aumente la calidad de vida, y complemente otros modos de transporte e iniciativas económicas de desarrollo en la región.

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Factores para La Evaluación de Alternativas propuestas

- Satisface Necesidad y Propósito
 - Movilidad
 - Seguridad
 - Económico
 - Conseguir acceso y Conectividad de Sistema
 - Viabilidad

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Proceso de Estudio de (PEL) en IH 35

Queremos sus comentarios!

Actualizar las Necesidades y Objetivos Anteriormente Identificados

Otoño 2011

Desarrollar la Necesidad y Declaración de Propósito del proyecto

Desarrollar un Giro de Alternativas y Metodología de Evaluación

Evaluar Alternativas contrarias a la Necesidad y Declaración de Propósito

Recomendar Alternativas para el Futuro Análisis del Medio Ambiental

Verano 2012

Participación del Público y Agencias

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Queremos sus comentarios!

- Deje un comentario esta noche:
 - Formulario de comentarios
 - Reportero de la Corte
 - La pared de comentarios
 - Estaciones con computadoras portátiles
 - Visite en sitio de internet: www.TimeFor35.com
 - Correo Electrónico: IH35@AlamoRMA.org
 - Correo Postal: IH 35 PEL Study
601 NW Loop 410, Suite 410
San Antonio, Texas 78216
 - Llame: 210-549-SA35 (210-549-7235)
- *Comentarios deben ser recibidos para el 5 de marzo del 2012

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Gracias por su participacion esta noche!

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Estudio de Enlaces de Planificación y Medioambiente (PEL) en IH 35



Taller Público
22 de febrero del 2012
Centro Cívico Live Oak

Formulario para comentarios

Nombre		La mejor manera de ponerse en contacto conmigo es a través de: <input type="checkbox"/> Correo <input type="checkbox"/> Teléfono <input type="checkbox"/> Fax <input type="checkbox"/> Email <input type="checkbox"/> Otro _____
Domicilio	Código Postal	
Teléfono	Fax	
Correo electrónico		

(Código del Transporte de Texas, §201.811(a)(5)): Marque cada una de las cajas que le apliquen:

- Soy empleado del departamento de transporte de Texas (TxDOT)
- Yo hago negocios con TxDOT
- Yo podría beneficiar monetariamente del proyecto u otro artículo de la cual estoy proporcionado comentarios.

Por favor comparta con nosotros sus inquietudes o comentarios específicos a cada sección del área de estudio PEL IH 35 mencionados abajo.

IH 35 desde FM 1103 hasta Loop 1604	
IH 35 desde Loop 1604 hasta Loop 410 W	
IH 35 desde Loop 410 W hasta IH 37/281	
Loop 410 W desde IH 35 hasta IH 10	



Estudio de Enlaces de Planificación y Medioambiente (PEL) en IH 35



Taller Público
23 de febrero del 2012
Morgan's Wonderland

Formulario para comentarios

Nombre	
Domicilio	Código Postal
Teléfono	Fax
Correo electrónico	

La mejor manera de ponerse en contacto conmigo es a través de:

Correo

Teléfono

Fax Email

Otro

(Código del Transporte de Texas, §201.811(a)(5)): Marque cada una de las cajas que le apliquen:

- Soy empleado del departamento de transporte de Texas (TxDOT)
- Yo hago negocios con TxDOT
- Yo podría beneficiar monetariamente del proyecto u otro artículo de la cual estoy proporcionado comentarios.

Por favor comparta con nosotros sus inquietudes o comentarios específicos a cada sección del área de estudio PEL IH 35 mencionados abajo.

IH 35 desde FM 1103 hasta Loop 1604	
IH 35 desde Loop 1604 hasta Loop 410 W	
IH 35 desde Loop 410 W hasta IH 37/281	
Loop 410 W desde IH 35 hasta IH 10	

Example Photographs



Jonathan Bean, with the TxDOT-San Antonio District, presented IH 35 PEL Study information at the February 2012 public workshops.



Public workshop participants were presented background information about the IH 35 PEL Study, and were asked to provide input on the Draft Need and Purpose Statement, proposed evaluation criteria, and previously studied alternatives.

February 2012 public workshop participants were asked to identify on the IH 35 PEL Study environmental setting maps any additional information that they believe is important to consider in the study process.



IH 35 PEL Study Team staff were available at all public workshop stations to answer any questions that participants had.



Appendix D: Comments Received During
the IH 35 PEL Study February 2012
Public Workshop Comment Period

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Comment Forms, Handout Markups, and Court Reporter Submissions

February 22, 2012 – Live Oak Civic Center

Comment Form Submissions



IH 35 Planning and Environmental Linkages (PEL) Study



ALAMO RMA

**Public Workshop
Live Oak Civic Center
February 22, 2012**

Name <i>HARVEY FIKO</i>		The best way to reach me is by: <input type="checkbox"/> Mail <input checked="" type="checkbox"/> Phone <input type="checkbox"/> Fax <input type="checkbox"/> Email <input type="checkbox"/> Other
Street Address <i>1430 Welch Rd Marlin TX 76754</i>	Zip Code	
Phone <i>830 914-4444</i>	Fax	
Email		

COMMENT FORM

(Texas Transportation Code, §201.811(a)(5)): Check each of the following boxes that 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 on

Please share your concerns or comments specific to each of the sections of the IH 35 PEL study area below.

IH 35 from FM 1103 to Loop 1604	
IH 35 from Loop 1604 to Loop 410 W	<i>Give more 1/2 mi to be 6 lanes from 35 S to 10 EAST & 10 EAST to be 6 lanes to SH 130 already</i>
IH 35 from Loop 410 W to IH 37/281	
Loop 410 W from IH 35 to IH 10	

Please explain any other comments or concerns about the study. (ATTACH ADDITIONAL SHEETS, AS NEEDED).

Any objection to what segment planning
committee identified already

Thank you for taking the time to provide us your comments. When you are finished, please drop this comment form in the box provided. Written comments will continue to be received through **Monday, March 5, 2012**. You can submit your written comments to Alamo RMA, ATTN: IH 35 PEL, 601 NW Loop 410, Suite 410, San Antonio, Texas 78216. You may also submit comments to the Alamo RMA through the website www.TimeFor35.com, by fax (210) 495-5403, or e-mail IH35@AlamoRMA.org.



www.TimeFor35.com



IH 35 Planning and Environmental Linkages (PEL) Study



ALAMO RMA
PROVIDING QUALITY WATER SERVICES
 "World's Finest Water"

Public Workshop
Live Oak Civic Center
February 22, 2012

COMMENT FORM

Name <i>FRANK JASTER</i>		The best way to reach me is by: <input type="checkbox"/> Mail <input type="checkbox"/> Phone <input type="checkbox"/> Fax <input checked="" type="checkbox"/> Email <input type="checkbox"/> Other
Street Address <i>15010 Country Morning</i>		
Zip Code <i>79247</i>		
Phone <i>210 324 9964</i>		
Email [REDACTED]		

(Texas Transportation Code, §201.811(a)(5)): Check each of the following boxes that 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 on

Please share your concerns or comments specific to each of the sections of the IH 35 PEL study area below.

IH 35 from FM 1103 to Loop 1604	<i>Typically congested - SB exit IH 35 exit to Loop 1604 Need direct connect.</i>
IH 35 from Loop 1604 to Loop 410 W	<i>Both 1604 exits to IH 35 are very congested Need direct connects to reduce traffic congestion</i>
IH 35 from Loop 410 W to IH 37/281	
Loop 410 W from IH 35 to IH 10	

Please explain any other comments or concerns about the study. (ATTACH ADDITIONAL SHEETS, AS NEEDED).

Although I live and work near the 1604/281 Interchange I travel along 1604 & Wurzbach Parkway (to IH 35) to church frequently. My church is located on Pat Booker near Kitty Hawk.

~~I~~ I would not mind paying extra to travel on IH 35 and 1604 so I can avoid the current congestion on IH 35

Thank you for taking the time to provide us your comments. When you are finished, please drop this comment form in the box provided. Written comments will continue to be received through **Monday, March 5, 2012**. You can submit your written comments to Alamo RMA, ATTN: IH 35 PEL, 601 NW Loop 410, Suite 410, San Antonio, Texas 78216. You may also submit comments to the Alamo RMA through the website www.TimeFor35.com, by fax (210) 495-5403, or e-mail IH35@AlamoRMA.org.



www.TimeFor35.com



IH 35 Planning and Environmental Linkages (PEL) Study



**Public Workshop
Live Oak Civic Center
February 22, 2012**

COMMENT FORM

Name <u>Robert R. Bittermann</u>		The best way to reach me is by: <input type="checkbox"/> Mail <input type="checkbox"/> Phone <input type="checkbox"/> Fax <input checked="" type="checkbox"/> Email <input type="checkbox"/> Other
Street Address <u>22031 Old Nacogdoches Rd</u>		
Zip Code <u>New Braunfels Tx 78132</u>		
Phone <u>830 606-0031</u>	Fax	
Email		

(Texas Transportation Code, §201.811(a)(5)): Check each of the following boxes that 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 on

Please share your concerns or comments specific to each of the sections of the IH 35 PEL study area below.

IH 35 from FM 1103 to Loop 1604	Work at Beeda Tx on IH35 very driver & community unfriendly, an even lane change. Far too long of a construction time, Bids should go out for a 24 hr a day operation. More on back.
IH 35 from Loop 1604 to Loop 410 W	
IH 35 from Loop 410 W to IH 37/281	
Loop 410 W from IH 35 to IH 10	

Please explain any other comments or concerns about the study. (ATTACH ADDITIONAL SHEETS, AS NEEDED).

Recently & ongoing we have construction

on 3009. There are NO dumpsters. ~~5~~

75 people eat breakfast snack & lunch

& drink sodas & water. No trash receptacles

& it is just thrown out. Tx Dot has done

NOTHING. They had fork lift moving a

divider & 20 nails fell off on access

Road. Tx Dot did nothing. Every Tx

Dot truck has littering sign but they do

Nothing -

The purpose of an expressway is to move transportation long distances quickly. No more exit & entrance ramp & re evaluate the ones they have ie. take a look at the toll road.

Thank you for taking the time to provide us your comments. When you are finished, please drop this comment form in the box provided. Written comments will continue to be received through **Monday, March 5, 2012**. You can submit your written comments to Alamo RMA, ATTN: IH 35 PEL, 601 NW Loop 410, Suite 410, San Antonio, Texas 78216. You may also submit comments to the Alamo RMA through the website www.TimeFor35.com, by fax (210) 495-5403, or e-mail IH35@AlamoRMA.org.



www.TimeFor35.com

Marked-Up Handout Submissions

Proposed Alternative Evaluation Factors

The following proposed alternative evaluation factors were developed based on evaluation criteria used in the Northeast IH 35 Corridor 1996 Major Investment Study (MIS) and input received from citizens and agencies at previous public workshops and IH 35 PEL Study advisory committee meetings. Please indicate on this form whether or not you would include each proposed factor in the alternatives evaluation methodology, or make suggestions about how it could be refined. Completed forms can be placed in the comment box located at the public workshop, or mailed to IH 35 PEL Study; 601 NW Loop 410, Suite 410; San Antonio, TX 78216 by March 5, 2012.

Evaluation Factor	Objective/Issue to Be Addressed	Include in Evaluation Methodology?	
		Yes	No
Mobility	Improve level of service	.	
	Improve travel time	✓	
	Facilitate the movement of through-traffic (Ex: traffic traveling from Laredo to Dallas without stopping in the San Antonio region)	✓	
	Improve person throughput capacity (i.e., the number of people moving through the corridor in a given time)		
	Improve ingress and egress at ramps and interchanges		
	Encourage alternatives to single occupancy vehicle use, such as transit, carpooling, telecommuting, and alternate work hours		
			Yes, but refine as follows: <i>IMPROVE INTERCHANGES</i>

Evaluation Factor	Objective/Issue to Be Addressed	Include in Evaluation Methodology?		
		Yes	No	Yes, but refine as follows:
Safety	Reduce crash rates			
	Address current design and maintenance deficiencies on IH 35 mainlanes, frontage roads, and/or connecting facilities			
	Minimize interaction between large trucks and cars	✓		
	Improve public awareness of the transportation system, including access points, traffic incidents, hazards, and availability of alternative routes and modes			
	Improve emergency and incident response times			

Evaluation Factor	Objective/Issue to Be Addressed	Include in Evaluation Methodology?		
		Yes	No	Yes, but refine as follows:
Economic Factors	Reduce delays for commuter and freight movements	✓		FREIGHT SHUTTLE SYSTEM
	Minimize negative economic impacts on the local community, including the potential for income loss due to construction			
Access and System Connectivity	Maintain or improve access to businesses or properties			
	Improve access to other modes of transportation, including transit, bicycle/pedestrian, and airport facilities			
	Improve facilities that would help create system linkages and connectivity among multiple transportation modes			

Evaluation Factor	Objective/Issue to Be Addressed	Include in Evaluation Methodology?		
		Yes	No	Yes, but refine as follows:
Feasibility	Maximize cost benefits			
	Minimize need for additional right of way			
	Ensure compatibility with local land use plans and policies			
	Minimize project completion time and complexity			
	Minimize environmental impacts (e.g., water, air, historical, and community resources, wildlife habitats, etc.)			

Court Reporter Transcripts

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TRANSCRIPTION OF COMMUNITY STATEMENTS/COMMENTS ON
 IH-35 PEL STUDY
 TEXAS DEPARTMENT OF TRANSPORTATION
 AND
 ALAMO REGIONAL MOBILITY AUTHORITY
 FEBRUARY 22, 2012
 AT LIVE OAK CIVIC CENTER
 8101 PAT BOOKER ROAD
 SAN ANTONIO, TX 78233

THAD KOCHAN: I would just like for you to put, in
 all caps, with exclamation points... NO TOLLS!!! Thank you.
 That's it.

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TRANSCRIPTION OF COMMUNITY STATEMENTS/COMMENTS ON
 IH-35 PEL STUDY
 TEXAS DEPARTMENT OF TRANSPORTATION
 AND
 ALAMO REGIONAL MOBILITY AUTHORITY
 FEBRUARY 22, 2012
 AT LIVE OAK CIVIC CENTER
 8101 PAT BOOKER ROAD
 SAN ANTONIO, TX 78233

I, DARLENE ZUEHL, Certified Shorthand Reporter in and
 for the State of Texas hereby certify to the following:

That the recorded statements/comments made are true and
 correct to the best of my hearing and ability.

Certified to by me this 24th day of February,
2012.

Darlene Zuehl

DARLENE ZUEHL, Texas CSR #7505
 Expiration Date: December 31, 2012
 San Antonio Court Reporting
 555 E. Basse Road, Suite 205
 San Antonio, Texas 78209
 (210) 227-1525 Firm Reg. #175

SAN ANTONIO COURT REPORTING, FIRM NO. 175
 555 E. BASSE ROAD, SUITE 205
 SAN ANTONIO, TEXAS 78209 (210)227-1525

February 23, 2012 – Morgan’s Wonderland

Comment Form Submissions



IH 35 Planning and Environmental Linkages (PEL) Study



**Public Workshop
Morgan's Wonderland
February 23, 2012**

COMMENT FORM

Name <u>HAL BALDWIN</u>		The best way to reach me is by: <input type="checkbox"/> Mail <input type="checkbox"/> Phone <input type="checkbox"/> Fax <input checked="" type="checkbox"/> Email <input type="checkbox"/> Other
Street Address <u>705 BROOKS AVE</u>	Zip Code <u>SCHORTZ, TX 78154</u>	
Phone <u>210-488-4200</u>	Fax	
Email [REDACTED]		

(Texas Transportation Code, §201.811(a)(5)): Check each of the following boxes that 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 on

Please share your concerns or comments specific to each of the sections of the IH 35 PEL study area below.

IH 35 from FM 1103 to Loop 1604	SCHORTZ NEEDS A CROSSOVER BRIDGE AT COUNTRY CLUB BLVD (NORTH CLIFFE) TO GET BACK SOUTH TO SAN ANTONIO. TO GO TO SOLMS TO GO SOUTH ON IH35 OR THROUGH NORTH CLIFF SUBDIVISION TO GET TO 1103 IS
IH 35 from Loop 1604 to Loop 410 W	A REAL BOTTLE NECK.
IH 35 from Loop 410 W to IH 37/281	
Loop 410 W from IH 35 to IH 10	



IH 35 Planning and Environmental Linkages (PEL) Study



**Public Workshop
Morgan's Wonderland
February 23, 2012**

COMMENT FORM

Name <u>John Detlan</u>		The best way to reach me is by: <input type="checkbox"/> Mail <input type="checkbox"/> Phone <input type="checkbox"/> Fax <input type="checkbox"/> Email <input type="checkbox"/> Other
Street Address <u>27607 Fels Mauer</u>	Zip Code <u>78132</u>	
Phone <u>210-683-1131</u>	Fax	
Email		

(Texas Transportation Code, §201.811(a)(5)): Check each of the following boxes that 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 on

Please share your concerns or comments specific to each of the sections of the IH 35 PEL study area below.

IH 35 from FM 1103 to Loop 1604	Limit access to and from highways and encourage alternate forms of transportation. This would improve level of service and travel times.
IH 35 from Loop 1604 to Loop 410 W	Limit access to and from highways and as stated above.
IH 35 from Loop 410 W to IH 37/281	As stated above
Loop 410 W from IH 35 to IH 10	As stated above.



IH 35 Planning and Environmental Linkages (PEL) Study



ALAMO RMA
Regional Metropolitan Authority

**Public Workshop
Morgan's Wonderland
February 23, 2012**

COMMENT FORM

<p><i>Bob Clark</i></p> <p>Name</p>		<p>The best way to reach me is by:</p> <p><input type="checkbox"/> Mail</p> <p><input type="checkbox"/> Phone</p> <p><input type="checkbox"/> Fax</p> <p><input checked="" type="checkbox"/> Email</p> <p><input type="checkbox"/> Other</p>
<p><i>12940 Country Parkway</i></p> <p>Street Address</p>	<p><i>78216</i></p> <p>Zip Code</p>	
<p><i>210/349-3271</i></p> <p>Phone</p>	<p><i>210/349-2561</i></p> <p>Fax</p>	
<p>[Redacted]</p> <p>Email</p>		

(Texas Transportation Code, §201.811(a)(5)): Check each of the following boxes that 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 on

Please share your concerns or comments specific to each of the sections of the IH 35 PEL study area below.

IH 35 from FM 1103 to Loop 1604	
IH 35 from Loop 1604 to Loop 410 W	<i>Alternative routes would alleviate congestion during peak hours.</i>
IH 35 from Loop 410 W to IH 37/281	<i>Heavily congested area. Consider solution to segregating 35 & 410 traffic.</i>
Loop 410 W from IH 35 to IH 10	<i>Merging traffic is dangerous (unless you're in the left 2 lanes)</i>

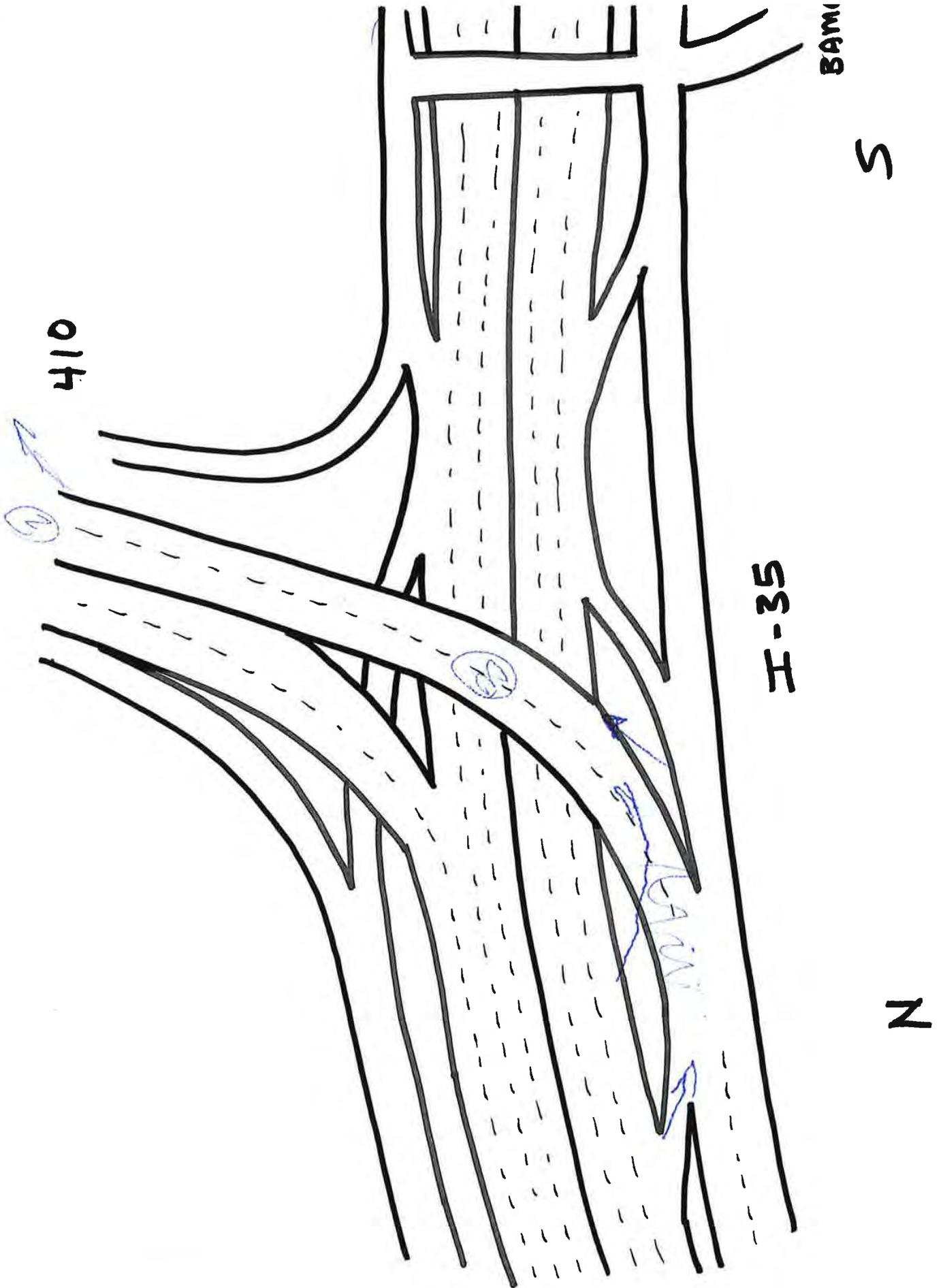
Please explain any other comments or concerns about the study. (ATTACH ADDITIONAL SHEETS, AS NEEDED).

SA region is not forward-thinking, but we need mass transit & tolls if we ever want to alleviate traffic congestion. Passenger rail, toll 281, etc. are the only real solutions. Mitigate environmental concerns & **MAKE IT HAPPEN!**

Thank you for taking the time to provide us your comments. When you are finished, please drop this comment form in the box provided. Written comments will continue to be received through **Monday, March 5, 2012**. You can submit your written comments to Alamo RMA, ATTN: IH 35 PEL, 601 NW Loop 410, Suite 410, San Antonio, Texas 78216. You may also submit comments to the Alamo RMA through the website www.TimeFor35.com, by fax (210) 495-5403, or e-mail IH35@AlamoRMA.org.



www.TimeFor35.com



Marked-Up Handout Submissions



IH 35 Planning and Environmental Linkages (PEL) Study Public Workshop #2



Draft Need and Purpose for Improvements to IH 35 in the Study Area

The IH 35 PEL Study Team invites you to help us finalize the draft need and purpose statement for the IH 35 PEL Study. Please use this handout to make any suggested changes to the statement of need and purpose shown below. Marked-up handouts can be placed in the comment box located at the public workshop, emailed to IH35@AlamoRMA.org, or mailed to IH 35 PEL Study; 601 NW Loop 410, Suite 410; San Antonio, TX 78216 by March 5, 2012.

Draft Need Statement

Improvements to IH 35 within the study area are needed to address the following issues:

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

this isn't strong enough! Congestion is detrimental to our citizenry & economy!

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

Draft Purpose Statement

The purpose of the IH 35 PEL study is:

may
operational efficiency,
To develop transportation alternatives that improve mobility and safety in the IH 35 corridor in a manner that will reduce vehicle congestion, minimize impacts to the environment, promote efficient use of new and existing transportation capacity, ~~increase quality of life,~~ and complement other modes of transportation and economic development initiatives in the region.



www.TimeFor35.com

Proposed Alternative Evaluation Factors

The following proposed alternative evaluation factors were developed based on evaluation criteria used in the Northeast IH 35 Corridor 1996 Major Investment Study (MIS) and input received from citizens and agencies at previous public workshops and IH 35 PEL Study advisory committee meetings. Please indicate on this form whether or not you would include each proposed factor in the alternatives evaluation methodology, or make suggestions about how it could be refined. Completed forms can be placed in the comment box located at the public workshop, or mailed to IH 35 PEL Study; 601 NW Loop 410, Suite 410; San Antonio, TX 78216 by March 5, 2012.

Evaluation Factor	Objective/Issue to Be Addressed	Include in Evaluation Methodology?	
		Yes	No
Mobility	Improve level of service		
	Improve travel time	X	
	Facilitate the movement of through-traffic (Ex: traffic traveling from Laredo to Dallas without stopping in the San Antonio region)		X
	Improve person throughput capacity (i.e., the number of people moving through the corridor in a given time)		
	Improve ingress and egress at ramps and interchanges		
	Encourage alternatives to single occupancy vehicle use, such as transit, carpooling, telecommuting, and alternate work hours	X	NO TOLLS

Evaluation Factor	Objective/Issue to Be Addressed	Include in Evaluation Methodology?		
		Yes	No	Yes, but refine as follows:
Safety	Reduce crash rates	X		
	Address current design and maintenance deficiencies on IH 35 mainlanes, frontage roads, and/or connecting facilities			
	Minimize interaction between large trucks and cars			
	Improve public awareness of the transportation system, including access points, traffic incidents, hazards, and availability of alternative routes and modes			
	Improve emergency and incident response times			

Evaluation Factor	Objective/Issue to Be Addressed	Include in Evaluation Methodology?		
		Yes	No	Yes, but refine as follows:
Economic Factors	Reduce delays for commuter and freight movements			
	Minimize negative economic impacts on the local community, including the potential for income loss due to construction	X		
Access and System Connectivity	Maintain or improve access to businesses or properties			
	Improve access to other modes of transportation, including transit, bicycle/pedestrian, and airport facilities			
	Improve facilities that would help create system linkages and connectivity among multiple transportation modes			

Evaluation Factor	Objective/Issue to Be Addressed	Include in Evaluation Methodology?		
		Yes	No	Yes, but refine as follows:
Feasibility	Maximize cost benefits	X		NO TOOLS, ON AN ROADS ALREADY PAID FOR especially
	Minimize need for additional right of way	X X X		
	Ensure compatibility with local land use plans and policies			
	Minimize project completion time and complexity			
	Minimize environmental impacts (e.g., water, air, historical, and community resources, wildlife habitats, etc.)	X		



IH 35 Planning and Environmental Linkages (PEL) Study Public Workshop #2



ALAMO RMA
ALTERNATIVE REGIONAL MANAGEMENT AUTHORITY

Proposed Alternative Evaluation Factors

The following proposed alternative evaluation factors were developed based on evaluation criteria used in the Northeast IH 35 Corridor 1996 Major Investment Study (MIS) and input received from citizens and agencies at previous public workshops and IH 35 PEL Study advisory committee meetings. Please indicate on this form whether or not you would include each proposed factor in the alternatives evaluation methodology, or make suggestions about how it could be refined. Completed forms can be placed in the comment box located at the public workshop, or mailed to IH 35 PEL Study; 601 NW Loop 410, Suite 410; San Antonio, TX 78216 by March 5, 2012.

Evaluation Factor	Objective/Issue to Be Addressed	Include in Evaluation Methodology?	
		Yes	No
	Improve level of service	X	
	Improve travel time		X
Mobility	Facilitate the movement of through-traffic (Ex: traffic traveling from Laredo to Dallas without stopping in the San Antonio region)	X	
	Improve person throughput capacity (i.e., the number of people moving through the corridor in a given time)		X
	Improve ingress and egress at ramps and interchanges	X	
Evaluate	Encourage alternatives to single occupancy vehicle use, such as transit, carpooling, telecommuting, and alternate work hours	X	

Is it too much to ask for level of Car better?

Improving LOS improves travel time

make this measurable

(operational efficiency)

Quantity? Is this measurable? If not, not sure we should use

Evaluation Factor	Objective/Issue to Be Addressed	Include in Evaluation Methodology?		
		Yes	No	Yes, but refine as follows:
Safety	Reduce crash rates	X		
	<i>Evaluate</i> Address current design and maintenance deficiencies on IH 35 mainlanes, frontage roads, and/or connecting facilities	X		Yes, study but how do you measure this?
	Minimize interaction between large trucks and cars	X		
	Improve public awareness of the transportation system, including access points, traffic incidents, hazards, and availability of alternative routes and modes		X	
	Improve emergency and incident response times		X	Address through

Evaluation Factor	Objective/Issue to Be Addressed	Include in Evaluation Methodology?		
		Yes	No	Yes, but refine as follows:
	Reduce delays for commuter and freight movements	X		Make this measurable w/ business costs
Economic Factors	Minimize negative economic impacts on the local community, including the potential for income loss due to construction <i>Yes important</i>	X		But almost none importantly, what are economic impacts of a deficit facility? Business wear
	Maintain or improve access to businesses or properties	X		losing is measurable
Access and System Connectivity	Improve access to other modes of transportation, including transit, bicycle/pedestrian, and airport facilities <i>evaluate improvements</i> Improve facilities that would help create system linkages and connectivity among multiple transportation modes	X		Study adjacent major facilities @ what improvements there are to I-435 e.g. I-604, A10, SH130, etc.



Evaluation Factor	Objective/Issue to Be Addressed	Include in Evaluation Methodology?		
		Yes	No	Yes, but refine as follows:
Feasibility	Maximize cost benefits	X		
	Minimize need for additional right of way	X		
	Ensure compatibility with local land use plans and policies	X		
	Minimize project completion time and complexity		X	
	Minimize environmental impacts (e.g., water, air, historical, and community resources, wildlife habitats, etc.)	X		

Court Reporter Transcripts

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TRANSCRIPTION OF COMMUNITY STATEMENTS/COMMENTS ON
 IH-35 PEL STUDY
 TEXAS DEPARTMENT OF TRANSPORTATION
 AND
 ALAMO REGIONAL MOBILITY AUTHORITY
 FEBRUARY 23, 2012
 AT MORGAN'S WONDERLAND GYM/EVENT CENTER
 5223 DAVID EDWARDS DRIVE
 SAN ANTONIO, TX 78233

GILBERT HICE: Okay. I think that Highway 35 should be double decked, raised, from 3009 all way down to Interstate Loop 410 on the northeast side of the city, and I think that it should be double decked all the way south on 410, all the way down to Interstate 10. And so that the traffic that wants to go straight through, on 410, can then be lifted above, on 35, and go right around and lift some of the congestion on I-35.

I think the top deck should be named Loop 410. Then the bottom part would be I-35, and that means all the businesses can keep their I-35 addresses and you can still move traffic through that wants to go straight through and then help relieve the congestion on I-35 on the east side of town near

1 Sam Houston -- Fort Sam Houston.

2 Also, I think that the intersection right there at
3 I-35 and 410 needs to be reconfigured where the traffic can
4 move very smoothly, and I think it also should be raised along
5 410 headed all the way in, at least to Starcrest. I think it
6 should be double decked at least to Starcrest.

7 And, also, on the east side, the railroad tracks,
8 I think they should be raised up to sit on top of the support
9 extended for the freeway, so that the trains can then be passed
10 over Walzem, Eisenhower and Rittiman and relieve that congestion
11 in that area. Also, the intersection of 410 and Interstate 10
12 needs to be reconfigured so that the 410 traffic can
13 conveniently go over Interstate 10. We need to add more lanes in
14 that area.

15 And if it's cheaper, instead of putting the
16 railroad up on the support extended, then we could tunnel under
17 Walzem, Eisenhower and Rittiman, if it's cheaper. Whichever is
18 cheaper. I think we need to add lanes to I-35 between 3009
19 and -- and the connection at 410, lanes need to be added, and we
20 either need to double deck them or we need to add lanes, but we
21 need to have more -- more lanes. That's about it.

22 JERRY SINCLAIR: It was explained that the
23 purpose, or part of the purpose of the meeting we were being
24 asked to assist in determining, is the purpose statement; yet,
25 there is no information provided to define transportation

1 alternatives. TxDOT verbally described transportation
2 alternatives to be possibly managed roadways, and part of that
3 possibly being tolled roads; yet, there is no information to say,
4 one way or the other, what transportation alternatives are.

5 Part of the mission statement, purpose statement,
6 is to improve safety, but there's no information related to
7 accidents, whether they be DPS or other statistics; yet, there is
8 information related to environmental concerns and business
9 concerns. Again, I think the maps that had environmental
10 information could also have on them information related to
11 accidents, since it's one of the criteria that we are being asked
12 to evaluate.

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TRANSCRIPTION OF COMMUNITY STATEMENTS/COMMENTS ON
 IH-35 PEL STUDY
 TEXAS DEPARTMENT OF TRANSPORTATION
 AND
 ALAMO REGIONAL MOBILITY AUTHORITY
 FEBRUARY 23, 2012
 AT MORGAN'S WONDERLAND GYM/EVENT CENTER
 5223 DAVID EDWARDS DRIVE
 SAN ANTONIO, TX 78233

I, DARLENE ZUEHL, Certified Shorthand Reporter in and
 for the State of Texas hereby certify to the following:

That the recorded statements/comments made are true and
 correct to the best of my hearing and ability.

Certified to by me this 24th day of February,
 2012.

Darlene Zuehl

 DARLENE ZUEHL, Texas CSR #7505
 Expiration Date: December 31, 2012
 San Antonio Court Reporting
 555 E. Basse Road, Suite 205
 San Antonio, Texas 78209
 (210) 227-1525 Firm Reg. #175

SAN ANTONIO COURT REPORTING, FIRM NO. 175
 555 E. BASSE ROAD, SUITE 205
 SAN ANTONIO, TEXAS 78209 (210)227-1525

Other Written Comments

From: [Bill Bailey](#)
To: [IH35](#)
Subject: IH 35 Planning and Environmental Linkages Study - All public workshop materials now online!
Date: Saturday, February 25, 2012 3:27:23 PM

RMA..

I could not attend either of your scheduled meetings.

I believe the priority for I-35 is to widen and add lanes from Loop 410 all the way to New Braunfels.

And to create a flyover at the I-35 and Loop 1604 intersection at Universal City to ease traffic congestion. The traffic is backed up in all directions here on I-35 and Loop 1604 to get on I-35.

Bill Bailey, Stone Valley POA
Phone: 210-497-3689

From: Alamo RMA Community Relations [mailto:Info@AlamoRMA.org]
Sent: Friday, February 24, 2012 3:30 PM
To: [REDACTED]
Subject: IH 35 Planning and Environmental Linkages Study - All public workshop materials now online!

Share       

More Information Online at www.TimeFor35.com

TimeFor35 Update

February 24, 2012

[VIEW IN BROWSER](#) [SHARE](#) [UNSUBSCRIBE](#)

2nd Round of Public Workshop Materials now online!

Dear Bailey,

Were you unable to make the meetings on the 22nd and 23rd for the IH 35 PEL? Don't worry - there is still a way for you to be involved and engaged in this round of public workshops!

All materials that were handed out, and the presentation shown throughout the workshops, are now available online at www.TimeFor35.com

Make the TimeFor35 today - check out all the materials from our [2nd round of Public Workshops](#) and provide your input and voice into this process!

Written comments may be emailed to IH35@AlamoRMA.org, faxed to 210-495-5403, or mailed to
Alamo RMA
ATTN: IH 35 PEL
601 NW Loop 410, Suite 410
San Antonio, Texas 78216.

Website and/or mailed comments must be submitted by March 5, 2012.

The next public workshops for this study will be held later this Spring. More specific details will be announced when we get closer to the 3rd round of workshops.



Stay Connected! Help Make Time For 35!

Stay up to date with the IH 35 Planning and Environmental Linkages Study - visit our [Facebook](#) Page and sign up to follow our [Twitter](#) Account.

Your participation is crucial to helping chart a course forward for IH 35!



What is a Planning and Environmental Linkages Study?



A PEL Study is a new tool intended to make the process of identifying, evaluating, and selecting preferred transportation improvements more efficient.

A PEL Study links early transportation planning efforts with later, more detailed National Environmental Policy Act (NEPA) studies to identify specific transportation improvements for implementation.

A PEL study may:

- Ø Shorten the time needed to implement a project by allowing planning-level decisions to be carried into future environmental studies,
- Ø Minimize duplication of effort between planning and environmental studies.
- Ø Provide a method to engage stakeholders, the public and

governmental agencies early and often throughout the decision-making process.

The IH 35 PEL Study is being conducted jointly by the Texas Department of Transportation and the Alamo Regional Mobility Authority.



Alamo Regional Mobility Authority
613 NW Loop 410, Ste 100
San Antonio, Texas 78216
210.495.5256
www.TimeFor35.com



From: Wm Lewis [REDACTED]
Sent: Tuesday, February 28, 2012 8:19 PM
To: IH35
Subject: NO TO TOLL TAXES

Just want you to know that we SAY 'NO' to toll taxes on I-35 and 'NO' to turning I-35 into a foreign-owned toll road!

Sincerely,

*Mr. & Mrs. Wm Lewis
7729 DRY CANYON TRL
LIVE OAK, TX 78233*

W

From: K A. [REDACTED]
Sent: Tuesday, February 28, 2012 4:22 PM
To: IH35
Subject: San Antonio Toll Roads

Gentlemen,

Please.

NO toll taxes on I-35. NO turning I-35 into a foreign-owned toll road. Keep our freeways FREE.

Raise my gas taxes instead.

Sincerely,

Kingsley Osborn
3502 Edge VW
San Antonio, TX 78259

From: sandi sandoval [REDACTED]
Sent: Tuesday, February 28, 2012 11:05 PM
To: IH35
Subject: NO to toll roads

We the people have paid for our roads, we do not want them sold to private entities. Wedrivers pay for the upkeep with the purchase of gasoline, license plates, inspection stickers, and drivers licenses. the corruption has to stop!!!!

From: Scott [REDACTED]
Sent: Tuesday, February 28, 2012 6:54 AM
To: IH35

As a life long taxpayer in the State of Texas; I protest as is my right.
My taxes paid for this FREEWAY and it's upkeep for over 50 years.

I will not pay additional taxes just to use it. It is already mine.

From: Mel Borel [REDACTED]
Sent: Wednesday, February 29, 2012 11:40 PM
To: IH35
Subject: I35 - NO TOLLS

Please verify that you have received these comments and that you will record these comments for the record.

The community has spoken loud and clear that it does NOT want toll roads. Adding toll lanes will NOT solve either the revenue problem or the congestion/capacity problem. Very few drivers can afford the extra tax, so toll lanes will be underutilized and not carry the level of traffic needed bring any real relief for the majority of drivers dependent on I35. Because so few can afford the new tax, except for the privileged wealthy elite, there will not be enough users to pay for the cost of the expansion (requiring subsidies by ALL taxpayers resulting in DOUBLE taxation). Since so many toll roads around our state are in the red, they have NOT solved the revenue shortfalls as anticipated. So the 'if you build it, they will come' myth will never be a reality for San Antonio.

Here's what we have seen happen when tolls enter the equation:

- Congestion on free lanes actually increases (With the projected increase in population along I35, the free lanes will experience a net gain in cars, because the number of cars that can access the new lanes is limited due to financial constraints. If the lanes were open to all cars, all drivers on I-35 would benefit from the new capacity, not just a select few). Atlanta's HOT lane experiment on I-85 demonstrates how toll lanes actually exacerbate traffic on the surrounding free lanes.
- Diversion of traffic to other routes (it's been documented by Peter Swann's study for Penn State University that a significant number of people will do anything to avoid paying the toll and seek alternate routes not designed for high speed thru traffic)
- Increase in accidents (due to difficulty of entering/exiting toll lanes and there has also been a documented increase in accidents on the surrounding free routes since those seeking to avoid the toll lanes take alternate routes not designed for high speed thru traffic thereby increasing accidents on surrounding city/county streets)

- Delay in emergency services for accidents on toll lanes (due to difficulty of entering/exiting toll lanes)
- Inefficiency and waste in collecting the toll revenues (toll collection problems are rampant causing thousands of dollars in fines & fees wreaking financial havoc and even financial ruin to motorists)
- No meaningful congestion relief due to so few motorists being able to access the toll lanes (SH 130 around)
- Economic inequities, targeted taxation and discrimination (this is a targeted discriminatory new tax on I-35 users while others get their roads fixed without tolls. Also, toll lanes would only bring congestion relief to those with the financial means to pay them, relegating the middle class and the poor to second class citizens stuck using congested free lanes/routes)
- Runaway taxation in the hands of unelected bureaucrats (taxation without representation - toll rates escalate out of the control of taxpayers, and, due to system financing, beyond the actual cost of the toll lanes in order to cover or leverage the debt on other toll projects that I-35 users may not use. Toll rates also escalate beyond motorists' ability to pay, exacerbating all the issues listed above)
- Due to 'system financing' (a Robin Hood raid of toll revenues from one corridor to pay for another), permanent new taxation with NO accountability to taxpayers
- Insurmountable, unsustainable debt (very few toll projects in Texas are operating in the black and covering the massive amount of debt service payments needed to keep the projects solvent, causing more tax hikes elsewhere. TxDOT is now over \$31 billion in debt, jeopardizing its ability to build needed lanes/roads and maintain our existing state highway system)
- Taxpayer subsidies (like gas tax, stimulus money, or other tax revenues) which mean motorists are charged a DOUBLE or even TRIPLE tax if they are charged a toll, too, in order to access a road built in whole or in part with tax revenues.
- Non-compete provisions that limit or penalize the expansion of free routes surrounding the toll lanes (even though the RMA argues they are the only entity bound by the non-compete, there are laws in state statute that prohibit governmental entities from actions that could put the toll lanes into default)

- Lacks due process for toll collections & disputes and places our freedom to travel at risk (a motorist cannot always plead their case before a third party, unbiased judge and the legislature is allowing unelected toll authorities to oversee toll violations and disputes and to dictate whether or not a person can retain their driver's license or car registration based on what they say a motorist owes in tolls -- fox guarding the henhouse)

The MPO has identified I-35 as a possible public private partnership.

The following are our concerns with utilizing a P3 for I-35 improvements (or on any other toll project):

- Loss of sovereignty over our infrastructure -- the primary interstate in the State of Texas
- Eminent domain abuse - taking private property in the name of a "public use" then handing it over to another private entity for private gain
- Punitively higher toll rates (75-85 cents PER MILE)
- Taxation in the hands of a private corporation whom the taxpayers cannot hold accountable
- Non-compete clauses that limit the expansion of free lanes/routes (see points made above)
- Taxpayer subsidies that prop-up toll projects that can't pay for themselves (or risk taxpayer money that the private entity is not willing to risk itself). This amounts to public money for private profits (socializing the losses and privatizing the profits) as well as DOUBLE TAXATION.
- Lacks due process for toll collections & disputes and places our freedom to travel at risk (allowing private corporations to dictate whether or not a person can retain their driver's license or car registration based on what the corporation says a motorist owes in tolls)

We implore the MPO Policy Board to carefully 'listen' to the public during these public 'listening sessions.' At the recent public meetings, when employees were asked if the MPO would heed the public feedback, they answered, 'No.' What's the point of soliciting public input if the MPO plans to ignore it? This is NOT how

government is supposed to work. The point of a public 'listening session' is to LISTEN to the public. Your bylaws state the public has a right to have a say in the transportation decisions that effect their lives. Follow your own rules and get our roads fixed without imposing new runaway toll taxes.

Mel Borel

703 Turtle Hill

San Antonio, Texas 78260

210-403-3969

From: Terri Hall [REDACTED]
Sent: Wednesday, February 29, 2012 5:42 PM
To: IH35
Subject: No tolls on I-35

Please verify that you have received these comments and that you will record these comments for the record.

As the Alamo RMA and TxDOT are considering options for improvements to I-35, adding non-toll capacity is the only option that will meet the purpose and need for this corridor. Toll lanes should be off the table. Not only is I-35 THE major artery of interstate travel throughout the state of Texas, adding toll lanes will NOT solve the congestion/capacity problem. Very few drivers can afford the extra tax, so toll lanes would be underutilized and not carry the level of traffic needed bring any real relief for the majority of drivers dependent on I-35.

Here's what we have seen happen when tolls enter the equation:

- Congestion on free lanes actually increases (With the projected increase in population in this corridor, the free lanes will experience a net gain in cars, because the number of cars that can access the new lanes is limited due to financial constraints. If the lanes were open to all cars, all drivers on I-35 would benefit from the new capacity, not just a select few). *Atlanta's HOT lane experiment on I-85 demonstrates how toll lanes actually exacerbate traffic on the surrounding free lanes.
- Diversion of traffic to other routes (it's been documented by Peter Swann's study for Penn State University that a significant number of people will do anything to avoid paying the toll and seek alternate routes not designed for high speed thru traffic)
- Increase in accidents (due to difficulty of entering/exiting toll lanes and there has also been a documented increase in accidents on the surrounding free routes since those seeking to avoid the toll lanes take alternate routes not designed for high speed thru traffic thereby increasing accidents on surrounding city/county streets)
- Delay in emergency services for accidents on toll lanes (due to difficulty of entering/exiting toll lanes)
- Inefficiency and waste in collecting the toll revenues (toll collection problems are rampant causing thousands of dollars in fines & fees wreaking financial havoc and even financial ruin to motorists)
- No meaningful congestion relief due to so few motorists being able to access the toll lanes (SH 130 around)
- Economic inequities, targeted taxation and discrimination (this is a targeted discriminatory new tax on I-35 users while others get their roads fixed without tolls. Also, toll lanes would only bring congestion relief to those with the financial means to pay them, relegating the middle class and the poor to second class citizens stuck using congested free lanes/routes)
- Runaway taxation in the hands of unelected bureaucrats (taxation without representation -- toll rates escalate out of the control of taxpayers, and, due to system financing, beyond the actual cost of the toll lanes in order to cover or leverage the debt on other toll projects that I-35 users may not use. Toll rates also escalate beyond motorists' ability to pay, exacerbating all the issues listed above)
- Due to 'system financing' (a Robin Hood raid of toll revenues from one corridor to pay for another), permanent new taxation with NO accountability to taxpayers
- Insurmountable, unsustainable debt (very few toll projects in Texas are operating in the black and covering the massive amount of debt service payments needed to keep the projects solvent, causing more tax hikes elsewhere. TxDOT is now over \$31 billion in debt, jeopardizing its ability to build needed lanes/roads and maintain our existing state highway system)
- Taxpayer subsidies (like gas tax, stimulus money, or other tax revenues) which mean motorists are charged a DOUBLE or even TRIPLE tax if they are charged a toll, too, in order to access a road built in whole or in part with tax revenues.

- Non-compete provisions that limit or penalize the expansion of free routes surrounding the toll lanes (even though the RMA argues they are the only entity bound by the non-compete, there are laws in state statute that prohibit governmental entities from actions that could put the toll lanes into default)
- Lacks due process for toll collections & disputes and places our freedom to travel at risk (a motorist cannot always plead their case before a third party, unbiased judge and the legislature is allowing unelected toll authorities to oversee toll violations and disputes and to dictate whether or not a person can retain their driver's license or car registration based on what they say a motorist owes in tolls -- fox guarding the henhouse)

The MPO has identified this project for a possible public private partnership.

The following are our concerns with utilizing a P3 for I-35 improvements:

- Loss of sovereignty over our infrastructure -- the primary interstate in the State of Texas
- Eminent domain abuse - taking private property in the name of a "public use" then handing it over to another private entity for private gain
- Punitively higher toll rates (75-85 cents PER MILE)
- Taxation in the hands of a private corporation whom the taxpayers cannot hold accountable
- Non-compete clauses that limit the expansion of free lanes/routes (see points made above)
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- Lacks due process for toll collections & disputes and places our freedom to travel at risk (allowing private corporations to dictate whether or not a person can retain their driver's license or car registration based on what the corporation says a motorist owes in tolls)

Submitted by:
 Terri Hall
 Founder/Director
 Texans Uniting for Reform and Freedom
 18866 Stone Oak Pkwy, Ste 103-37
 San Antonio, TX 78258
 (210) 275-0640
www.TexasTURF.org

"Government is instituted for the common good; for the protection, safety, prosperity, and happiness of the people; and not for profit, honor, or private interest of any one man, family, or class of men." - John Adams

CONFIDENTIALITY NOTICE

The information in this email and the documents accompanying it contain confidential information belonging to the sender which is legally privileged. The information is intended only for the use of the individuals or entities named above. If you are not the intended recipient, you are hereby notified that any disclosure, copying, distribution or the taking of any action in reliance on the contents of this email is strictly prohibited. If you have received this email in error, please immediately notify us by telephone or email.

From: Nancy Campbell [REDACTED]
Sent: Thursday, March 01, 2012 8:56 PM
To: IH35
Subject: Congestion suggestion

Designate and provide police/security surveillance of specific parking lots where commuters going to the same location can park and ride together. I moved here from northern Virginia where we "slugged" to work every day for 5 years with no issues. Slugging is a great way to get cars off the road. There is a whole website about it that you can review www.slug-lines.com. At least 1200 of us moved here from DC area when our military agency was BRACd. We know all about it and it works. It requires an HOV lane on the highway to be successful.

Do what they do in Europe and prohibit trucks on certain portions of the highway during peak rush hours AM and PM.

This city needs a good, reliable, reasonably priced, "green" public transportation system that extends from New Braunfels to the airport and south to the missions. There aren't even good taxi services available. Rail and bus are badly needed.

With gas prices soaring many are going to have to give up driving so much and we need a way to get around.

Support bicycle riding by making bike lanes and positioning secure bike racks at neighborhood strip malls and shopping areas. Not just downtown/ Bexar County, but in Schertz, Cibola, Stone Oak, Brook Hollow, and other suburbs. Increase surveillance cameras. Provide citizen safety classes..this can be advertised on TV and provided online.
Sent from my iPad

From: steve kohn [REDACTED]
Sent: Thursday, March 01, 2012 9:41 PM
To: IH35
Subject: suggestions on IH-35

Glad someone's looking for improvements. Thanks.

My ideas, from cheapest to most expensive:

1. Put big signs up that say something like "If you're in the left lane, you better be passing, you knucklehead. It doesn't matter if you're going the speed limit, either, idiot." Actually, those signs should be up everywhere, not just on I-35.
2. Heading north on -35, before Eisenhower and Rittiman, put up signs that tell us (yes, counter to #1 above) to get over into the left lanes. The access ramp on those roads are very short. Merging onto the highway there is a constant danger.
3. Extend the merging lanes so drivers on the highway get a long look at cars trying to get on, letting them slow down or speed up to make merging safe.
4. You already know about I-35S and 410. That's a hard nut to crack. HEB trucks coming onto I-35S from Rittiman have only a few hundred feet to cross three lanes of traffic to be able to make it onto 410.
5. Instead of adding another lane, go for broke and build an upper ramp from Binz-Engleman to Walzem. Yeah, that's probably too hard and expensive.

Your efforts are difficult and appreciated.

-- Steve Kohn

From: [Howard O'Leary](#)
To: [Alamo RMA Community Relations](#)
Subject: 35 Corridor
Date: Thursday, March 01, 2012 5:57:55 PM

Please look into the South 410 cutoff from 35 South. Due to it being a left exit, many large trucks enter from Rittiman and need to move over rapidly, causing a slow down and a dangerous situation to all drivers.

Thanks you,

Howard O'Leary

From: [Bob Rolik](#)
To: [IH35](#)
Subject: Additional Comments
Date: Thursday, March 01, 2012 5:01:44 PM

Anything you can do to improve the flow of traffic between 410 and Schertz on IH35 would be greatly appreciated.

If there was an additional road built between Universal City, the Forum and Schertz over the Cibolo Creek connecting to FM1518 there would be less congestion on IH35 between Schertz Parkway and FM3009 to 1604 and the return route.

Schertz and Garden Ridge never took into consideration the highway infrastructure needs when letting home developers into their perspective areas and now we are paying the price of highway delays because of the traffic. Take FM 2252 from 3009 and make it a 4 lane highway with turn lanes and connect it to 1604 freeing up more space on IH35 between FM3009 and 1604.

Little too late is better than never. Maybe by 2016 things will be a little better between 2200 hrs and 0600 hrs each and every day. Poor highway planning by everyone, to include San Antonio, Universal City, Selma, Live Oak and Schertz and Texas DOT, put us in the situation we are today. Unless we limit the growth of this corridor you will never be able to provide a decent highway system for the next 20 years. You will always be playing catch-up. Design an upper deck structure from 410 to FM3009 so IH35 traffic does not clog things up at 1604 or on the way to New Braunfels.

Bob Rolik
210-945-9118

Subject:

FW: 1098-3: FW: No Tolls on I-35

From: Linda Falcon [REDACTED]

Sent: Friday, March 02, 2012 3:36 PM

To: IH35

Subject: No Tolls on I-35

To Whom It May Concern:

Please verify receipt of these comments and that you will record said comments for the record.

The community has spoken loud and clear that it does NOT want toll roads. Adding toll lanes will NOT solve either the revenue problem or the congestion/capacity problem. Very few drivers can afford the extra tax, so toll lanes will be underutilized and not carry the level of traffic needed bring any real relief for the majority of drivers dependent on I35. Because so few can afford the new tax, except for the privileged wealthy elite, there will not be enough users to pay for the cost of the expansion (requiring subsidies by ALL taxpayers resulting in DOUBLE taxation). Since so many toll roads around our state are in the red, they have NOT solved the revenue shortfalls as anticipated. So the 'if you build it, they will come' myth will never be a reality for San Antonio.

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speed thru traffic thereby increasing accidents on surrounding city/county streets)

- Delay in emergency services for accidents on toll lanes (due to difficulty of entering/exiting toll lanes)
- Inefficiency and waste in collecting the toll revenues (toll collection problems are rampant causing thousands of dollars in fines & fees wreaking financial havoc and even financial ruin to motorists)
- No meaningful congestion relief due to so few motorists being able to access the toll lanes (SH 130 around Austin)
- Economic inequities, targeted taxation and discrimination (this is a targeted discriminatory new tax on I-35 users while others get their roads fixed without tolls. Also, toll lanes would only bring congestion relief to those with the financial means to pay them, relegating the middle class and the poor to second class citizens stuck using congested free lanes/routes)
- Runaway taxation in the hands of unelected bureaucrats (taxation without representation - toll rates escalate out of the control of taxpayers, and, due to system financing, beyond the actual cost of the toll lanes in order to cover or leverage the debt on other toll projects that I-35 users may not use. Toll rates also escalate beyond motorists' ability to pay, exacerbating all the issues listed above)
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We implore the MPO Policy Board to carefully 'listen' to the public during these public 'listening sessions.' At the recent public meetings, when employees were asked if the MPO would heed the public feedback, they answered, 'No.' What's the point of soliciting public input if the MPO plans to ignore it? This is NOT how government is supposed to work. The point of a public 'listening session' is to LISTEN to the public. Your bylaws state the public has a right to have a say in the transportation decisions that effect their lives. Follow your own rules and get our roads fixed without imposing new runaway toll taxes.

Linda Falcon

703 Turtle Hill

San Antonio, Texas 78260

210-403-3969

From: GUYOTT, ALBERT L JR CIV USAF AETC 12 OSS/OSOS [REDACTED]
Sent: Friday, March 02, 2012 7:56 AM
To: IH35
Subject: I-35 traffic flow suggestion

IH-35 improvement suggestions,

1. As a Schertz, TX resident, I frequently travel from the intersection of IH-35 and Schertz Parkway to the Forum Shopping Center at IH-35 and Loop 1604. Despite the congestion on IH-35, I usually get on the highway for this short trip instead of using the access roads because of the four way stop signs on the access roads. There are four way stop signs on the access road at the intersections with FM1518 and North Evans Road. Despite the congestion/slow speed on the highway, traffic still moves faster than if you take the access roads and sit in line at the four way stop signs (I've watched the traffic on the highway from the access roads and the highway traffic moves faster 9 out of 10 times).

Recommendation: Replace the 4 way stop signs at FM1518 and North Evans Road with traffic lights to allow smoother progression of the access road traffic making it a more appealing route versus getting on IH-35 for such a short trip.

2. There is an on ramp to IH-35 South just after North Evans Road. This is quickly followed by an off ramp for the Olympia Parkway exit. The stretch between this on and off ramp is very slow as cars attempting to enter the highway are blocked by cars holding the right lane so they can exit the highway.

Recommendation: Reverse the on/off ramps here so traffic is entering the highway after some traffic has exited the highway creating openings in the right lane for entering traffic.

Sincerely,
Albert Guyott
Schertz Resident

March 5, 2011

Jeffrey B. Kahn
Kennie M. Kahn
206 Cliffside Dr.
San Antonio, Texas 78231

IH 35 PEL Study c/o RJ Rivera & Associates Certified Mail
601 NW Loop 410, Suite 410
San Antonio, Texas 78216

Congressman Francisco "Quico" Conesco Certified Mail
1339 Longworth HOB
Washington DC 20515

Texas Department of Transportation Certified Mail
Executive Director: Phil Wilson
125 E. 11th St
Austin, Texas 78701

Terri Hall
Texans United for Reform and Freedom Certified Mail
18866 Stone Oak Pkwy, Ste 103-37
San Antonio, Texas 78258

Alamo RMA Certified Mail
Leroy Aloway
613 NW Loop 410, Ste 100
San Antonio, Texas 78216

Dear Sir,

Our comments as to the IH 35 plan engage upon a variety of comments. Below are our concerns which discusses issues that have not been shown to me by TxDot, Alamo RMA, The MPO, engineering firms or any other affiliation to the IH 35 planning which is parallel in structure as to the methods the 281 and 1604 planning is being attempted.

We have participated in such a study in 2006 concerning IH 35 & FM 1103. Citizens expressed their concerns. Citizens concerns as well as the engineering recommendations were buried in 5 volumes of expensive extensive studies paid for by taxpayers. In the end the recommendations were ignored. The studies outcome was as impotent as a castrated bull. The results were a waste of citizen's time and money. It was a puppet show presented to the public.

The foundation of these highway plans have to many faults. Please review the following letter which describes them:

The MPO needs to remove 281 & 1604 as toll projects from its plan and use existing revenues to add non-toll capacity. Rather than force the public to choose from a pre-determined project list (handed out at the 'listening sessions') as to how to allocate the available \$55 million in new funds, the MPO needs to make the most congested roads in our community its highest priority using existing funds rather than imposing a targeted, discriminatory new toll tax on taxpayers who depend on the 281 and 1604 corridors. Toll lanes should be off the table in both the short-range plan as well as the long-range plan.

The community has spoken loud and clear that it does NOT want toll roads. Adding toll lanes will NOT solve either the revenue problem or the congestion/capacity problem. Very few drivers can afford the extra tax, so toll lanes will be underutilized and not carry the level of traffic needed bring any real relief for the majority of drivers dependent on 281 & 1604. Because so few can afford the new tax, there will not be enough users to pay for the cost of the expansion (requiring subsidies by ALL taxpayers resulting in DOUBLE taxation). Since so many toll roads around our state are in the red, they have NOT solved the revenue shortfalls as anticipated. So the 'if you build it, they will come' myth will never be a reality for San Antonio.

NO funding for street car

The MPO should NOT be allocating ANY funds for ANY street car/light rail project. The downtown street car project is stealing \$96 million in ATD road funds for a project where there is NO congestion. Meanwhile, the northside of San Antonio sits in gridlock, being told there is not enough money to fix the congestion without them paying more (through tolls). The MPO also recently took action to steal \$30 million in existing non-toll Texas Mobility Funds from the 281 project to fund the northern ramps of the 281/1604 interchange instead (should the city bond package pass). The misplaced priorities, the intentional starvation of road funds, refusal to restore non-toll funding to 281, and failure to properly address 1604 are nothing short of malfeasance.

Here's what we have seen happen when tolls enter the equation:

- Congestion on free lanes actually increases (With the projected increase in population in this corridor, the free lanes will experience a net gain in cars, because the number of cars that can access the new lanes is limited due to financial constraints. If the lanes were open to all cars, all drivers on I-35 would benefit from the new capacity, not just a select few). *Atlanta's HOT lane experiment on I-85 demonstrates how toll lanes actually exacerbate traffic on the surrounding free lanes.
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- Inefficiency and waste in collecting the toll revenues (toll collection problems are rampant causing thousands of dollars in fines & fees wreaking financial havoc and even financial ruin to motorists)
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- Due to 'system financing' (a Robin Hood raid of toll revenues from one corridor to pay for another), permanent new taxation with NO accountability to taxpayers
- Insurmountable, unsustainable debt (very few toll projects in Texas are operating in the black and covering the massive amount of debt service payments needed to keep the projects solvent, causing more tax hikes elsewhere. TxDOT is now over \$31 billion in debt, jeopardizing its ability to build needed lanes/roads and maintain our existing state highway system)
- Taxpayer subsidies (like gas tax, stimulus money, or other tax revenues) which mean motorists are charged a DOUBLE or even TRIPLE tax if they are charged a toll, too, in order to access a road built in whole or in part with tax revenues.
- Non-compete provisions that limit or penalize the expansion of free routes surrounding the toll lanes (even though the RMA argues they are the only entity bound by the non-compete, there are laws in state statute that prohibit governmental entities from actions that could put the toll lanes into default)
- Lacks due process for toll collections & disputes and places our freedom to travel at risk (a motorist cannot always plead their case before a third party, unbiased judge and the legislature is allowing unelected toll authorities to oversee toll violations and disputes and to dictate whether or not a person can retain their driver's license or car registration based on what they say a motorist owes in tolls -- fox guarding the henhouse)

The MPO has identified I-35 as a possible public private partnership.

The following are our concerns with utilizing a P3 for I-35 improvements (or on any other toll project):

- Loss of sovereignty over our infrastructure -- the primary interstate in the State of Texas
- Eminent domain abuse - taking private property in the name of a "public use" then handing it over to another private entity for private gain
- Punitively higher toll rates (75-85 cents PER MILE)
- Taxation in the hands of a private corporation whom the taxpayers cannot hold accountable
- Non-compete clauses that limit the expansion of free lanes/routes (see points made above)
- Taxpayer subsidies that prop-up toll projects that can't pay for themselves (or risk taxpayer money that the private entity is not willing to risk itself). This amounts to public money for

private profits (socializing the losses and privatizing the profits) as well as DOUBLE TAXATION.

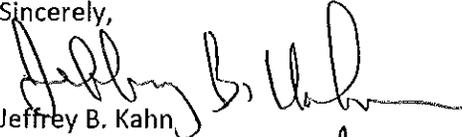
- Lacks due process for toll collections & disputes and places our freedom to travel at risk (allowing private corporations to dictate whether or not a person can retain their driver's license or car registration based on what the corporation says a motorist owes in tolls)

We implore the MPO Policy Board to carefully 'listen' to the public during these public 'listening sessions.' At the recent public meetings, when employees were asked if the MPO would heed the public feedback, they answered, 'No.' What's the point of soliciting public input if the MPO plans to ignore it? This is NOT how government is supposed to work. The point of a public 'listening session' is to LISTEN to the public. Your bylaws state the public has a right to have a say in the transportation decisions that effect their lives. Follow your own rules and get our roads fixed without imposing new runaway toll taxes.

Respectfully submitted by:
Terri Hall
Founder/Director
Texans Uniting for Reform and Freedom
18866 Stone Oak Pkwy, Ste 103-37
San Antonio, TX 78258
(210) 275-0640
www.TexasTURF.org

We would greatly appreciate your review and address the above concerns,

Sincerely,


Jeffrey B. Kahn


Kennie M. Kahn

Kennie M. Kahn

Interactive Exhibit Results - Station 5: Proposed Evaluation Criteria

February 22, 2012 - Completed Proposed Evaluation
Criteria Exhibits

Proposed Evaluation Factors - Mobility



Please place a green dot next to the objectives that you believe should be used in evaluating proposed alternatives, and a red dot next to the objectives that you do not believe should be used.

<p>Improve Level of Service</p>	
<p>Improve travel time</p>	
<p>Facilitate the movement of through-traffic (Ex: traffic traveling from Laredo to Dallas without stopping in the San Antonio region)</p>	
<p>Improve person throughput capacity (i.e., the number of people moving through the corridor in a given time)</p>	
<p>Encourage alternatives to single occupancy vehicle use, such as transit, carpooling, telecommuting, and alternate work hours</p>	

Less **time** in traffic

More **time** for you

It's **time** to take action



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Proposed Evaluation Criteria - Safety



Please place a green dot next to the objectives that you believe should be used in evaluating proposed alternatives, and a red dot next to the objectives that you do not believe should be used.

Reduce crash rates	
Address current design and maintenance deficiencies on IH 35 mainlanes, frontage roads, and/or connecting facilities	
Minimize interaction between large trucks and cars	
Improve public awareness of the transportation system, including access points, traffic incidents, hazards, and availability of alternative routes and modes	
Improve emergency and incident response times	

Less **time** in traffic

More **time** for you

It's **time** to take action



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Proposed Evaluation Factors – Economic



Please place a green dot next to the objectives that you believe should be used in evaluating proposed alternatives, and a red dot next to the objectives that you do not believe should be used.

<p>Reduce delays for commuter and freight movements</p>	
<p>Minimize negative economic impacts on the local community, including the potential for income loss due to construction</p>	
<p>Maintain or improve access to businesses or properties</p>	

Less **time** in traffic

More **time** for you

It's **time** to take action



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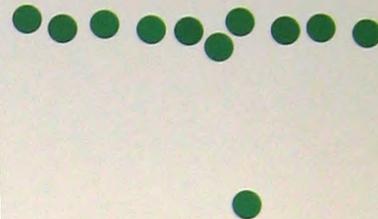


Proposed Evaluation Factors – Access and System Connectivity



Please place a green dot next to the objectives that you believe should be used in evaluating proposed alternatives, and a red dot next to the objectives that you do not believe should be used.

Improve access to other modes of transportation, including transit, bicycle/pedestrian, and airport facilities



Improve facilities that would help create system linkages and connectivity among multiple transportation modes



Less **time** in traffic

More **time** for you

It's **time** to take action



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February 23, 2012 - Completed Proposed Evaluation
Criteria Exhibits

Proposed Evaluation Factors - Mobility



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More **time** for you

It's **time** to take action



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Proposed Evaluation Factors – Economic

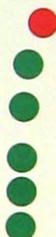


Please place a green dot next to the objectives that you believe should be used in evaluating proposed alternatives, and a red dot next to the objectives that you do not believe should be used.

Reduce delays for commuter and freight movements



Minimize negative economic impacts on the local community, including the potential for income loss due to construction



Maintain or improve access to businesses or properties



Less **time** in traffic

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Proposed Evaluation Factors – Access and System Connectivity



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Proposed Evaluation Factors - Feasibility



Please place a green dot next to the objectives that you believe should be used in evaluating proposed alternatives, and a red dot next to the objectives that you do not believe should be used.

Maximize cost benefits	
Minimize need for additional right of way	
Ensure compatibility with local land use plans and policies	
Minimize project completion time and complexity	
Minimize environmental impacts (Ex: water, air, historical, and community resources, wildlife habitats, etc.)	

Less **time** in traffic

More **time** for you

It's **time** to take action

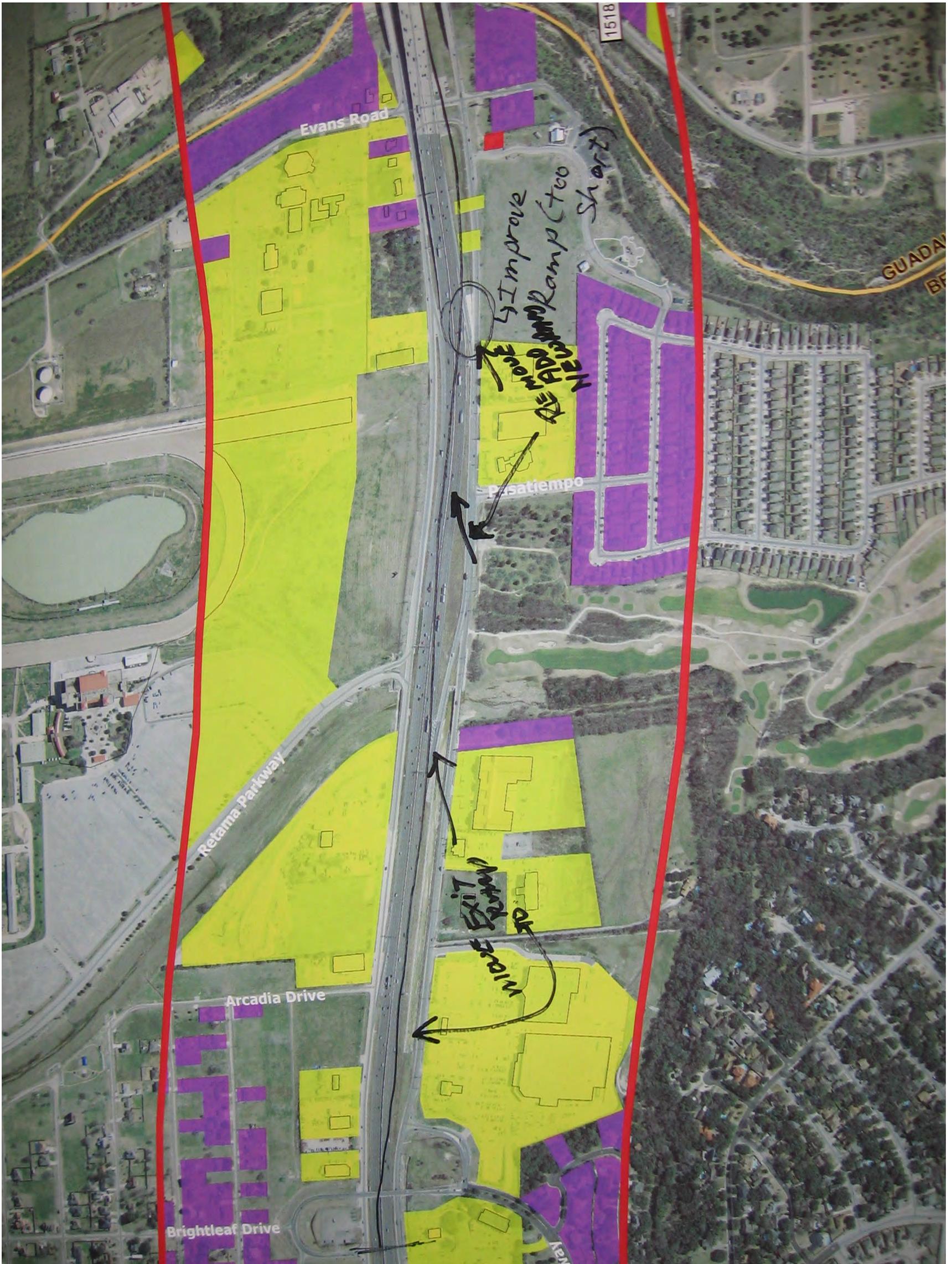


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Interactive Exhibit Results - Station 6: IH 35 Corridor Environmental Setting Maps

February 22, 2012 – Environmental Setting Maps Mark-Ups











410

Perrin Crk

Ball St

Fratt Rd

Interchange Pkwy

New Creation Christian Church

David Copeland Elem

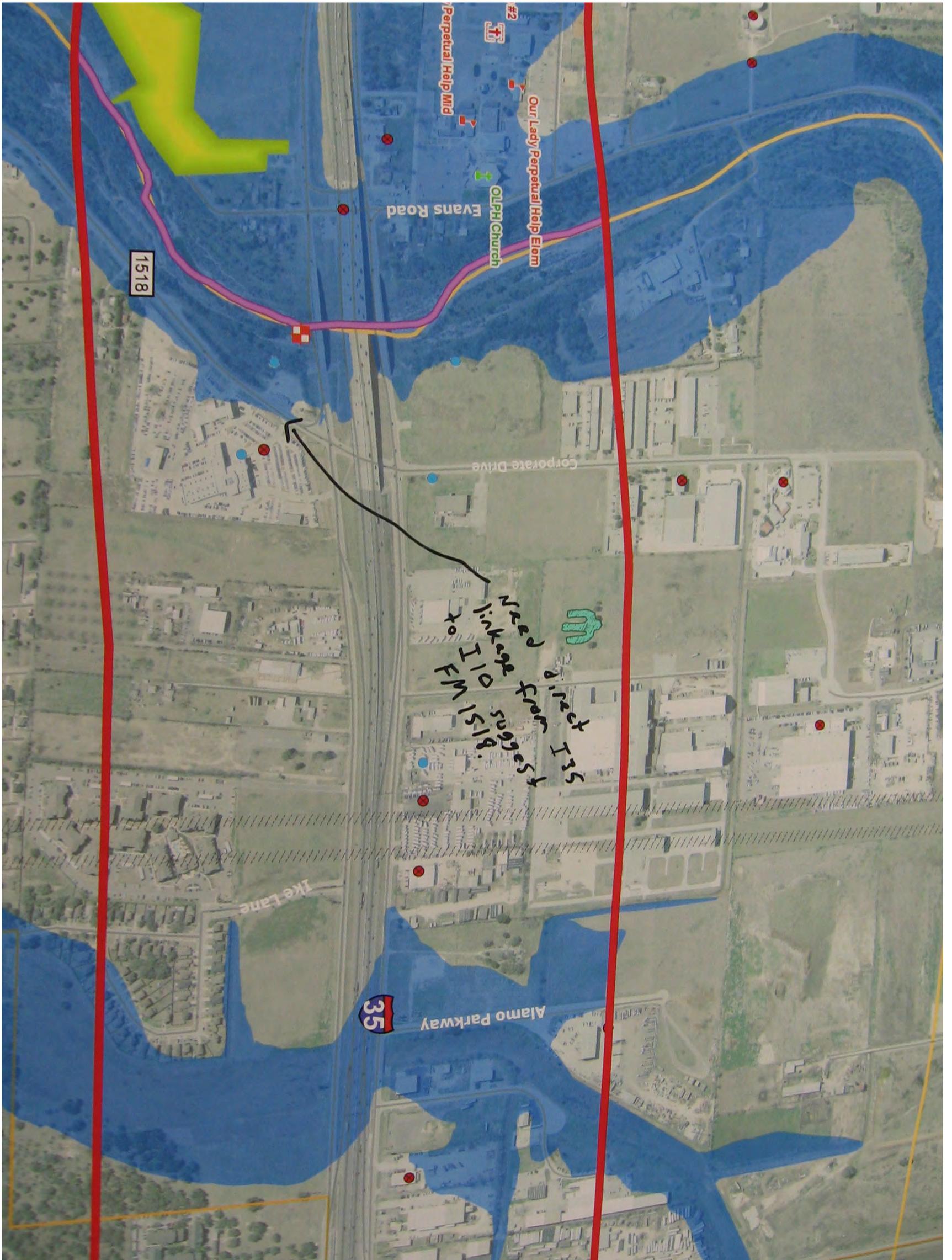
Tradewind Dr

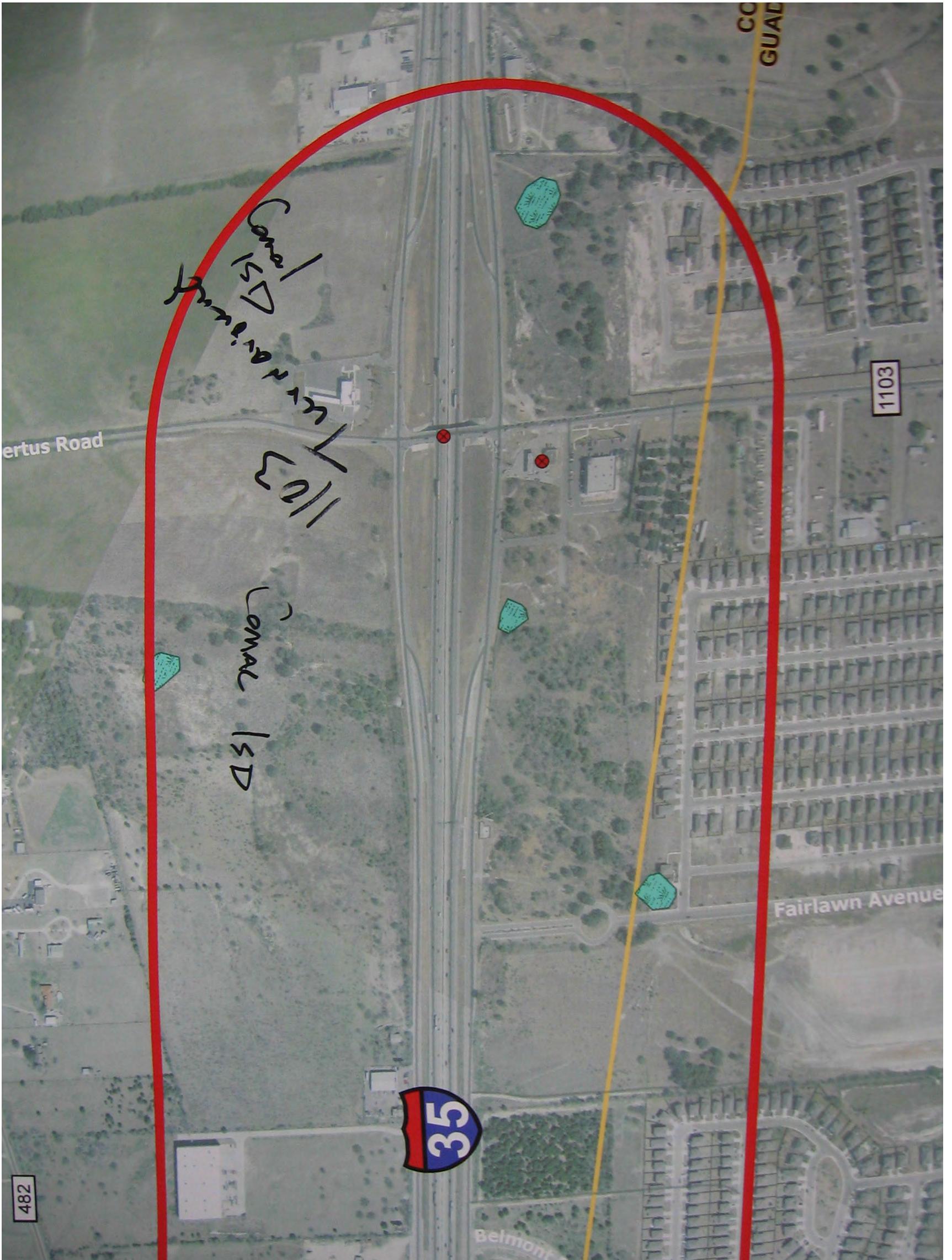
Windcrest Dr

Galewind Dr

Fourwinds Dr

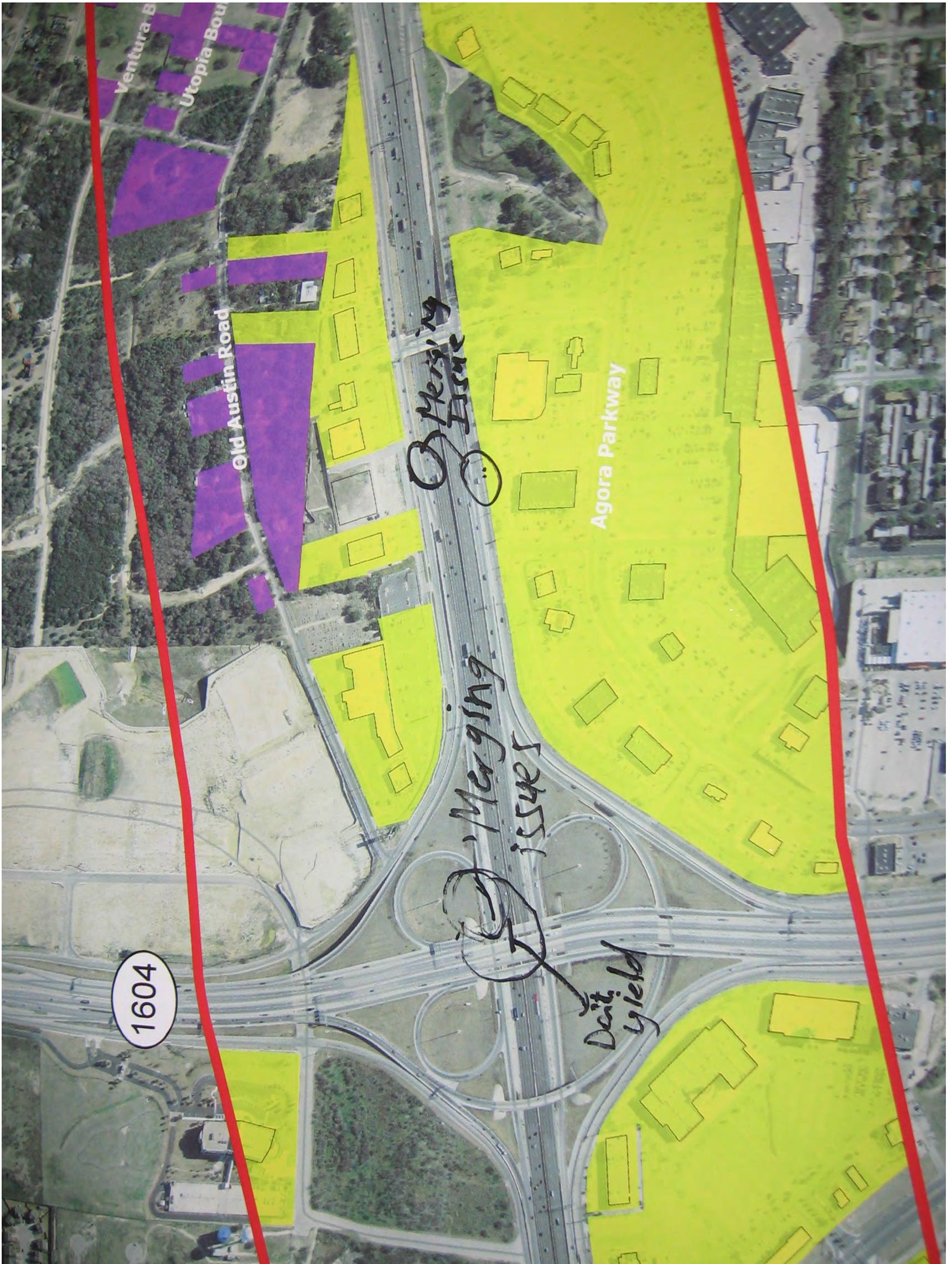
2ND UNPAID
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Historic
El Camino Real Trail

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157
Historic



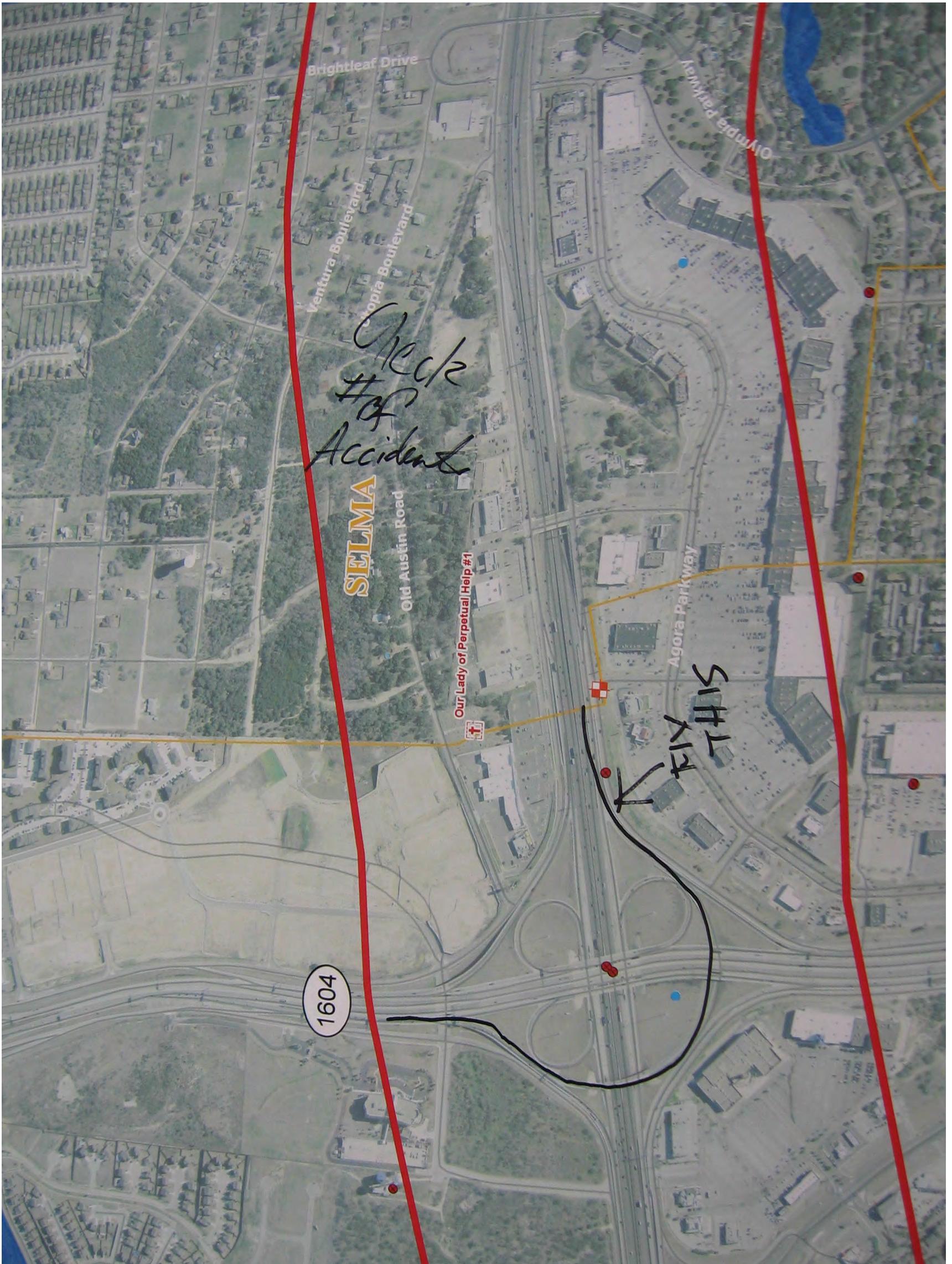
1604

Merging Issues

Merging ISSUES

Dent Yield

February 23, 2012 – Environmental Setting
Maps Mark-Ups

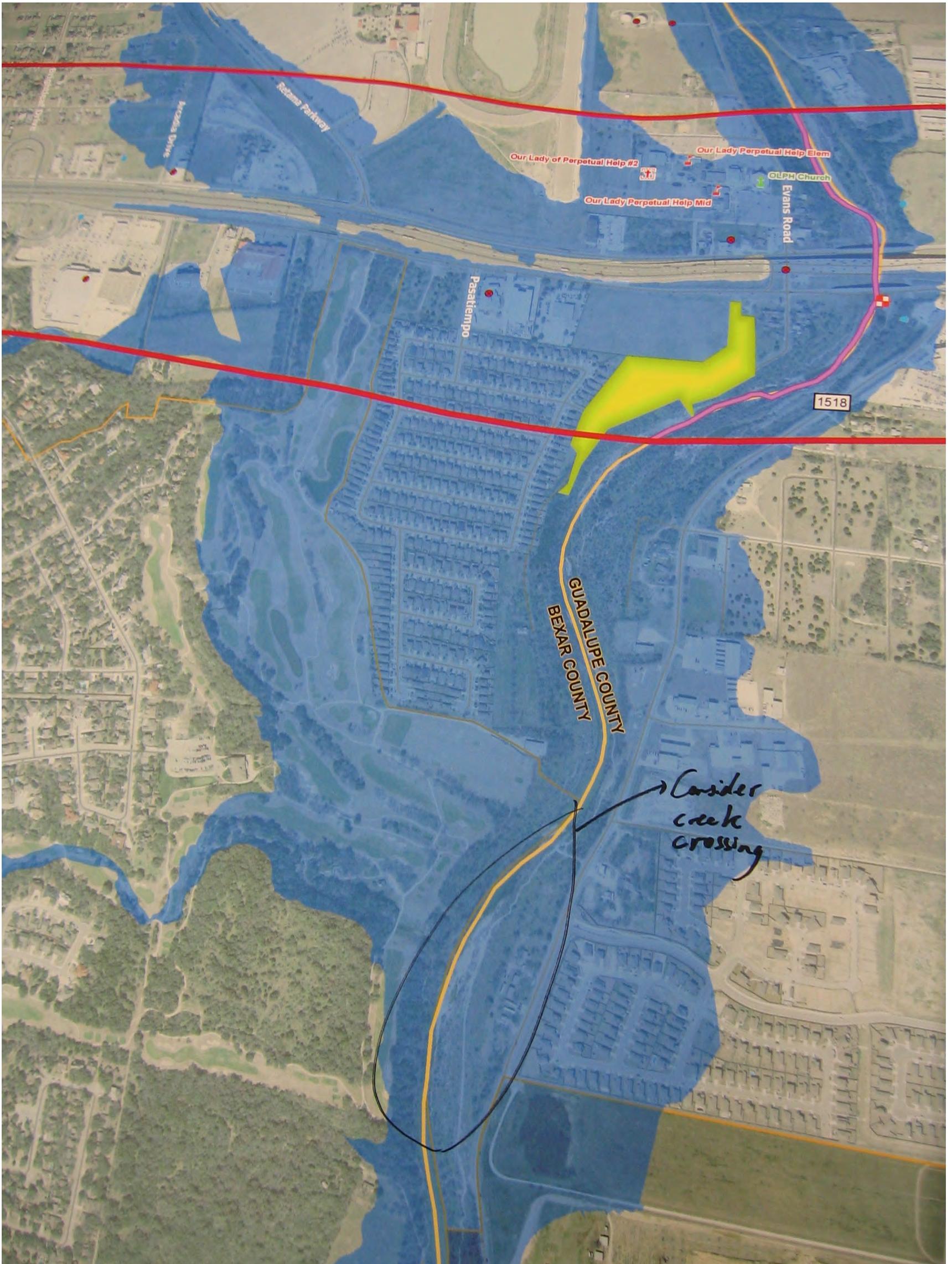


Check for Accidents

SILMA

K FIX THIS

1604



Country Club Blvd.
Overpass
Next Int Sdms

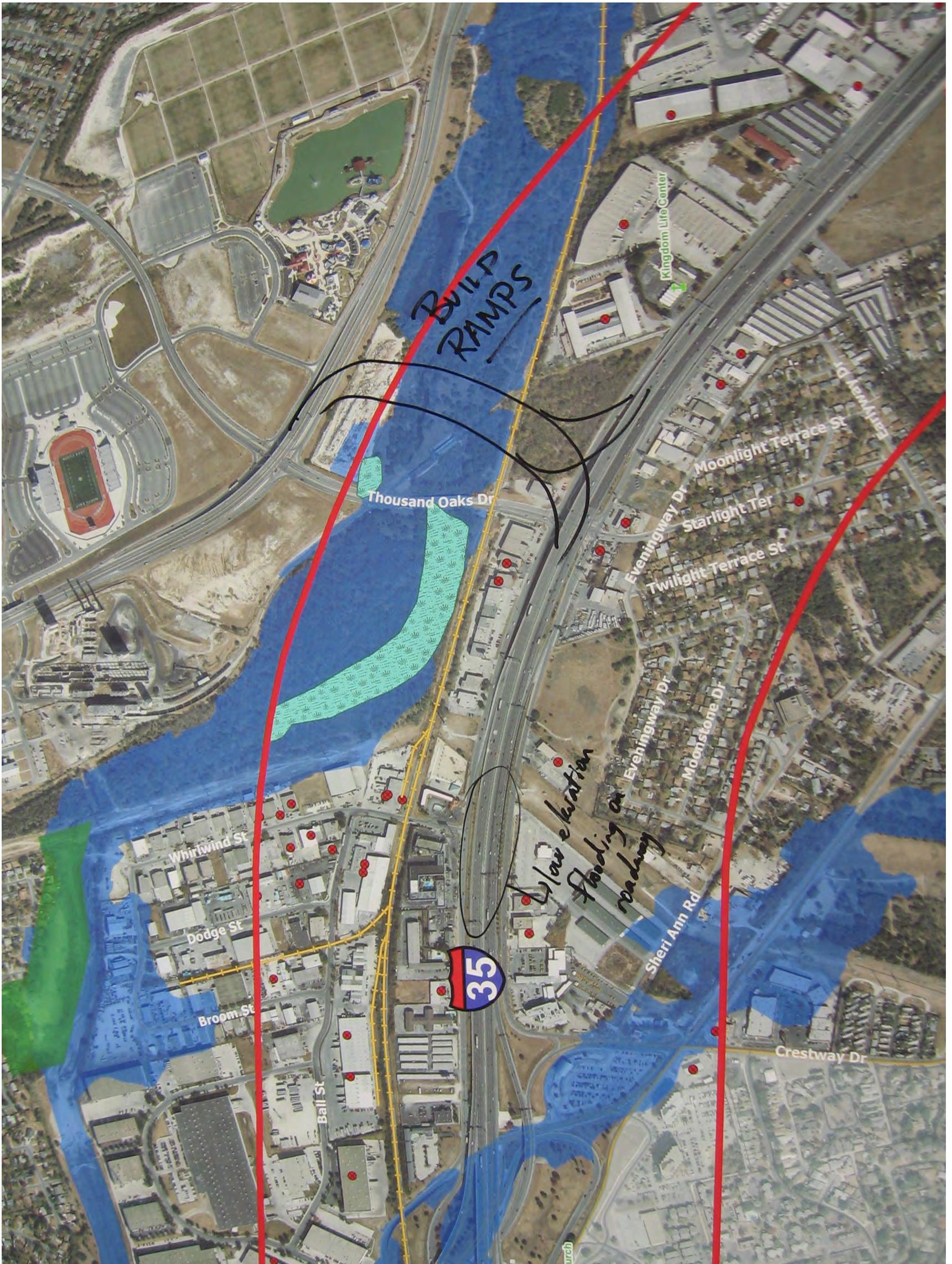
COMAL COUNTY
GUADALUPE COUNTY

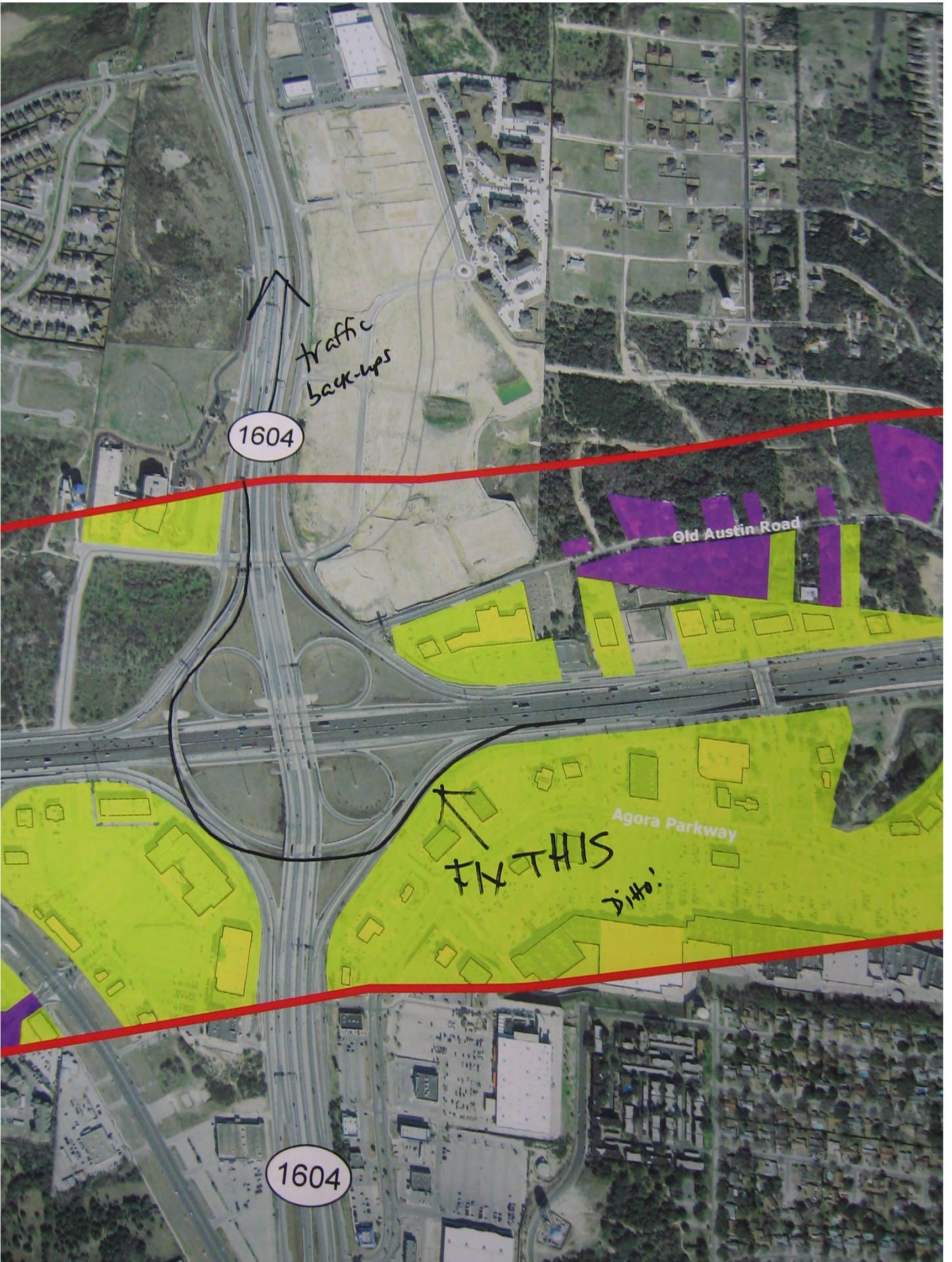
Robertus Road

1103

Fairlawn Avenue

35







Impose signage to I-35
Direct traffic from Grayson to New Braunfels
Provide sign

Historic houses facing these lots





Improve access
to Pearl District to
from I-35



*Need Connector
Between Worsbach Hwy
& I-35*