Public Hearing Summary and Analysis Report

I-35 Northeast San Antonio Expansion

From I-410 South in San Antonio to FM 1103 in Schertz

June 2015

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1.0 Introduction

FOR: I-35 Northeast San Antonio Expansion Project

LIMITS: I-410 South to FM 1103

COUNTIES: Bexar, Comal, and Guadalupe

The Texas Department of Transportation (TxDOT) conducted a public hearing for improvements to Interstate 35 (I-35) from I-410 South to Farm to Market (FM) 1103 in Bexar, Comal, and Guadalupe counties. The public hearing was held on Thursday, February 26, 2015 at Morgan's Wonderland in San Antonio and began with an open house at 5:00 p.m. The open house was followed by a formal presentation and a public hearing comment session. Attendance at the public hearing totaled 182, including 155 members of the public. An online public hearing was also available between Thursday, February 26 and Monday, March 9, 2015. The same information that was presented at the Public Hearing was available online. The online public hearing received 674 total visits, 440 of which were unique visitors. This report provides a summary and analysis of the public hearing, including responses to all comments received.

2.0 Project Overview

2.1 Proposed Improvements

The proposed I-35 Northeast San Antonio Expansion Project includes the construction of four elevated managed lanes[1] (two in each direction) generally between the existing I-35 mainlanes and frontage roads along I-35 from I-410 South in San Antonio to FM 1103 in Schertz. The proposed project traverses Bexar, Comal, and Guadalupe counties. Direct connectors at the I-35/I-410 South, I-35/ I-410 West, and I-35/Loop 1604 interchanges and operational improvements at the FM 2252, Old Wiederstein Road, and FM 1103 intersections are also proposed.

The construction limits of the proposed project begin approximately 2.8 miles south of the I-35/ I-410 South interchange just south of Copeland Drive and extend approximately 1.3 miles north of FM 1103 (to account for transitions to the existing I-35 roadway). The total length of the proposed construction limits along I-35, including the direct connectors at the three major interchanges, is approximately 23.7 miles.

[1] A managed lane is a travel lane that operates separately from the mainlanes. Travel on these lanes is managed through a combination of pricing, vehicle eligibility, and access control strategies to achieve faster, more reliable speeds.

There is a variation of heights associated with the proposed elevated managed lanes and direct connectors. The minimum height of the elevated sections of the managed lanes is approximately 16.5 feet from the existing I-35 facility. The height of the proposed elevated managed lanes which would traverse local cross streets range from approximately 27 to 42 feet from the top of the cross street bridge(s) to the top of the managed lanes. The approximate maximum height of the proposed direct connectors at the major interchanges would be:

- I-35/I-410 South interchange – 65 feet;
- I-35/I-410 West interchange – 96 feet; and
- I-35/Loop 1604 interchange – 109 feet.

The proposed improvements are generally contained within existing right-of-way (ROW); however, the acquisition of approximately 21.6 acres of additional ROW is anticipated. There would potentially be one residential and two commercial displacements as a result of the proposed project. Additional potential displacements include 2 signs, 11 billboards, 2 parking facilities, and a sewage lift station.

After completion of this project, all currently existing I-35 mainlanes and frontage road lanes would remain non-tolled.

2.2 Purpose and Need

The purpose of the proposed project is to improve mobility in the I-35 corridor in a manner that will manage vehicle congestion for the 25-year planning horizon; promote efficient use of existing transportation facilities; minimize impacts to the natural and built environment; and complement other modes of transportation and economic development initiatives in the region.

The need for the project includes increasing traffic demand and congestion; inadequate roadway capacity; and limited integration of I-35 with other existing and planned transportation modes.

3.0 Previous Public Involvement

3.1 Stakeholder Meetings

Agency and key stakeholder input was solicited through two Stakeholder Meetings held during the project development. A project kickoff meeting was conducted in September 2013 to reengage stakeholders who had been involved in the I-35 Planning and Environmental Linkages Study which preceded the I-35 Northeast San Antonio Expansion Project. A second Stakeholder Meeting was held in August 2014 to present updates on the proposed project and provide an opportunity for stakeholders to review the 60% schematic design and provide comments or ask questions.

3.2 Public Meetings

In October 2013, TxDOT hosted two public meetings and an online open house to provide information and gather public feedback on the proposed project. The first meeting was held at the Schertz Civic Center, located at 1400 Schertz Parkway, Building 5, Schertz, Texas 78154, on Monday, October 28, 2013, from 4:30 p.m to 7:00 p.m. The second meeting was held at the New Creation Christian Fellowship Church Gym, located at 8700 Fourwinds Drive, Windcrest, Texas 78218, on Tuesday, October 29, 2013, from 4:30 p.m to 7:00 p.m. The online open house was available at www.txdot.gov, key word search "I-35 Northeast San Antonio" from Monday, October 28, 2013 through Friday, November 8, 2013.

The majority of the comments from the public involved issues or questions related to location of entry and exit points, concerns about the impact of construction activity, general support for the project and its capacity to relieve congestion and have a positive impact on the economy, and a preference for high-occupancy vehicle (HOV) lanes in lieu of tolled lanes. Other comments addressed the preservation of historic structures close to the project, congestion issues near the I-35/Rittiman exit, and the helpfulness of the information presented at the public meetings and online. Overall, commenters generally supported the proposed expansion of I-35 in Northeast San Antonio, though some expressed opposition to tolling.

3.3 Meetings with Affected Property Owners

TxDOT held meetings with affected property owners (MAPOs) on Tuesday, October 28 and Thursday, October 30, 2014. The meetings were held at different locations along the I-35 Northeast San Antonio Expansion Project corridor and were conducted in an open house format. Prior to the meetings, the project team mailed invitation letters to all affected property owners. The letters were accompanied by a project description, project location map, and a personalized map that showed the proposed right-of-way (ROW) needs specific to each owner's property. The invitation letters also included the contact information for Jonathan Bean, Director of Transportation Planning and Development for the TxDOT San Antonio District, so that property owners could contact him if they had any questions or were unable to attend one of the MAPOs. At the meetings, TxDOT and project staff were on hand to discuss the proposed project and answer questions.

4.0 Public Hearing Overview

The public hearing was held on Thursday, February 26, 2015 at Morgan's Wonderland in San Antonio and began with an open house at 5:00 p.m. The open house was followed by a formal presentation and a public hearing comment session.

DATE: Thursday, February 26, 2015
Open House – 5:00 p.m. to 6:00 p.m.
Presentation and Public Comment Period – 6:00 p.m.

LOCATION: Morgan's Wonderland, Event Center/Conference Room
5223 David Edwards Drive
San Antonio, Texas 78233

4.1 Public Hearing Notices

4.1.1 Legal Notices and Display Ads

Public Hearing legal notices were published in the classified, legal notice sections of local newspapers as follows:

- *San Antonio Express-News* – January 27, 2015 (English text)
- *New Braunfels Herald-Zeitung* - January 28, 2015 (English text)
- *La Prensa Bilingual Newspaper* – January 28, 2015 (Spanish text)

Display ads were also published in the retail sections of local newspapers as follows:

- *San Antonio Express*-News – Sunday, February 22, 2015 (English text)
- *New Braunfels Herald*-Zeitung – Sunday, February 22, 2015 (English text)
- *La Prensa Bilingual Newspaper* – Sunday, February 22, 2015 (Spanish text)

4.1.2 Stakeholder Notifications

Individual Public Hearing notifications were mailed and/or emailed to all stakeholders in the I-35 Northeast San Antonio Expansion Project database as follows:

- Letters, public hearing flyers, and San Antonio area I-35 project maps were mailed on January 30, 2015 to local elected officials from the cities of Cibolo, Converse, Garden Ridge, Kirby, Leon Valley, Live Oak, New Braunfels, Olmos Park, San Antonio, Schertz, Selma, Terrell Hills, Universal City, Windcrest, and Town of Hollywood Park and from Bexar, Comal, and Guadalupe counties. Letters and accompanying meeting flyers and maps were also mailed on the same date to agencies and designated U.S. Congresspersons and Senators, as well as Texas State Representatives and Senators.

- Letters and public hearing flyers were mailed on January 30, 2015 to property owners whose parcels are adjacent to the proposed project.

- Public hearing flyers were mailed on January 30, 2015 to other individuals in the stakeholder database for whom email addresses were not available.

- Public hearing flyers were also delivered in person to the following entities for distribution and/or posting at their respective facilities: Julia Yates Semmes Library, Kingdom Life Christian Ministries, Livingway Christian Church, Selma Stage Stop Visitor Center, Schertz Civic Center, Thousand Oaks Library and Wayland Baptist University.

- Public hearing email notifications and reminders were sent on February 9, and 23, 2015 to approximately 816 stakeholders.

4.1.3 Online Meeting Notifications

Information about the public hearing and online open house was posted on the main TxDOT website at www.txdot.gov, and on the TxDOT San Antonio District Twitter page at @TxDOTSanAntonio. The Alamo Area Metropolitan Planning Organization and the Alamo Area Council of Governments also posted public hearing information on their respective websites based on information provided from the public hearing flyer.

4.1.4 Media Coverage

TxDOT issued a media release on February 25, 2015 to provide information about the public meetings and online open house. Several local newspapers and television stations subsequently published articles or ran news stories about the proposed project and public meetings.

4.1.5 Portable Signs

Two TxDOT portable message boards were used to display public hearing information the week prior to the public hearing. The public hearing information message board was placed on the northbound side of I-35, just north of the intersection with Crestway Drive; and on the southbound side of I-35, just north of Wurzbach Parkway.

Copies of the various notices are provided in **Appendix A** of this report.

4.2 Public Hearing Attendance

The total registered attendance at the February 26, 2015 public hearing was 182 persons, which included 2 public officials, 155 members of the public, 22 TxDOT staff and project team members, and 3 members of the media. The online open house received 674 visits, 440 of which were single visits and not repeat visitors.

Copies of the public hearing sign-in sheets are included in **Appendix B** of this report.

4.3 Public Hearing Format, Handouts, and Exhibits

The public hearing began with an open house at 5:00 p.m. A packet of information was distributed at the Welcome/Registration table and attendees were given the opportunity to sign up for the project mailing list. During the open house, attendees were given the opportunity to view the various exhibits, ask questions, and discuss the proposed improvements with project staff members.

Sign-in sheets and handout materials were available at the Welcome/registration table. Handout materials were available in both English and Spanish text, and included a written comment form and a brochure containing information on purpose and need, existing conditions, the environmental process, a project location map, timeline, and contact information.

A conference room and a large event center were used at the facility to accommodate the different parts of the public hearing.

The following stations were available in the conference room:

- Comment tables for writing and submitting comments;
- A right-of-way table, at which a TxDOT representative was available to speak to property owners about ROW and relocation issues and available assistance;
- An environmental document station, at which the I-35 Planning and Environmental Linkages Study and Draft I-35 Northeast San Antonio Expansion Project Environmental Assessment documents were available for public viewing; and
- A court reporter station for submitting verbal comments.

The following stations were available in the event center:

- A speaker registration table;
- 18 display boards containing important information about the project were available for viewing, and included the following:
    - Welcome Board
    - Project Location Map
    - Overview of Environmental Assessments (EA)
    - The EA Timeline
    - Purpose of Project
    - Need for Project
    - Population Growth and Traffic Demands
    - PEL Study Results and Recommendations
    - No-Build Alternative
    - Proposed Build Alternative
    - Why Elevevated Structure?

- Why Managed Lanes?
- What is a Managed Lane?
- Resources and Issues Considered
- Right-of-Way Impacts
- Board explaining how to submit comments

- Six display boards showing renderings/visualizations of various locations along the corridor displayed on easels next to the speaker registration table;
- Five 20' schematics showing detailed views of various project segments;
- Two large TV screens displaying video animation "fly-throughs" of the project area; and
- A court reporter to transcribe attendees' verbal comments during the public hearing.

Staff were available at each station to discuss the project materials and answer any questions from attendees. A Spanish language interpreter was also available at the meeting to assist with translations if needed.

A formal presentation was given by TxDOT staff at 6:00 p.m. to inform the public of the status of planning efforts, purpose and need for the project, alternatives studied, and the preferred alterntive. The public hearing rules were also presented. A short break was given after the technical presentation to provide attendees with an additional opportunity to ask questions and register to speak for the public comment period. The public comment period provided registered speakers with the opportunity to provide verbal comments. A copy of the public hearing presentation is provided in **Appendix C**. Copies of the exhibits displayed at the public hearing are included in **Appendix D** of this report and copies of the public hearing handouts in English and Spanish are included in **Appendix E**.

The online open house offered the same materials that were available at the Public Hearing, including the PowerPoint presentation and electronic versions of the public hearing handouts, display boards, and schematics. The online open house comment submission form was available from February 26, 2015 through March 9, 2015.

A representative sample of photographs taken at the public hearing is provided in **Appendix F.**

5.0 Summary and Analysis of Public Comments

The official comment period for the I-35 Northeast San Antonio Expansion Project Public Hearing was open from Thursday, February 26, 2015 through Monday, March 9, 2015.

Ten completed comment forms, one written letter comment, and 18 verbal comments were received at the public hearing; 15 comments were submitted via email to info@i35northeast.com; two written comments were mailed to the project mailing address at I-35 Northeast San Antonio

Expansion Project, 130 East Travis Street, Ste. 200, San Antonio, Texas 78205; and 11 comments were submitted through the online open house comment form. All comments were received by the close of the public comment period on Monday, March 9, 2015. A comment may have included more than one issue and a summary of the issues addressed in the comments is included in **Table 1**. Copies of the written comments received are provided in **Appendix G** and should be referred to for the actual comments. A copy of the certified public hearing transcript (including the verbal comments received) is provided in **Appendix H**. Copies of the speaker registration cards are provided in **Appendix B**.

Of the 57 comments received during the public hearing comment period, one was submitted by a councilmember; five were submitted by individuals who identified themselves as adjacent property owners or representatives of adjacent property owners; four were submitted by representatives from transportation advocacy groups; three were submitted by representatives of anti-toll organizations; five were submitted by representatives of local chambers of commerce/economic development corporations; and one was submitted by an individual who identified themselves as a representative of a non-profit environmental organization. The remaining comments did not include specific organizational or agency identification.

The majority of the comments from the public involved issues or questions related to tolling, the location of entry and exit points, general support for the project and its capacity to provide options for travel and its ability to have a positive impact on the economy. Other comments focused on utilizing current funding for non-tolled roads and concerns over right-of-way acquisition. Overall, commenters generally supported the proposed expansion of I-35 in Northeast San Antonio, though some expressed opposition to tolling. **Table 1** provides a summary of comments received by issue.

Table 1: Summary of Comments by Issue

Issue	Number of Comments	Summary of Comments
Supports Project	17	Supports project
Opposes Project	19	Opposes toll roads/project
Would like a vote on project	2	Would like the chance to vote on the project
Noise	1	Traffic and construction noise could negatively affect patient care at nearby medical facilities
Mobility	3	Redesigning current interchanges in project area with

Issue	Number of Comments	Summary of Comments
		flyovers would increase mobility; differing speeds near access points to toll lanes will cause congestion
Safety	3	Managed lanes are unsafe and pose a liability; add a shoulder to managed lanes for vehicles that have to pull over; details on how project improves safety
Lighting	2	Concerns about sufficient lighting/Ensure appropriate lighting is integrated into project
Environment	2	Consider environmental impacts of project
Accessibility	9	Access and exit points are limited and not conveniently located/located too far apart for people who are traveling to communities along this section of I-35;
Health & Emergency Care	3	Concerns about exit points and access to emergency medical care in project area; concerns project will impact medical and senior care facilities along project
Tolling	27	Funding for non-tolled roads should be utilized; cost of tolls; equity of tolling; tolls represent double taxation
Alternatives Analysis	3	Supports no-build alternative
EA Document	1	Data supporting alternatives analysis is out of date; data shows traffic declining in some of the study area
Signage	2	Need appropriate signage to ensure travellers do not get lost
Drainage	1	More detail of how drainage would be handled is needed
Right-of-Way	4	Concerns about right-of-way acquisition
Economic Development	7	Supports economic development/business community/trade
Multimodal Options	3	Question about how managed lanes integrate with system/ other transportation alternatives; consider other multimodal options, such as rail, bicicyle, pedestrian, etc. options instead

TxDOT has reviewed and responded to all comments received during the official public hearing comment period. No changes were made to the proposed project as a result of the comments received and TxDOT recommends proceeding with the proposed project. Table 2 provides the verbatim comments and corresponding responses for all comments received during the official comment period.

Table 2: Summary of Comments with Responses

Comment Number	Last Name	First Name	Submission Method	Comment	Response
1			Email	I can't believe how many times, the tax payers, must tell you no toll and or no toll roads paid for with our tax dollars. All the benefits (financial) go to you (txdot) and zachery - cintra, OR ANY OTHER private corporation / entity involved with toll roads. Tax payer dollars are not a free use slush account for you and your 'buddies' to use for your whims and for profic scams. Did you rent morgans wonderland ($1500 before 5pm and $2000 after 5pm) out of your own pocket? Does your overtime pay, to be at these "meetings", come from tax dollars or do you do all this free out of the kindness of your hearts? are you (txdot employees / affiliates / family / friends) EXEMPT from these tolls? are the same idiots going to be in charge of the toll fees like in sh130? are you going to forgive the loans to cintra (or whatever other company lobbied for the project) when this one goes bankrupt too??? Look, I really do not want to be disrespectful to you, but when I hear that a road I use every day is going to be screwed with at my expense, and THEN, I'll have to pay to use it AFTER I paid for its construction as well? That kind of irks me. So PLEASE, stop with the toll roads / "managed lanes". All of this is just one big waste.	Transportation funding policy is established by state and federal legislation, which is outside the scope of this Environmental Assessment. The proposed project is listed in the Alamo Area Metropolitan Planning Organization's long-range Metropolitan Transportation Plan (MTP), Mobility 2040, as a managed lane facility. The MTP has been approved with this funding strategy in place. If the proposed project is constructed, the existing mainlanes and frontage roads would remain non-tolled.
2		Erik	Email	Adding an elevated toll road to this I-35 corridor is a terrible idea! Most of the existing traffic is due to poor exit design south of I-410, and not enough interchange throughput. Redesign the interchanges at I-35/Loop 1604 and at I-35/I-410, and at Walzem and south exits to handle more traffic. The toll road money would be better spent on flyovers for each of these major interchanges.	During the IH 35 Planning and Environmental Linkages (PEL) Study, the public expressed a strong desire to stay within the existing right-of-way as much as possible. Based on traffic and engineering analysis of expansion alternatives considered in the IH 35 PEL Study, it was determined that the most reasonable design configuration for additional capacity on the existing I-35 facility would be elevated lanes. The elevated configuration would minimize the amount of right-of-way acquisition required, minimize construction impacts, and minimize traffic control impacts compared to an at-grade expansion. Traffic analysis conducted during the PEL Study showed that the growth in traffic over the next 20 years warrants additional capacity. There are several interchange improvements currently under construction in the corridor to address operational deficiencies, but additional capacity is needed regardless of any interchange improvements.
3		Laura	Project Website	The costs associated for individuals using these lanes is unacceptable. Our legislature and TxDot need to use the dollars dedicated to roadways for just that...roads, not garages, not "light rail" and certainly not toll roads that the average person can not afford. When every TxDot employee, and politician has to pay for these roads the same as the average citizen, I'm sure alternatives to tolls will be found. I am adamantly opposed to the expansion of tolls...they are simply not cost effective.	The proposed project is listed in the Alamo Area Metropolitan Planning Organization's long-range Metropolitan Transportation Plan (MTP), Mobility 2040, as a managed lane facility. The MTP has been approved with this funding strategy in place. If the proposed project is constructed, the existing mainlanes and frontage roads would remain non-tolled.

Comment Number	Last Name	First Name	Submission Method	Comment	Response
4		Steve	Email	Scrap the proposed elevated toll lanes and advance an alternative that's truly preferred by the community and that the maximum number of vehicles can access and benefit from - add one new non-toll highway (at grade) with the new funds the legislature and voters approved. It's cheaper, more efficient, will actually solve congestion, and carry more traffic than this complicated, expensive, inaccessible elevated toll lane idea. We do NOT want our primary corridor for the movement of people and goods in our state to be handed over to a private (possibly foreign) toll operator. Toll rates for such projects exceed 80 cents a mile, which is out of reach for the vast majority of Texans, and it requires non-compete agreements that allow private corporations to limit or penalize the expansion of surrounding free roads in order to guarantee their toll profits. No tolls for I-35. Tolls impede commerce and freedom of mobility. Stop hiding behind the excuse there's not enough money. Prioritize the funds for this MAJOR corridor for our state and expand this vital interstate and keep it a freeway.	During the IH 35 Planning and Environmental Linkages (PEL) Study, the public expressed a strong desire to stay within the existing right-of-way as much as possible. Based on traffic and engineering analysis of expansion alternatives considered in the IH 35 PEL Study, it was determined that the most reasonable design configuration for additional capacity on the existing I-35 facility would be elevated lanes. The elevated configuration would minimize the amount of right-of-way acquisition required, minimize construction impacts, and minimize traffic control impacts compared to an at-grade expansion. The proposed project is listed in the Alamo Area Metropolitan Planning Organization's long-range Metropolitan Transportation Plan (MTP), Mobility 2040, as a managed lane facility. The MTP has been approved with this funding strategy in place.
5	Albrecht	William	Email	I don't understand. If TexDOT doesn't have any money for roads because the gas tax was taken for other states projects, then how does it have the money to build toll roads? How can you allow another entity to steal the gas tax money but steal it back from us.	Transportation funding policy is established by state and federal legislation, which is outside the scope of this Environmental Assessment.
6	Ashton	Bruce	Email	Believe monies would be better spent on Lone Star Rail commuter project than on toll road.	The IH 35 Planning and Environmental Linkages (PEL) Study (2013) that preceded the I-35 Northeast San Antonio Expansion Project evaluated a Rail-Only alternative concept and determined that it would not meet the Need and Purpose as a standalone alternative. The proposed project is being planned to complement other existing and planned transportation modes, including public transit. Separate studies would be necessary to explore the possibility of implementing light rail as a complementary transportation solution in the future.

Comment Number	Last Name	First Name	Submission Method	Comment	Response
7	Austin-San Antonio Corridor Council		Written (Letter)	Resolution of Support (DRAFT) - Whereas, the Greater Austin-San Antonio Corridor Council is a public-private, non-profit association of cities, counties, public authorities, universities, and business along Interstate 35 from Antonio and Bexar County in the south to Georgetown and Williamson County in the north; and Whereas, the Corridor Council, through action as dictated by its Executive Committee, is dedicated to long term infrastructure development, economic development, international trade, and the promotion of regional cooperation in and along the Austin-San Antonio Corridor; and Whereas, the Executive Committee believes that congestion on Interstate 35 is a critical threat to public safety, air quality, economic development, international trade and, in particular, freight movements crucial to fulfillment and expansion of the North American Free Trade Agreement (NAFTA); and Whereas, current NAFTA trade between the US, Mexico, and Canada currently totals more than $1 trillion annually, sustaining millions of US and Texas jobs, and current NAFTA trade between Texas and Mexico totals more than $1 billion per day, sustaining millions of Texas jobs and more than 800 San Antonio companies that identify themselves as 'NAFTA-related enterprises;' and Whereas, 48% of all NAFTA trade originates in or is destined for Texas, and 80% of Mexico's trade with the US and Canada passes through Texas, 76.4% by trucks using Interstate 35; and Whereas, the Texas Department of Transportation projections indicate that NAFTA trade, which is doubling every four to five years in volume, will result in a quadrupling of the number of trucks on certain Interstate Corridors in Texas including Interstate 35 through Austin and San Antonio; and Whereas, the Texas Department of Transportation has proposed building an additional four managed lanes (elevated) on Interstate 35 from I-410 South in downtown San Antonio to FM 1103 in Schertz, known as the I-35 Northeast San Antonio Expansion Project; and Whereas, the city of Austin and the Texas Department of Transportation are contemplating similar expansions of Interstate 35 in downtown Austin between SH 45 Southeast and SH 45 in the north in the near term; and Whereas, the Executive Committee of the Corridor Council believes that other alternatives to Interstate 35 must also be developed such as freight rail improvements to reduce truck traffic on Interstate 35 and passenger rail between Austin and San Antonio to relieve congestion on Interstate 35 and providing a reliable alternative to motorists; and Whereas, the freight and passenger rail projects proposed by the Lone Star Rail District would help to relieve and provide a reliable alternative to congestion during the construction of the proposed I-35 Northeast San Antonio Expansion Project and offer motorists and freight shippers and alternative to Interstate 35 for generations to come; and Whereas, the Texas Department of Transportation is currently conducting an environmental review of the I-35 Northeast San Antonio Expansion Project under the public involvement provisions of the National Environmental Protection Act; be it RESOLVED, that the Executive Committee of the Austin-San Antonio Corridor Council supports the construction of the proposed I-35 Northeast Expansion Project but recommends that the Texas Department of Transportation expedite and support the implementation of the Lone Star Rail District's freight and passenger rail improvements prior to commencing construction on the I-35 Expansion Project in order to accelerate and improve the efficiency of travel and freight movements on I-35 and to	Thank you for your comment. It will be noted in the project record. The proposed project is being planned to complement other existing and planned transportation modes, including rail. Separate studies would be necessary to explore the possibility of implementing passenger and freight rail as a complementary transportation solution in the future.

Comment Number	Last Name	First Name	Submission Method	Comment	Response
				prevent disruptions of mobility during construction of the project; and be it FURTHER RESOLVED, that copies of this resolution be provided to any public meetings on the proposed I-35 Northeast San Antonio Expansion Project and to the Executive Director of the Texas Department of Transportation and the Texas Transportation Commission. Approved as amended February 18, 2015 By The Executive Committee. Ross Milloy, President on Behalf of the Executive Committee.	

Comment Number	Last Name	First Name	Submission Method	Comment	Response
8	Azzoz	Councilman	Verbal	Good evening, everybody. I listened to all the folks, some for, some against. I listen to what -- wants, pretty much it's not manageable. I listen to folks that didn't want it before and this time around. This is like hard to say. If you look at the cities and I looked at that map, if that would come to our city, that would absolutely make it look terrible. That will be a traffic nightmare on 3009 and 35. You're looking at businesses and I'm surprised, really surprised, that there's a lot of them not here representing themselves probably because it will take away value. You will not be able -- as I'm looking at the map -- not be able to see all the businesses. If we looked at an ideal how to take some of the pressure off that, why don't we do an HOV lane where it's free to the taxpayers. They're already paying taxes for the roads. Why should they? I understand you have a choice. Now, we have already had a choice. We paid for the roads. The governor promised $4 billion towards the roads. So this is really not needed. This is absolutely, absolutely something that the private businesses are gonna get money of out it, that taxpayers will continue to pay for and -- and cosmetically, it is terrible. It will look absolutely terrible. If I look at my city and I look at that, at that entrance and exit, right now. And now you only have options for four versus multiple choices? That's a traffic nightmare. I really want see you take this off of the table, use the taxpayers' money to either do a HOV lane or expand a lane where people don't have to pay. I don't have to get on the lane. I'm not going to. Why? Because I've already paid for the roads. And we continue paying for them every day. That means if I get on the managed lane and I go to the gas pump, am I gonna get credit for the tax back? I'm not using these roads. You're charging people for that. I'm not gonna use it so why should I pay taxes? I'm already giving them money for that lane which is a travesty. So I'm doubly taxed. I really think you oughta consider a no to this issue. And let's look for another alternative where everybody is opting out of it and looking at the matter also. Because for the people in businesses on both sides, it's not gonna work for them. I thank you so much.	The proposed project is listed in the Alamo Area Metropolitan Planning Organization's long-range Metropolitan Transportation Plan (MTP), Mobility 2040, as a managed lane facility. The MTP has been approved with this funding strategy in place. If the proposed project is constructed, the existing mainlanes and frontage roads would remain non-tolled.
9	Bode	Kenneth	Project Website	2 lanes is not enough. It will be full as soon as it's built	The project is being proposed as a managed lanes facility. A managed lane is a travel lane that operates separately from the mainlanes. Travel on these lanes is managed through a combination of pricing, vehicle eligibility, and access control strategies to achieve faster, more reliable speeds.
10	Bonnette	Steve	Project Website	On behalf of the San Antonio Chamber's Transportation Committee, I would like to express our support for the IH-35 improvements. We need to properly plan for the accelerated growth in this corridor, not only with new pavement, but also with the proper tools to manage that pavement to its most efficient use in moving the most persons in the least amount of time. Please continue to move forward with this project!	Thank you for your comment. It will be noted in the project record.

Comment Number	Last Name	First Name	Submission Method	Comment	Response
11	Boyer	Vic	Verbal	Good evening. I'm Vic Boyer, president of the San Antonio Mobility Coalition, otherwise known as SAMCo, I'm representing a number of public and private sector entities that support additional transportation funding for our region. Our leadership and our organization fully supports moving forward with I-35 improvements for the following reasons: First, I-35 is the economic artery or lifeline of our region. The vast majority of the region's international trade, manufacturing and distribution, military missions, tourism and healthcare using this corridor as the primary way to connecting our people to other points in Texas, the United States, Mexico, Canada and beyond. Two, companies such as Toyota, HEB and the military missions, including Fort Sam Houston and San Antonio Military Medical Center and many others, all rely on the IH-35 corridor to move goods, services, material and personnel. Third, several points along the corridor already experience high levels of congestion complete segments between downtown and Fort Sam Houston and IH-410 South cutoff, interchange at Loop 1604 and points north to Schertz, Cibolo, New Braunfels, et cetera. Congestion at peak hours has been visibly growing in recent years. As the economy goes up, there's more people moving into the region. Fourth, as the Alamo MPO region, there's 1.4 million more residents by 2014. The I-35 corridor no doubt continues to be steady if not exponential growth in traffic and congestion. We simply believe it's time to act and get ahead on congestion now before more serious congestion issues occur that would have an adverse impact on the local economy and quality of life. Thank you very much for the opportunity to be heard tonight.	Thank you for your comment. It will be noted in the project record.

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12	Burns	Terry	Email	I submit comments on behalf of the Alamo Group, Lone Star Chapter of the Sierra Club. We support the No Build Alternative. We have reviewed the materials concerning the NESAP in detail. These include the I-35 PEL Study Final Report and Appendices. We do not believe the Project will meet the stated goal: "To develop transportation alternatives that improve mobility and safety in the IH 35 corridor in a manner that will manage vehicle congestion for the projected 25-year planning horizon, promote efficient use of existing transportation facilities, minimize impacts to the natural and built environment, and complement other modes of transportation and economic development initiatives in the region." Phase I: "The transportation issues identified in the Study Area, as discussed in the IH 35 PEL Need and Purpose Technical Report, include: •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 were used to develop the following broad screening criteria that were used in the Phase I screening. The criteria sought to answer the following questions for each alternative concept: •Does the alternative concept have the potential to address the projected transportation needs over the 25-year planning horizon of the study? •Does the alternative concept have the potential to improve mobility and safety in a manner that will manage vehicle congestion? •Does the alternative concept have the potential to encourage integration with other transportation modes? •Does the alternative concept have the potential to be compatible with economic development initiatives in the region?" Of the eleven alternatives considered in Phase I, all those involving other than independent motor vehicle traffic were rejected. For example, "The Rail-Only Alternative Concept is not recommended for further consideration as a standalone alternative concept in the IH 35 PEL Study. ...This alternative would not attract a large enough volume of existing or projected IH 35 traffic to adequately address the mobility challenges in the corridor over the planning horizon of the study…According to the 1996 MIS, the local rail transit alternative (utilizing the existing UP rail paralleling the PEL Study Area) was determined to be an ineffective solution to address mobility issues on IH 35 in the Study Area. It was	The Texas Department of Transportation (TxDOT) has prepared the following responses which correspond to the project-related concerns listed in the provided comment: 1) The IH 35 Planning and Environmental Linkages (PEL) Study evaluated a Rail-Only alternative concept and a Transit-Only alternative concept and determined that they would not meet the Need and Purpose as standalone alternatives. The proposed project is being planned to complement other existing and planned transportation modes, including public transit. Separate studies would be necessary to explore the possibility of implementing rail or transit as complementary transportation solutions in the future. 2) Study areas for the Environmental Assessment varied by resource and were determined based on the resources' geographic locations and corresponding scale of potential impacts as a result of the proposed build alternative. 3) If non-attainment were to occur in the future, TxDOT and the Alamo Area Metropolitan Planning Organization would develop a process for dealing with that issue and it would affect all projects in the current long-range metropolitan transportation plan. 4) The project is being proposed as a managed lanes facility. A managed lane is a travel lane that operates separately from the mainlanes. Travel on these lanes is managed through a combination of pricing, vehicle eligibility, and access control strategies to achieve faster, more reliable speeds. The current toll policy in place for the proposed project area was adopted by the Alamo Regional Mobility Authority (RMA) on October 10, 2007 and amended April 12, 2012. The Alamo RMA toll policy exempts public transit vehicles and registered car pools from paying a toll on Alamo RMA managed lane facilities. 5) This Environmental Assessment was conducted following all current federal and state guidelines. Consideration of future technologies not currently on the market is beyond the scope of this study. 6) The purpose and need of the proposed project stem from the purpose and need identified in the IH 35 PEL Study but were refined early on in the development of the I-35 Northeast San Antonio Expansion Project. The needs being addressed by the proposed project include increasing traffic

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				determined this system would be underutilized, with projected ridership approximately one-third of a typical new start-up system." It is to be noted that this decision was based on a study (MIS) completed in 1996, with a 2016 horizon. The current NESAP has a 2035 horizon, and won't even begin until beyond the MIS time frame. I-35 corridor planning has gone on for a long time! MIS predictions of rail ridership are a generation out of date, especially in failing to consider changes in Millenial lifestyle preferences etc. In contrast, all of the roadway expansion alternatives have included in their Phase I comments: 1) "This alternative would implement major capacity improvements in the study area capable of addressing the projected future transportation needs." We view this as wishful thinking. We need only to look at the results of the elevated section of I-35 through Austin. There is no evidence that we know of anywhere that additional roadway lanes relieve congestion for any significant period of time. Instead they encourage more traffic, more sprawl and again result in more congestion. Table ES-1: Summary of 2035 Traffic Forecasts for the Alternatives Analyzed, shows increased traffic volumes with increased lanes, supporting our conclusion. And it is noted that these are "excluding frontage roads". 2) Historic traffic growth trends show: "After 2007 the section north of Loop 1604 continued to grow annually at over four percent. Between 2007 and 2010, northern sections showed a positive growth while the southern sections showed negative growth rates. In 2010, the highest daily volume on IH 35 within the project limits was observed north of SL 368, this location reached 200,000 vehicles per day. IH 410 generally saw declines in volume from 2000 to 2007 while the locations north of IH 35, IH 10 area and north of FM 78 showed positive growth. From 2007 to 2010, strong growth appeared in the sections from IH 10 to US 281 where traffic in 2010 exceeded 200,000 vehicles per day likely due the completion of the expansion project [emphasis added]. Other than the location north of FM 78, all other locations in the project study area showed a reduction in volumes from 2007 to 2010." These data show traffic declining in some of the study area, not increasing, as well as showing that adding roadway encourages more traffic. 3) "This alternative could potentially encourage integration with other transportation modes (e.g., managed lanes integrated with transit system, etc.)." There is no evidence found in support of this wishful thinking. There is mention of possible "Complementary Transportation System Solution (CTSS)" that have "the potential to complement and enhance other alternative concepts". No information is given to suggest real viability of implementation of these CTSS. Most importantly these CTSS need to be evaluated in conjunction with the No Build Alternative. "4.0 Phase II Alternative Concept Evaluation Method and Results "The criteria and measures used to compare the alternative concepts include the following: •Mobility	demand and congestion; inadequate roadway capacity; and limited integration of I-35 with other existing and planned transportation modes. The proposed managed lanes are being designed to be consistent with all current state and federal safety standards. 7) Alternatives evaluated during the IH 35 PEL Study were developed in coordination with the local Technical and Community Advisory Committees. Federal Highway Administration (FHWA) concurrence on the analysis and results of the IH 35 PEL Study occurred prior to starting this Environmental Assessment. 8) Due to the design of the proposed project as elevated lanes, pedestrian and bicycle accommodations would not be incorporated into the proposed project. 9) The proposed project is listed in the Alamo Area Metropolitan Planning Organization's long-range Metropolitan Transportation Plan (MTP), Mobility 2040, as a managed lane facility. The MTP has been approved with this funding strategy in place. If the proposed project is constructed, the existing mainlanes and frontage roads would remain non-tolled. 10) Based on the information provided in the Environmental Assessment and in the proposed project's administrative record, TxDOT recommends implementation of the Build Alternative.

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				o Average Speed o Travel Time o Total Vehicle Volume •Potential Impacts o Potential Impacts to Residents o Potential Impacts to Businesses o Potential Impacts to the Environment " "The alternative concept recommended for further study is a capacity expansion of the existing IH 35 facility. As mentioned previously, the majority of project-specific decisions regarding the various configuration options of the recommended alternative concept (e.g., number of lanes, construction approaches, project financing), are being deferred to NEPA". 5.2.1 Number of Lanes "[T]he 0-5 lane alternative concept …has very little impacts to the natural and built environment but does not address long term corridor transportation needs. In contrast, the IH 35 expansion concepts which included 6 or more lanes of additional capacity would meet mobility needs of the 2035 planning horizon." Only 6 lanes are shown to achieve mobility improvements of 33-49% vs. No Build. Nothing provides even 50% improvement, this for a cost estimated at $1.3 Billion. We believe this project has a large number of serious flaws: 1) All non-roadway options were excluded too early, and multimodal integration is given only the briefest "potential" mention. Serious consideration should be given to multimodal transit options and how to build such options so as to draw mobility off of the I-35 roadway. We cannot keep adding more lanes forever, and recently we are seeing traffic decreases. The study shows that adding even five more lanes will not provide adequate mobility. The conclusion of the study should be that adding more lanes will NEVER be enough. Furthermore, TxDOT's own 2040 highway maintenance cost study shows that even just four lanes can cost $100 million a year to maintain. There will be no way to maintain such a huge system as is proposed. 2) The study area includes only 0.25 miles on each side of I-35. This is totally inadequate. The area affected by this freeway, and the traffic flowing in and out of it involves a much larger surrounding area which must be evaluated for impacts. The fact that Lone Star Rail could be built beyond this 0.25 boundary in some areas disqualified it from potential consideration. This is wrong and it clearly could have a major impact on I-35 traffic if built. Furthermore, project design features can enhance traffic by providing more free traffic lanes, or enhance rail by enabling connectivity, price competitiveness, etc. These are important design choices not in the NESAP. 3) The Project assumes the region will remain in attainment for ozone. However, attainment is currently borderline, and the region will fail attainment under proposed new ozone standards. If non-attainment happens, roadway expansion projects such as NESAP may not be permitted. Even if congestion is temporarily reduced, increased traffic volumes and speeds could result in greater emissions and negatively impact our already marginal air	

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				quality. 4) Nothing is included in Phase II that addresses traffic composition, especially the large proportion of Single Occupancy Vehicles (SOV). Current roadway could be adequate with improved ride sharing. 5) The TDM/TSM/ITS-Only Alternative Concept was rejected but did not include new technologies under development. In a few years, and certainly way before 2035, there will be many standard automated vehicle movement systems in place that will allow driverless control, vehicle avoidance signaling, etc. It is entirely possible that with these technologies density of roadway traffic could be enhanced substantially while improving safety. 6) There is virtually no mention of how any of these projects improve safety. It is assumed that reduced congestion reduces accidents. However increased speeds create more dangerous accidents, and elevated roadways may produce more dangerous accidents. Rail, by contrast, is far safer per passenger mile. 7) No alternative was given to combine rail with bus transit and TDM/TSM/ITS. 8) There is nothing in NESAP that meets regulatory requirements for multimodal approaches to transportation. No mention of bicycle and pedestrian mobility is given. 9) The lack of funding has impeded any solution to the I-35 corridor problem for 20 years. If funding finally develops it must include design that facilitates smart growth and not unabated sprawl, and that facilitates multimodal transit including bicycle and pedestrian modes. It must include funding mechanisms such as tolls that reflect the true burden of these costly projects. The idea that a toll is “double taxation” is fallacious. If so, then each remote and rarely traveled roadway should be funded only by the dollars collected from taxes for the vehicle miles traveled on its surfaces. The fact is that I-35 traffic does not pay for its upkeep, just as many remote roads in the Eagle Ford and elsewhere do not. The taxes are spread over all the roads. The heavily traveled roads suffer from heavy impacts that taxes have not kept up with maintaining. Tolls are user fees. In the same way, state parks and many other facilities are funded by a combination of taxes and user fees. 10) The No-Build Alternative is the best choice, because $1.3 Billion will be much better spent on longer lasting solutions that combine rail with bus transit, bicycle and pedestrian mobility and TDM/TSM/ITS, to achieve more livable communities, cleaner air, more sustainable economic development and safer travel.	
13	Caballero	Isaac	Project Website	As a daily commuter from New Branfels to downtown San Antonio I think this would be great for the congestion on the highway. I hate thinking about construction because with that there are always problems but once the project is complete it will be a great addition. I am up for either a tollway or HOV lane.	Thank you for your comment. It will be noted in the project record.

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14	Capone	Michael	Project Website	On behalf of several businesses who provide long-term care services, such as nursing homes and assisted living facilities, along the proposed expansion project, please allow this correspondence to serve as opposition on their behalf. These businesses include Senior Care of Windcrest, Mesa Vista Inn Health Center, Sundance Inn Health Center, Senior Care of Wurzbach, and Senior Care Center Lakeside. The proposed expansion project will negatively impact these nursing homes and their residents in several ways, including potential surrendering of the property under right-of-way acquisitions by the TxDOT as well as significant property devaluation due to increased construction and proximity to high-speed traffic areas. Furthermore, the increased noise and traffic will have an adverse impact on our elderly residents who have earned the right to enjoy peace and tranquility while they are recovering or living in our healthcare facilities. The proposed solutions to these issues, i.e., that "TxDOT would provide relocation resources to all individuals, families, businesses, farmers, and non-profit organizations displaced," is insufficient security to ensure that not only our nursing homes, but more importantly, their residents, are adequately cared for and able to obtain the needed healthcare resources that informed their decisions to enter into our facilities in the first place. The notion that the TxDOT will be able to satisfactorily replace the residents' choices for healthcare facilities as well as the choices of their respective physicians is circumspect, at best. As such, the nursing homes that would be negatively impacted by this expansion project are asking that such be denied at this time on their own behalf and on behalf of their residents.	No right-of-way (ROW) acquisitions or displacements from the Senior Care of Windcrest, Mesa Vista Inn Health Center, Sundance Inn Health Center, Senior Care of Wurzbach, and Senior Care Center Lakeside are anticipated as a result of the proposed project. The Mesa Vista Inn Health Center, Sundance Inn Health Center, Senior Care of Wurzbach, and Senior Care Center Lakeside (Trisun Care Center Lakeside) are all located over ten miles away from the proposed project. Senior Care of Windcrest is located adjacent to the proposed project and all applicable state and federal guidelines to identify and mitigate for potential impacts have been followed.
15	Castille	Frank	Written	A road ain't worth traveling unless it is free to every one. Greg Brown	The proposed project is listed in the Alamo Area Metropolitan Planning Organization's long-range Metropolitan Transportation Plan (MTP), *Mobility 2040,* as a managed lane facility. The MTP has been approved with this funding strategy in place. If the proposed project is constructed, the existing mainlanes and frontage roads would remain non-tolled.

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16	Colunga	Robert	Verbal	My name is Robert Colunga. Thank you for the opportunity to speak. I am the Executive Director for the Windcrest Economic Development Corporation and I'm -- on behalf of our Windcrest City Manager, he apologizes that he's not able to be here as well. We want to thank TxDOT, first of all, for working with us especially with the expansion of 35 and the creation of the two lanes, one on each side. And it's gonna spur our economic development and working and communicating with the cities and helping us find solutions. I understand I'm not here to speak on behalf of our council or my board. But we feel that the work that's being done by TxDOT is looking at a lot of the alternatives, takes into account economic development and the growth of the cities and they're looking at solutions. They're not just saying hey, you're gonna have a project. So we welcome -- they'll continue to debate with us and hopefully, we can be supportive. And once our council is able to look at it, I hope that they will come to the conclusion that this is for our benefit. I appreciate your time.	Thank you for your comment. It will be noted in the project record.
17	Denzier	Greg	Email	No Tolls, no fees and keep this a FREE public roadway.	The proposed project is listed in the Alamo Area Metropolitan Planning Organization's long-range Metropolitan Transportation Plan (MTP), Mobility 2040, as a managed lane facility. The MTP has been approved with this funding strategy in place. If the proposed project is constructed, the existing mainlanes and frontage roads would remain non-tolled.

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18	Dillashaw	Harold	Written	Don't paint the bridge or columns. Put more exits off of the elevated portion, so when there is a wreck SB 35 upper level, at say Rittiman Rd, people will exit go to the lower level and proceed. Schertz Parkway & 35, you have the Baptist Hospital if you are on the upper level how would get to the hospital. Make sure the road is "signed." 35 SB right now, if you don't see the O.S.B. telling you this exit gets you to Topperwein, good luck finding the exit for Topperwein Rd. You should have a ground sign for Topperwein so when you missed the O.S.B. you can find the Topperwein Rd exit. Solar panel your Transguide sign boards. Make sure the raised level has a shoulder to change a flat tire on, Beltway 8 in Houston is two lanes, tolled, & has no shoulder. Make sure the city limits are indicated by signs. S.A., Universal City, Live Oak, Selma, Shertz. Toll = 50¢ & let them go, if they go 4 miles or 40 miles it's 50¢ and they will use it. Charge high fees like Austin and they will avoid it = a pink elephant. Make sure the road is banked in the turns & the straightahead section is tilted to the righthand side so water can drain off of the roadway, perminable friction course on the flat McAllister Fwy doesn't work. During construction put illuminaries up power by solar panels, so when the lines are out we still have lights. On the upper level, keep it on the outside of 35 that way, when it comes down it's down and you don't have to angle across the traffic the straighten out, go 500' and then dive. On the outside when you come down, = less bridge meaning less concrete, steel, time and labor.	Project aesthetics would follow standard Texas Department of Transportation (TxDOT) guidelines including which elements receive paint and/or stains. A signage plan for the proposed project is being developed by TxDOT. Signage and Intelligent Transportation Systems (ITS) would follow TxDOT guidelines and Federal Highway Administration's Manual on Uniform Traffic Control Devices requirements. Illumination during construction of the project would follow TxDOT safety procedures. Access to/from the elevated section of the proposed managed lanes facility would be limited to provide faster, more reliable speeds on the managed lanes. Existing access between the general purpose lanes and the Baptist Emergency Hospital at Schertz Parkway would be maintained. To facilitate emergency responder access to the proposed managed lanes in the event of a crash, several crossovers between the northbound and southbound structures are proposed. The proposed crossovers would only be available for use by emergency, law enforcement, and maintenance vehicles and personnel. The design for the proposed elevated managed lanes includes 10-foot outside shoulders and 4-foot inside shoulders. The geometric design of the project follows TxDOT's Roadway Design Manual requirements, including superelevation and minimum cross-slopes. Toll rates for the proposed project have not yet been determined but would be set in accordance with local tolling policies. If the proposed project is constructed, the existing mainlanes and frontage roads would remain non-tolled, providing an alternative to the managed lane facility. The northern terminus of the proposed managed lanes crosses over to the inside of the I-35 general purpose lanes to facilitate a more efficient transition to the general purpose lanes and lessen impacts to operations of the general purpose lanes.

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19	Dixon	Don	Email	The 15 mile plan is completely flawed and all of the plan is unacceptable. I35 is a U S interstate highway and the Eisenhower defense and interstate act of 1956 was always intended to always to be free. No interstate can be tolled. The purpose of an interstate is to have a low cost free road system to keep distribution and manufacturing, and public travel costs low. Most important part of this highway is that the road will not be tolled. Elevated lanes are too expensive and are not accessible by the existing adjoining lanes. Any additional lanes must be at grade so the drivers have access to all lanes. And also have maximum flexibility and efficient entry and exit to all of the freeway. There are many business 's of distribution and manufacturing as well as military and hospital along this freeway, all of which must have a freely accessible freeway (no toll). The cost to construct is much too high. TXDOT engineers need to go back to the drawing board and design a smarter, cheaper plan, all lanes connecting at grade. No toll. No private or public debt either. TXDOT highway department must be the only agency building and controlling Texas state roads. No private or regional toll authorities should be involved.	The proposed project is listed in the Alamo Area Metropolitan Planning Organization's long-range Metropolitan Transportation Plan (MTP), Mobility 2040, as a managed lane facility. The MTP has been approved with this funding strategy in place. If the proposed project is constructed, the existing mainlanes and frontage roads would remain non-tolled. Section 129 (a)(1) of Title 23 U.S. Code permits tolling of newly constructed lanes added to existing toll-free lanes as long as the facility would have the same number of toll-free lanes after construction as it did before. During the IH 35 Planning and Environmental Linkages (PEL) Study, the public expressed a strong desire to stay within the existing right-of-way as much as possible. Based on traffic and engineering analysis of expansion alternatives considered in the IH 35 PEL Study, it was determined that the most reasonable design configuration for additional capacity on the existing I-35 facility would be elevated lanes. The elevated configuration would minimize the amount of right-of-way acquisition required, minimize construction impacts, and minimize traffic control impacts compared to an at-grade expansion.
20	Durden	Don	Verbal	Thank you. My name is Don Durden. I am the Chairman of San Antonio Mobility Coalition. I'm also the president of Civil Engineering Consultants, a firm here in San Antonio that employs a little over 100 people. And I also serve as a founding board member of Transportation Advocates of Texas. And I know that TxDOT is short on money and that if you had the money to build this any other way without managed lanes that you would be doing that. But the fact is the governor can't alone just put $4 million in your pocket. That it takes the Legislature, all the members, to vote for that and we've got to move forward and solve this problem. Current projections are that we're gonna have about 2.2 million citizens here in Bexar County by 2035. The Alamo Area MPO, which now includes Guadalupe and Comal County, that's gonna -- they're gonna have another 1.4 million people in here in the next 20 or 25 years. That's a city the size of Austin shoehorned in here. If we don't do something about our transportation facilities, it's gonna get even worse. You know, as far as the express lanes, I kinda like the fact that there aren't a bunch of entrance and exit ramps because those create congestion and bottlenecks. And the fact that you can get on if you're coming from south of San Antonio to get all the way to the north side without all those points of conflict, I think that's a good idea. So I encourage you to continue with that design. Truck traffic, you know, associated with NAFTA has increased by 800 percent. And that's the people who are gonna use those express lanes, I believe. We've got about 195,000 vehicles a day right now and that's gonna go up to 286,000.	Thank you for your comment. It will be noted in the project record.

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				That's just a lot of traffic and we've got to do something. As the chairman of SAMCo, as the owner of a business, as a grandfather, as a parent, I urge you to move forward with the project as fast as possible. It'll enhance the mobility of our citizens, our businesses and our grandkids. And I want to take the last remaining time and thank TxDOT for the wonderful job that they do, not just in planning this, but picking up the dead animals off the road, deicing the bridges, picking up the trash and sweeping roadways. Thank you very much for everything you do and the opportunity to make a comment.	
21	Finger	Jack	Verbal	Hello, everybody and TxDOT staff, my name is Jack L. Finger. I have been fighting toll roads for many years. That's what you're planning. But I really don't like the fact that you call it "managed lanes", a euphemism. Quite frankly, we don't want tax dollars that we pay through gas taxes going to something that you, the government, are going to, once again, manage. And only those who pay extra, a double tax, are going to use those so-called managed lanes for maybe mass transit or so forth. I'm sorry. We paid for those roads. We want to use them. We don't like to be restricted on them if we don't have a toll tag on our windshield. The fact is that even after those roads are paid for, that long after they're paid for, we'll still be paying tolls on them. Another thing, see. And also the idea, the fact that, you know, Houston, Dallas, yes, they have toll roads but they got a chance to vote on it, sir. We, San Antonians, we don't like that. We want a chance to say yes or no to them before you, the government, say well, we'll just slap this on. I guess nobody will notice. Huh-uh. I'm sorry. What is this -- this -- you say 70 cents or 50 cents a mile? Huh-uh. No. And the fact that you have toll roads established along I-35, where are these on and off exits going to be? How many are you going to eliminate that already exist? How are people going to easily get on and off these lanes when they need to go communities all around up and down that area? No, sir. This is wrong. This must be stopped. We've elected new people to the state government that say toll roads are a bad idea unless the people actually want them. No, you must stop it and heed them. And if you're -- if your new commissioners don't see that, then you need to remind them, speak in their ear and say we, the people, said no to this stuff. You don't understand. Thank you.	The proposed project is listed in the Alamo Area Metropolitan Planning Organization's long-range Metropolitan Transportation Plan (MTP), Mobility 2040, as a managed lane facility. The MTP has been approved with this funding strategy in place. If the proposed project is constructed, the existing mainlanes and frontage roads would remain non-tolled. Access to/from the proposed managed lanes facility would be limited to provide faster, more reliable speeds on the managed lanes. Access to/from the existing general purpose lanes would remained unchanged for a majority of the corridor.

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22	Garza	Oscar Michael	Verbal	How are you doing? My name's Michael Garza and I actually feel -- I came here today to learn as much as I could about the project because I feel like I've got a lot invested in this with my family. My wife has family up in the Cibolo/Schertz area and she traverses this with my one-year-old son almost on a daily basis. And for me, I know my biggest concern is this corridor is just getting worse and worse and worse. And I think I'm -- every day she drives it, I worry that something bad might happen. I always send her text messages making sure that she got there safely. And even when I drive it, it's just -- it gets frustrating sitting in traffic. So I, you know, I came here to learn about the project. I'm very impressed with what you guys have done. I think it's nice to have a choice. I think -- you know, I'm not saying that I have all the money in the world and I'm not saying I'm dirt broke, but at the end of day to have a choice when -- when she needs to get there quickly or when she needs to get there safely, we have the opportunity now to have an alternative route. I think that's beautiful. And, you know, I wasn't planning on speaking but the more and more I hear some of the other folks talk, I felt like I needed to go up here and put in my two cents. Because I feel like these people that are against it just don't realize that, you know, we're not gonna get any future roads any other way. That's the bottom line. There's -- the money that is going towards improving -- the money that's going to the government's going towards improving what we have in place right now. As fast as we're growing, everything's going towards maintenance. So to give us a choice to -- to -- to make, not only what I feel like my family have a safer environment, I think that's the best thing y'all can do and I appreciate y'all's efforts. Thank you.	Thank you for your comment. It will be noted in the project record.
23	Gold	John	Email	I would like to voice my opinion on this project. I do like the proposal and recognize the need for it. I, however, do not like the idea of toll lanes. If tolls lanes are the only option, then I am against the whole concept.	The proposed project is listed in the Alamo Area Metropolitan Planning Organization's long-range Metropolitan Transportation Plan (MTP), Mobility 2040, as a managed lane facility. The MTP has been approved with this funding strategy in place. If the proposed project is constructed, the existing mainlanes and frontage roads would remain non-tolled.
24	Goodwin	Michael	Verbal	Good evening, my name is Michael Goodwin. I'm a taxpayer. I live here formerly District 10, I just switched over to District 2, city council. My first question is if this plan is put into effect, we're talking about over a billion -- billion with a "b" dollars. If this plan fails, who is on the hook for that billion dollars? Because that money's coming from somewhere, obviously. I'm a big follower of Dave Ramsey. Don't borrow, don't extend. So that is a big concern of mine. And also, if it does fail, will the payback be equitable or will people from Bexar County be on the hook for that money? Will it be spread? Because I've got this problem. I live on the northeast side right off near Northeast Baptist Hospital and I drive this area all the time. The big issue, in my opinion, is the traffic -- people that are living in New Braunfels that are commuting to San Antonio. They live out there. Because we can go out there right now and traffic is not gonna be -- it'll be negotiable. I mean, traffic, rush hour traffic during the work hours, is where the issue is. So will it be equitable for the folks that live in Guadalupe County and also in Comal County if this thing does go belly up? I looked at the I-30 corridor. I've heard the stories that it's not sustaining itself. That's a big concern to me. Just where -- where is this money gonna come from and whose gonna be	Transportation funding policy is established by state and federal legislation, which is outside the scope of this Environmental Assessment. The proposed project is listed in the Alamo Area Metropolitan Planning Organization's long-range Metropolitan Transportation Plan (MTP), Mobility 2040, as a managed lane facility. The MTP has been approved with this funding strategy in place. If the proposed project is constructed, the existing mainlanes and frontage roads would remain non-tolled. A detailed funding strategy for this project will be developed during the financial plan preparation process.

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				responsible for paying it back? Because the government's already -- I believe we've already breached the $18 trillion. And this is just -- it's unacceptable for me to be borrowing this money and doing thing for a temporary situation. Traffic is bad during the peak hours but I think there are other possibilities. I don't like the idea of limitations on expanding the lanes for people that don't want to pay the tolls. I think we're going down that slippery slope and we won't be coming back. So I guess my questions are whose on the hook for this money, where is this money coming from and will it be equitable on a pay back basis between the three counties. Because I think the big issue is the traffic that's coming in from Comal County and Guadalupe County. The people that come into San Antonio to work and then they return to Comal County and Guadalupe County at the end of the day. That's all I've got.	

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25	Hall	Terri	Email	Texans Uniting for Reform and Freedom (or TURF) and Texans for Toll-free Highways represents tens of thousands of Texans statewide and work with a network of over 300 grassroots groups across the state. We share the following concerns about the I-35 toll project. **Limited access, traffic nightmare** There will be very limited access to toll 'managed' lanes. Drivers can an only enter/exit at 410 S, 410 W, Loop 1604, or at the end of the project near FM 1103 in Schertz. Where the toll lanes end near FM 3009, the outside toll lanes then crossover the main highway and drop down into the middle of the highway where the toll lanes continue on the ground (at grade) until FM 1103. The elevated toll lanes require special interchange ramps to be built at three major highways in order to access the new lanes. If the new lane was on the ground (at grade) like normal freeway expansion, these elevated, expensive interchanges would NOT be necessary. Anytime roadways are elevated, costs explode. This proposal is an engineering nightmare! When tolls are slapped on existing highways, no one knows how to get on or off, the signage and entrances/exits are confusing, so few will use them. It's a waste of money and won't solve congestion on I-35. We've learned from Cintra's SH 130 tollway that most trucks won't take toll roads - they can't afford them either. Every Texas taxpayer is paying to subsidize cheaper truck toll rates to try and drive traffic to Cintra's empty toll road. So what's the point of adding additional lanes if so few can afford to access them? The toll lanes do not meet the purpose and need of the project required under NEPA. **Funding** The free lanes are much cheaper and move more traffic faster than toll lanes. Free lanes also carry more traffic than toll lanes. TxDOT claims a free lane plan could not be started until 2035 unless funding can be found. Considering passage of Prop 1, ending diversions in the current budget, and the Governor's plan (declared an emergency item) to dedicate a portion of the vehicle sales tax to roads bringing the new funding available to TxDOT to over $4 billion a year, I-35 can and should be expanded without tolls in the near-term, not 20 years from now. To say otherwise is deception. The public hearing February 26 was flawed, for only the toll- managed lane plan was shown for comment. The public overwhelmingly voted for Prop 1 to prevent more toll roads across the state - they know what they voted on and that TxDOT has more funding coming. The public does not want this stretch of I-35 tolled. A non-toll, at grade option is a viable and non-controversial option that must be offered to the public for consideration per NEPA. **Cost to the public** Toll rates will vary between 17 cents a mile up to 50 cents a mile (during peak hours). The imposition of 'congestion tolling' where the price goes up in real time to knock cars out of the lanes if speeds drop below 50 MPH is too costly, causes confusion and discourages use of the lanes in peak hours when the vast majority of the traveling public has to get to work. For the full 15 mile trip, it'll cost $7.50 ONE WAY or $15/day to get to work. That's $300 a month and nearly $4,000/year in NEW taxes on driving! It'll cost far more for trucks and that cost gets passed onto consumers through a higher cost for everything we buy. Because of the high cost of tolls, few will have the ability utilize the new capacity leaving the non-toll lanes as congested as today. The variable toll rates are also confusing and can change in real time causing drivers to have to consider the ever changing toll rate in whether or not they continue to stay in the lanes. With the limited access to those lanes, drivers will not have the ability to exit	Access to/from the proposed managed lanes facility would be limited to provide faster, more reliable speeds on the managed lanes. Access to/from the existing general purpose lanes would remained unchanged for a majority of the corridor. The purpose of the proposed I-35 Northeast San Antonio Expansion Project is to implement transportation alternatives that improve mobility in the I-35 corridor in a manner that will manage vehicle congestion, minimize impacts to the natural and built environment, promote efficient use of existing facilities, and complement other modes of transportation and economic development initiatives in the region. The proposed improvements to I-35 are needed to address the following issues: increasing traffic demand and congestion; inadequate roadway capacity; and limited integration of I-35 with other existing and planned transportation modes. The construction of the Build Alternative would meet the purpose and need identified in the Environmental Assessment. The proposed project would provide a highway facility that would meet current design and safety standards and would improve mobility within the proposed project area. This improved mobility would result in reducing the time necessary to move people and goods from one point to another. During the IH 35 Planning and Environmental Linkages (PEL) Study, the public expressed a strong desire to stay within the existing right-of-way as much as possible. Based on traffic and engineering analysis of expansion alternatives considered in the IH 35 PEL Study, it was determined that the most reasonable design configuration for additional capacity on the existing I-35 facility would be elevated lanes. The elevated configuration would minimize the amount of right-of-way acquisition required, minimize construction impacts, and minimize traffic control impacts compared to an at-grade expansion. Transportation funding policy is established by state and federal legislation, which is outside the scope of this Environmental Assessment. The proposed project is listed in the Alamo Area Metropolitan Planning Organization's long-range Metropolitan Transportation Plan (MTP), Mobility 2040, as a managed lane facility. The MTP

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				those lanes in a timely way when the price gets too high. Therefore, the point of the toll lanes eventually becomes keeping people out of the lanes, rather than facilitate the movement of people and goods efficiently. Rather than being able to concentrate on safely getting to their destination, drivers are distracted by an onslaught of toll signage and decisions that distract from the primary purposes of driving. **Other flaws in the plan** The entrances and exits to the toll lanes are confusing and the public doesn't know if they'll be able to exit the toll lanes in time to get to their destination. The signage is confusing and causes slowing of traffic as people try to negotiate the lanes and decide whether or not to enter the toll lanes. The HOV element only adds to the signage needs and confusion as people are confronted with multiple options and have to process the information and make a decision of whether or not they qualify or have the necessary pre-registration to access the lanes for free as HOV and in too short a timeframe to be relevant for practically using the toll lanes. The speed differential between high speed toll lanes adjacent to lower speed, congested free lanes makes entering and exiting the toll lanes dangerous and inefficient, affecting the speed of traffic in both the toll lanes and free lanes as drivers have to slow down to merge into congestion to exit the highway. In order to get a 'free' ride on the toll lanes, you have to ride a bus or have a registered, pre-approved carpool (of three or more people) approved by the government and have an active Toll Tag account (which requires money in it to stay 'active'). So the politically acceptable forms of travel get a free ride, but for the 97% of Texans who can't carpool or take a bus, you get punished by paying up to 50 cents a mile to access the new capacity. This is discriminatory and social engineering rather than facilitating the maximum flow of people and goods efficiently in this vital corridor. **Private toll operator to control I-35** Since the only funding identified in the current Metropolitan Planning Organization (MPO) long-range plan is a public private partnership (known as a Comprehensive Development Agreement or CDA), I-35 will fall under the control of a private, usually foreign, corporation that sets its own toll rates (in excess of 80 cents per mile on privatized projects open in the DFW area), limits or penalizes the expansion of surrounding free roads in order to guarantee the private company's toll profits, manipulates speeds on free routes, and has a bunch of other anti-taxpayer gotcha clauses that socialize the corporation's losses and privatize the profits. Cintra, a Spain-based corporation, already controls the southern leg of SH 130 and is nearly bankrupt after less than two years in operation. It's primary free 'competitor' is the I-35 corridor. Cintra wants this I-35 project. Then it would control all major highways that run north-south in Central Texas and manipulate travel and limit the free expansion of I-35 for our lifetimes. Cintra is also pushing a CDA for I-35 through Austin. Texas is capable of building and maintaining our OWN highways. TxDOT and our elected leaders need to prioritize our road funding to address congestion in this vital corridor WITHOUT imposing toll taxes and handing our interstates over to foreign companies. **Conclusion** Scrap the proposed elevate toll lanes, and advance an alternative that's truly preferred by the community and that the maximum number of vehicles can access and benefit from - add one new non-toll highway lane (at grade) with the new funds the legislature and voters approved. It's cheaper, more efficient, will actually solve congestion, and will carry more traffic than this complicated,	has been approved with this funding strategy in place. Toll rates for the proposed project have not yet been determined but would be set in accordance with local tolling policies. If the proposed project is constructed, the existing mainlanes and frontage roads would remain non-tolled. In the MTP, funding for the proposed project is shown as "local contribution," which would include revenues from tolls on the managed lanes. No decision has been made regarding how the project would be implemented, operated and maintained. A signage plan for the proposed project is being developed by the Texas Department of Transportation. Access to and from the proposed managed lanes is being designed to be consistent with all current state and federal safety standards.

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				expensive, inaccessible elevated toll lane idea. We do NOT want our primary corridor for the movement of people and goods in our state to be handed over to a private (possibly foreign) toll operator. Toll rates for such projects exceed 80 cents a mile, which is out of reach for the vast majority of Texans, and it requires non-compete agreements that allow private corporations to limit or penalize the expansion of surrounding roads in order to guarantee their toll profits. No toll for I-35. Stop hiding behind the excuse there's not enough money. Prioritize the funds for this MAJOR corridor for the state and expand this vital interstate and keep it a freeway. A non-toll option must be carried forward. A non-toll option makes the facility operate more efficiently and the cost to the public for both construction and use is far more affordable under a non-toll scenario. The non-toll option is not controversial and can advance more quickly than a controversial toll project that will trigger a full EIS.	

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26	Hall	Terri	Verbal	Good evening. My name's Terri Hall. I'm the director of Texas TURF as well as Texans for Toll-Free Highways. So I guess the name of our group reveals that we're definitely opposed to the toll road. We think that this is a traffic nightmare, an engineering nightmare. What we're creating is an elevated toll road that only has three exits and at those exits are the interchanges of all the main highways. That means building special interchanges which is extremely expensive, at least $100 million, in order to access these special lanes that very few people will ever be able to get on and off. Today, I-35 has roughly 40 exits on both sides of the highway. We're going from 40 exits to three exits. This is totally unworkable. Not to mention, it's unaffordable. When you're looking at the cost of 50 cents a mile, the toll rates change based on time of day, how congested the road is. So in the peak hours, when you actually have to get to work, you're going to be paying close to 50 cents a mile. And that's 7.50 one way or 15 bucks a day in new toll costs. This is totally inaccessible to the average working person in San Antonio. So whose this really gonna benefit? We already know that State Highway 130 is a failure. That this is not -- the trucks are not gonna take these toll roads. They can't afford the toll any more than you can. Plus truck rates are usually double or triple what the auto rates are. And all of this cost gets passed on to you and I regardless of -- of whether you take this toll road or not. The only identified funding source for the current IPO plan for this project is called a CBA. That means a foreign consortium similar to the one that Cintra owns on the southern stretch of State Highway 130. It's already near bankruptcy. When private toll roads take over in urban areas, you'll see tolls as high as 80 cents a mile when a private company takes over. We've seen this happen in the Metroplex and that's what they're doing today. That means if Cintra got their hands on this road, they'd now control all routes north and south through the whole state of Texas. And we sense that that's what they're doing. That they would control State Highway 130 and I-35. And they are known to language in their particular contract that would preclude expansion of the free lanes on I-35 for our lifetime. So you aren't gonna have any free options. You're gonna be stuck in congestion or you're gonna have to take these elevated toll lanes and good luck trying to find the entrance ramp. There's only gonna be three of them. We elected a new governor of the state of Texas. Governor Greg Abbott campaigned against toll roads and announced just a week ago that $4 billion was coming for non-toll roads. Just put this project on hold. We have new funds coming. Follow the message sent by the voters. We do not want more toll roads in Texas. $4 billion so we can get this done. That's on an annual basis. So let's tell them. We want a workable, practical solution that is not going to rule out the reasonable alternatives which is an at-grade, one lane each direction, simple plain vanilla, and we're gonna reduce our costs so much by not going elevated 15 miles. And we can do this without tolls with the new funding that's coming from the Legislature. If you want updates and if you want to keep in touch with the grassroots on this, please go to our table outside and sign up for our e-mail alerts. Thank you so much.	The proposed project is listed in the Alamo Area Metropolitan Planning Organization's long-range Metropolitan Transportation Plan (MTP), Mobility 2040, as a managed lane facility. The MTP has been approved with this funding strategy in place. Toll rates for the proposed project have not yet been determined but would be set in accordance with local tolling policies. If the proposed project is constructed, the existing mainlanes and frontage roads would remain non-tolled. Access to/from the proposed managed lanes facility would be limited to provide faster, more reliable speeds on the managed lanes. Access to/from the existing general purpose lanes would remained unchanged for a majority of the corridor. In the MTP, funding for the proposed project is shown as “local contribution,” which would include revenues from tolls on the managed lanes. No decision has been made regarding how the project would be implemented, operated and maintained. During the IH 35 Planning and Environmental Linkages (PEL) Study, the public expressed a strong desire to stay within the existing right-of-way as much as possible. Based on traffic and engineering analysis of expansion alternatives considered in the IH 35 PEL Study, it was determined that the most reasonable design configuration for additional capacity on the existing I-35 facility would be elevated lanes. The elevated configuration would minimize the amount of right-of-way acquisition required, minimize construction impacts, and minimize traffic control impacts compared to an at-grade expansion. Transportation funding policy is established by state and federal legislation, which is outside the scope of this Environmental Assessment.

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27	Hamilton	Nathan	Email	I strongly urge that the proposed elevate toll lanes project be thrown out for the alternative that's truly preferred by the community toll lane idea. We do NOT want our primary corridor for the movement of people and goods in our state to be handed over to a private (possibly foreign) toll operator. Toll rates for such projects exceed 80 cents a mile, which is out of reach for the vast majority of Texans, and it requires non-complete agreements that allow private corporations to limit or penalize the expansion of surrounding free roads in hiding behind the excuse there's not enough money. Prioritize the funds for this MAJOR corridor for our state and expand this vital interstate and keep it a freeway. I thank you for your time.	The proposed project is listed in the Alamo Area Metropolitan Planning Organization's long-range Metropolitan Transportation Plan (MTP), Mobility 2040, as a managed lane facility. The MTP has been approved with this funding strategy in place.
28	Henson	Paul	Verbal	Thank you. My first question, I don't understood why the subtle -- subtlety. You say managed lanes and not toll roads. Although, I understand what will pay for this will be EZ TAGs, which is a toll collection. Today -- I got my notice in the newspaper a month ago and it said go to www.TxDOT.gov for further information. And today when I went to that site, on the main page, there were mentions of many meetings, Dallas, all the way -- meetings back to 2013 and nothing about today's meeting. So I went to this one. It wasn't there. This week, it wasn't there. When I typed in the date, it showed up. And I don't understand that why it's not there. But that's just a little thing for y'all to take care of. The I-20 -- the toll road I-20 -- 120, as we know, is going bankrupt. And this -- you call it the highway to hog heaven with all the hogs roaming out there. And we're supposed to trust TxDOT to build this toll road when they built that one with private funding and private companies and they want out. Okay? Horrible, from Spain and -- exactly. Next, I have this question. I live right off O'Connor Road. And I talked to a few gentleman back here looking at the maps. And the first one, I asked we -- I got some good information about managed lanes and such or toll lanes. And I asked is there a plan to go to Austin for this. And he said not that I know of and the next gentleman said no, there is not. And then as we talked, he says well, down the road, that may -- logically that may happen. Okay. All right. Second gentleman, when I talked to him and I mentioned toll roads wouldn't talk to me anymore. So then I moved on. I talked to a third gentleman. I said is there a plan to go all the way to Austin? He said oh, that's correct, definitely. So basically, we're building that corridor to Austin. I'm sure this is planned for all the way to Dallas, maybe all the way through Texas and we're gonna be the butt end here in San Antonio. And my question is what benefit to me if all -- there are no entrances, there are no exits, I have to go -- I'd have to go way the other way on 410 to get on and that would be during traffic hour and this is the time it's supposed to benefit me. My daughter works in New Braunfels. If she gets on, she'd have to go way past 410 or, I don't know, all the way down close to the AT&T Center and turn around. There's no benefit. We're just going to have the headache of construction, noise, bright lights. And if we're gonna go through the headache, I don't understand why y'all can't build a couple of additional lanes with the money that we already pay. Everybody in this room pays 30.4 cents for every gallon of gas -- 38.4 cents. 18.4 goes to the federal government. 20 cents goes to the state. Anybody who drives whose driving -- taking diesel gas pays 44. 28.4 goes to the federal government. 20 cents goes to the state. No matter the price of gas, they get that money. That money was set aside to build roads and	The proposed project is listed in the Alamo Area Metropolitan Planning Organization's long-range Metropolitan Transportation Plan (MTP), Mobility 2040, as a managed lane facility. Managed lanes are defined in the Environmental Assessment as travel lanes operating separately from the mainlanes. Travel on these lanes is managed through a combination of pricing, vehicle eligibility, and access control strategies to achieve faster, more reliable speeds. The MTP has been approved with this funding strategy in place. If the proposed project is constructed, the existing mainlanes and frontage roads would remain non-tolled. The Texas Department of Transportation (TxDOT) makes every effort to make information about public meetings and events readily available on its website and throughout various other forms of outreach. Thank you for your feedback regarding your experience with the TxDOT website. Access to/from the proposed managed lanes facility would be provided at the beginning and end of the facility as well as at major interchanges in between to provide faster, more reliable speeds on the managed lanes. While TxDOT continues to evaluate the current and anticipated future needs of the entire I-35 corridor, any potential improvements to I-35 beyond the limits of the I-35 Northeast San Antonio Project (I-410 South to FM 1103) are beyond the scope of this project and would need to be evaluated in a separate study. Transportation funding policy is established by state and federal legislation, which is outside the scope of this Environmental Assessment.

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				maintain roads in Texas. So I don't understand why that additional funding can't handle this. Thank you.	
29	Kahn	Jeff	Written	Money for construction needs to come from plan from newly elected officials that actually care about the concerns of the people. Past records show this will be a great problem. This is an attempt to rush into a project & bypass the people with no votes being taken on project by the voters.	The proposed project is listed in the Alamo Area Metropolitan Planning Organization's long-range Metropolitan Transportation Plan (MTP), Mobility 2040, as a managed lane facility. The MTP has been approved with this funding strategy in place. If the proposed project is constructed, the existing mainlanes and frontage roads would remain non-tolled. Solutions for congestion along I-35 near downtown San Antonio have been extensively studied prior to initiation of the I-35 Northeast San Antonio Expansion Project. Previous planning activities that have been completed within this corridor date back to the 1996 *Northeast (IH 35) Corridor Major Investment Study* and also include the 2011 I-35 Corridor Advisory Committee *My 35 Plan* and the *IH 35 Planning and Environmental Linkages (PEL) Study* that was completed in 2013.
30	Kenney	Jovanna	Project Website	Having done some more reading, I think the project would greatly change the traffic flow to become smoother; but I do think it would be nice to have the option to pay or not to pay for a toll by having alternative routes available at the interchanges proposed. It would be nice to see how other cities in Texas have done this and if it was successful or not.	If the proposed project is constructed, the existing mainlanes and frontage roads would remain non-tolled.
31	Kenney	Jovanna	Project Website	I cannot support this expansion project for toll roads on IH 35. I am a daily commuter and it is not in my budget to start paying for tolls daily, whether it is with a toll express pass or not. This is a true inconvenience for those of us that commute into San Antonio every day and especially on the weekends. Driving from Cibolo is a giant pain by itself with the traffic that already occurs during rush hour; I can only imagine how much worse it would become with a toll road. If there is no option but to put a "managed" toll road somewhere in San Antonio, shouldn't it be where a higher volume of tourists pass through on IH 10 instead? I think that putting a toll road would decrease that amount of people that currently travel to San Antonio regularly and that could have an impact on business revenue. Just a suggestion; either way I am not a fan of this plan becoming a reality.	The proposed project is listed in the Alamo Area Metropolitan Planning Organization's long-range Metropolitan Transportation Plan (MTP), Mobility 2040, as a managed lane facility. The MTP has been approved with this funding strategy in place. It is anticipated that the increased capacity provided by the addition of four tolled managed lanes would improve performance of the local roadway system. A traffic operations study was conducted to analyze future corridor performance under both a no-build scenario and a scenario in which the proposed project was constructed. The results of the traffic operations study suggest an improved overall corridor level of service for the general purpose lanes and managed lanes in the build scenario as compared to the future no-build scenario.

Comment Number	Last Name	First Name	Submission Method	Comment	Response
32	Rob	Killen	Verbal	Good evening. I am Rob Killen. I am chairman of North San Antonio Chamber of Commerce Board of Directors. On behalf of our 1,200 business members representing 160,000 employees in the San Antonio area, thank you for the opportunity to make these comments this evening. Our chamber has a long history of supporting transportation initiatives and actively involved in a number of these throughout the San Antonio region. We support both changes and improvements to I-35. I-35 is the economic artery of our region. Many of our region's industries will rely on the corridor to connect our people to points in Texas, the U.S, Mexico and Canada. Toyota, HEB, military bases, med -- Medical Center and many others rely on the corridor for goods, material and personnel. Regional residents will travel along the same route daily for school and for work. Several points along I-35 are already experiencing high levels of congestion. By 2040, the Alamo MPO is projecting over 1.4 million residents in Bexar, Comal and Guadalupe Counties. This continued growth will continue to create congestion unless we invest in our infrastructure. The North Chamber supports staying with the existing right of way as much as possible, using elevated lanes to add capacity, managed lanes to provide alternate funding options, managed lanes to complement other transportation modes and encouraging high-occupancy vehicle usage. Pricing and eligibility requirements to be consistent with Alamo RMA which means no charge for transit vehicles, registered car pool users with a tag and vehicles exempted by state laws such as emergency and military vehicles and charging a fee for utilization of managed lanes for all other vehicle types including single occupancy vehicles. Again, I thank you for the opportunity to make these comments and hope that you'll support this needed improvement to our community.	Thank you for your comment. It will be noted in the project record.
33	Kirk	Don	Written	Let me know when 75% of our fuel tax goes to roads.	Transportation funding policy is established by state and federal legislation, which is outside the scope of this Environmental Assessment.

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34	Land	Charles	Email	We must build roads, and they must be paid for, but tolling is the wrong answer. I have three reasons - one is the added cost of tolling - that is just overhead that wastes our money. We could increase the gas tax with virtually no additional overhead. Second, at the toll rates under consideration, we have a toll system that is only available to the affluent. We are creating a class system in our society where affluent or desperate drivers move quickly and the only way a toll road can be successful is for everyone else to be bogged down in stop and go traffic. The tolls are outrageously high. I have been to other states where tolls are common, and they are a fraction of the toll rates proposed here. Third, the 281 debacle stated that gas tax money must be used for part of the toll road costs - about 75% in some of the published reports. If toll roads were self supporting, it might be an annoyance I could tolerate, but if we are going to use any gas tax money to pay for toll roads, and then we toll them, that is just incredibly insulting. I would support an increase in gas tax if that is necessary to fund new highways.	Transportation funding policy is established by state and federal legislation, which is outside the scope of this Environmental Assessment. The proposed project is listed in the Alamo Area Metropolitan Planning Organization's long-range Metropolitan Transportation Plan (MTP), Mobility 2040, as a managed lane facility. The MTP has been approved with this funding strategy in place. If the proposed project is constructed, the existing mainlanes and frontage roads would remain non-tolled.
35	Lovett	Charles	Project Website	Quite Simply, Best Plan That I Can Imagine, Lots of Choices. (1) Choice of staying on the existing I-35 lanes with all exit and entrance ramps. (2) Choice of paying for convenience of new toll lanes should one desire to. (3) Choice of fees for travel times other than peak-hour travel. (4) Choice of participating in car pools and using new toll lanes for free. (5) Choice of utilizing what currently exists but having the option of changing one's mind in the future and taking advantage of toll lanes. Congratulations! Your design provides 50% more highway in each direction with forcing the acquisition of very little commercial property. As a small business and property owner along I-35, I am grateful. I would be happy to assist in promoting the plan in any way that is helpful.	Thank you for your comment. It will be noted in the project record.
36	Marshall	Candy	Written	I'm just tired of being lied to. It was great that TxDOT allowed us to vote and telling us they would allocate funds to pay for highway expansion versus tolling these roads. And I think they would have kept their word. But along comes those disgusting bureaucrats in San Antonio, MPO, who could care less about who gave their word for what. They will take money that Texans voted on and spend it on anything they choose. They don't care what the majority of the people want, just what they want. Why do we have to be at their mercy on everything? Why can't we have what we voted on? It seems like TxDOT should be able to step in and tell Wolf to stick it where the sun don't shine - obey the will of the people. The MPO is appointed, not elected! If in fact they were elected, they wouldn't have the position that they have. We would have voted their butts out! The economy isn't as great and wonderful as RINOs like Rick Perry boast to the rest of the country. Perry is a democrat to the core, as demonstrated by the near bankrupt existing tolls we have now. This is broke! But it needs to be fixed by doing the will of the people and not by scummy little bureaucrats.	Transportation funding policy is established by state and federal legislation, which is outside the scope of this Environmental Assessment. The proposed project is listed in the Alamo Area Metropolitan Planning Organization's long-range Metropolitan Transportation Plan (MTP), Mobility 2040, as a managed lane facility. The MTP has been approved with this funding strategy in place. If the proposed project is constructed, the existing mainlanes and frontage roads would remain non-tolled.
37	Marshall	Rebecca	Email	TxDOT is rushing to toll these vital corridors before the Governor and lawmakers pull the plug on tolling.	Transportation funding policy is established by state and federal legislation, which is outside the scope of this Environmental Assessment.

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38	McAllister	David	Verbal	I thank you. I'm coming tonight as a representative of the Real Estate Council of San Antonio which is San Antonio's trade organization that represents and advocates for commercial real estate development. I also come as a board member of SAMCo, San Antonio Mobility Coalition. On behalf of both of those organizations, we speak in favor of the project from the standpoint of it is -- appears to be the best option right now for us to reduce congestion in an already congested freeway. And we look no further than the west side of Houston with the Katy Freeway as a good example of more lanes, more free lanes, additional managed lanes as a good example of how to make a very congested freeway into a much easier and freer flowing freeway. So we encourage TxDOT to look at all options, free as well as managed, to do anything you can for that stretch of roadway to decrease congestion. We thank you.	Thank you for your comment. It will be noted in the project record.
39	Medellin	Richard	Verbal	Hello. Thank you for the opportunity. My name is Richard Medellin. I'd like to disclose that I'm here at my own expense, on my own time. I'm not being paid overtime. I'm not being paid. I don't have any business interest in this. This is my personal opinion as a taxpayer. I'm strongly opposed to the use of tax dollars for the purpose of promoting and collecting fees from motorists. It results in a double taxation. I'm opposed to the diverting of the gas tax from transportation -- transportation-related costs such as road building. You know, I'd like to believe that -- I believe that that 38.4 cents per gallon of gas is sufficient for Texas to build and maintain the roads. I'm very opposed to TxDOT's efforts to conceal the promotion of toll projects under the new speak title of managed lanes as all free lanes are also managed. But a toll road's a toll road, no matter what you call it. You cannot make a silk purse from a sow's ear, you know, it's a toll road. I'm also opposed to the TxDOT concealment of toll plans, their unclear or difficult to navigate --navigation on the website. I'm pretty Internet savvy and I had a very difficult time finding information for this meeting and for other aspects for this project. I'm very opposed to the acquisition of public right of way for projects that will never be returned to the public domain and will forever charge a fee to the taxpayers and the former property owners. There's no turning back on this. I see toll roads as a benefit to the rich. It's gonna force the poor into gridlock. Recent toll projects have been shunned by the public. I'd like to relate experience that I had with toll roads. I'm very proud of San Antonio for not having toll roads within the metropolitan area so far. But on a recent trip to Houston, I paid tolls. I paid two tolls within about 2 miles of each other. I transitioned from one toll road to another, not by choice, I didn't know where I was going. Then I got lost. I wound up running out of coinage after hitting so many toll booths that I had to pay with cash and go through the -- the extreme right lane where they have a cashier that could exchange bills for your toll. And I wound up paying the same cashier twice within about 20 minutes because I was lost. I went in a big circle. And I just want to say that I have a feeling that this is falling on deaf ears. We're probably gonna get the toll road anyway even though the citizens oppose it. And I guess, the only thing I can	The proposed project is listed in the Alamo Area Metropolitan Planning Organization's long-range Metropolitan Transportation Plan (MTP), Mobility 2040, as a managed lane facility. The MTP has been approved with this funding strategy in place. If the proposed project is constructed, the existing mainlanes and frontage roads would remain non-tolled. Transportation funding policy is established by state and federal legislation, which is outside the scope of this Environmental Assessment. TxDOT makes every effort to make information about public meetings and events readily available on its website and throughout various other forms of outreach. Thank you for your feedback regarding your experience with the TxDOT website.

Comment Number	Last Name	First Name	Submission Method	Comment	Response
				thank you for is I'll be sitting in the shade in gridlock. Thank you.	
40	Milloy	Ross	Verbal	I'm Ross Milloy, President of the Austin-San Antonio Corridor Council. And my executive committee recently passed a resolution in support of the I-35 Northeast project I think largely because we see we're right now doing about a trillion dollars in trade between U.S., Mexico and Canada. About 80 percent of Mexico's trade with the U.S. and Canada passes through Texas and about 75 percent of that goes by truck up Interstate 35. In order to sustain the businesses in this area that rely on that traffic, we think we're gonna have to build some alternative lanes and this may be the best way to do it. The other thing my executive committee wanted to recommend is that TxDOT examine the idea of expediting the completion of a freight rail bypass around San Antonio and Austin that could be used to move some of that freight during the construction period that's upcoming for 35. As you know, we're gonna have this project in San Antonio. We have a large project closing the road in San Marcos and downtown construction of I-35 in Austin is probably no more than two or three years away. So with that, with those comments, we have a printed series of comments and resolutions to submit for the record. And thank you very much.	Thank you for your comment. It will be noted in the project record. The proposed project is being planned to complement other existing and planned transportation modes, including rail. Separate studies would be necessary to explore the possibility of implementing passenger and freight rail as a complementary transportation solution in the future.

Comment Number	Last Name	First Name	Submission Method	Comment	Response
41	Ott	Elgin	Written	I am writing this letter as a very concerned property owner with reference to the proposed I-35 Northeast Toll Project. I own land at the South I-35 and FM 2252 intersection, which has been identified as "Parcel #78053". I am completely opposed to the Toll Project for various reasons. First and foremost, a large part of my I-35 frontage road property has been identified as being associated with proposed ROW acquisitions. This would completely destroy the value of my property and prevent me from ever selling any of my remaining property connected to the proposed ROW acquisition. I am further opposed to the Toll Project as I believe there are flaws in the Toll Project. There will be very limited access to toll "managed" lanes. The elevated toll lanes require special interchange ramps, which are expensive and would no be needed if the new lane was on the ground (at grade) like normal freeway expansion. The signage and entrances/exits are confusing with tolls and with the high toll rates, few people will use them. Therefore it is a waste of money and will not solve congestion on I-35. I request that you scrap the proposed elevated toll lanes and advance an alternative that is truly preferred by the community and that the maximum number of vehicles can access and benefit from - add one new on-toll highway lane (at grade) with the new funds the legislature and voters approved.	The Texas Department of Transportation (TxDOT) offers relocation assistance for the owners of all parcels that would be affected by the proposed project. Acquisition and relocation assistance would be in accordance with the TxDOT Right-of-Way Acquisition and Relocation Assistance Program which is consistent with United States Department of Transportation policy. All property owners from whom property is needed are entitled to receive just compensation for their land and property. Access to/from the proposed managed lanes facility would be limited to provide faster, more reliable speeds on the managed lanes. During the IH 35 Planning and Environmental Linkages (PEL) Study, the public expressed a strong desire to stay within the existing right-of-way as much as possible. Based on traffic and engineering analysis of expansion alternatives considered in the IH 35 PEL Study, it was determined that the most reasonable design configuration for additional capacity on the existing I-35 facility would be elevated lanes. The elevated configuration would minimize the amount of right-of-way acquisition required, minimize construction impacts, and minimize traffic control impacts compared to an at-grade expansion. Signage would follow TxDOT guidelines and Federal Highway Administration's Manual on Uniform Traffic Control Devices requirements. The proposed project is listed in the Alamo Area Metropolitan Planning Organization's long-range Metropolitan Transportation Plan (MTP), Mobility 2040, as a managed lane facility. The MTP has been approved with this funding strategy in place. If the proposed project is constructed, the existing mainlanes and frontage roads would remain non-tolled.

Comment Number	Last Name	First Name	Submission Method	Comment	Response
42	Perez	Richard	Verbal	Good evening. My name is Richard Perez. I'm the President and CEO of the San Antonio Chamber of Commerce and I'm here to speak in favor of this project. As the former chairman of the Bexar County MPO, I understand very, very well the growing needs for transportation in this community. And I have examined this project very, very well. And I think you all have done a fantastic job, as TxDOT, in engineering a project that does exactly what it is we need to let us move people efficiently from San Antonio all the way to Schertz or from Schertz to San Antonio in a quick and efficient manner. That's what we need. We need to move goods and services from one place to another as quickly as we can. That is going to be a delineator between us and all the other areas of this state so that we can complete for economic development opportunities. Our citizens deserve to move from one place to another in an efficient manner. They deserve to have the opportunity to do so after a choice, which is what we're providing here, is a choice. And although, some would believe that --that toll roads or managed lanes have concerns and some of them do, I can tell you that there are toll systems in Houston, in Fort Worth, in Austin, that are doing very, very well. And they're doing exactly what they were designed to do and that is to move goods and services and people efficiently and effectively and to save time and money. And so for those reasons, the San Antonio Chamber of Commerce -- and I represent 2,000 different businesses that together employ half a million people in San Antonio, Bexar County, Comal County, Guadalupe County and all the area around it -- and we are here to lend our voice to urge TxDOT to proceed with this project as quickly as possible. Thank you.	Thank you for your comment. It will be noted in the project record.
43	Phelps	Kenneth	Email	I do NOT support the elevated toll lane alternative. No at-grade (on the ground) option was presented. Any time lanes are off the ground, the cost explodes. We can fund two new non-toll lanes on the ground that everyone can use for much less money than a $1.3 billion elevated toll lane for 15 miles. Due to the extremely limited access and high cost of tolls for drivers, this plan would do nothing to solve the congestion problem for the vast majority of the traveling public. An at-grade, non-toll lane each direction will handle far more traffic and actually relieve congestion without adding to the tax burden. Prop 1 has added over $1 billion/yr in NEW funding for non-toll highways, and additional new non-toll funding is in the Texas legislature's next budget that will be approved by early June. Use these funds to fix I-35 without tolls, at-grade at a much lower cost than the elevated toll proposal.	During the IH 35 Planning and Environmental Linkages (PEL) Study, the public expressed a strong desire to stay within the existing right-of-way as much as possible. Based on traffic and engineering analysis of expansion alternatives considered in the *IH 35 PEL Study*, it was determined that the most reasonable design configuration for additional capacity on the existing I-35 facility would be elevated lanes. The elevated configuration would minimize the amount of right-of-way acquisition required, minimize construction impacts, and minimize traffic control impacts compared to an at-grade expansion.
44	Platt	Kamala	Email	Because I find the I35 NESAP proposal narrowly focused, short sighted & behind the curve in technical & environmental impact analysis I fully support the comments supporting the No Build Alternative submitted by the Alamo Group, Lone Star Chapter of the Sierra Club. Furthermore, any project undertaken at TxDOT must take climate justice in the face of global warming into consideration planning for least carbon and other polluting impact, most flexibility in light of unknown climate changes and fairly compensated resiliency that redresses the impacts to the most impacted communities & habitats; I do not see evidence of these considerations in the I35 Northeast Proposal. Thank you for the opportunity to comment.	Under the National Environmental Policy Act (NEPA), detailed environmental analysis should focus on issues that are significant and meaningful to decision making [40 Code of Federal Regulations (C.F.R.) Sections 1500.1(b), 1500.2(b), 1500.4(g), and 1501.7]. TxDOT has concluded, based on the nature of greenhouse gas (GHG) emissions and the exceedingly small potential GHG impacts of the proposed action, that GHG emissions from the proposed action would not result in "reasonably foreseeable significant adverse impacts on the human environment" [40 C.F.R. Section 1502.22(b)]. The GHG emissions from the action alternatives would be insignificant and

Comment Number	Last Name	First Name	Submission Method	Comment	Response
					would not play a meaningful role in a determination of the environmentally preferable alternative or identification of the Preferred Alternative. More detailed information on GHG emissions is not "essential to a reasoned choice among reasonable alternatives" [40 C.F.R. Section 1502.22(a)] or to making a determination in the best overall public interest based on a balanced consideration of transportation, economic, social, and environmental needs and impacts [23 C.F.R. Section 771.105(b)]. For these reasons, no alternatives-level GHG analysis has been performed for this project. The I-35 Northeast San Antonio Expansion Project Environmental Assessment has been revised to include a discussion of greenhouse gases and climate change in relation to the proposed project.
45	Purdy	David	Written	At this time of financial downturn caused by the policies of the Obama Administration, TX needs to encourage tourism & lower transportation for all especially those in intrastate commerce like the oil industry for instance. Tolls do the opposite as they raise transportation costs & discourage mobility. The toll road projects proposed are a con for the few @ the expense of many. we have monies available thanks to the good Republicans running the state of TX to improve highways. Lets do that instead! I allege that I believe that the current, well funded campaign to steal public roads & turn them into tollroads was started by Gov Rick Perry as a pay-off for political contributions. I allege that I believe that the Democrats who promote tolls in Bexar County are the recipient of payoffs as well as ideologically opposed to individual transportation due to public transportation support and sustainability theories out of agenda 21. I allege that I believe that our pseudo Republican County Commissioner Kevin Wolff is a tool of his father, Democrat County Judge Nelson Wolff & a supporter of these theories against the public interest of average Texans. I allege that I believe that those involved in promoting tolls have offered toll percentages to different orgs to get their support which gives them an unfair advantage over most businesses that won't receive any toll percentage! I allege that I believe that those who promote tolls have sought to hinder both the general public & politics who oppose their initiatives by affecting their employment, political and social opportunities. In particular as a Republican, I deeply resent the actions of County Commissioner Kevin Wolff who has used his influence in the last election to stifle the campaign of City Councilman Carton Soules on the funding level for the post held by Democratic Daddy County Judge Nelson Wolff. I also resent the effort to ruin the political career of City Councilman Elisa Chan at the request of Kevin Wolff which I allege that I believe took place. No tolls on I35!	The proposed project is listed in the Alamo Area Metropolitan Planning Organization's long-range Metropolitan Transportation Plan (MTP), Mobility 2040, as a managed lane facility. The MTP has been approved with this funding strategy in place. If the proposed project is constructed, the existing mainlanes and frontage roads would remain non-tolled.

Comment Number	Last Name	First Name	Submission Method	Comment	Response
46	Purdy	Dave	Verbal	Yes, I appreciate it. I was looking at this beautiful picture of this -- of these roads that, you know, of this platform that you're building or the roads. I don't see any area where a person's having a heart attack or having a problem, they can pull off. And doesn't that create a public danger. And I'm just looking at all of this just from a standpoint of liability. Let's just say hypothetically, some guy's driving a truck and he -- he -- something happens to him. He has a heart attack and that truck crashes against the side here and flips down and lands on top of these people at the bottom. Based on this picture that your organization has put out, it looks like there's gonna be somebody killed. Also, I just can't -- you know, being a managed lane, this private company, their only interest is keeping that lane going. There's not gonna be a lot of interest in shutting down the lanes and repairing them and maintaining them. And that really goes against our financial interest. So I mean, I see a lot of liability and a lot of public safety concerns which I think they need to really study here. It seems to me that inevitably there's gonna be an accident. A car is gonna fall down, down at the bottom, and they're gonna have to remove some of these free lanes just because of safety. In which case, there's gonna be fewer free lanes. In which case, there'll be less choice. And people will be forced to use this managed lane which, again, doesn't look to me like it's very safe. And I just think there's a lot of safety factors that need to be considered and beyond the other issues that other folks have so adequately spoken about. But it just seems to me like, man -- and also, let's just say hypothetically a terrorist gets in a -- you know we got them -- they get in a big van or something. They just go there and they park in the middle with a bomb and whose gonna be liable for that? I mean, there's just things that are gonna happen. Because it just doesn't seem like there's a lot of ways for people -- I mean, it just doesn't look like a very safe situation to me. And I do think that some of these lanes that are supposedly free will have to be compromised just inevitably because of some of these concerns, in which case, there will be less choice. It just doesn't look to me like a very good situation. And I just invite these organizations that are concerned about it to really get involved and maybe do some liability studies and find out, you know, who -- who pays for all this sort of liability. And that's gonna have to be passed on to somebody. Anyway, I appreciate it. Thank you.	The proposed elevated, managed lanes would have 10-foot wide outside shoulders that would allow vehicles to pull onto the shoulder in case of emergency. To facilitate emergency responder access to the proposed managed lanes in the event of a crash, several crossovers between the northbound and southbound structures are proposed. The proposed crossovers would only be available for use by emergency, law enforcement, and maintenance vehicles and personnel. The proposed managed lanes are being designed to be consistent with all current state and federal safety standards.
47	Ramos	David	Written	It is very clear that the citizens of Bexar County and Texas do not want toll roads. TxDOT and Texas Congress is award that gas tax revenue (if not diverted) suffices for required road infrastructure improvements and construction. Additionally, federal programs are available for federal funding/loans for road construction. Fulfill the will of the people - stop advocating more toll road policies!	The proposed project is listed in the Alamo Area Metropolitan Planning Organization's long-range Metropolitan Transportation Plan (MTP), Mobility 2040, as a managed lane facility. The MTP has been approved with this funding strategy in place. If the proposed project is constructed, the existing mainlanes and frontage roads would remain non-tolled.

Comment Number	Last Name	First Name	Submission Method	Comment	Response
48	Shine	Chuck	Project Website	I support TxDOT and its work along IH 35. The IH 35 Corridor must be expanded to relieve traffic in the area, to update the freeway, and to improve safety. I also completely support the use of Managed Lanes for the corridor, as I know it will help to relieve traffic and is a completely fair way to add revenue. I know that the Manage Lanes will not only add revenue but will also allow for higher occupancy vehicles like buses, van pools and 2-person or more cars. This is the right thing to do and has been proven to be effective in Houston, Dallas and most other cities in Texas. Keep up the good work and keep moving forward with this project.	Thank you for your comment. It will be noted in the project record.
49	Straubmeuller	Mort	Email	I own a lot at old Austin road and the frontage road adjacent to I35. Our lot shows yellow "existing row" lines adjacent to our property. Does that have any proposed effect on my property with the proposed managed lanes?	The existing right-of-way line would be maintained in the vicinity of Old Austin Road and I-35.
50	Stubbs	Amy	Written	I support the 35 NEX Project.	Thank you for your comment. It will be noted in the project record.

Comment Number	Last Name	First Name	Submission Method	Comment	Response
51	Tirpak	Mark	Project Website	The I35 corridor from San Antonio to Schertz and further north (to Austin and beyond) would benefit from an existing lanes north and south being designated and enforced as HOV lanes, including to support through $300 fines the development of regional mass and active transit options (including ride sharing, bus, and intercity pedestrian networks) along this corridor from San Antonio to New Braunfels, San Marcos and Austin. Currently there are extremely limited mass and active (walking and biking) transit options along this corridor - despite growing residential development from New Braunfels south, major tourism attractions and the presence of Randolph AFB and other major motor vehicle traffic generators along this corridor. It currently takes well over an hour - close to bicycle speed - to travel from Randolph AFB to the Alamo (16mi) or SAT airport (16mi) by public bus, and there are no public options north - including into downtown New Braunfels or San Marcos Premium outlets - beyond the occasional private regional bus to downtown San Marcos from downtown San Antonio and Austin, necessitating car-based travel to points between San Antonio and San Marcos that should be frequently and easily reached by mass transit. Potential I35 widening will not address the absolute lack of alternatives to driving along this long populated and growing I35 corridor from San Antonio to Cibolo and further north. Designating current I35 lanes HOV as a revenue stream for new mass and active transit options along this corridor - along with directing any additional funds earmarked for transport improvement along this corridor to new public transit services and public transit and active transport infrastructure (walking and cycling) - would be the best and most cost-effective investment for TXDOT to make at this time for this corridor.	The proposed project is listed in the Alamo Area Metropolitan Planning Organization's long-range Metropolitan Transportation Plan (MTP), Mobility 2040, as a managed lane facility. The MTP has been approved with this funding strategy in place. The IH 35 Planning and Environmental Linkages (PEL) Study evaluated a Transit-Only alternative concept and determined that it would not meet the Need and Purpose as a standalone alternative. The proposed project is being planned to complement other existing and planned transportation modes, including public transit. Separate studies would be necessary to explore the possibility of implementing rail or transit as complementary transportation solutions in the future. For example, the Lone Star Regional Rail Project Environmental Impact Statement is an independent study that is currently underway to evaluate potential alternative transportation options for the region. Also, VIA Metropolitan Transit is currently working with the City of San Antonio to update its long-range transit plan, *Vision 2040,* which is anticipated for completion in 2016.
52	Trafton	Ed	Written	No tolls	The proposed project is listed in the Alamo Area Metropolitan Planning Organization's long-range Metropolitan Transportation Plan (MTP), Mobility 2040, as a managed lane facility. The MTP has been approved with this funding strategy in place. If the proposed project is constructed, the existing mainlanes and frontage roads would remain non-tolled.

Comment Number	Last Name	First Name	Submission Method	Comment	Response
53	Treadwell	Terry	Written	I am the representative of Northeast Methodist Hospital located at IH 35 & Judson Rd. I am very concerned about traffic and construction noise. The noise from this project could negatively affect patient care at the hospital. In addition, the lighting plan is a concern at night. Lastly all access to northwest campus is from the frontage road. I'm concerned that EMS & patient access will be disrupted or impossible. Please provide information concerning these issues.	If the proposed project is constructed, provisions would be included in the plans and specifications that require the contractor to make every reasonable effort to minimize construction noise. Illumination of the proposed managed lanes would follow Texas Department of Transportation design guidelines. Lighting would be focused on the managed lanes and not outside of the proposed project right-of-way. During construction, work on I-35 would be phased in such a manner to allow the highway to remain open during construction. Traffic control planning would be conducted by the contractor prior to project construction to minimize and mitigate any changes in access to businesses and residences anticipated during construction.

Comment Number	Last Name	First Name	Submission Method	Comment	Response
54	Treadwell	Terry	Project Website	As a representative of Northeast Methodist Hospital, I am concerned about the healing environment required to provide patient care and the potential disruption to that environment that may be caused by the project. Specifically, I am concerned about construction noise, additional lighting, and disruption to the access road on the west side of the highway since it is the only access point to the facility. Although I was assured at the public meeting that each of these concerns has been addressed in the project plan - no specific details were available. Please provide information concerning these issues and how access to the hospital will be maintained.	If the proposed project is constructed, provisions would be included in the plans and specifications that require the contractor to make every reasonable effort to minimize construction noise. Illumination of the proposed managed lanes would follow Texas Department of Transportation design guidelines. Lighting would be focused on the managed lanes and not outside of the proposed project right-of-way. During construction, work on I-35 would be phased in such a manner to allow the highway to remain open during construction. Traffic control planning would be conducted by the contractor prior to project construction to minimize and mitigate any changes in access to businesses and residences anticipated during construction.
55	Uresti	Jesse	Verbal	Good evening, my name is Jesse Uresti. I own two retail stores here in the San Antonio area, both on I-35, one on the south side, one on the north side. Been in business for about 50 years so I-35 has been good to me. I'd like to begin by saying that I think everybody in here is a typical driver. We like to get from A to B as easy as possible without any regret or any problem. I don't think it's anybody's fault here that there are problems with the government in terms of how they spend their money. But I do believe that there is an ongoing problem with traffic. I'm a typical driver that has to suffer going from my south store to my north store in gridlock traffic every time I go. And -- and it seems that I have a choice, if this comes up, this toll road comes up, and I want to get there quicker and want to pay a few bucks extra to get there, it'd be my choice. If I don't, again, it'd be my choice as well as everybody in this room or people who use that road. I would like to thank TxDOT for this opportunity to let me speak and to point out that there's nobody gonna be going broke on this road. You don't have to drive that elevated road if you don't want to. The only thing I'd like to reiterate on is the fact that if there are typical drivers in there that get on the interstate and want to get off on the interstate for business purposes or going home purposes, we need exits. So I think everybody in this room would agree that if they're gonna build this toll road, that we need to consider exits to get to our homes and businesses easier than having to drive two miles to make a u-turn or come back because of an error we made in judgment, how we drive, what we did or where we're going. So I think	Thank you for your comment. It will be noted in the project record.

Comment Number	Last Name	First Name	Submission Method	Comment	Response
				everybody here would like to have less congestion in traffic and just more ways to get home easier and quicker. Thank you for your time.	
56	Whitman	Mike	Verbal	I'm Mike Whitman and I'm retired. retired. I've been going to these meetings, talking to these people for years now. I've been working with the toll, with Terri Hall and her group, been working with them. But what I don't understand is what don't you understand about the word no? We don't want toll roads. We don't want them five years ago. We didn't want them ten years ago. We don't want them now. You people, this government, can't do anything right. Tell me one thing that you have. I want to hear it. I mean, this is going for all the government, not just you, not just the federal government, state, local. Local, you ought to come to District 8 and see what I gotta put up with but that's another story. All I'm trying to say is this is plain BS. All I'm hearing is your plan to build a what -- let me -- I only got a couple minutes. So I got a lot to say in a couple minutes.You -- you advertise in a New York City area and you say we have no unemployment. Come on down. I gotta friend of mine that lives in Allentown, Pennsylvania. I am from New Jersey. So I do know what's going on. People are coming down here from Pennsylvania, New Jersey, 'cause they don't like the snow. They're coming down here but you got no place to put them. You didn't build -- when I came here, 1604 -- I've been here 26 years -- 1604 was two lanes. And by the way, I didn't come here. I was ordered to come here by my boss. He said you will move. I worked for Amtrak then. So I moved over here 'cause I had to. I was told to. And I've watched the traffic get worse every day. Thank God we got Terri Hall. Thank God we got somebody like her -- and all the people that are outside right now giving up their time. I can't believe what I'm seeing. I gotta fight every day. Fight with -- I gotta fight these idiots in Washington. Now I gotta fight the idiots -- oh, this is -- this is getting too much. Tolls. By the way, I haven't had a raise in three years. How many of you guys are retired in here? Well, look at the hands. I gotta 1 percent raise in three years. Where am I gonna pay for these stupid tolls that I'm gonna get? No. You use the money that I pay at the gas pump. That's where it goes.	The proposed project is listed in the Alamo Area Metropolitan Planning Organization's long-range Metropolitan Transportation Plan (MTP), Mobility 2040, as a managed lane facility. The MTP has been approved with this funding strategy in place. If the proposed project is constructed, the existing mainlanes and frontage roads would remain non-tolled.

Comment Number	Last Name	First Name	Submission Method	Comment	Response
57	Womack	Charles	Verbal	Thank you for the opportunity to visit with you tonight and I appreciate your presentation very much. In full disclosure, I must admit that myself and my company, Treadmill Inc., own some property on Interstate 35 here in this area. And, of course, I was interested in how it's going to affect my property. And I must commend you on the plan. It's really truly amazing that you can add 50 percent more space and more availability of roads while not impinging at all on the existing highway that's there. The four lanes that are there in each direction and the access road are not gonna change as I've been answered by the people here tonight. Everybody I asked has the exact same story so I tend to believe them. But the truth of the matter is this road is going to become the busiest road in Bexar County. All the numbers point to the fact that between Wurzbach or the Wurzbach Parkway frontage road exit and 1604 is gonna be the singular heaviest trafficked road in San Antonio or in Bexar County. If we don't do something, we don't plan for it, the congestion that exists now, the slowdown and the frustration that people put up with now is only going to be worse. I'd really like to take the opportunity to thank you as a stakeholder in planning this where it doesn't affect anything and doesn't force us to have to sell pieces of property that we've spent our, you know, a major part of our lives trying to put together as an investment for ourselves and for our family. Last point I'd like to say is I was very fortunate, February the 1st, 2001, I became an American citizen. I came to this country because of the freedom and because of the opportunity that we all get to share. What you're offering here is really just freedom; isn't it. You can stay on the exact same roads that we've driven on for years, the exact same highway, the exact same access roads, without any an expense whatsoever. But if you choose to use a managed, toll, whatever you want to call it, if it's your choice, you get to do it and you get to pay. Isn't that why this country's the greatest country in the world because of the freedom we have? Thank you.	Thank you for your comment. It will be noted in the project record.

6.0 Signed Certification of Public Hearing

I-35 Northeast San Antonio Expansion

From I-410 South in San Antonio to FM 1103 in Schertz

San Antonio, Texas

Bexar, Comal, and Guadalupe Counties

CSJ: 0016-07-113, 0016-05-111, 0016-06-047, 0017-10-168

This is to certify that:

1. A Public Hearing was held at Morgan's Wonderland located at 5223 David Edwards Drive, San Antonio, Texas 78233 on February 26, 2015.
2. The economic and social effects of the project's location and design and its impact on the environment have been considered.
3. The statutory provisions of the Civil Rights Act of 1964 were considered in determining economic, social, and environmental effects.
4. The project is consistent with the goals and objectives of urban planning, as promulgated by the community.

Director of TP&D – Public Hearing Officer

5/20/15

Date

APPENDIX A

PUBLIC HEARING NOTIFICATIONS

APPENDIX A

PUBLIC HEARING NOTIFICATIONS:

San Antonio Express-News

Public Hearing Legal Notices and Display Ads

MediaWorks

Hearst Media Services | San Antonio Express-News
mySA.com | ExpressNews.com | Conexión
The San Antonio Light | EN Community & Military Newspapers

SAN ANTONIO EXPRESS NEWS
AFFIDAVIT OF PUBLICATION

STATE OF TEXAS:
COUNTY OF BEXAR

Attach Ad Here

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: 824086
Customer Name: Nancy Ledbetter & Assoc
Order ID: 2668855

Publication	Pub Date
EN ROP	27 JAN 15

Lynette Nelson
Bookkeeper

Sworn and subscribed to before me, this 27 day of Jan. A.D. 2015

Notary public in and for the State of Texas

DAWN HAMPTON
MY COMMISSION EXPIRES
April 24, 2018

NOTICE OF PUBLIC HEARING
I-35 NORTHEAST SAN ANTONIO EXPANSION PROJECT

From I-410 South to FM 1103
CSJs: 0016-05-111, 0016-06-047, 0016-07-113, and 0017-10-158
Bexar, Comal, and Guadalupe Counties

The Texas Department of Transportation (TxDOT) will hold a public hearing on Thursday, February 26, 2015 on the Draft Environmental Assessment (EA) for the proposed transportation improvements to I-35 from the I-35/I-410 South interchange in San Antonio to FM 1103 in Schertz, Texas, a distance of approximately 15.4 miles. The purpose of the public hearing is to present the proposed improvements in this area, and to receive public comment. The environmental review, consultation, and other actions required by applicable Federal environmental laws for this project are being, or have been, carried out by TxDOT pursuant to 23 U.S.C. 327 and a Memorandum of Understanding dated December 16, 2014, and executed by the Federal Highway Administration (FHWA) and TxDOT.

The proposed Build Alternative would add four elevated managed lanes (two lanes in each direction) to the existing 8 to 10-lane facility between I-410 South and FM 1103. A managed lane is a travel lane that operates separately from the mainlanes. Travel on these lanes is managed through a combination of pricing, vehicle eligibility, and access control strategies to achieve faster, more reliable speeds. Direct connectors at the I-35/I-410 South, I-35/I-410 West, and I-35/Loop 1604 interchanges and operational improvements are also proposed, as well as interim access to the proposed managed lanes facility between Loop 1604 and FM 1103. The purpose of the proposed project is to implement transportation alternatives that improve mobility in the I-35 corridor in a manner that will manage vehicle congestion, promote efficient use of existing transportation facilities, minimize impacts to the natural and built environment, and complement other modes of transportation and economic development initiatives in the region.

South of FM 3009, the proposed elevated managed lanes would generally be constructed between the existing mainlanes and frontage roads; however, north of FM 3009, the managed lanes would cross over the I-35 general purpose mainlanes and drop down into the middle of the northbound and southbound general purpose mainlanes, going from elevated to at-grade and continuing down the middle of I-35 until they tie into the I-35 mainlanes and end just north of FM 1103.

The proposed project would require reconstruction of the bridges and interactions at FM 2252, Old Wiedenstein Road, and FM 1103. North of FM 3009, the existing mainlanes would also need to be moved farther out to make room for the at-grade section of the managed lanes in the middle. This widening would require relocating the existing I-35 entrance and exit ramps in this area, but would also allow for reconfiguration of the interchange ramps to an X-pattern, which is consistent with the ramp reversal pattern already being implemented through separate projects south of FM 2252.

The proposed project would require approximately 28 acres of additional right-of-way (ROW). The typical existing ROW width ranges from approximately 300 to 400 feet (ft) throughout the proposed project corridor. The actual ROW footprint varies substantially, ranging from approximately 300 ft up to 1,100 ft, near intersections and interchanges where additional space is needed to accommodate turn lanes and frontage roads that form interchange boundaries. The proposed project does not change the typical ROW widths. Approximately 68 parcels would be associated with ROW acquisitions for the proposed project. A total of 1 residence, 2 businesses, portions of 2 parking facilities, 2 signs, 11 billboards, and 1 sewage lift station are anticipated to be displaced by the proposed project. Information about the TxDOT Relocation Assistance Program, benefits and services for displacements, as well as information about the tentative schedule for ROW acquisition and construction may be obtained from the TxDOT San Antonio District Office. Relocation assistance is available for any displaced persons and businesses. The proposed project would require the development of approximately 46 acres of 100-year floodplain. It would not encroach on a wetland or sole-source aquifer recharge zone.

The I-35 Northeast San Antonio Expansion Project public hearing will be held as follows:

THURSDAY, FEBRUARY 26, 2015
Morgan's Wonderland
Event Center/Conference Room
5223 David Edwards Drive
San Antonio, Texas 78233

Agenda:
Open House Session - Come and go any time from 5-6 p.m.
Formal Presentation - 6:00 p.m.
Public Hearing Comment Period - Following Presentation

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All interested persons are invited to attend the public hearing and to provide comments. Written and verbal comments from the public are requested and may be presented for a period of 10 calendar days following the hearing. Written comments may be submitted in person, through the online public hearing, emailed to info@i35northeast.com, or mailed to the following address:

I-35 Northeast San Antonio Expansion Project
130 East Travis Street, Ste. 200
San Antonio, Texas 78205

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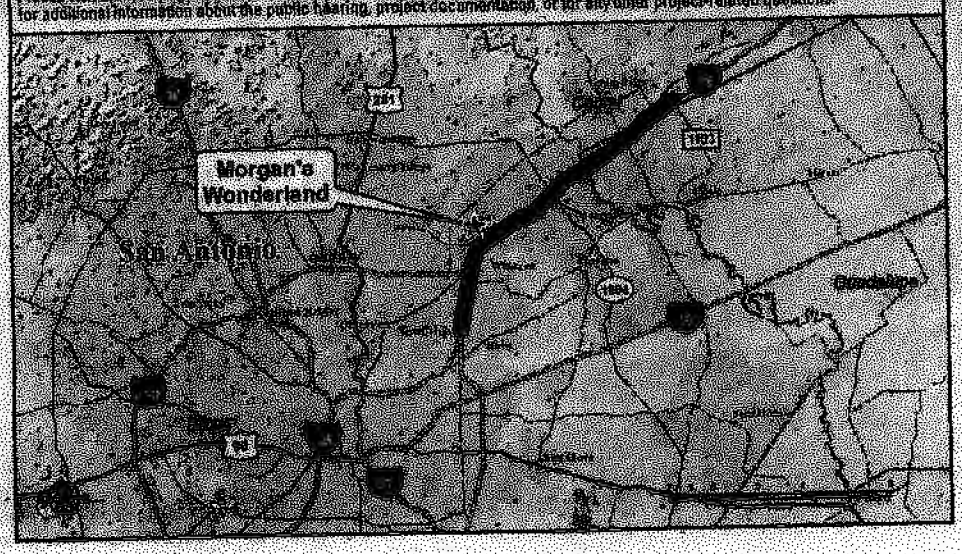

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Notions & Motions

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for your Appointment 877-4

WORLD BRIEFS

SAUDI ARABIA

First beheading under new king

Saudi Arabia has executed a man convicted of raping several girls, the first beheading under the newly enthroned King Salman.

Moussa al-Zahrani was publicly beheaded on Monday, accused of luring underage girls, intoxicating them and then sexually assaulting them.

The case has stirred much attention on social media largely because al-Zahrani claimed his innocence until the end and blamed police for corruption.

CANADA

Officials find case of bird flu

Canadian health authorities say they have diagnosed a case of bird flu in a British Columbia woman who recently returned from China.

This is the first time this particular type of bird flu — H7N9— has been found in North America. The strain first emerged in China two years ago, and most cases have been linked to contact with poultry.

Officials said Monday a man who traveled with the woman was sick as well. Testing is being done to determine if the man was also infected.

Health Minister Rona Ambrose says the risk to Canadians is low. This virus does not appear to transmit easily.

Nearly 500 human infections with this strain have occurred and about a third of those cases have died.

Associated Press

Jewel Samad / Getty Images

People cross a snow-covered street in Times Square. Parts of New York could get as much as 3 feet.

Northeasterners clear roads ahead of storm

New York mayor warns of potentially historic blizzard

NEW YORK TIMES

NEW YORK — As millions of residents in the Northeast prepared for a powerful blizzard bearing down on the region, bringing with it near hurricane-force winds along the coast and as much as 3 feet of snow, officials from New Jersey to Maine urged people to get off the roads and stay indoors.

Even before the worst of the storm hit, thousands of flights were grounded, public transportation was suspended or curtailed and travel bans were put in place in the half dozen states in the path of the storm. New York Gov. Andrew Cuomo announced that all subway and bus service in New York City was to stop at 11 p.m. Monday.

Many buses and trains were packed Monday afternoon as officials urged people to leave work early, before heavy snow and high winds made travel treacherous or impossible.

"This will most likely be one of the largest blizzards in the history of New York City," Mayor Bill de Blasio warned.

Joe Pollina, a meteorologist for the National Weather Service, said the storm was on track to deliver as much as 3 feet of snow to parts of New York City.

De Blasio ordered all drivers off the streets by 11 p.m. Monday, a ban that he said covered "anything that has to do with leisure or convenience," including, to the chagrin of many housebound New Yorkers, food delivery.

The call to completely clear the city's streets was a reflection of how seriously public officials were taking the threat of the storm, which was expected to affect a 250-mile stretch of the Northeast.

Across the region, governors declared states of emergency, deployed National Guard units and readied fleets of snowplows and salt trucks.

Coastal areas including eastern Long Island, Cape Cod and other parts of New England, were expected to be battered by winds that could blow nearly as high as a hurricane, leading to possible flooding and widespread power failures that might last for days.

NATION BRIEFS

COLORADO

Denver police kill teenage girl

Several dozen people with candles and protest signs gathered near the alley where Denver police officers fatally shot a 16-year-old girl on Monday, recalling her bright smile and demanding answers about the deadly encounter.

Police shot the teen, identified by friends as Jessica Hernandez, early Monday morning after police said she struck and injured an officer with a stolen car.

"We're angry about it. It's another life taken by another cop," said 19-year-old Cynthia Valdez, a close friend and schoolmate of the girl.

MONTANA

Thieves have change of heart

A guilty conscience and news coverage apparently led thieves to return a cargo trailer and camping gear stolen from a Montana Boy Scout troop earlier this month.

Scoutmaster Rick Lindholm said the thieves left a handwritten note on a car in the church parking lot from which the trailer was taken.

The note said they felt guilty and indicated an address in where the trailer could be found and an address where gear could be found.

Lindholm said police recovered most of the $7,000 in items taken from Troop 373.

Police are investigating the December theft of $3,200 in camping gear from another troop.

Associated Press

NOTICE OF PUBLIC HEARING
I-35 NORTHEAST SAN ANTONIO EXPANSION PROJECT

From I-410 South to FM 1103
CSJs: 0016-05-111, 0016-06-047, 0016-07-113, and 0017-10-168
Bexar, Comal, and Guadalupe Counties

The Texas Department of Transportation (TxDOT) will hold a public hearing on Thursday, February 26, 2015 on the Draft Environmental Assessment (EA) for the proposed transportation improvements to I-35 from the I-35/I-410 South interchange in San Antonio to FM 1103 in Schertz, Texas, a distance of approximately 15.4 miles. The purpose of the public hearing is to present the proposed improvements in this area, and to receive public comment. The environmental review, consultation, and other actions required by applicable Federal environmental laws for this project are being, or have been, carried-out by TxDOT pursuant to 23 U.S.C. 327 and a Memorandum of Understanding dated December 16, 2014, and executed by the Federal Highway Administration (FHWA) and TxDOT.

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South of FM 3009, the proposed elevated managed lanes would generally be constructed between the existing mainlanes and frontage roads; however, north of FM 3009, the managed lanes would cross over the I-35 general purpose mainlanes and drop down into the middle of the northbound and southbound general purpose mainlanes, going from elevated to at-grade and continuing down the middle of I-35 until they tie into the I-35 mainlanes and end just north of FM 1103.

The proposed project would require reconstruction of the bridges and intersections at FM 2252, Old Wiederstein Road, and FM 1103. North of FM 3009, the existing mainlanes would also need to be moved farther out to make room for the at-grade section of the managed lanes in the middle. This widening would require relocating the existing I-35 entrance and exit ramps in this area, but would also allow for reconfiguration of the interchange ramps to an X-pattern, which is consistent with the ramp reversal pattern already being implemented through separate projects south of FM 2252.

The proposed project would require approximately 26 acres of additional right-of-way (ROW). The typical existing ROW width ranges from approximately 300 to 400 feet (ft) throughout the proposed project corridor. The actual ROW footprint varies substantially, ranging from approximately 300 ft up to 1,100 ft near intersections and interchanges where additional space is needed to accommodate turn lanes and frontage roads that form interchange boundaries. The proposed project does not change the typical ROW widths. Approximately 68 parcels would be associated with ROW acquisitions for the proposed project. A total of 1 residence, 2 businesses, portions of 2 parking facilities, 2 signs, 11 billboards, and 1 sewage lift station are anticipated to be displaced by the proposed project. Information about the TxDOT Relocation Assistance Program, benefits and services for displacements, as well as information about the tentative schedule for ROW acquisition and construction may be obtained from the TxDOT San Antonio District Office. Relocation assistance is available for any displaced persons and businesses. The proposed project would require the development of approximately 46 acres of 100-year floodplain. It would not encroach on a wetland or sole-source aquifer recharge zone.

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130 East Travis Street, Ste. 200
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Storm scrubs Northeast flights

ASSOCIATED PRESS

Airline travelers are going nowhere fast because of the blizzard bearing down on the Northeast.

By early Monday evening, more than 6,700 U.S. flights through Tuesday had already been scrubbed, according to tracking service FlightAware.com. Most were to or from cities in the storm's path, from Washington through New York to Boston. And 2,000 flights had been delayed.

Cancelations and delays will spill over into Wednesday, if not longer.

Airlines cancel flights before storms to prevent passengers from driving to the airport and getting stranded in the terminal. Airlines also want to avoid having planes stuck at snowed-in airports.

Most major U.S. carriers said they would allow passengers ticketed to, from or through the Northeast through Tuesday or Wednesday to change their plans without getting hit by a reservation-changing fee.

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SAN ANTONIO EXPRESS NEWS
AFFIDAVIT OF PUBLICATION

STATE OF TEXAS:
COUNTY OF BEXAR

Attach Ad Here

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: 824086
Customer Name: Nancy Ledbetter & Assoc
Order ID: 2674291

Publication	Pub Date
EN KOP	22-FEB-15

Lynette Nelson

Lynette Nelson
Bookkeeper

Sworn and subscribed to before me, this 23 day of Feb. A.D. 2015

Notary public in and for the State of Texas

Olivia D. Chaverria

OLIVIA D. CHAVERRIA
MY COMMISSION EXPIRES
July 17, 2018

NATION

Republicans charged that stopping what they see as Obama's unconstitutional power grab may be as important as resolving the funding dispute. The Obama administration last week put on hold plans to shield more than 4 million immigrants living in the country illegally from deportation after a federal judge in Texas temporarily blocked the effort the day the program was scheduled to begin. Twenty-six states, led by Texas, filed suit in December

Scott Walker, suggested that while compromise might be possible, Republicans "need to be aggressive in pushing back on" the president's immigration plans.

"I think there's a tremendous opportunity, particularly in light of the win that we had in court the other day, to make a further stand here about the president's actions being an overstep on immigration," he said, noting that Wisconsin is among the 26 states involved in the lawsuit.

Virts over the coming week.

Altogether, Wilmore and Virts have 764 feet of cable to run outside the space station. They got off to a strong start Saturday, rigging eight power and data lines, or about 340 feet.

"Broadening my résumé," Virts observed.

NASA considers this the most complicated cable-routing job in the 16-year history of the space station. Equally difficult will be running cable on the inside of the complex.

NASA is paying Boeing a SpaceX to build the capsule and fly them from Cape Car eral, which hasn't seen a manned launch since the sh tles retired in 2011. Instead, I sia is doing all the taxi work for a steep price.

The first of two docking p for the Boeing and SpaceX v sels — still under developm — is due to arrive in June. E more spacewalks will be ne to set everything up.

There were so many cabl that NASA color-coded ther That helped the spacewalke only so much; they expecte lighter blue for one of the lir

"I worked up a lather on t one," Wilmore informed Mi sion Control. After successf

TEXAS DEPARTMENT OF TRANSPORTATION

I-35 Northeast San Antonio Expansion Project Public Hearing

TxDOT will host a public hearing on the Draft Environmental Assessment (EA) for the I-35 Northeast San Antonio Expansion Project, which recommends construction of four elevated managed lanes along I-35 from I-410 South in San Antonio to FM 1103 in Schertz. A managed lane is a travel lane that operates separately from the mainlanes. Travel on these lanes is managed through a combination of pricing, vehicle eligibility, and access control strategies to achieve faster, more reliable speeds.

All members of the public are invited to attend the public hearing.

Public Hearing - Thursday, February 26, 2015

Morgan's Wonderland
Event Center / Conference Room
5223 David Edwards Drive
San Antonio, Texas 78233

Agenda:
Open House Session: Come and go any time from 5-6 p.m.
Formal Presentation: 6:00 p.m.
Public Hearing Comment Period: Following Presentation

Online Public Hearing - Thursday, February 26 – Monday, March 9, 2015

www.txdot.gov (key word search "I-35 Northeast San Antonio")

The same presentation, displays and handouts provided at the public hearing will be available online.

Hard copies of the maps, drawings, environmental reports, and documents concerning the project will also be available for viewing at the TxDOT - San Antonio District Office, located at 4615 NW Loop 410; San Antonio, TX 78229 from 8 a.m. - 5 p.m. Monday-Friday.

All public input received will be incorporated into the Final EA for the project. To be included in the project record, written comments must be submitted by Monday, March 9, 2015 to:

- **Email:** info@i35northeast.com.
- **Mail:** I-35 Northeast San Antonio Expansion Project; 130 East Travis Street, Ste. 200; San Antonio, Texas 78205
- **Online Public Hearing:** www.txdot.gov (key word search "I-35 Northeast San Antonio")

Need special assistance? Please contact us at 210-615-5839 on or before February 24, 2015, and we will make every reasonable effort to accommodate your needs.

The environmental review, consultation, and other actions required by applicable Federal environmental laws for this project are being, or have been, carried-out by TxDOT pursuant to 23 U.S.C. 327 and a Memorandum of Understanding dated December 16, 2014, and executed by FHWA and TxDOT.

Weat repor extre

NEW YORK TIMES

NEW YORK Yorkers went sp through snowdr recent days, por moral necessity friendly ice mel haps noting in I story of a Manh woman who fro hiking in subze Hampshire tem over the weeker them were thinl the future.

Extreme wea coincided with of a report by tl York City Panel mate Change. T scientists and ri agement experts established duri Bloomberg year cast climate tre report projects levels will rise 4 es in New York 2020s and perh 75 inches by the of the 22nd cent 2080, mean tem in New York "n similarities to tl city like Norfoll ia," the report s

APPENDIX A

PUBLIC HEARING NOTIFICATIONS:

New Braunfels Herald-Zeitung

Public Hearing Legal Notices and Display Ads

AFFP

C-5X21 LEGAL w/Map00159059

Affidavit of Publication

STATE OF TEXAS }
COUNTY OF COMAL } SS

C-5X21 LEGAL w/Map
00159059

Neice Bell, being duly sworn, says:

That she is Publisher of the New Braunfels Herald-Zeitung, a daily newspaper of general circulation, printed and published in New Braunfels, Comal County, Texas; that the publication, a copy of which is attached hereto, was published in the said newspaper on the following dates:

January 28, 2015

That said newspaper was regularly issued and circulated on those dates.

SIGNED:

Publisher

Subscribed to and sworn to me this 28th day of January 2015.

Rosie MV Willingham

Rosie Willingham, Business Manager, Comal County,

My commission expires: December 19, 2016

04121612 00159059

ROSIE MV WILLINGHAM
Notary Public, State of Texas
My Commission Expires
December 19, 2016

Nancy Ledbetter
Nancy Ledbetter & Associates, Inc.-PBS
20020 Farm Pond Lane
PFLUGERVILLE, TX 78660

NOTICE OF PUBLIC HEARING
I-35 NORTHEAST SAN ANTONIO EXPANSION PROJECT

From I-410 South to FM 1103
CSJs: 0016-05-111, 0016-06-047, 0016-07-113, and 0017-10-168
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AFFIDAVIT

THE NEW BRAUNFELS HERALD-ZEITUNG
NEW BRAUNFELS TEXAS

Nancy Ledbetter & Associates, Inc
Attn: Nancy Ledbetter
20020 Farm Pond Lane
Pflugerville TX 78660

REFERENCE: 12522253
159770 Public Hearing

STATE OF TEXAS
COUNTY OF COMAL

Before me, the undersigned authority, on this date personally appeared **Neice Bell** known to me, who, being by me duly sworn, on her oath deposed and says that is the **Publisher** of The New Braunfels Herald-Zeitung, newspaper published in said county, that a copy of the within and foregoing advertisement was published in said newspaper **one** time(s) before the return day named therein such publications being on the following dates: **February 22, 2015** and a newspaper copy of which is hereto attached.

Neice Bell - Publisher

PUBLISHED ON: 02/22/15

FILED ON: 03/06/15

Sworn to and subscribed before me by **Neice Bell** on this the **6th** day of **March**, **2015 A.D.**

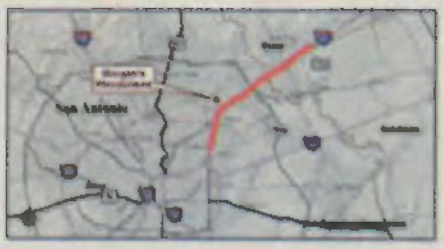
Rosie MV Willingham
Rosie Willingham-Notary Public

ROSIE MV WILLINGHAM
Notary Public, State of Texas
My Commission Expires
December 19, 2018

TEXAS DEPARTMENT OF TRANSPORTATION

I-35 Northeast San Antonio Expansion Project Public Hearing

TxDOT will host a public hearing on the Draft Environmental Assessment (EA) for the I-35 Northeast San Antonio Expansion Project, which recommends construction of four elevated managed lanes along I-35 from I-410 South in San Antonio to FM 1103 in Schertz. A managed lane is a travel lane that operates separately from the mainlanes. Travel on these lanes is managed through a combination of pricing, vehicle eligibility, and access control strategies to achieve faster, more reliable speeds.



All members of the public are invited to attend the public hearing.

Public Hearing - Thursday, February 26, 2015

Morgan's Wonderland
Event Center / Conference Room
5223 David Edwards Drive
San Antonio, Texas 78233

Agenda:
Open House Session: Come and go any time from 5-6 p.m.
Formal Presentation: 6:00 p.m.
Public Hearing Comment Period: Following Presentation

Online Public Hearing - Thursday, February 26 – Monday, March 9, 2015

www.txdot.gov (key word search "I-35 Northeast San Antonio")

The same presentation, displays and handouts provided at the public hearing will be available online.

Hard copies of the maps, drawings, environmental reports, and documents concerning the project will also be available for viewing at the TxDOT - San Antonio District Office, located at 4615 NW Loop 410; San Antonio, TX 78229 from 8 a.m. -5 p.m. Monday-Friday.

All public input received will be incorporated into the Final EA for the project. To be included in the project record, written comments must be submitted by Monday, March 9, 2015 to:

- **Email:** info@i35northeast.com
- **Mail:** I-35 Northeast San Antonio Expansion Project; 130 East Travis Street, Ste. 200; San Antonio, Texas 78205
- **Online Public Hearing:** www.txdot.gov (key word search "I-35 Northeast San Antonio")

Need special assistance? Please contact us at 210-615-5839 on or before February 24, 2015, and we will make every reasonable effort to accommodate your needs.

STATE OF TEXAS

COUNTY OF BEXAR

Before me, a Notary Public in and for Bexar County, this day personally appeared Tino Duran Jr., Vice President of Operations of La Prensa De San Antonio who being duly sworn by oath, stated that Nancy Ledbetter & Associates, Inc requested a publication: TxDot Public Notice where, it was published in La Prensa Bilingual Newspaper on January 28, 2015.

Tino Duran Jr

Signature

SWORN AND SUBSCRIBED BEFORE ME THE 2nd DAY OF FEBRUARY 2015.

Annai Vieyra

Notary Public

My Commission expires:

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

AVISO DE AUDIENCIA PÚBLICA
PROYECTO DE EXPANSIÓN DE I-35 NORESTE
EN SAN ANTONIO

Desde la I-410 Sur hasta FM 1103
CSJs: 0016-05-111, 0016-06-047, 0016-07-113 y 0017-10-168
Condados de Bexar, Comal y Guadalupe

El Departamento de Transporte de Texas (TxDOT, por sus siglas en inglés) llevará a cabo una audiencia pública el jueves, 26 de febrero de 2015 sobre el documento preliminar de Evaluación Ambiental (EA) referente al proyecto de mejoras a la carretera I-35 desde la intersección I-35/I-410 Sur en San Antonio hasta FM 1103 en Schertz, Texas, una distancia de aproximadamente 15.4 millas. El propósito de la audiencia pública es presentar las mejoras propuestas en esta área y recibir comentarios del público. La revisión ambiental, consultas y otras acciones requeridas por las leyes ambientales federales aplicables para este proyecto están siendo o han sido llevado a cabo por TxDOT - en virtud de 23 USC 327 y un Memorando de Entendimiento fechado el 16 de diciembre del 2014 y ejecutado por la FHWA y TxDOT.

La Alternativa de Construcción propone agregar cuatro carriles tipo exprés elevados (dos carriles en cada dirección) a la carretera existente, entre I-410 Sur y FM 1103, que tiene entre 6 y 10 carriles. Un carril tipo exprés opera separadamente de los carriles principales. El número de vehículos en estos carriles se maneja a través de una combinación de cobro de cuota, elegibilidad vehicular y estrategias para controlar el acceso, y así lograr velocidades más altas y eficaces. Se proponen rampas de acceso en las intersecciones I-35/I-410 Sur, I-35/I-410 Poniente y I-35/Loop 1604 y también se proponen mejoras operativas, así como acceso temporal a los carriles exprés propuestos entre Loop 1604 y FM 1103. El propósito del proyecto es de implementar alternativas de transporte que mejoren la movilidad en el corredor I-35 de una manera que ayude a manejar la congestión vehicular, promueva el uso eficiente de las instalaciones de transporte actuales, minimice los impactos al medio ambiente y a la infraestructura y que complemente otros modos de transporte e iniciativas de desarrollo económico en la región.

Al sur de FM 3009, los carriles exprés elevados se construirían entre los carriles principales actuales y las laterales; sin embargo, al norte de FM 3009, los carriles exprés cruzarían sobre los carriles de uso general en la I-35 y descenderían en medio de los carriles de uso general que corren hacia el norte y hacia el sur, cambiando de carriles elevados a carriles a nivel a lo largo del centro de la I-35 hasta que conecten con los carriles principales de la I-35 y lleguen a su término justo al norte de FM 1103.

El proyecto propuesto requerirá la reconstrucción de los puentes y las intersecciones en FM 2252, la Calle Old Wiederstein y FM 1103. Al norte de FM 3009, se necesitaría reubicar los carriles principales actuales hacia afuera para hacerle sitio en medio a la sección de carriles exprés que están o negocios desplazados. El proyecto propuesto requerirá el desarrollo de aproximadamente 46 acres de zona de inundación para tormenta de 100 años. No infringiría en un estero o zona de recarga de acuífero que es fuente de agua única para una comunidad.

La audiencia pública para el Proyecto de Expansión I-35 Noreste en San Antonio se llevará a cabo el:

JUEVES, 26 DE FEBRERO 2015
Morgan's Wonderland
Centro de Eventos / Sala de Conferencias
5223 David Edwards Drive
San Antonio, Texas 78233
Agenda:
Sesión Abierta - Sesión abierta informal de las 5 a 6 p.m.
Presentación Formal - 6:00 p.m.
Periodo de Comentario Público - Al terminar la presentación

La primera parte del evento será una sesión abierta para que el público revise las exhibiciones y los materiales, hable con el personal del proyecto y proporcione comentarios verbales o escritos. La presentación formal comenzará a las 6:00 p.m. en punto. Se recibirán comentarios verbales del público inmediatamente después de la presentación.

Una audiencia pública virtual también estará disponible para aquellas personas que deseen ver la misma presentación, exhibiciones y materiales proporcionados en la audiencia pública y que deseen comentar en línea. La audiencia virtual estará disponible desde el jueves, 26 de febrero hasta el lunes, 9 de marzo 2015 en www.txdot.gov (buscando las palabras claves "I-35 Northeast San Antonio"). Copias de los mapas, dibujos, reportes medioambientales y documentos referentes al proyecto también estarán disponibles para revisión en la Oficina de TxDOT - Distrito de San Antonio; 4615 NW Loop 410; San Antonio, TX 78229 desde las 8 a.m. hasta las 5 p.m., de lunes a viernes.

Invitamos a toda persona interesada asistir a la audiencia pública y entregar comentarios. Se solicitan comentarios escritos y verbales del público, los cuales pueden ser entregados durante un periodo de 10 días calendarios después de la audiencia. Los comentarios escritos pueden ser entregados en persona, a través de la sesión abierta en internet, enviados por correo electrónico a info@i35northeast.com o enviados por correo postal a la siguiente dirección:

I-35 Northeast San Antonio Expansion Project
130 East Travis Street, Ste. 200
San Antonio, Texas 78205

Los comentarios en línea o enviados por correo postal deben ser recibidos o tener sello postal a más tardar el 9 de marzo de 2015 para ser incluidos en el registro oficial de la audiencia pública.

Las personas que tengan necesidades especiales de comunicación o de algún otro tipo deben comunicarse con Melissa Bernal al (210) 615-5811 por lo menos con dos (2) días hábiles de anticipación a la audiencia pública. Como la audiencia pública se conducirá en inglés, cualquier solicitud para un intérprete u otra necesidad de comunicación especial se debe hacer por lo menos dos (2) días hábiles antes de la reunión. TxDOT hará todo esfuerzo razonable para cubrir estas necesidades.

I-410 Sur y FM 1103, que tiene entre 6 y 10 carriles. Un carril tipo exprés opera separadamente de los carriles principales. El número de vehículos en estos carriles se maneja a través de una combinación de cobro de cuota, elegibilidad vehicular y estrategias para controlar el acceso, y así lograr velocidades más altas y eficaces. Se proponen rampas de acceso en las intersecciones I-35/I-410 Sur, I-35/I-410 Poniente y I-35/Loop 1604 y también se proponen mejoras operativas, así como acceso temporal a los carriles exprés propuestos entre Loop 1604 y FM 1103. El propósito del proyecto es de implementar alternativas de transporte que mejoren la movilidad en el corredor I-35 de una manera que ayude a manejar la congestión vehicular, promueva el uso eficiente de las instalaciones de transporte actuales, minimice los impactos al medio ambiente y a la infraestructura y que complemente otros modos de transporte e iniciativas de desarrollo económico en la región.

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El proyecto propuesto requerirá la reconstrucción de los puentes y las intersecciones en FM 2252, la Calle Old Wiederstein y FM 1103. Al norte de FM 3009, se necesitaría reubicar los carriles principales actuales hacia afuera para hacerle sitio en medio a la sección de carriles exprés que están a nivel. Esta expansión requerirá la reubicación de la entrada actual a la I-35 y las salidas en esta área y permitirá la reconfiguración de las rampas en la intersección a un diseño X, lo cual es congruente con el diseño de inversión de rampas que actualmente está siendo implementando en varios proyectos al sur de FM 2252.

El proyecto propuesto requerirá la adquisición de aproximadamente 26 acres de derecho de vía (ROW, por sus siglas en inglés). La anchura típica del derecho de vía existente varía entre aproximadamente 300 a 400 pies a través del corredor del proyecto. La huella actual del derecho de vía varía considerablemente, oscilando entre aproximadamente 300 pies hasta 1,100 pies cerca de las intersecciones y pasos a desnivel donde se requiere espacio adicional para acomodar los carriles para dar vuelta y las laterales que forman los límites de la intersección. El proyecto no cambia la anchura típica del derecho de vía. Aproximadamente 68 propiedades estarían asociados con adquisiciones de derecho de vía para el proyecto propuesto. Se anticipa que un total de 1 residencia, 2 negocios, porciones de 2 estacionamientos, 2 letreros, 11 carteles publicitarios y 1 estación de bombeo de drenaje serán desplazados por el proyecto propuesto. Información sobre el Programa de Asistencia de TxDOT para la Reubicación, beneficios y servicios para los desplazados e información sobre el programa tentativo para la adquisición de derecho de vía y construcción se puede obtener en la Oficina de TxDOT – Distrito de San Antonio. Asistencia para reubicación está disponible para las personas deseen comentar en línea. La audiencia virtual estará disponible desde el jueves, 26 de febrero hasta el lunes, 9 de marzo 2015 en www.txdot.gov (buscando las palabras claves "I-35 Northeast San Antonio"). Copias de los mapas, dibujos, reportes medioambientales y documentos referentes al proyecto también estarán disponibles para revisión en la Oficina de TxDOT - Distrito de San Antonio; 4615 NW Loop 410; San Antonio, TX 78229 desde las 8 a.m. hasta las 5 p.m., de lunes a viernes.

Invitamos a toda persona interesada asistir a la audiencia pública y entregar comentarios. Se solicitan comentarios escritos y verbales del público, los cuales pueden ser entregados durante un periodo de 10 días calendarios después de la audiencia. Los comentarios escritos pueden ser entregados en persona, a través de la sesión abierta en internet, enviados por correo electrónico a info@i35northeast.com o enviados por correo postal a la siguiente dirección:

I-35 Northeast San Antonio Expansion Project
130 East Travis Street, Ste. 200
San Antonio, Texas 78205

Los comentarios en línea o enviados por correo postal deben ser recibidos o tener sello postal a más tardar el 9 de marzo de 2015 para ser incluidos en el registro oficial de la audiencia pública.

Las personas que tengan necesidades especiales de comunicación o de algún otro tipo deben comunicarse con Melissa Bernal al (210) 615-5811 por lo menos con dos (2) días hábiles de anticipación a la audiencia pública. Como la audiencia pública se conducirá en inglés, cualquier solicitud para un intérprete u otra necesidad de comunicación especial se debe hacer por lo menos dos (2) días hábiles antes de la reunión. TxDOT hará todo esfuerzo razonable para cubrir estas necesidades.

Por favor visite la página web del proyecto en www.txdot.gov (buscando las palabras claves "I-35 Northeast San Antonio") o comuníquese con Laura Lopez al 210-615-5839 para mayor información sobre la audiencia pública, documentación del proyecto o para cualquier otra pregunta sobre el proyecto.

STATE OF TEXAS

COUNTY OF BEXAR

Before me, a Notary Public in and for Bexar County, this day personally appeared Tino Duran Jr., Vice President of Operations of La Prensa De San Antonio who being duly sworn by oath, stated that Nancy Ledbetter & Associates, Inc requested a publication: TxDot Public Notice where, it was published in La Prensa Bilingual Newspaper on February 22, 2015.

Signature

SWORN AND SUBSCRIBED BEFORE ME THE 24th DAY OF FEBRUARY 2015.

Notary Public

My Commission expires:

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

Awards... (continued from page 3-A)

larger cash prizes totaling more than $400,000. A statewide panel of judges, not affiliated with H-E-B, conducts a personal interview with each finalist to select winners.

Eight winners — two principals and six teachers — will be announced along with two school districts, one large and one small, a public school board and an Early Childhood Facility, at a celebratory dinner on May 2.

Each winning principal—one elementary school and one high school—will each receive $10,000 in cash for themselves and a $25,000 grant for their schools. The winning large school district will receive a $100,000 cash prize and the winning small school district will receive $50,000. The winning Early Childhood Facility will receive $25,000. Additionally, one or more school boards may receive a special judge's award totaling up to $25,000.

The six winning teachers will include one elementary and one secondary teacher in each of three categories:

• The Rising Star Award — honors exceptionally promising teachers with less than 10 years of experience. These winners will each receive a $5,000 check for themselves and a $5,000 grant for their schools.

• The Leadership Award — honors teachers with 10 to 20 years in the classroom. These winners will each receive a $10,000 check for themselves and a $10,000 grant for their schools.

• The Lifetime Achievement Award — salutes teachers with more than 20 years of experience. These teachers will each receive $25,000 in cash for themselves and a $25,000 grant for their schools.

Departamento de Transporte de Texas

Audiencia Pública sobre el Proyecto de Expansión de I-35 Noreste en San Antonio

El Departamento de Transporte de Texas llevará a cabo una audiencia pública sobre el documento preliminar de la Evaluación Ambiental (EA) del Proyecto de Expansión de la I-35 Noreste en San Antonio, el cual recomienda la construcción de cuatro carriles tipo exprés a lo largo de la I-35 desde I-410 Sur en San Antonio hasta FM 1103 en Schertz. Un carril tipo exprés opera separadamente de los carriles principales. El número de vehículos en estos carriles se maneja a través de una combinación de cobro de cuota, elegibilidad vehicular y estrategias para controlar el acceso, y así lograr velocidades más altas y eficaces.

Invitamos a toda persona interesada asistir a la audiencia pública.

Audiencia Pública - jueves, 26 de febrero de 2015

Morgan Wonderland
Centro de Eventos / Salón de Conferencias
5223 David Edwards Drive
San Antonio, Texas 78233

Agenda:
Sesión Abierta - Sesión abierta informal de las 5 a 6 p.m.
Presentación Formal - 6:00 p.m.
Periodo de Comentario Público - Al terminar la presentación

Sesión Abierta en Internet - jueves, 26 de febrero - lunes, 9 de marzo de 2015
www.txdot.gov (busque las palabras claves "I-35 Northeast San Antonio")

Las minutas, presentación, exhibiciones y materiales de la audiencia pública estarán disponibles en internet.

Copias de los mapas, dibujos, reportes medioambientales y documentos referentes al proyecto también estarán disponibles para revisión en la Oficina de TxDOT - Distrito de San Antonio; 4615 NW Loop 410; San Antonio, TX 78229 desde las 8 a.m. hasta las 5 p.m., de lunes a viernes.

Todos los comentarios del público serán incluidos en la Evaluación Ambiental Final del proyecto. Para ser incluidos en el registro oficial del proyecto, sus comentarios escritos deben ser entregados a más tardar el lunes, 9 de marzo de 2015 a:

- Correo electrónico: info@i35northeast.com
- Correo postal: I-35 Northeast San Antonio Expansion Project; 130 East Travis Street, Ste. 200; San Antonio, TX 78205
- Sesión Abierta en Internet: www.txdot.gov (busque las palabras claves "I-35 Northeast San Antonio")

*¿Necesita ayuda especial? Por favor póngase en contacto con nosotros llamando al **210-615-5839** antes del 24 de febrero 2015 y haremos todo esfuerzo razonable para satisfacer sus necesidades.*

Obama viajará el 25 de febrero a Miami para hablar sobre inmigración

El presidente, Barack Obama. *EFE/Archivo*

EFE - El presidente de, Barack Obama, viajará el 25 de febrero a Miami para hablar de inmigración tras la decisión de un juez federal de Texas de suspender temporalmente las medidas ejecutivas migratorias para regularizar a más de 5 millones de indocumentados, informó una fuente oficial.

En su parada en Miami, el mandatario realizará una conferencia en la Universidad Internacional de Florida (FIU) que será transmitida por los canales de televisión MSNBC y Telemundo y presentada por el periodista José Díaz-Balart.

"Hemos elegido este foro (en Miami) porque el presidente ha deseado comprometerse en una genuina conversación importante con la comunidad (latina)", dijo al canal MSNBC Josh Earnest, portavoz de la Casa Blanca.

El evento televisado servirá a Obama como "plataforma para llegar a los hispanos del país", agregó Earnest, quien apuntó que la elección de Miami responde a su importancia como "gran símbolo de cómo la inmigración ha hecho de nuestro país una nación única".

El juez que instruye la causa de una demanda presentada por 26 estados contra las medidas ejecutivas de Obama, Andrew Scott Hanen, suspendió temporalmente este lunes la entrada en vigor de la ampliación del programa Acción Diferida (DACA), que posterga por dos años su deportación y les permite obtener un permiso de trabajo temporal.

Las medidas anunciadas por Obama incluían además el programa Acción Diferida para Responsabilidad de los Padres (DAPA), que estaba previsto que se iniciase en mayo próximo y beneficiaría a los padres de ciudadanos estadounidenses o hijos con estatus permanente.

Experto asegura que el asesino de "American Sniper" sufre esquizofrenia

EFE - Eddie Routh, el asesino confeso de Chris Kyle, el francotirador que inspiró la película "American Sniper," es esquizofrénico, según declaró esta semana un experto en salud mental durante el juicio en contra del exmarine.

El doctor Mitchell Dunn, psiquiatra en el Hospital Estatal de Terrell, en las afueras de Dallas, testificó llamado por la defensa de Routh en la séptima jornada del juicio que se celebra en Stephenville, Texas.

Según declaró, Dunn se entrevistó durante más de seis horas con Routh en abril de 2014, un año después de que el exmarine asesinara a Kyle y a su amigo Chad Littlefield, que lo llevaron a un campo de tiro para ayudarlo con sus problemas psicológicos tras servir en Irak.

Antes del encuentro, el psiquiatra había revisado el historial médico de Routh, los reportes policiales, los vídeos de los interrogatorios, fotos de la escena del crimen y las declaraciones de los testigos.

"Sabía que era un caso importante, así que pasé mucho tiempo con él", dijo el psiquiatra.

Según el médico, cuando cometió los asesinatos Routh sufría una espiral creciente de "delirios" propios de la esquizofrenia, cuyos síntomas eran evidentes en el exmarine desde hacía al menos dos años.

"Eddie Routh tenía un problema serio el día de los crímenes y ese problema era una enfermedad mental", afirmó Dunn.

Según su relato, Routh estaba convencido que Kyle y Littlefield lo iban a matar.

"Si crees que te van a matar tienes el derecho a defenderte y él se defendió. No digo que sea lógico, fue su lógica", esgrimió.

Según la versión del psiquiatra, en medio del delirio, Routh no fue consciente de que sus actos eran erróneos, aunque una vez cometidos el exmarine "se dio cuenta de lo que había hecho" y "se figuró que lo iban a detener".

La estrategia de la defensa de Routh es demostrar que el exmarine no sabía lo que se hacía cuando asesinó a Kyle y Littlefield debido a sus desequilibrios mentales para eludir así la sentencia de cadena perpetua que solicitará la acusación.

Tras servir en Irak y en Haití, Routh estuvo ingresado en cuatro ocasiones en un centro médico para veteranos tras sendos episodios psicóticos.

Estaba previsto que el viernes testificaran expertos llamados por la acusación.

El juicio en Stephenville coincide con el éxito de la cinta "American Sniper", inspirada en Kyle y dirigida por Clint Eastwood, que enlaza récords de recaudación y está nominada a seis Óscar.

Kyle sirvió en Irak en la "Navy SEAL", la unidad de élite del ejército estadounidense, y está reconocido como el francotirador más letal de la historia del país, con 160 muertes confirmadas.

Imagen de varios militares que realizan un saludo al exmilitar Chris Kyle, conocido como el francotirador más letal de la historia reciente de EE.UU. el 11 de febrero de 2013, durante un servicio fúnebre en el estadio de los Cowboys, en Arlington, Texas. *EFE/Archivo*

Awards... *(continued from page 3-A)*

larger cash prizes totaling more than $400,000. A statewide panel of judges, not affiliated with H-E-B, conducts a personal interview with each finalist to select winners.

Eight winners — two principals and six teachers — will be announced along with two school districts, one large and one small, a public school board and an Early Childhood Facility, at a celebratory dinner on May 2.

Each winning principal—one elementary school and one high school—will each receive $10,000 in cash for themselves and a $25,000 grant for their schools. The winning large school district will receive a $100,000 cash prize and the winning small school district will receive $50,000. The winning Early Childhood Facility will receive $25,000. Additionally, one or more school boards may receive a special judge's award totaling up to $25,000.

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Departamento de Transporte de Texas

Audiencia Pública sobre el Proyecto de Expansión de I-35 Noreste en San Antonio

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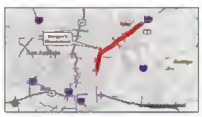


Invitamos a toda persona interesada asistir a la audiencia pública.

Audiencia Pública – Jueves, 26 de febrero de 2015

Morgan's Wonderland
Centro de Eventos / Sala de Conferencias
5223 David Edwards Drive
San Antonio, Texas 78233

Agenda:
Sesión Abierta – Sesión abierta informal de las 5 a 6 p.m.
Presentación Formal – 6:00 p.m.
Periodo de Comentario Público – Al terminar la presentación

Sesión Abierta en Internet – jueves, 26 de febrero – lunes, 9 de marzo de 2015
www.txdot.gov (busque las palabras claves "I-35 Northeast San Antonio")

La misma presentación, exhibiciones y materiales de la audiencia pública estarán disponibles en internet.

Copias de los mapas, dibujos, reportes medioambientales y documentos referentes al proyecto también estarán disponibles para revisión en la Oficina de TxDOT - Distrito de San Antonio; 4615 NW Loop 410; San Antonio, TX 78229 desde las 8 a.m. hasta las 5 p.m., de lunes a viernes.

Todos los comentarios del público serán incluidos en la Evaluación Ambiental Final del proyecto. Para ser incluidos en el registro oficial del proyecto, sus comentarios escritos deben ser entregados a más tardar el lunes, 9 de marzo de 2015 a:

- **Correo electrónico:** info@i35northeast.com
- **Correo postal:** I-35 Northeast San Antonio Expansion Project; 130 East Travis Street, Ste. 200; San Antonio, TX 78205
- **Sesión Abierta en Internet:** www.txdot.gov (busque las palabras claves "I-35 Northeast San Antonio")

¿Necesita ayuda especial? Por favor póngase en contacto con nosotros llamando al 210-615-5839 antes del 24 de febrero 2015 y haremos todo esfuerzo razonable para satisfacer sus necesidades.

La revisión ambiental, consulta [illegible] requisitos federales aplicables para este proyecto están siendo o han sido llevado a cabo por TxDOT - en virtud de [illegible] fechado el 16 de diciembre del 2014 y ejecutado por la FHWA y TxDOT.

APPENDIX A

PUBLIC HEARING NOTIFICATIONS:

Example Letter to Agency Official and

Agency Official Mailing List

Texas Department of Transportation
125 EAST 11TH STREET | AUSTIN, TEXAS 78701-2483 | (512) 463-8700 | WWW.TXDOT.GOV

January 30, 2015

Dear Agency Representative:

On behalf of the Texas Department of Transportation (TxDOT), I would like to invite you to attend a public hearing on **Thursday, February 26, 2015** regarding the Draft Environmental Assessment (EA) for the I-35 Northeast San Antonio Expansion Project. The project proposes transportation improvements to I-35 from the I-35/I-410 South interchange in San Antonio to FM 1103 in Schertz, Texas, a distance of approximately 15.4 miles. The purpose of the public hearing is to present the proposed improvements and receive public comment.

The I-35 Northeast San Antonio Expansion Project was initiated based on the results of the IH 35 Planning and Environmental Linkages (IH 35 PEL) Study that was conducted between fall 2011 and winter 2012, as well as additional technical analysis and public input considered since that time. The IH 35 PEL Study engaged the public and agencies through four rounds of open houses and advisory committee meetings, and helped identify the need and purpose, affected environment, and alternative concepts to be considered in the subsequent I-35 Northeast San Antonio Expansion Project environmental study that is currently underway.

Agencies and members of the public have continued to be engaged through the I-35 Northeast San Antonio Expansion Project environmental process, which was initiated in fall 2013. Two public meetings were held in October 2013 to solicit initial public feedback on the proposed project, while technical meetings with agencies were held in September 2013 and July 2014. TxDOT also met with affected property owners in October 2014 to discuss potential impacts to their properties. Input gathered through these meetings has helped refine the recommended alternative in the I-35 Northeast San Antonio Expansion Project Draft EA. The environmental review, consultation, and other actions required by applicable Federal environmental laws for this project are being, or have been, carried-out by TxDOT pursuant to 23 U.S.C. 327 and a Memorandum of Understanding dated December 16, 2014, and executed by FHWA and TxDOT.

The purpose of the proposed project is to implement transportation alternatives that improve mobility in the I-35 corridor in a manner that will manage vehicle congestion, promote efficient use of existing transportation facilities, minimize impacts to the natural and built environment, and complement other modes of transportation and economic development initiatives in the region. The proposed project would expand the existing 6 to 10-lane facility to a 10 to 14-lane facility between I-410 South and FM 1103 by constructing four elevated managed lanes (two lanes in each direction). Direct connectors at the I-35/I-410 South, I-35/I-410 West, and I-35/Loop 1604 interchanges and operational improvements are also proposed, as well as interim access to the proposed managed lanes facility between Loop 1604 and FM 1103.

South of FM 3009, the proposed elevated managed lanes would generally be constructed between the existing mainlanes and frontage roads; however, north of FM 3009, the managed lanes would cross over the I-35 general purpose mainlanes and drop down into the middle of the northbound and southbound general purpose mainlanes, going from elevated to at-grade and continuing down the middle of I-35 until they tie into the I-35 mainlanes and end just north of FM 1103.

The proposed improvements would include reconstruction of several bridges and intersections, widening of the mainlane right-of-way north of FM 3009, and reconfiguration of certain entrance and exit ramps.

The proposed project would require approximately 26 acres of additional right-of-way, which would affect approximately 68 parcels.

The I-35 Northeast San Antonio Expansion Project public hearing will be held as follows:

THURSDAY, FEBRUARY 26, 2015	**Agenda:**
Morgan's Wonderland	Open House Session - Come and go any time from 5-6 p.m.
Event Center/Conference Room	Formal Presentation - 6:00 p.m.
5223 David Edwards Drive	Public Hearing Comment Period - Following Presentation
San Antonio, Texas 78233	

The open house session will provide an opportunity for attendees to view displays and handouts, speak to project staff, and provide verbal or written comments. It will be followed immediately by a formal presentation and public hearing comment period.

A virtual public hearing will also be available for those wishing to view the same presentation, displays and handouts provided at the public hearing and submit comments online. The online version will be available from Thursday, February 26 – Monday, March 9, 2015 at www.txdot.gov (key word search "I-35 Northeast San Antonio"). Hard copies of the maps, drawings, environmental reports, and documents concerning the project will also be available for viewing at the TxDOT – San Antonio District Office; 4615 NW Loop 410; San Antonio, TX 78229 from 8 a.m.–5 p.m. Monday-Friday.

Your participation in the study process is important for identifying any issues that may need to be addressed in the Final EA. There are many opportunities to engage in the process, including attending the in-person or online public hearing, submitting comments, and/or participating in a one-on-one meeting with our staff to discuss your questions and/or concerns. Written comments may be submitted in person, through the online public hearing, emailed to info@i35northeast.com, or mailed to the following address:

I-35 Northeast San Antonio Expansion Project
130 East Travis Street, Ste. 200
San Antonio, Texas 78205

Online and/or mailed comments must be postmarked on or before March 9, 2015 to be included in the official public hearing record.

Additional information about the public hearing is available on the enclosed flyer, which you are welcome to reproduce and/or distribute to anyone whom you think may be interested. Please visit www.txdot.gov (key word search "I-35 Northeast San Antonio") to view additional project information. If you have any questions or wish to schedule a one-on-one meeting, please contact Laura Lopez, TxDOT Public Information Officer, at Laura.Lopez@txdot.gov or 210-615-5839.

We hope you will participate in this important effort to improve mobility in the I-35 corridor.

Sincerely,

Jonathan Bean
Director of Transportation Planning & Development
Texas Department of Transportation
San Antonio District

Mr. Carlos Contreras
Board Member
Hemisfair Park Redevelopment Corporation

Mr. Andres Anujar
CEO
Hemisfair Park Redevelopment Corporation

Ms. Lourdes Castro Ramirez
CEO
San Antonio Housing Authority

Ms. Virginia S. Nicholas
Friends of the Historical Commission
Bexar County Historical Commission

Mr. John Gesick
Chair
Guadalupe County Historical Commission

Ms. Karen Boyd
Chair
Comal County Historical Commission

Mr. Michael Novak
Chair
Military Transformation Task Force

Mr. Gary Cox
Chief of Police
City of Cibolo

Mr. Robert T. Herrera
City Manager
City of Cibolo

Ms. Lisa Ann Gonzales
City Planner
City of Cibolo

Mr. Mark Luft
Economic Development Director
City of Cibolo

Mr. Roger Niemietz
Fire Chief
City of Cibolo

Mr. Tim Fousse
Public Works Director
City of Cibolo

Mr. Rick Jamison
Chief of Police
City of Converse

Mr. Karl Hoppes
Director of Facilities
City of Converse

Ms. Kate Silvas
Executive Director, Economic Development
City of Converse

Mr. Richard Wendt
Fire Chief
City of Converse

Mr. Ron Eberhardt
Chief of Police
City of Garden Ridge

Ms. Nancy Cain
City Administrator
City of Garden Ridge

Mr. Steven Steinmetz
Director of Public Works
City of Garden Ridge

Mr. Kevin Bois
Chief of Police
City of Kirby

Ms. Monique Vernon
City Manager
City of Kirby

Mr. Kevin Riedel
Fire Chief
City of Kirby

Mr. Ken Evans
Chief of Police
City of Live Oak

Mr. Scott Wayman
City Manager
City of Live Oak

Mr. Mark Wagster
Director of Public Works
City of Live Oak

Mr. Charles Foster
Fire Chief
City of Live Oak

Mr. Tom Wibert
Chief of Police
City of New Braunfels

Mr. Robert Camareno
City Manager
City of New Braunfels

Mr. Garry Ford, Jr. P.E.
City Engineer
City of New Braunfels

Mr. Kenneth Jacks
Fire Chief
City of New Braunfels

Mr. Steven Ramsey
Public Works Director
City of New Braunfels

Ms Celia DeLeon
City Manager
City of Olmos Park

Mr. Linc Surber
Fire Chief
City of Olmos Park

Mr. Gilbert DeLeon
Public Works Director
City of Olmos Park

Mr. Anthony Chukwudolue
Assistant Director, P.E., Transportation & Capital Improvements, City of San Antonio

Mr. William McManus
Chief of Police
City of San Antonio

Ms. Sheryl Sculley
City Manager
City of San Antonio

Ms. Christina De La Cruz
City Transportation Senior Engineer, Dept. of Public Works, City of San Antonio

Mr. Marcus Hammer
Department of Public Works
City of San Antonio

Mr. Michael Frisbie, P.E.
Director and City Engineer, Transportation & Capital Improvements, City of San Antonio

Ms. Di Galvan
Director, Communications and Public Affairs
City of San Antonio

Mr. Rene Dominguez
Director, Economic Development
City of San Antonio

Ms. Shanon Shea Miller
Director, Historic Preservation Office
City of San Antonio

Mr. Douglas Melnick
Director, Office of Sustainability
City of San Antonio

Mr. John Dugan
Director, Planning and Community Development
City of San Antonio

Mr. Charles Hood
Fire Chief
City of San Antonio

Ms. Lilly Banda
Senior Engineer
City of San Antonio

Mr. David Richmond
Chairman, Planning & Zoning Commission
City of Schertz

Mr. Michael Hansen
Chief of Police
City of Schertz

Mr. John Kessel
City Manager & Interim Executive Director, Economic Development, City of Schertz

Mr. John E. Bierschwale
Deputy City Manager
City of Schertz

Mr. Sam Willoughby
Director of Public Works
City of Schertz

Mr. Brian James
Executive Director
City of Schertz

Mr. David Covington
Fire Chief
City of Schertz

Mr. Ken Greenwald
Planning & Zoning Commissioner
City of Schertz

Mr. Chuck McCollough
Publications Editor
City of Schertz

Ms. Linda Ervin
Schertz Magazine Business Manager
City of Schertz

Ms. Lesa Wood
Senior Planner
City of Schertz

Mr. Larry Busch
City of Schertz

Mr. Johnny Casias
Assistant City Administrator
City of Selma

Mr. Syd Hall
Chief of Police
City of Selma

Mr. Kenneth Roberts
City Administrator
City of Selma

Mr. Larry Verner
City Engineer
City of Selma

Mr. Ric Braun
Fire Chief
City of Selma

Mr. Albert Compton
Public Works Superintendent
City of Selma

Mr. Greg Whitlock
Chief of Police
City of Terrell Hills

Mr. Columbus Stutes
City Manager
City of Terrell Hills

Mr. William "Billy" Knupp
Fire Chief
City of Terrell Hills

Mr. Gary Speer
Chief of Police
City of Universal City

Mr. Kenneth Taylor
City Manager
City of Universal City

Ms. Kim Turner
Development Services Director
City of Universal City

Mr. Randy Luensmann
Director of Public Works
City of Universal City

Mr. Ross Wallace
Fire Chief
City of Universal City

Mr. Al Ballew
Chief of Police
City of Windcrest

Mr. Rafael Castillo
City Manager
City of Windcrest

Ms. Katye Brought
Director of PR/Marking/Events
City of Windcrest

Mr. Thomas Garcia
Director of Public Works
City of Windcrest

Mr. Robert Colunga
Economic Development Director
City of Windcrest

Mr. Lanny Lambert
City Manager
City of Converse

Ms. Suzanne Scott
General Manager
San Antonio River Authority

Ms. Shanon Shea Miller
Director, City of San Antonio Office of Historic Preservation

Ms. Elizabeth Porterfield
Senior Management Analyst, City of San Antonio Office of Historic Preservation

Mr. Robert Puente
President/CEO
San Antonio Water System

Ms. Linda Sue Guajardo
Bexar County

Ms. Marcie Treviño-Ripper
Chief of Staff, Bexar County Judge
Bexar County

Ms. Renee Green
Director of Public Works

Mr. Jaime Palacios
EIT
Bexar County

Mr. David Marquez
Executive Director, Economic Development
Bexar County

Ms. Kay Hindes
City Archaeologist, Development and Business Center, Bexar County

Mr. Robert Boyd, P.E.
Assistant Engineer
Comal County

Mr. Tom Hornseth, P.E.
County Engineer
Comal County

Ms. Amy McWhorter
Comal County Certified Local Government

Mr. Mark Green
County Road Administrator
Guadalupe County

Ms. Peggy Crist
Director, Planning and Program Development
Federal Transit Administration

Mr. Carroll Schubert
Infrastructure and Transportation Committee
Chair, Military Transformation Task Force

Mr. Salvador Salinas
State Conservationist, U.S. Department of Agriculture

Mr. Stephen Brooks
Chief, Regulatory Branch
US Army Corps of Engineers

Mr. Tim Horn
Operations Project Manager
US Army Corps of Engineers

Ms. Elisha Bradshaw
Regulatory Specialist
US Army Corps of Engineers

Mr. Willie R Taylor
Director, Office of Environmental Policy and Compliance, US Department of the Interior

Mr. David Gray
Director of External Affairs, Region 6
US Environmental Protection Agency

Mr. Ron Curry
Regional Administrator, Region 6
US Environmental Protection Agency

Mr. Adam Zerrenner
Field Supervisor
US Fish and Wildlife Service

Mr. Darren LeBlanc
Senior Biologist/Austin ES Field Office
US Fish and Wildlife Service

Mr. Gary Young
US Fish and Wildlife Service

Ms. Kathleen Hale
Guadalupe County Historical Commission

Ms. Maureen Goodrich
Joint Base San Antonio

Mr. Randy Holman
Joint Base San Antonio

Mr. Michael Sanders
Senior Civil Engineer, Lockland Airforce Base
502 Civil Engineer Squadron/CEOERA

Mr. Dean Danos
Executive Director
Alamo Area Council of Governments

Mr. Jeri Rainey-Hinojosa
Interim Co-Executive Director
Alamo Area Council of Governments

Mr. Tim Treviño
Interim Co-Executive Director and Sr. Director of Strategic Planning & Agency Communications
Alamo Area Council of Governments

Mr. Grant Gaul
Transportation Project Coordinator
Alamo Area Council of Governments

Mr. Isidro Martinez
Director
Alamo Area MPO

Mr. Ross Milloy
President
Austin-San Antonio Corridor Council

The Honorable Al Suarez
Chair, Mayor of Converse
Bexar County Council of Cities

Mr. David Davenport
General Manager
Canyon Regional Water Authority

Mr. Roland Ruiz
General Manager
Edwards Aquifer Authority

Mr. Robert Puente J.D.
President/CEO
San Antonio Water System

Mr. Clay Smith
Director, ATD & VIA Capital Program
VIA Metropolitan Transit

Mr. Jeffrey Arndt
President/CEO
VIA Metropolitan Transit

Ms. Christina Castaño
Project Manager
VIA Metropolitan Transit

Ms. Priscilla Ingle
VP of Public Affairs
VIA Metropolitan Transit

Mr. John Montford
Board Member, ARMA
c/o Bexar County Public Works Department

Mr. Lou Miller
Board Member, ARMA
c/o Bexar County Public Works Department

Mr. John Clamp
Chairman of the Board, ARMA
c/o Bexar County Public Works Department

Mr. David L. Smith
Executive Director, ARMA
c/o Bexar County Public Works Department

Mr. Joe Black
Rail Manager
Lone Star Rail

Ms. Alison Schulze
Senior Planner
Lone Star Rail

Mr. Frank Miller
Aviation Director
San Antonio Airport System

Ms. Jeanne Geiger
Deputy Director
San Antonio/Bexar County MPO

Mr. Nick Page
San Antonio/Bexar County MPO

Ms. Michelle Perales
Community Planner
VIA Metropolitan Transit

Mr. Bruce M. Leslie
Chancellor, PH.D
Alamo Colleges

Ms. Evelyn Gamez
Project Manager/Architect
Alamo Colleges

Mr. Andrew Kim
Superintendent
Comal Independent School District

Ms. June Adair
School Board Member
Judson Independent School Disrict

Mr. Arnoldo Salinas
School Board President
Judson Independent School Disrict

Mr. Willis Mackey
Superintendent
Judson Independent School Disrict

Mr. Susan Galindo
Board President
Northeast Independent School District

Mr. Jim Wheat
Board Trustee (District 4)
Northeast Independent School District

Ms. Marie King
Executive Associate, Office of the
Superintendant, Northeast I.S.D.

Mr. Nolan Anderson
Executive Director, Transportation Department
Northeast Independent School District

Dr. Brian Gottardy Ed.D.
Superintendent
Northeast Independent School District

Dr. Craig T. Follins
President
Northeast Lakeview College (Alamo Colleges)

Mr. Terrance Dunkley
Project Coordinator, College Services
Department, Northeast Lakeview College

Mr. Phil Strottner
Adjunct Faculty
San Antonio College (Alamo Colleges)

Mr. Robert Vela
President
San Antonio College (Alamo Colleges)

Mr. David Mrizek
Vice President of College Services - VPCS
San Antonio College (Alamo Colleges)

Mr. Ed Finley
Board President
Schertz-Cibolo-Universal City I.S.D.

Mr. Francisco Perez
Director of Transportation
Schertz-Cibolo-Universal City I.S.D.

Dr. Greg Gibson
Superintendent
Schertz-Cibolo-Universal City I.S.D.

Dr. Adena Williams Loston
President
St. Philip's College (Alamo Colleges)

Ms. Lacy K. Hampton
Vice President of College Services - VPCS
St. Philip's College (Alamo Colleges)

Mr. Joel Anderson
Regional Director
Texas Commission on Environmental Quality

Mr. Richard Garcia
Texas Commission on Environmental Quality

Lt. Andrew Ozuna
Texas Parks and Wildlife Department

Mr. Travis Benke
Director-Terminal Operations
Union Pacific Railroad

APPENDIX A

PUBLIC HEARING NOTIFICATIONS:

Example Letter to Elected Official and

Elected Official Mailing List

Texas Department of Transportation
125 EAST 11TH STREET | AUSTIN, TEXAS 78701-2483 | (512) 463-8700 | WWW.TXDOT.GOV

January 30, 2015

The Honorable Lisa M. Jackson
Mayor
City of Cibolo
[redacted]

RE: I-35 Northeast Expansion Project from I-410 South in San Antonio to FM 1103 in Schertz

Dear Mayor Jackson:

On behalf of the Texas Department of Transportation (TxDOT), I would like to invite you to attend a public hearing on the Draft Environmental Assessment (EA) for the I-35 Northeast San Antonio Expansion Project. The project is proposed to improve mobility in the I-35 corridor in a manner that will manage vehicle congestion, promote efficient use of existing transportation facilities, minimize impacts to the natural and built environment, and complement other modes of transportation and economic development initiatives in the region.

THURSDAY, FEBRUARY 26, 2015

Open House Session: Come and go any time from 5-6 p.m.
Formal Presentation: 6:00 p.m.
Public Hearing Comment Period: Following Presentation

Morgan's Wonderland
Event Center / Conference Room
5223 David Edwards Drive
San Antonio, Texas 78233

The open house session will provide an opportunity for attendees to view displays and handouts, speak to project staff, and provide verbal or written comments. It will be followed immediately by a formal presentation and public hearing comment period.

A virtual public hearing will also be available for those wishing to view the same presentation, displays and handouts provided at the public hearing and submit comments online. The online version will be available from Thursday, February 26 – Monday, March 9, 2015 at www.txdot.gov (key word search "I-35 Northeast San Antonio"). Hard copies of the maps, drawings, environmental reports, and documents

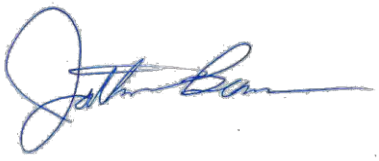
concerning the project will also be available for viewing at the TxDOT – San Antonio District Office; 4615 NW Loop 410; San Antonio, TX 78229 from 8 a.m.–5 p.m. Monday-Friday.

The proposed project includes construction of four elevated managed lanes along I-35 from I-410 South in San Antonio to FM 1103 in Schertz, a distance of approximately 15.4 miles, with interim access between Loop 1604 and FM 1103. It also includes direct connectors at the I-35/I-410 South, I-35/I-410 West, and I-35/Loop 1604 interchanges, as well as operational improvements throughout the corridor. It would require approximately 26 acres of additional right-of-way, affecting approximately 68 parcels. The environmental review, consultation, and other actions required by applicable Federal environmental laws for this project are being, or have been, carried-out by TxDOT pursuant to 23 U.S.C. 327 and a Memorandum of Understanding dated December 16, 2014, and executed by FHWA and TxDOT.

Additional information about the public hearing is available on the enclosed flyer, which you are welcome to reproduce and/or distribute to anyone whom you think may be interested. If you have any questions or wish to schedule a one-on-one meeting, please contact Laura Lopez, TxDOT Public Information Officer, at Laura.Lopez@txdot.gov or 210-615-5839.

We hope that you will join our efforts to improve mobility along I-35.

Sincerely,



Jonathan Bean
Director of Transportation Planning & Development
Texas Department of Transportation
San Antonio District

TEXAS DEPARTMENT OF TRANSPORTATION

I-35 Northeast San Antonio Expansion Project Public Hearing

TxDOT will host a public hearing on the Draft Environmental Assessment (EA) for the I-35 Northeast San Antonio Expansion Project, which recommends construction of four elevated managed lanes along I-35 from I-410 South in San Antonio to FM 1103 in Schertz. A managed lane is a travel lane that operates separately from the mainlanes. Travel on these lanes is managed through a combination of pricing, vehicle eligibility, and access control strategies to achieve faster, more reliable speeds.

All members of the public are invited to attend the public hearing.

Public Hearing - Thursday, February 26, 2015

Morgan's Wonderland
Event Center / Conference Room
5223 David Edwards Drive
San Antonio, Texas 78233

Agenda:
Open House Session: Come and go any time from 5-6 p.m.
Formal Presentation: 6:00 p.m.
Public Hearing Comment Period: Following Presentation

Online Public Hearing - Thursday, February 26 – Monday, March 9, 2015

www.txdot.gov (key word search "I-35 Northeast San Antonio")

The same presentation, displays and handouts provided at the public hearing will be available online.

Hard copies of the maps, drawings, environmental reports, and documents concerning the project will also be available for viewing at the TxDOT - San Antonio District Office, located at 4615 NW Loop 410; San Antonio, TX 78229 from 8 a.m. -5 p.m. Monday-Friday.

All public input received will be incorporated into the Final EA for the project. To be included in the project record, written comments must be submitted by Monday, March 9, 2015 to:

- **Email:** info@i35northeast.com
- **Mail:** I-35 Northeast San Antonio Expansion Project; 130 East Travis Street, Ste. 200; San Antonio, Texas 78205
- **Online Open House:** www.txdot.gov (key word search "I-35 Northeast San Antonio")

*Need special assistance? Please contact us at **210-615-5839** on or before February 24, 2015, and we will make every reasonable effort to accommodate your needs.*

The environmental review, consultation, and other actions required by applicable Federal environmental laws for this project are being, or have been, carried-out by TxDOT pursuant to 23 U.S.C. 327 and a Memorandum of Understanding dated December 16, 2014, and executed by FHWA and TxDOT.

The Honorable Jennifer Schultes
Council Member, District 1
City of Cibolo

The Honorable Verlin "Doug" Garrett
Council Member, District 2
City of Cibolo

The Honorable Gabriel Castro
Council Member, District 3
City of Cibolo

The Honorable James "Jim" Doty, Jr.
Council Member, District 4
City of Cibolo

The Honorable Jim Russell
Council Member, District 5
City of Cibolo

The Honorable Jay Hogue
Council Member, District 6
City of Cibolo

The Honorable Allen Dunn
Council Member, District 7
City of Cibolo

The Honorable Lisa M. Jackson
Mayor
City of Cibolo

The Honorable Kathy Richel
Council Member, Place 1
City of Converse

The Honorable Renee A. Paschall
Council Member, Place 2
City of Converse

The Honorable Deborah James
Council Member, Place 3
City of Converse

The Honorable Jon Lindgren
Council Member, Place 4
City of Converse

The Honorable Rick Davis
Council Member, Place 5
City of Converse

The Honorable Steve Brown
Council Member, Place 6
City of Converse

The Honorable Al Suarez
Mayor
City of Converse

The Honorable John R. McCaw
Alderperson
City of Garden Ridge

The Honorable Bobby Roberts
Alderperson
City of Garden Ridge

The Honorable Nadine Knaus
Alderperson, Mayor Pro Tem, Place 2
City of Garden Ridge

The Honorable Bryan Lantzy
Alderperson, Place 3
City of Garden Ridge

The Honorable Todd Arvidson
Alderperson, Place 4
City of Garden Ridge

The Honorable Andrew Dalton
Mayor
City of Garden Ridge

The Honorable Donald Aldridge
Council Member
City of Kirby

The Honorable Stephanie (Jordan) Faulkner
Council Member
City of Kirby

The Honorable Jerry Lehman
Council Member
City of Kirby

The Honorable Ernest Spradling
Council Member
City of Kirby

The Honorable Debra Wilson
Council Member
City of Kirby

The Honorable Timothy J. Wilson
Mayor
City of Kirby

The Honorable Lisa B. Pierce
Mayor Pro Tem
City of Kirby

The Honorable Ricardo Ruiz
Council Member, Place 1
City of Leon Valley

The Honorable Carmen Sanchez
Council Member, Place 2
City of Leon Valley

The Honorable Abraham Diaz
Council Member, Place 3
City of Leon Valley

The Honorable Benny Martinez
Council Member, Place 4
City of Leon Valley

The Honorable Paul K. Biever
Council Member, Place 5, Mayor Pro Tem
City of Leon Valley

The Honorable Chris Riley
Mayor
City of Leon Valley

The Honorable Mendell D. Morgan, Jr.
Council Member, Place 1
City of Live Oak

The Honorable Robert "Bob" Tullgren
Council Member, Place 2
City of Live Oak

The Honorable Eric Sanchez
Council Member, Place 3
City of Live Oak

The Honorable Ed Cimics
Council Member, Place 4
City of Live Oak

The Honorable Aaron Dahl
Council Member, Place 5, Mayor Pro Tem
City of Live Oak

The Honorable Mary M. Dennis
Mayor
City of Live Oak

The Honorable George Green
Council Member, District 1
City of New Braunfels

The Honorable Aja Edwards Patino
Council Member, District 2
City of New Braunfels

The Honorable Ron Reaves
Council Member, District 3, Mayor Pro Tem
City of New Braunfels

The Honorable Sandy Nolte
Council Member, District 4
City of New Braunfels

The Honorable Wayne Peters
Council Member, District 5
City of New Braunfels

The Honorable Leah A. Garcia
Council Member, District 6
City of New Braunfels

The Honorable Barron Casteel
Mayor
City of New Braunfels

The Honorable Casey Fry
Council Member
City of Olmos Park

The Honorable Ronald Hornberger
Council Member
City of Olmos Park

The Honorable Kenyon McDonald
Council Member
City of Olmos Park

The Honorable Enzo Pellegrino
Council Member
City of Olmos Park

The Honorable Sharon Plant
Council Member
City of Olmos Park

The Honorable Kenneth Farrimond
Mayor
City of Olmos Park

The Honorable Robert C. Treviño
Council Member, District 1
City of San Antonio

The Honorable Alan E. Warrick, II
Council Member, District 2
City of San Antonio

The Honorable Rebecca J. Viagran
Council Member, District 3
City of San Antonio

The Honorable Rey Saldaña
Council Member, District 4
City of San Antonio

The Honorable Shirley Gonzales
Council Member, District 5
City of San Antonio

The Honorable Ray Lopez
Council Member, District 6
City of San Antonio

The Honorable Cris Medina
Council Member, District 7
City of San Antonio

The Honorable Ron Nirenberg
Council Member, District 8
City of San Antonio

The Honorable Mike Gallagher
Council Member, Dsitrict 10
City of San Antonio

The Honorable Joe Krier
Council Member, Dsitrict 9
City of San Antonio

The Honorable Ivy R. Taylor
Mayor
City of San Antonio

The Honorable Jim Fowler
Council Member, Place 1
City of Schertz

The Honorable Grumpy Azzoz
Council Member, Place 2
City of Schertz

The Honorable Daryl John
Council Member, Place 3, Mayor Pro Tem
City of Schertz

The Honorable Cedric Edwards
Council Member, Place 4
City of Schertz

The Honorable Robin Thompson
Council Member, Place 5
City of Schertz

The Honorable Michael Carpenter
Mayor
City of Schertz

The Honorable Harry Greene
Council Member, Place 2
City of Selma

The Honorable Ken Harris
Council Member, Place 3
City of Selma

The Honorable Kevin Hadas
Council Member, Place 4
City of Selma

The Honorable Phillip "Phill" Swinney
Council Member, Place 5, Mayor Pro Tem
City of Selma

The Honorable Jose Silva
Council Member, Place 6
City of Selma

The Honorable Tom Daly
Mayor
City of Selma

The Honorable Marilyn Eldridge
Council Member
City of Terrell Hills

The Honorable John Low
Council Member
City of Terrell Hills

The Honorable Charles Parish
Council Member
City of Terrell Hills

The Honorable Anne Ballantyne
Mayor
City of Terrell Hills

The Honorable William Ochse
Mayor Pro Tem
City of Terrell Hills

The Honorable Tom England
Council Member
City of Universal City

The Honorable Tom Maxwell
Council Member
City of Universal City

The Honorable Will Reece
Council Member
City of Universal City

The Honorable Adam Ernest Salyer
Council Member
City of Universal City

The Honorable Beverly Volle
Council Member
City of Universal City

The Honorable John Williams
Mayor
City of Universal City

The Honorable Richard "Dick" Neville
Mayor Pro Tem
City of Universal City

The Honorable Gerd "Jake" E. Jacobi
Council Member, Place 1
City of Windcrest

The Honorable Jim Shelton
Council Member, Place 2
City of Windcrest

The Honorable Pamela Dodson
Council Member, Place 3, Mayor Pro Tem
City of Windcrest

The Honorable James McFall
Council Member, Place 4
City of Windcrest

The Honorable John Gretz
Council Member, Place 5
City of Windcrest

The Honorable Alan Baxter
Mayor
City of Windcrest

The Honorable Steve Phillips
Council Member, Place 1
Town of Holllywood Park

The Honorable David Neugebauer
Council Member, Place 3
Town of Holllywood Park

The Honorable Chris Murphy
Council Member, Place 4
Town of Holllywood Park

The Honorable Holly McBrayer
Council Member, Place 5
Town of Holllywood Park

The Honorable Chris Fails
Mayor
Town of Holllywood Park

The Honorable Sudie Sartor
Council Member, Place 2
Town of Hollywood Park

The Honorable Sergio "Chico" Rodriguez
County Commissioner, Precinct 1
Bexar County

The Honorable Paul Elizondo
County Commissioner, Precinct 2
Bexar County

The Honorable Kevin Wolff
County Commissioner, Precinct 3
Bexar County

The Honorable Tommy Calvert, Jr.
County Commissioner, Precinct 4
Bexar County

The Honorable Nelson W. Wolff
County Judge, Bexar County
Paul Elizonda Tower

The Honorable Susan L. Pamerleau
Sheriff
Bexar County

The Honorable Donna Eccleston
County Commissioner, Precinct 1
Comal County

The Honorable Scott Haag
County Commissioner, Precinct 2
Comal County

The Honorable Kevin Webb
County Commissioner, Precinct 3
Comal County

The Honorable Jen Crownover
County Commissioner, Precinct 4
Comal County

The Honorable Sherman Krause
County Judge
Comal County

The Honorable James "Bob" Holder
Sheriff
Comal County

The Honorable Greg Seidenberger
County Commissioner, Precinct 1
Guadalupe County

The Honorable Jack Shanafelt
County Commissioner, Precinct 2
Guadalupe County

The Honorable Jim Wolverton
County Commissioner, Precinct 3
Guadalupe County

The Honorable Judy Cope
County Commissioner, Precinct 4
Guadalupe County

The Honorable Kyle Kutscher
County Judge
Guadalupe County

The Honorable Arnold S. Zwicke
Sheriff
Guadalupe County

The Honorable Ruben Hinojosa
Representative, District 15
U.S. House of Representatives

The Honorable Joaquin Castro
Representative, District 20
U.S. House of Representatives

The Honorable Joaquin Castro
Representative, District 20
U.S. House of Representatives

The Honorable Lamar Smith
Representative, District 21
U.S. House of Representatives

The Honorable Lamar Smith
Representative, District 21
U.S. House of Representatives

The Honorable Will Hurd
Representative, District 23
U.S. House of Representatives

The Honorable Will Hurd
Representative, District 23
U.S. House of Representatives

The Honorable Henry Cuellar
Representative, District 28
U.S. House of Representatives

The Honorable Henry Cuellar
Representative, District 28
U.S. House of Representatives

The Honorable Lloyd Doggett
Representative, District 35
U.S. House of Representatives

The Honorable Lloyd Doggett
Representative, District 35
U.S. House of Representatives

The Honorable John Cornyn
Senator
U.S. Senate

The Honorable John Cornyn
Senator
U.S. Senate

The Honorable Ted Cruz
Senator
U.S. Senate

The Honorable Ted Cruz
Senator
U.S. Senate

The Honorable Trey Martinez Fischer
Representative, District 116
Texas House of Representatives

The Honorable Rick Galindo
Representative, District 117
Texas House of Representatives

The Honorable Joe Farias
Representative, District 118
Texas House of Representatives

The Honorable Roland Gutierrez
Representative, District 119
Texas House of Representatives

The Honorable Ruth Jones McClendon
Representative, District 120
Texas House of Representatives

The Honorable Joe Straus
Representative, District 121
Texas House of Representatives

The Honorable Lyle Larson
Representative, District 122
Texas House of Representatives

The Honorable Mike Villarreal
Representative, District 123
Texas House of Representatives

The Honorable José Menéndez
Representative, District 124
Texas House of Representatives

The Honorable Justin Rodriguez
Representative, District 125
Texas House of Representatives

The Honorable John Kuempel
Representative, District 44
Texas House of Representatives

The Honorable Doug Miller
Representative, District 73
Texas House of Representatives

The Honorable Carlos I. Uresti
Senator, District 19
Texas State Senate

Ms. Judith Zaffirini
Senator, District 21
Texas State Senate

The Honorable Donna Campbell
Senator, District 25
Texas State Senate

The Honorable Leticia R. Van de Putte
Senator, District 26
Texas State Senate

APPENDIX A

PUBLIC HEARING NOTIFICATIONS:

Example Letter to Adjacent Property Owner and

Adjacent Property Owner Mailing List

Texas Department of Transportation
125 EAST 11TH STREET | AUSTIN, TEXAS 78701-2483 | (512) 463-8700 | WWW.TXDOT.GOV

January 30, 2015

Dear Property Owner:

You are receiving this letter because you own property(ies) adjacent to I-35 in the study area for the I-35 Northeast San Antonio Expansion Project, according to local appraisal district records.

On behalf of the Texas Department of Transportation (TxDOT), I would like to invite you to attend a public hearing on **Thursday, February 26, 2015** regarding the Draft Environmental Assessment (EA) for this project, which proposes transportation improvements to I-35 from the I-35/I-410 South interchange in San Antonio to FM 1103 in Schertz, Texas, a distance of approximately 15.4 miles. The purpose of the public hearing is to present the proposed improvements in this area, and to receive public comment. The environmental review, consultation, and other actions required by applicable Federal environmental laws for this project are being, or have been, carried-out by TxDOT pursuant to 23 U.S.C. 327 and a Memorandum of Understanding dated December 16, 2014, and executed by the Federal Highway Administration (FHWA) and TxDOT.

The proposed Build Alternative would add four elevated managed lanes (two lanes in each direction) to the existing 6 to 10-lane facility between I-410 South and FM 1103. A managed lane is a travel lane that operates separately from the mainlanes. Travel on these lanes is managed through a combination of pricing, vehicle eligibility, and access control strategies to achieve faster, more reliable speeds. Direct connectors at the I-35/I-410 South, I-35/I-410 West, and I-35/Loop 1604 interchanges and operational improvements are also proposed, as well as interim access to the proposed managed lanes facility between Loop 1604 and FM 1103.

The purpose of the proposed project is to implement transportation alternatives that improve mobility in the I-35 corridor in a manner that will manage vehicle congestion, promote efficient use of existing transportation facilities, minimize impacts to the natural and built environment, and complement other modes of transportation and economic development initiatives in the region.

The configuration of the proposed managed lanes in relation to the existing mainlanes would vary south and north of FM 3009. For the section south of FM 3009, the proposed elevated managed lanes would generally be constructed between the existing mainlanes and frontage roads; however, north of FM 3009, the managed lanes would cross over the I-35 general purpose mainlanes and drop down into the middle of the northbound and southbound general purpose mainlanes. This is where the managed lanes would go from elevated to at-grade, continuing down the middle of I-35 until they tie into the I-35 mainlanes and end just north of FM 1103.

The proposed improvements would require reconstruction of the bridges and intersections at FM 2252, Old Wiederstein Road, and FM 1103. North of FM 3009, the existing mainlanes would also need to be moved farther out to make room for the at-grade section of the managed lanes in the middle. This widening would require relocating the existing I-35 entrance and exit ramps in this area, but would also allow for reconfiguration of the interchange ramps to an X-pattern, which is consistent with the ramp reversal pattern already being implemented through separate projects south of FM 2252.

The proposed project would require approximately 26 acres of additional right-of-way (ROW). Approximately 68 parcels would be associated with proposed ROW acquisitions for the proposed project.

The I-35 Northeast San Antonio Expansion Project public hearing will be held as follows:

THURSDAY, FEBRUARY 26, 2015	**Agenda:**
Morgan's Wonderland	Open House Session - Come and go any time from 5-6 p.m.
Event Center/Conference Room	Formal Presentation - 6:00 p.m.
5223 David Edwards Drive	Public Hearing Comment Period - Following Presentation
San Antonio, Texas 78233	

The first part of the event will be an open house session for the public to view displays and handouts, speak to project staff, and provide verbal or written comments. The formal presentation will begin promptly at 6:00 p.m. Public comments about the project will be received immediately following the presentation.

A virtual public hearing will also be available for those wishing to view the same presentation, displays and handouts provided at the public hearing and provide comments online. The online version will be available from Thursday, February 26 – Monday, March 9, 2015 at www.txdot.gov (key word search "I-35 Northeast San Antonio"). Hard copies of the maps, drawings, environmental reports, and documents concerning the project will also be available for viewing at the TxDOT – San Antonio District Office; 4615 NW Loop 410; San Antonio, TX 78229 from 8 a.m.–5 p.m. Monday-Friday.

All interested persons are invited to attend the public hearing and to provide comments. Written and verbal comments from the public regarding the proposed project are requested at the in-person public hearing. Written comments may also be submitted through the online public hearing, emailed to info@i35northeast.com, or mailed to the following address:

I-35 Northeast San Antonio Expansion Project
130 East Travis Street, Ste. 200
San Antonio, Texas 78205

Online and/or mailed comments must be postmarked on or before March 9, 2015 to be included in the official public hearing record.

Persons requiring special communication or accommodation needs should contact Melissa Bernal at 210-615-5811 at least two (2) working days prior to the hearings. Because it will be conducted in English, any request for language interpreters or other special communication needs should also be made at least two (2) working days prior to the public hearing. TxDOT will make all reasonable efforts to accommodate these needs.

Please visit the web page at www.txdot.gov (key word search "I-35 Northeast San Antonio") or contact Laura Lopez at 210-615-5839 for additional information about the public hearing, project documentation, or for any other project-related questions.

We hope you will participate in this important effort to improve mobility in the I-35 corridor.

Sincerely,

Jonathan Bean
Director of Transportation Planning & Development
Texas Department of Transportation
San Antonio District

#40 REAL ESTATE PARTNERSHIP LLC
10318 LLC
11027 SKP LLC

[redacted]

11300 IH 35 LLC
12222 I-H 35 NORTH LLC
1604 RETAIL PARTNERS LLC

[redacted]

1604/35 LTD
2525 NE LOOP LTD
35 HOLDINGS INC

[redacted]

35 O''CONNOR ROAD LTD
4000 BUSINESS PARK
4M PROPERTIES INC

[redacted]

5400 LTD
8426 BERRYCREEK DRIVE TRUST
ACCESS DISTRIBUTING COMPANY

[redacted]

ADAMS RANDAL H & SUSAN L
AGORA PARKWAY PARNTERS LLC
ALAMO BP LLC

[redacted]

ALAMO CITY CHRISTIAN FELLOWSHIP CHURCH
ALAMO CITY RE LLC
ALEJOS STELLA L

[redacted]

AMKELI LLC
ANAYA PROPERTIES LLC
ANO LLC

[redacted]

APC SATEXAS 28 LLC
ARGOUDELIS JAMES F & ALEXANDRIA HARRIS
ARSHCO INC

[redacted]

AT HOLDING-NOVEMBER LLC
AT&T COMM OF SOUTHWEST INC
ATLAS SAN ANTONIO 2 LP

[redacted]

AUSTIN A HERRMAN TRUST OF 2010 AVILA MIKE AVM-HOU LTD

AYALA GLADYS H B & J HOTEL LP BANCO POPULAR NORTH AMERICAN

BART INDUSTRIES INC BBD 135 LLC BECK EDMUND S

BEISSNER RACHEL BEXAR COUNTY BEXAR COUNTY

BHOOMI LTD BIG DIAMOND INC BLAZO REAL ESTATE PARTNERS LTD

BOEKE GLORIA TRUST BOTTLING GROUP LLC BRA INVESTMENTS LTD

BRE/DP LAND SA LLC BRE/LQ TX PROPERTIES L P BRIDLEWOOD PARK HOA INC

BRIGANTINO JOHN & BRIGANTINO J&V FMLY LTD PRTNRSHP BRITTEX HOLDINGS LLC BROAD OAK INVESTMENTS

BRUHL MICHALE K BRUNDAGE MINI STORAGES LTD BUTT H E GROCERY CO

BUTTERKRUST BAKERY INC BYRNE GRAHAM LTD CARDENAS LAURA D

CARL FORSYTH & ASSOCIATES

CARMAX AUTO SUPERSTORE

CASTILLO MAURO & IRMA G

CAVENDER HOLDINGS LTD

CBM BROADWAY LTD A TEXAS LTD PRTNRSHP

CBOCS TEXAS LTD PRTNRSHP

CENTRAL-NORTHAVEN LTD PRTNRSHP

CHARTREUSE HOTEL LLC

CHISENHALL GORDON F JR

CHRISMARI INC

CITY OF SAN ANTONIO

CITY OF SAN ANTONIO

CITY OF SELMA

CITY OF UNIVERSAL CITY

CITY OF WINDCREST ECONOMIC DEVELOPMENT CORPORATION

CJM 11146 PROPERTY LP

CLARIT REALTY LTD

CLEAR CHANNEL OUTDOOR INC

CNL INCOME FUND IX LTD

COHEN YAHIEL LLC

COLE WG SAN ANTONIO TX LLC

COLE WY PORTFOLIO TX LLC

COLEMAN DAVID LOUIS

COLUMBIA REALTY LIMITED

CONTINENTAL CAFE'' & EVENT CENTER INC

COSTCO WHOLESALE CORPORATION

COTTER JAMES F

COWBOYS FAR WEST LTD

CROSSWINDS LAND PARTNERSHIP

CRESAP ANGEL R

CRUZ JULIO

D TRAN INC

DC GUEST - SAN ANTONIO LLC

DC REAL ESTATE HOLDINGS

DEL ZAB PROPERTIES LTD

DELEAL CARMEN M

DGAR ENTERPRISES LLC

DOGGETT ES PROPERTIES LP

DOWNING DEVELOPMENT GROUP

DRURY SOUTHWEST INC

DP REAL ESTATE LP

DSW INNS LLC

DT-WF SPE I LLC

EBRAHIMI MOHAMAD ALI & JILL

EDISON ROBERT J

EICO INVESTMENTS LLC

EMBREE PROPERTIES LLC

EMIGAR INTERNATIONAL INC

ENCLAVE COMMUNITIES LP

ENGLEFIELD PETER E &

ESTRADA JOSEPHINE ETAL

FAILI ENTERPRISES &

FAIN MAX P & BEATRICE

EVENTS BY TOUCH OF ELEGANCE LLC

FIRSTMARK CREDIT UNION

FIELD JACKIE H JR TRUDY

FISHER E PAUL &

FLOWERS VIRGINIA HOLMAN

FOCUS UNLIMITED LTD

FORUM LONE STAR L P

FRIESE INVESTMENTS LTD

FRIESENHAHN ELGIN B L/T ETAL

G6 HOSPITALITY PROPERTY LLC

FURNITURE ROW USA LLC

GALLAGHER''S RESTAURANTS INC

GALT JOHN INC

GATES 35 LTD

GD BAR FAMILY LIMITED PRTNRSHP

GIBBONS WILLIAM F

GIGANTE FLEA MART LP

GLENDORA CHURCH OF CHRIST

GLENDORA OAKS LLC

GMRI TEXAS LP

GOCHMAN DAVID

GOSLA FAMILY TRUST

GRAHAM MORTGAGE CORPORATION

GREENWAY SAN ANTONIO OPERATING LLC

GRANITE INVSTMNT GRP & TIC S A PROTFOLIO IV LP ETAL

GVD COMMERCIAL PROPERTIES INC

H M PALM & HARDEN JACK E

HAIDAR ESTATES LLC

HALJOHN-SAN ANTONIO INC

HAMILTON ROBERT L

HARDWICK ROY D

HAVERTY FURNITURE CO INC

HCP REIT OPERATIN COMPANY IV LLC

HCS 410 HOLDING LLC

HENRY JAMES D

HERMAN GILBERT III

HG SAN ANTONIO PARTNERS LP/HAMPTON GREEN APARTMENTS

HIGL CORP

HOT ROD PROPERTIES LTD

HUDDLESTON H GLENN

HZ PROPS RE LTD

I-35 PARTNERS INC

INESTA ANA DAISY

INET SECURITY & SURVEILLANCE INC

INTEGRATED GERIATRIC SER INC

INTERCHANGE PARK I P

IRON HORSE APARTMENTS I LTD

JAY SHYAM CORPORATION

JBM PERRIN BEITEL LAND LLC

JENNINGS JOHN P & JOLIE

JOHN MORGAN CORPORATION

KAHLER LYLE L

KAM LEVERAGED GROWTH & INCOME FUND LTD

KARAS BROS LLC

KAZ LTD

KAZUM PARTNERS LTD

KEENA HOSPITALITY LLC

KENT REAL ESTATE L P

KING FAMILY TRUST

KINGDOM LIFE CHRISTIAN MINISTRIES INC

KNITTEL ERIC

KOEHLER JAMES P

KOST BERNARD ETAL

KOTEL INVESTMENTS INC

KPAR HOLDINGS LLC

KUEST CORP

LAMBETH BUILDING CO

LAMBODHAR INC

LANDMARK IND LTD

LANGLEY F B FAMILY TRUST

LAREDO TOEPP LTD

LAWRENCE HAROLD & LEONA MAE

LEGACY DEALERSHIP REALTY LTD

LEHMITZ FAMILY TRUST

LIPAN TRANSFER & STORAGE LLCPO BOX 3156

LIVE OAK JOINT VENTURE

LIUBOVITCH BORIS

LIVINGWAY CHRISTIAN CHURCH

LOTC HOLDINGS LTD

LOWES HOME CENTERS INC

LR MODY INVESTMENTS LLC

LSREF2 COBALT LLC

M BUTTE LTD

M&M PREFERRED REALTY LP

MADDEN ALVIN D &

MAKAN PARESH L

MANCI ENTERPRISES LLC

MARYMONT RLA LLC &

MATULA LARRY A

MAY DEV LP

MAYER FRANCES

MC & MC LLC

MCBROOM SAMUEL R & LUCILLE

MCCONNELL MATTHEW S & THOMAS

MCDONALDS CORP

MCGRATH RENTCORP

MCWARDLAW NE LC

MEDIA OUTDOOR DISPLAYS INC METHODIST HEALTHCARE SYSTEM MIDLAND 256 RAMPART LP ETAL

MID-LOOP INC MINOR ANTHON LTD MISSOURI PACIFIC RR

MJF LAND DEVELOPMENT LLC MONTE MAC NO 2 MOOS ARNOLD V RESIDUARY TRUST

MORTON SOUTWEST CO ETAL MOTIVA ENTERPRISES LLC MUSSELMAN JAMIE B

MYERS JOHN R NARESHWAR LLC NATHAN SHERMAN ENTERPRISES

NATIONAL ADVERTISING CO NATIONAL RETAIL PROPERTIES LP NEAFIE J R

NEATHERLIN HOMES INC NEQ 35/WALZEM LTD NEUTRON STORAGE LLC

NEW CREATION CHRISTIAN NEW MARYMONT BUSINESS PARK NEWTON SONIA E

NIRU INC NJAKOU VICTOR NORTH EAST I S D

NORTHCROSS BUSINESS CTR LTD NORTHEAST CROSSROADS OLVERA CLAUDIA Z

ON-SITE MARKETING INC

ORIOT BERTRAND

OROPEZA RIGOBERTO O &

PAL ACQUISITIONS LP

PANJWANI ENERGY PROPERTIES LLC

PARKER EQUITY FUND LLC

PASSIVE EQUITY LLC

PATEL ARVIND

PATEL RAJ

PATEL ZAVER

PHO HAN D FAMILY LTD PARTNERSHIP

PINGREE 2000 REAL ESTATE HOLDINGS LLC

POLLOK F J JR

POOJA PROPERTY INC

POPROBIN LLC

POWELL TERESA

POWERS SW PLAINS LLC

PRC

PREMIUM HOSPITALITY LLC

PRIESTER-MELL & NICHOLSON INC

PRIVATE INVESTMENT INC

PROO STEPHANIE

PROPORTIONAL PROSPERITY LLC

PUENTES EUSEBIO

RAID PERRIN BEITEL I LTD

RAMIREZ HERIBERTO

RANDOLPH-BROOKS FCU

RASHID CHAUDHRY A

RDRH HOLDINGS INC

RE 11711 BUSINESS CENTER LLC

REALTY ASSOCIATES FUND X LP

REALTY INCOME PROPERTIES 25 LLC

REALTY INCOME PROPERTIES 9 LLC

REDUS TX PROPERTIES LLC

REID DEON J & DERON M

RETAMA DEVELOPMENT

RICHARDS EDWARD & SARAH L

RITTER TIBOR & DANIELLA

RLCW LIMITED

ROBERTS PROPERTIES INC

ROHDE & COMPANY INC II

ROMO REBECCA ANN

RON RAY LP

ROSE-FORUM ASSOCIATES LP

RWJ PROPERTIES LLC

S & R PROPERTIES

S A F SALES INC

SADDLEWOOD APARTMENTS SAN ANTONIO LLC

SALADO CREEK VENTURES LLC

SALAZAR RACHEL

SALEH INC

SAN ANTONIO LAND LLC

SANCHEZ THOMAS GALLEGOS

SAT LIVE OAK LLC

SCHOENBAUM BEN L C

SCORPIO WAREHOUSE LLC

SECURITY CAPITAL IND TRUST

SELMA 35 LLC

SERVIN ROCIO

SHAHAN ANNE BLEAKLEY

SHREE MAHALAXMI INC

SHRI GANPARI ENTERPRISES LLC

SHRI JI ENTERPRISES LLC

SHURA KIRIT & KAYLASH

SHURGARD TEXAS LTD PRTSHP

SIDEOATS L L C

SIEGEL RONALD B REVOCABLE TRUST 2004

SIRIZZOTTI FAMILY LP

SLV IV- EISENHAUERPOINT LP

SOMAWARDHANA INDRA K

SOUTHERN MOVING & STG CO INC

SOUTHWEST BRAKE & ALIGNMENT

SPEEDY STOP FOOD STORES LLC

SRAYA HOTEL GROUP LLC

SSI INVESTMENTS LTD

STARCREST VILLAGE PROFESSIONAL OFFICE BLDG LLC

STARLIGHT EXPRESSWAY INC

STATE OF TEXAS

STATE OF TEXAS

SUN NLF LIMITED PARTNERSHIP

STRAUBMUELLER J M & DOUGLAS

SUNLAND INVESTMENT GROUP INC

SUNSHINE INVESTMENTS

SWIFT BERNARD T JR & KATHY L &

SWQ 35/FORUM LTD

SWQ 35/FORUM LTD

SYNERGY CUSTOMIZED BUILDING LP

TAWIL JAMAL & JAMAL

TAYLOR R INVESTMENTS LLC

TC II LAND LP

TERMINIX INTERNATIONAL CO

TEXAS DORADO PROP LTD &

TEXAS ROADHOUSE OF

TIDWELL B J INDUSTRIES

TITAN PERRIN CREEK LTD

TITANIUM HOSPITALITY LLC

TNP TITAN PLAZA FUND LLC

TOYS R US INC

TRI-GAS INC

TRIGLOBAL PROPERTIES LTD

TRINITY ASSEMBLY CHURCH

TRIPOD SOLUTIONS LTD

TRIPOLIS LAND COMPANY LLC

UNA BUENA VIDA LTD

UNA BUENA VIDA LTD

UNITED AUTO PARTS INC

UNIVERSAL FOREST PRODUCTS TEXAS

UNI-VEST ASSETS LP

UPBPSP LLC

UPS GROUND FRIEGHT

URESTI JESSE & MARY

VAISHANGI INC

VALLEY RANCH PROPERTIES LLC

VASQUEZ ANTONIO & JULIA

VINAYAKA HOTEL LLC

VINEYARD SAN ANTONIO 1 LLC

VITRAG LTD

WA IH 35 JOINT VENTURE

WALZ ROBERT & LILA REVOCABLE TRUST &

WARFIELD

WATSON & TAYLOR MANAGEMENT

WAYLAND BAPTIST UNIVERSITY

WC ALAMO INDUSTRIAL CENTER LP

[redacted]

WCP-REGENT LIVE OAK LLC

WEBBLES DRIVE WAREHOUSE CORPORATION

WEBSTER MINNIE F

[redacted]

WHATABURGER INC

WHIPPLE JOHN L

WILBURN JIM & TAMERA

[redacted]

WILLIAM WAUGH HOLDINGS LLC

WILLIAMSON LARRY R

WILLIAMSON TRUST PARTNERSHIP

[redacted]

WINGLORD LTD

WITT MIKE & MARTHA

WOHLFORD ELIZABETH B & BURNET B TR

[redacted]

WORLD HOSPITALITY LLC

WORLD SAVINGS BANK

WRO CORP

[redacted]

WUEST LEGACY PARTNERS LTD

WYNN JAMES A

YANG SEUNG E

[redacted]

ZUBIATE ELMER L

7 ELEVEN INC

AZAREL INVESTMENTS LLC

[redacted]

BISHOP CENTER LLC

BOECK ALFRED & TONYA

BURMA SHAVE I LTD

[redacted]

CARREON RAFAEL G & BIOLANDA

CARRILLO RON & CLARE

CARRILLO RONALDO & CLARE M

[redacted]

CAVERNS HILLS CENTER LLC

COMAL I S D

D D R DB SCHERTZ LP

DELACRUZ DAVID & ISABEL

FAIRWAYS @ SCENIC HILLS HOA

GONZALEZ EFRAIN & MARIA

GRANER WALLACE H & KAY M

GREEN SIDE INVESTMENTS GROUP INC

GUADA BLANCO RVR AUTH

HANSMANN JEROME J TR & DELORES M

HARTMANN HILMAR & ADELINE

HOLLINGSWORTH DEBORAH & THOMAS L

KRAFT EDNA ESTATE OF

L I B HOLDINGS LTD

LONG TIM & JURADO LYA

MANGUM RESSIE MARIE

MARCANTONIO ENTERPRISES LLC

MASTER CONTROL CARD

MUEHL FRANCES

NOR TEX HQ FARM LTD

OTT ELGIN

PATE CHEN INVESTMENTS LLC

PRESTIGE HOTEL GP LLC

PROFFUTT LTD PRTNRSHP

RIATA LAND LTD

RIATA LAND LTD

RICHAUD ALFONSO & LUIS

RICHAUD LUIS FERNANDO & ALSONSO

RICHMOND JAMES

SAN ANTONIO TWO LTD PTNSHP

SCC SCHERTZ PARTNERS LLC

SCHERTZ 35 LLC

SCHERTZ BANK & TRUST

SCHERTZ BUILDING LTD

SCHERTZ CAR CARE CENTER INC

SCHERTZ CITY OF

SCHERTZ COMMERCIAL PARK LP

SCHINDLER ALAN W & CAROL TRUST

SRG PARTNERSHIP LTD

TURNER MICHAEL SCOTT

VULCAN LANDS INC

WALLACE H DALTON

WOMACK TRAWICK & NANCY

ZIMDARS JESSE G

1518 REAL ESTATE LLC

3009 MINI-REALTY LLC

ACRES, AGUA & AG LTD

ARTHUR/BUSSE LIMITED PARTNERSHIP

BABCOCK ROAD 165 LTD

BECK EDMUND S & JUTTA

BIG DIAMOND INC
ATTN: REAL ESTATE DEPARTMENT

BRAZOS DE SANTOS PARTNERS LTD

BREAKIE HOLDINGS LLC

BULGRIN MARIANNE S REVOCABLE LIVING TRUST

BUSSEY'S LTD

C & W RANCHES LTD

CHAPMAN JESSE L & NITA J

CHAR-MAR LIMITED PARTNERSHIP

CONTRERAS FRANCISCO

CONTRERAS FRANCISCO

CONTRERAS FRANCISCO T & NOEMI

CORRIDOR HOTEL LTD

CURTIS C GUNN LTD

CURTIS C GUNN LTD
G HUNTER HALE, PRESIDENT

CVRV SAN ANTONIO LP

DAPPER INC

DITCH WITCH CO OF CENTRAL TEXAS INC

FROST NATIONAL BANK

G & M CHAPMAN LP

GARDEN RIDGE LAND L P

GD BAR FAMILY LTD PRTNRSHP

GD BAR FAMILY LTD PRTNRSHP

GIBSON & VAUGHAN LLC

GILLMAN PROPERTIES OF TEXAS LTD

GILLMAN PROPERTIES OF TEXAS LTD

GILLMAN PROPERTIES OF TEXAS LTD

GREEN WALDINA O

GREIN BERTHA ANN & DOROTHY MARIE CHARTIER

GROOMS JOHN E & CYNTHIA

H E BUTT GROCERY CO

HAGGARD FAMILY TRUST

HHLIV LLC

HILL ROCKY & JOY

HOME MISSIONERS OF AMERICA

JOHN PAUL F ESTATE OF

KING LIVING TRUST

KING LIVING TRUST DATED SEPTEMBER 24 1996

KRAFT BERNICE I

LOWE'S HOME CENTER INC

MANCERA ROQUE G BAHENA

MAS DEVELOPMENT CO LP

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MCCONNELL BRIAN K & BRENDA F

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SIMMONDS ROYCE S & DEBRA C

SKIPPER BEVERAGE COMPANY INC

SPIRIT MASTER FUNDING VIII

STAR 7 PROPERTIES LLC
ATTN: CORP REAL EST ASSESSMNTS

TAN HOLDINGS LLC

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THE DE DIEGO SURVIVOR'S TRUST & THE DE DIEGO FAMILY TRUST

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WAL-MART REAL ESTATE BUSINESS TRUST

WOMACK TRAWICK & NANCY A

WUEST REAL ESTATE L P

LEANIN DIPPER INVESTMENTS LTD

MARVIN R & MELVA KLABUNDE VOIGT

SALAZAR REVOCABLE LIVING TRUST

APPENDIX A

PUBLIC HEARING NOTIFICATIONS:

Public Hearing Flyers and

Stakeholder Mailing List

TEXAS DEPARTMENT OF TRANSPORTATION

I-35 Northeast San Antonio Expansion Project Public Hearing

TxDOT will host a public hearing on the Draft Environmental Assessment (EA) for the I-35 Northeast San Antonio Expansion Project, which recommends construction of four elevated managed lanes along I-35 from I-410 South in San Antonio to FM 1103 in Schertz. A managed lane is a travel lane that operates separately from the mainlanes. Travel on these lanes is managed through a combination of pricing, vehicle eligibility, and access control strategies to achieve faster, more reliable speeds.

All members of the public are invited to attend the public hearing.

Public Hearing - Thursday, February 26, 2015

Morgan's Wonderland
Event Center / Conference Room
5223 David Edwards Drive
San Antonio, Texas 78233

Agenda:
Open House Session: Come and go any time from 5-6 p.m.
Formal Presentation: 6:00 p.m.
Public Hearing Comment Period: Following Presentation

Online Public Hearing - Thursday, February 26 – Monday, March 9, 2015

www.txdot.gov (key word search "I-35 Northeast San Antonio")

The same presentation, displays and handouts provided at the public hearing will be available online.

Hard copies of the maps, drawings, environmental reports, and documents concerning the project will also be available for viewing at the TxDOT - San Antonio District Office, located at 4615 NW Loop 410; San Antonio, TX 78229 from 8 a.m. -5 p.m. Monday-Friday.

All public input received will be incorporated into the Final EA for the project. To be included in the project record, written comments must be submitted by Monday, March 9, 2015 to:

- **Email:** info@i35northeast.com
- **Mail:** I-35 Northeast San Antonio Expansion Project; 130 East Travis Street, Ste. 200; San Antonio, Texas 78205
- **Online Open House:** www.txdot.gov (key word search "I-35 Northeast San Antonio")

*Need special assistance? Please contact us at **210-615-5839** on or before February 24, 2015, and we will make every reasonable effort to accommodate your needs.*

The environmental review, consultation, and other actions required by applicable Federal environmental laws for this project are being, or have been, carried-out by TxDOT pursuant to 23 U.S.C. 327 and a Memorandum of Understanding dated December 16, 2014, and executed by FHWA and TxDOT.

Mr. Rick Pych
President of Business Operations, San Antonio Spurs, AT&T Center

Mr. Mark Hill, P.E.
Principal/Sr. Engineer
Ford Engineering

Mr. Mike Graham
Senior VP, Supply Chain and Logistics
H-E-B

Mr. Bradley Alm
Supply Chain Director
H-E-B

Ms. Norma Witherspoon
Nick's Drug and Beauty Supply Store

Mr. Kent Niemann
Partner
Pfluger Associates Architects

Mr. Lew Moorman
President
Rackspace Managed Hosting

10/35 Economic Development Alliance
390 S. Seguin Ave.

Ms. Gwendolyn Robinson
Executive Director
Alamo City Black Chamber

Mr. Bill Mock
Executive Vice President
Greater San Antonio Chamber of Commerce

Mr. Richard Perez
President/CEO
Greater San Antonio Chamber of Commerce

Mr. Michael Meek
President
New Braunfels Chamber of Commerce

Mr. Duane Wilson
President
North San Antonio Chamber of Commerce

Ms. Vickie Stunman
Northeast Partnership for Economic Development

Ms. Rose Ryan
Executive Director, Randolph Metrocom Chamber of Commerce (RMCC)

Ms. Martha Mangum
Executive Director
Real Estate Council of San Antonio (RECSA)

Mr. Coy Armstrong
VP - Government Affairs
Real Estate Council of San Antonio (RECSA)

Mr. Marco Barros
President & CEO
San Antonio Area Tourism Council

Mr. Tim Long
Executive Vice President, Business Recruitment
San Antonio Economic Development Foundation

Ms. Michelle Boggs
Vice President
San Antonio Economic Development Foundation

Ms. Jackie Gorman
Executive Director
San Antonio for Growth on the Eastside

Mr. Michael Vela
Director of Communications
San Antonio Hispanic Chamber of Commerce

Mr. Ramiro Cavazos
President & CEO
San Antonio Hispanic Chamber of Commerce

Ms. Debbie Klein
Executive Administrative Assistant
Schertz Chamber of Commerce

Ms. Maggie Titterington
President
Schertz Chamber of Commerce

Mr. Ralph Delgado
Cellular on Patrol (COPS)

Ms. Barbara Hawkins
Executive Director
George Gervin Youth Center

Bishop David Copeland
New Creation Christian Fellowship Church

Ms. Lavelle Hall Wilson
New Creation Christian Fellowship Church

Mr. Marvin Brown
New Creation Christian Fellowship Church

Pastor Ray D. Brown
Resurrection Baptist Church

Mr. Bruce MacDougal
Executive Director
San Antonio Conservation Society

Ms. Jody Williams
First Vice President
San Antonio Conservation Society

Mr. Jim Isaman
Coordinator
San Antonio Just Transportation Alliance

Ms. Connie Krause
President
Comal County Genealogy Society

New Braunfels Conservation Society

Mr. Robin Campo
Chair, Selma Historical Commission
Cardinal Manor

Ms. Madeline Burdett
Co-Chair
Selma Historical Commission

Ms. Jean Heide
President
Selma Historical Foundation

Mr. Enrique Valdivia
Board President
AGUA

Ms. Annalisa Pearce
Executive Director
Greater Edwards Aquifer Alliance

Ms. Julie Murphy
Executive Director
Green Spaces Alliance of South Texas

Mr. Randy Bear
President
Keep San Antonio Beautiful

Dahn Windhorn
President
San Antonio Audubon Society

Mr. Hector Gonzalez
Alamo Chapter Representative
Sierra Club

Ms. Peggy Day
Group Chair, Alamo Chamber
Sierra Club

Mr. John Karges
Associate Director of Field Science
The Nature Conservancy

Ms. Laura Huffman
State Director
The Nature Conservancy

Ms. Riza Bell
President
Cambridge Village Neighbors

Ms. Amy Putney
Neighborhood Contact
Citizens on Alert of Sierra North

Mr. Robert Whiting, JR
HOA Director
Copperfield Homeowners Association

Mr. Juan Garcia
President
Dignowity Hill Neighborhood Association

Mr. Mike Gallagher
President
District 10 Neighborhood Alliance

Ms. Rose Mary Greene
President
East Terrell Hills Neighborhood Association

Mr. Ed Haswell Sr.
Neighborhood Contact
East Village Neighbors Association

Ms. Lola Olsmith
Board Secretary
El Dorado Homeowners Association

Ms. Stephany Hirsch
Forest Ridge Owners Association, Inc.

Neighborhood Contact
Gardens of Northhampton Neighbors

Ms. Shirley Escobedo
President
General Krueger Neighborhood Association

Ms. Shirley Escobeda
Neighborhood Contact
General Kruger Neighbors

Mr. Joe Ashcraft
President
Government Hill Alliance
[redacted]

Ms. Jo Anne Murillo
Government Hill Association
[redacted]

Mr. Bob Pond
Board President
Greenshire Homeowners Association
[redacted]

Homeowers of Greenridge North
[redacted]

Jefferson Heights Association
[redacted]

Mr. Joseph Burton
Property Manager
Jonas Woods Homeowners Assocation
[redacted]

Mr. Alex Torres
President
Lookout Bluff HOA
[redacted]

Mr. Andy Hill
President/Board of Directors
Meadowbrook Association, Inc.
[redacted]

Robin Dodson
President
Mircom Neighbors
[redacted]

Mr. T.C. Calvert
President
Neighborhoods First Alliance
[redacted]

Ms. Frances Hidell
Neighborhood Contact
Oakwell Farms Neighbors
[redacted]

Mr. Ray Jansure
Olympia Neighborhood Association
[redacted]

Mr. Mark Sparrow
President
Parc at Escondido
[redacted]

Ms. Suzanne Sneed
Community Association Manager
Park Olympia Property Owners
[redacted]

Price Darling
Randolph Hills Civic Club
[redacted]

Mr. Bob Robbins
Royal Ridge Neighborhood Association
[redacted]

Ms. Jo Ann Rivers
Neighborhood Contact
Salado Valley Neighbors
[redacted]

Ms. Gisela Potts
Neighborhood Contact
Serna Station Neighbors
[redacted]

Ms. Stella M. Johnson
Neighborhood Contact
Skyline Park Neighbors
[redacted]

Ishmon Hester
President
Stonewood HOA
[redacted]

Neighborhood Contact
Sunrise Canyon HOA
[redacted]

Mr. Alfred Perry
Neighborhood Contact
United Homeowners Improvement Neighbors
[redacted]

Ms. Judy Wilson
Valley Forge Residents' Association
[redacted]

Mr. John Keith
Neighborhood Contact
Vally Forge Neighbors
[redacted]

Mr. Ernie Garcia
Neighborhood Contact
Village North One
[redacted]

Dee McGee
Community Manager
Woodland Oaks Homeowners Association
[redacted]

Mr. Douglas Reinholt
Board President, Woodland Oaks Village
Homeowners Association
[redacted]

APPENDIX A

PUBLIC HEARING NOTIFICATIONS:

Public Hearing Email Notifications, Email Delivery Reports,
and Email Subscriber Lists

[redacted]

From: I-35 Northeast San Antonio Expansion Project <info=i35northeast.com@mail160.wdc02.mcdlv.net> on behalf of I-35 Northeast San Antonio Expansion Project <info@i35northeast.com>
Sent: Monday, February 9, 2015 3:41 PM
To: [redacted]
Subject: Public Hearing: I-35 Northeast San Antonio Expansion Project

Use this area to offer a short preview of your email's content.

View this email in your browser

TEXAS DEPARTMENT OF TRANSPORTATION

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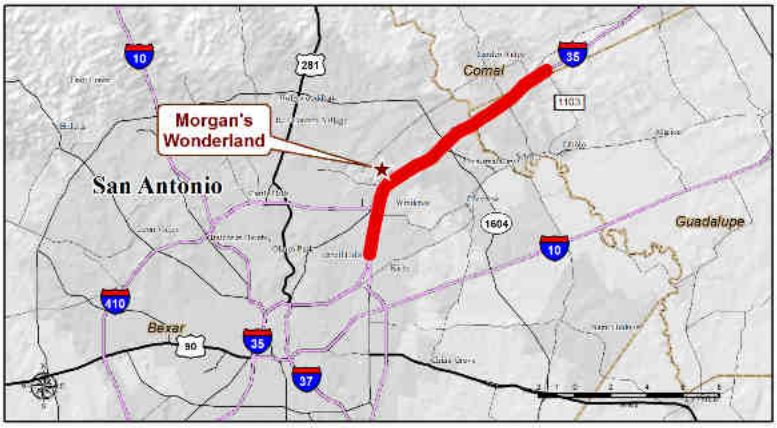

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You are receiving this email because you were either identified as a potential stakeholder or you opted to receive information regarding this transportation program.

Our mailing address is:
I-35 Northeast San Antonio Expansion Project
Texas Department of Transportation
130 East Travis Street, Ste. 200

San Antonio, TX 78205

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I-35 NEX San Antonio

Sent

Mon, Feb 09, 2015 04:40 pm

I-35 NEX San Antonio **Sent** 2/9/15 4:40PM

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Opens by location	**2**
Subscriber activity	**3**
Advanced reports	**4**

I-35 NEX San Antonio **Sent** 2/9/15 4:40PM

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List average	**31.8%**	List average	**0.3%**

300 Opened	**0** Clicked	**64** Bounced	**1** Unsubscribed

Successful deliveries	**797** 92.6%	Clicks per unique opens	**0%**
Total opens	**1,385**	Total clicks	**0**
Last opened	3/5/15 10:45AM	Abuse reports	**0**
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I-35 NEX San Antonio

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Mexico
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I-35 NEX San Antonio **Sent** 2/9/15 4:40PM

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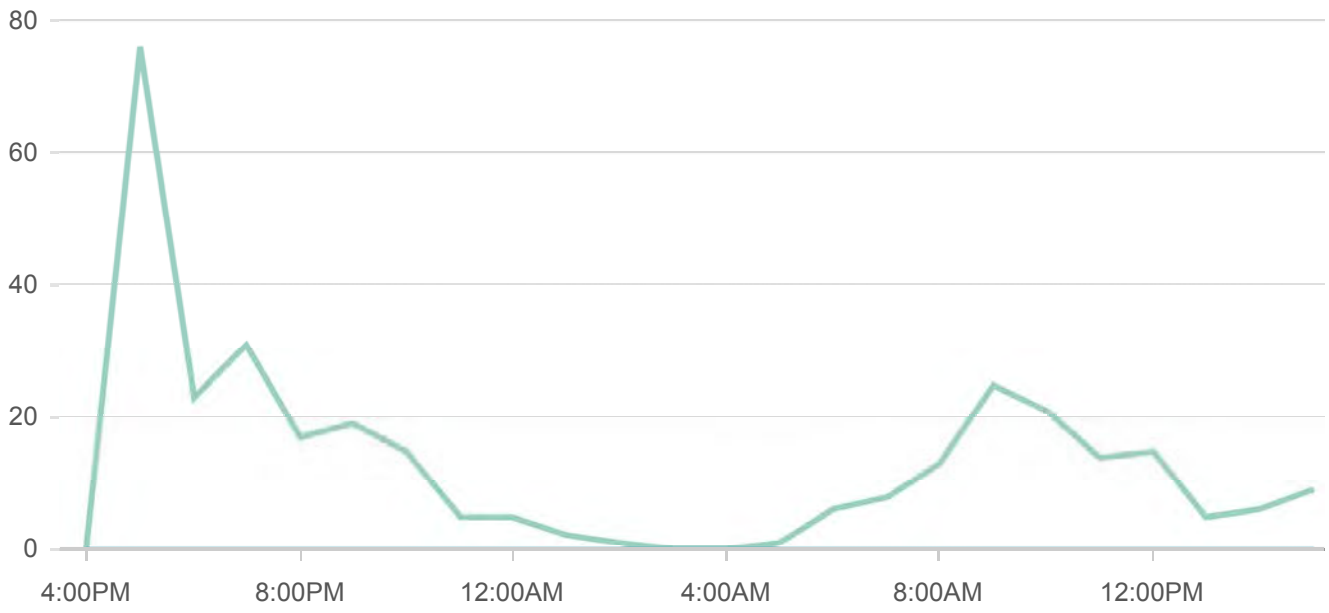
24-hour performance

Opens Clicks



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[redacted] **87**

[redacted]	52
[redacted]	51
[redacted]	45
[redacted]	45

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Email domain performance

Domain	Email	Bounces	Opens	Clicks	Unsubs
yahoo.com	62 (**7%**)	5 (**8%**)	26 (**46%**)	0 (**0%**)	0 (**0%**)
gmail.com	56 (**7%**)	1 (**2%**)	28 (**51%**)	0 (**0%**)	0 (**0%**)
sananton…	40 (**5%**)	1 (**3%**)	11 (**28%**)	0 (**0%**)	0 (**0%**)
satx.rr.com	33 (**4%**)	5 (**15%**)	15 (**54%**)	0 (**0%**)	0 (**0%**)
sbcgloba…	33 (**4%**)	1 (**3%**)	19 (**59%**)	0 (**0%**)	0 (**0%**)
Other	637 (**74%**)	51 (**8%**)	201 (**34%**)	0 (**0%**)	1 (**0%**)

Email Address	First Name	Last Name	Member Rating
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	Aaron	Dahl	4
	Tony	Arredondo	2
	Anne	Ballantyne	3
	Al	Ballew	3
	Alan	Baxter	2
	Abraham	Diaz	4
	Abe		2
	Armando C	Diaz	4
	Albert	Compton	2
	Adam	Ellis	3
	Adam	Zerrenner	3
	Adam		2
	Art	Downey	3
	Aja	Edwards Patino	2
	William B.		2
	Arlene	Fisher	3
	A.	Glasspoole	2
	Enrique	Valdivia	4
	Andrew	Dalton	2
	CM	Morris	3
	Lou	Miller	3
	Albert	Longoria	2
	Alex	Arredondo	4
	Adrian	Lindsey	4
	Bradley	Alm	2
	Adena	Williams Loston	2
	Alton		2
	Sabria	Epps	3
	Alyssa	Munoz-Lopez	2
			2
	Amber		2
	Amy	McWhorter	2
	Amita	Patnaik	2
	Alison	Schulze	2
	Andres	Anujar	4
	Andrew	Kim	2
	Andrew	Ozuna	2
	Anita	Granato	4
	Anthony	Chukwudolue	2
		Kemp	4
	H	Taylor	3
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	Paul	Arias	2
	A.	Salas	3
	Ashley	McLain	2

Benny	Martinez	3
Ben	Rockwell	2
Barbara	Hawkins	2
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Bart	Pelton	2
Karen	Boyd	3
Bob	Pond	4
Becky	Bridges	3
Bryce	Cox	3
Barbara	Hawkins	2
Robert	Puente	2
Becky		3
Ben	Vick	2
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Brian	Gottardy Ed.D.	2
Pat	Biggs	4
Brian	James	2
William "Billy"	Knupp	2
Blake	Colvin	2
Bruce M.	Leslie	3
Tom & Debbie	Hollingsworth	2
Bruce	MacDougal	2
Bill	Mock	3
B.	Morgan	2
Deborah		3
Robert	Boyd, P.E.	2
Brad	Peel	2
Bradon		2
Brent & Jennifer	Hartman	2
Brett	Wentz	3
Brian	Wiatrek	4
Jim	Saltzgiver	4
Robert "Bob"	Tullgren	3
Bryce	Turentine	3
Adrean	Avila	2
Laura	Byrne	4
Carmen	Sanchez	4
Cheryl		4
Carlos	Swonke	2
Carlos I.	Uresti	2
Carl	Tindle	2
Coy	Armstrong	4
C	Fudge	2
Carter	Smith	2
Chris	Steele	2
Celina	Blair	2

Catherine		3
Cynthia	Coss	4
Chris	Domangue	3
Cedric	Edwards	2
Carlos	Cerna	4
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Richard	Wendt	2
Craig T.	Follins	2
Charles	Foster	3
Byron	Juen	3
Charles	Popp	3
Charl	Everson	4
Michael	Chauret	3
Chris	Russell	3
Christina	CastaÃ±o	2
Christina	De La Cruz	2
Chuck	Shine	2
Amy	Putney	2
Sam	Hughes	2
Lanny	Lambert	3
Celia	DeLeon	2
Sheryl	Sculley	2
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Kenneth	Taylor	2
Nancy	Cain	2
CJ	Littlefield	2
C.J.	Lovett	3
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Al	Chapman	4
Clay	Smith	2
Clay	Smith	2
Clayton	Ripps, P.E.	2
Claudia L.	Walker	4
Chuck	McCollough	2
Chris	Murphy	2
Chris	Willis	2
Connie	Gleen	2
Juliana	Connolly	2
Jody	Williams	4
Sherman	Krause	2
Scott	Haag	2
Donna	Eccleston	2
Kevin	Webb	2
Ross	Milloy	2
Kathy	Richel	2
Richard "Dick"	Neville	2
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Will	Reece	2
Deborah	James	4
Beverly	Volle	3
Jon	Lindgren	4
Tom	Maxwell	2
Rick	Davis	4
Adam Ernest	Salyer	2
Steve	Brown	2
Tom	England	2
Charles	Parish	2
Cesar	Quiroga	2
Carl	A. Register	2
Cristin	Hines	4
David	Davenport	4
Columbus	Stutes	2
Cara	Tackett	4
Curtis	Carter	2
Cynthia	Whitehead	3
Donald	Aldridge	2
Dan	Weingart	2
Darrel L.		4
Darren	LeBlanc	4
David L.	Smith	4
Arnold S.	Zwicke	3
David	Carroll	3
David	Christal	4
David	Covarrubias	4
David	Covington	2
		2
Dean	Danos	2
David	DeKunder	3
		3
Don	Durden	4
Dennis	Ducharme	3
Dennis	Seal	2
Debra	Fraley	4
		2
D.	Gonzales	2
Joseph	Painter	2
D.	Grill	3
D.	Hornickel	2
Di	Galvan	2
Diego	Barnel	2
Robert C.	TreviÃ±o	4
Mike	Gallagher	4
Alan E.	Warrick, II	2
Rebecca J.	Viagran	3

Rey	SaldaÃ±a	2
Shirley	Gonzales	3
Ray	Lopez	3
Cris	Medina	4
Ron	Nirenberg	4
Joe	Krier	4
Jan	Jenkins	2
Daryl	John	2
Dave	Purdy	3
Diane	Lauer	3
David	Marquez	2
Dave	Davies	2
David	Neugebauer	2
Don	Schaezler	3
Don R.	Hunt	2
Donna	Liston	3
Don	Dedle	4
Donna	Campbell	2
Delia	Reed	2
Doug	Booher	3
Doug	Huneycutt	3
Doug	Miller	2
Doug	Kirk	2
Douglas	Chastain	3
Douglas	Melnick	2
Douglas	Reinholt	2
Peter	Ramirez	2
D.	Satterfield	4
David		4
		3
Debra	Wilson	2
Duane	Wilson	4
Darryl	Marbury	2
David	Richmond	4
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Eduardo	Robinson	2
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Elmer	Williams	4
Edward	Galicia	2
Evelyn	Gamez	2
John	Gesick	2
Joe	Goss	3
		2
Elisha	Bradshaw	2
Elizabeth	Porterfield	2
Ellen	Fox	4
Eric	Mcgalligher	2

Steven	Ramsey	2
Eric	Hughes	2
Erin	Perkins-Watry	4
Ernest	Spradling	2
Enzo	Pellegrino	2
Erick	Vargas	3
Zak	Covar	4
Rose	Ryan	4
Lourdes	Castro Ramirez	4
Franes		2
Fausto	Uribe	2
Sharlene	Fey	4
		4
Linc	Surber	4
Ross	Wallace	3
Tre		3
Floyd	Williams	2
Fermin	Mendez	2
F.	Morales	2
Frank	Miller	2
Fred	Raymond	3
Casey	Fry	2
Fernando	sanchez	2
Orpha Garcia		2
Grumpy	Azzoz	3
G.	Baez	4
Garl	Blatham	3
Gary	Cox	3
G.	Dunn	2
Gabriel	Durand-Hollis	2
Geraldine	Wesch	4
George "Rick"	R.	2
Grant	Gaul	3
Greg	Gibson	2
George	Green	2
Gordon	Hengst	3
Virginia		2
Gerd "Jake" E.	Jacobi	2
Jack	holderby	4
Gary	Goral	2
Gwendolyn	Robinson	2
Mike	Graham	2
David	Gray	3
Greg	Wood	4
Greg	Seidenberger	2
Gretchen	Roufs	4
Gwendolyn		2

Greg	Whitlock	2
		4
Larry	Hartmann	4
Howard	O'Leary	3
Heather		2
Jean	Heide	3
Hector	Gonzalez	3
Holly	McBrayer	4
Holly	Brightwell	4
Leonard	Sauter	2
Heather	Pannell	3
		2
		3
Ida	Brown	2
Irma	Ducharme	4
Ian	Fraser	3
Robin	Campo	2
Ian	Morozoff	2
Carroll	Schubert	2
Dahn	Windhorn	4
Bert		2
Isaac	R.	2
Jaime		2
Jack	Shanafelt	2
Janice	Alamia	3
Jamie	Brennan	4
Jarrett	Aiken	2
Jarvis	Soileau	2
Jay	Jones	2
Juan	Garcia	2
John E.	Bierschwale	2
Joe	Black	2
Madeline	Burdett	4
Joseph	Burton	2
J.	Butrico	3
Johnny	Casias	2
Johnnie	Ching	2
J.	Lucas	3
Judy	Cope	2
Dave		3
Nikki		2
	Carlson	2
Jeffrey	Arndt	2
Jeff	Ramirez	2
Jeffrey	Bazan	2
Jennifer	Anchondo	4
Jennifer	Moriarty	2

Jeremy	Wyndham	3
Jesse	Balleza	2
Jesse	Serna	2
Jesse	Garcia	4
Jessica	C.	2
Jesus	Garza	4
Jim	Fowler	2
Jesse	Garcia	2
	Gold	3
Jackie	Gorman	2
John	Gretz	2
Jesse	Salas	4
Joanne	Wells	2
Jan	Hicinbothom	2
John	Sanders	3
Jim	Wolverton	2
Jim	Parma	3
James R.	Reed	3
Justin	Ingram	3
John	Karges	2
John	Kessel	2
Jerry	Lehman	2
John	Low	2
James	Lutz	3
James	McFall	4
		2
Jo Ann	Murillo	3
Joanna	Dubbs	3
James & Joanne	Harden	4
Joaquin	Castro	2
Joe	Farias	2
Joe	Straus	2
Joe T.	Ashcroft	2
Joel	Anderson	2
Joel	Perez	4
Joe	Olivares	3
		3
John	Dugan	4
John	Garza	2
John	Kelly	2
John	Kuempel	2
Johnnie	Johnson	4
JP	Huizar	4
John	Haight	2
Jonathan	Bean, P.E.	3
John	Butchkosky	1
Keri	Jordan	4

JosÃ©	MenÃ©ndez	2
Josh	Donat	4
Jaime	Palacios	4
Janis	Ploetz	2
J.	Quintero	2
Jeri	Rainey-Hinojosa	2
Jeremy	Doege	3
Jim	Shelton	4
Jose	Silva	2
J.	Street	2
Juan		4
Judith	Zaffirini	2
Julie	Murphy	2
Julianna	Gonzaba	2
Julie	Wicker	2
June	Reynolds	2
Justin	Ham	2
Justin	Rodriguez	2
J.	Waugh	3
Jim	Wheat	2
		4
Jeffrey B.	Kahn	4
Kay	Hindes	3
Kristina	Bagge	2
Kevin	Bois	2
Katye	Brought	2
Keith	Cornwell	2
Keith		2
Kelly	Wentz	3
Kendra	Lewis	2
Ken	Greenwald	2
Kenneth	Farrimond	2
Kent	Niemann	2
Kent		4
Kenyon	McDonald	3
Ken	Evans	2
Kevin	Conner	3
Kirk	Francis	2
Kevin	Hadas	2
Don	Fink	4
Kenneth	Jacks	2
Kathy	Hoegenauer	2
Kyle	Kramm	3
Kristina	Mistry	4
Kevin	Riedel	2
Kristen		2
Kristen	McGoldrick	3

Kenneth	Roberts	2
K.	Shine	2
Kate	Silvas	2
Margaret		4
Kevin	Wolff	3
Kyle	Kutscher	2
Kevin	Young	3
Larry	Villines	2
Lakeeta	Adams	2
Gail	Hyatt	3
Lanie	Rodriguez	2
Larry	Busch	2
Larry	Mendez	2
Larry E.	Burks	4
Laura	Lopez	3
Laura	Vaccaro	2
Lavelle	Hall Wilson	4
J.	Lawren	3
Larry	Blazek	2
Letti	Bresnahan	3
Luis	Bryce	2
Leroy	Haenze	2
L.	Cooper	2
Liang	Ding	4
L.	Dullnig	4
Leah	Mills	4
Lee	Savaedra	2
John	Leonard	3
Linda	Ervin	2
Leslie	Harlan	3
Lester		4
Leticia R.	Van de Putte	2
Leah A.	Garcia	2
Lisa Ann	Gonzales	3
Linda Sue	Guajardo	2
Lacy K.	Hampton	3
Laura	Huffman	2
Bobby & Lila	Theis	3
Lisa	Love-Lynch	2
Emil J.	Hirsch,Jr.	3
Linda	Henderson	2
Linda	Jackson	2
Linda		4
Jason		2
Hugo	Lizarraga	2
Don	Dodge	2
Loren	Wehmeyer	2

Lou	Georeff	2
Larry	Pierce	2
Lisa B.	Pierce	2
Loretta	Schietinger	2
L.	Stewart	3
Larry	Verner	2
Lesa	Wood	2
L.	Worley	4
Lyle	Larson	2
Lynn	Domangue	3
Connie	Krause	2
Richard		2
Marc	Sewell	2
Marc		2
Marcie	TreviÃ±o-Ripper	4
Marc	Robertson, Sr.	3
Marcus	Hammer	2
Mario R.	Jorge, P.E.	2
Mark	Denton	2
Mark	Gonzales	3
Mark	Wolfe	3
Mark	Hill, P.E.	2
Martha	Mangum	3
Michelle	Martinez	2
Marty	Hutchison	3
Matt	Anderson	3
Maureen	Goodrich	2
Ivy R.	Taylor	4
Tom	Daly	2
Lisa M.	Jackson	4
Al	Suarez	3
Barron	Casteel	2
Mayor	Marne	2
John	Williams	2
Chris	Riley	2
William E.	Thornton	2
Marc	Bane	2
Matt	Barkley	4
Michelle	Boggs	2
Mel	Boral	2
Marvin	Brown	3
Brett	McAlpine	4
Michael	Carpenter	2
Tom	McKenzie	4
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M.	Durham	3
Michael	Meek	2

Marilyn	Eldridge	2
Melissa	Sorola	2
Mendell D.	Morgan, Jr.	3
Mercedes	Zamudio	2
Stacy		3
		3
Michael	Hansen	2
M.	Hatcher	3
Michael	Jackowski	4
Michael	Leary	3
Michael	Sanders	3
Mike	Villarreal	2
Mike	Gallagher	4
Michael	Vela	3
Michael	Frisbie, P.E.	2
Mike	Hutzler	3
Mike	Shields	3
Missy	Moorman	4
Steve		2
James	Hale, Jr.	3
Wanda	Earl	3
M.	Kaiman	2
Mitchell	Kraemer	4
M.	Llano	2
Mark	Luft	3
Margaret	Mayberry	2
Ginger		4
Ivy	Morgan	2
Paul	Elizondo	2
Monica	Castillo	2
M.	Spencer	2
George	Mather	4
Jennifer	Munzel	2
Monique	Vernon	3
Mark	Wagster	2
Marilyn	White	3
Matt	Wright	4
Nolan	Anderson	3
Richard	Zapata	4
TC		4
Phil	Pawlik	2
Nicholas	Fey	3
Nancy	Parker	2
Nick	Sharma	4
Nelson W.	Wolff	3
Shanon	Shea Miller	2
Oliver	Salgada	2

Ray	Jansure	4
Charlotte	Kahl	3
Tony	Pacini	4
Pamela	Howell	2
Pam	Leissner	2
Patrick	Goodwin	3
Patrick	Hays	2
Patrick	Murnin	4
Paul	J.	2
Paul	Vaugh	3
P.	Borrego	2
Rick	Jamison	2
Pamela	Dodson	3
Peggy	Day	2
Peter	Samuel	4
Paul	Farris	2
Philip	Jackson	2
P.	Homburg	2
Patricia	Clark	4
Jennifer	Schultes	2
Verlin "Doug"	Garrett	4
Gabriel	Castro	4
James "Jim"	Doty, Jr.	2
Jim	Russell	2
Paul K.	Biever	4
Jay	Hogue	4
Allen	Dunn	4
		2
Ron	Eberhardt	2
Gary	Speer	2
Gilbert	Hice	3
Lucino	Munoz	4
Sergio "Chico"	Rodriguez	2
Mark	De Kiewiet	2
Maggie	Titterington	2
Priscilla	Ingle	2
Phil	Strottner	4
Steven	Steinmetz	2
Gilbert	DeLeon	2
Randy	Luensmann	3
Richard	Bean	4
Tom	Hornseth, P.E.	2
Rachel		2
		2
Ralph	Delgado	2
Ramiro	Cavazos	3
Bob	Auten	3

Mary - IHOP		2
Rachel	Crow	3
Ric	Braun	2
Robert	Camareno	2
Rafael	Castillo	3
Robert	Dawson	2
Randy & Irene	Chard	4
Robert	Colunga	3
Robert	Quirk	2
Richard D.	Henderson	4
Rebecca	Paskos	4
Steven & Amanda	Wieljosh	4
Reed	Carr	2
R.	Emmitt	3
Rene	Dominguez	2
Rob	Stewart	3
Robert	Whiting, JR	2
Reynaldo	Diaz, Jr.	2
Dave	Reynolds	4
Robb	Fishman	2
Dick	Hetzel	4
Robert	Rodriguez	2
Renee	Green	2
Ron	Hannan	4
Robert T.	Herrera	2
R.	Hudak	3
Ricardo	Ruiz	3
Rick	Galindo	2
Enrique	Segovia	4
Rick	Glenn	3
Marie	King	2
R.	Lyons	3
Rose	Hill	2
Roger	Niemietz	2
R.	Nirenburg	2
Robert	Pike	2
Robert	Brown	4
Rob		3
Shelly	Specht	4
Roland	Gutierrez	2
Ron		2
Ron		4
Ronald	Hornberger	3
Randy	Phoenix	2
Robert	Pantanini	3
Richard	Perez	4
Ron	Reaves	2

R.	Rembish	2
Bob	Robbins	4
Bob	Rogers	2
Roland	Ruiz	2
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Thomas	Ross	4
Russell	Hooton	2
Ruth Jones	McClendon	2
Rich	Whitehead	2
Robert	Malwitz	2
Ross		2
Salvador	Salinas	3
Samuel	Rhodes	2
Howard		2
Kenneth	Krawczysnki Jr	2
Eric	Sanchez	2
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Sascha	Van Der Aa	2
Stefan	Garcia	2
Marissa	Garcia	2
Steve	Bonnette	4
Suzanne	Scott	2
Susan	Chavez	3
Scott	Lampright	2
Scott		2
S.	Davidson	4
Jesse	Covarrubias	4
Seth	Mitchell	2
Sewon	Kim	2
Stephanie (Jordar	Faulkner	3
Susan	Galindo	2
Sylvia	Garza	2
Syd	Hall	2
Sheila	McNeil	2
Sharon	Lloyd	3
Sherry	Sultenfuss	2
S.L.	Roberts	4
Stephany	Hirsch	4
Nancy	Strack	3
Sidney	Smith	2
June	Adair	2
Dave	Yunker	3
S.		3
Russell	Smart	2
		4
Sandy	Nolte	2
James "Bob"	Holder	3

Oscar		2
Sonya	Hernandez	3
Natalie	Spencer	3
Steve	Phillips	2
Sherry	Pifer	3
Sharon	Plant	2
Sudie	Sartor	3
Larry	Steenman	4
Bessie	Steenman	4
Stephen	Brooks	2
Steve		2
Karl	Hoppes	2
S.	Trexler	2
Janie	Strain	4
Susan L.	Pamerleau	4
Susan	Farris	3
Suzie	Flowers	2
Steve	Venglar	3
Stuart	Waymack	4
Scott	Wayman	3
Lola	Olsmith	4
Sam	Willoughby	3
Phillip "Phill"	Swinney	4
Terrianne	Neill	4
Tara	Snowden	4
Tom	Barksdale	4
Tim	Brown	4
T.	Bruns	4
Terrance	Dunkley	2
Terry	Bellamy	2
Terry	Watson	2
Terry	Thill	2
Ed	Trafton	2
Brian	Purcell	2
Bill	Naven	4
Tim	Fousse	3
Thomas	Garcia	3
Tom		4
Thomas	Tunstall	3
Tim	Horn	3
Tim	Sultenfuss	3
Tim	Smith	2
Thomas	Young	3
T. Leigh	Winter	3
Tim	Long	3
Tim	McCallum	2
Tim	Mundt	4

Todd	Nixon	4
Tom	Urbanik	3
Thomas	Patterson	4
Tonja		3
Anthony	White	4
Tra	Womack	2
Tracy	Smith	2
		3
Steve	White	4
Trey	Martinez Fischer	2
T.	Schoolcraft	2
Tim	TreviÃ±o	2
T.	Turner	2
Travis	Benke	2
Timothy J.	Wilson	3
Phil	Sloan	4
Price	Darling	4
Andy	Valencia	2
Tom	Van Zandt	2
V.	Boyer	3
Lindsey	Kimmit	2
Viki	Melton	2
Virginia S.	Nicholas	4
Vicki	Stigliano	3
	Medina	4
Susan	Schaezler	4
William	Brown	3
Gina		4
Wendy	Rybicki	3
William	Biesenbach	2
Willie R	Taylor	2
Bruce	Winter	4
Willie		3
William	White	2
Willis	Mackey	2
William	Ochse	2
		2
Jim		2
Wayne	Peters	2
Wendy	Travis	3
Bill	Zopf	4
Xavier	Urrutia	3
Kwang	Yang	4
Kathleen	Pierce	3
Mary M.	Dennis	2
Elizabeth	Story	4

[redacted]

From: I-35 Northeast San Antonio Expansion Project <info=i35northeast.com@mail135.atl121.mcsv.net> on behalf of I-35 Northeast San Antonio Expansion Project <info@i35northeast.com>
Sent: Monday, February 23, 2015 11:56 AM
To: [redacted]
Subject: I-35 Northeast San Antonio Expansion Project Public Hearing This Thursday

View this email in your browser

Please join us this Thursday, February 26, for a public hearing on the proposed I-35 Northeast San Antonio Expansion Project.

TEXAS DEPARTMENT OF TRANSPORTATION

I-35 Northeast San Antonio Expansion Project Public Hearing

This Thursday, TxDOT will host a public hearing on the Draft Environmental Assessment (EA) for the I-35 Northeast San Antonio Expansion Project, which recommends construction of four elevated managed lanes along I-35 from I-410 South in San Antonio to FM 1103 in Schertz. A managed lane is a travel lane that operates separately from the mainlanes. Travel on these lanes is managed through a combination of pricing, vehicle eligibility, and access control strategies to achieve faster, more reliable speeds.

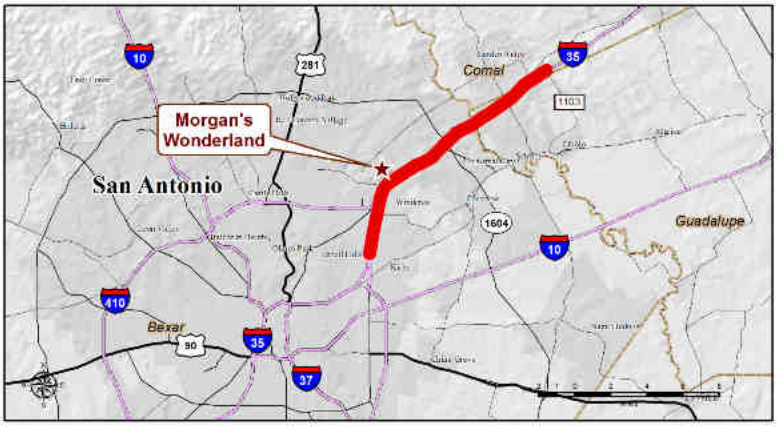
Public Hearing - Thursday, February 26, 2015

Morgan's Wonderland
Event Center / Conference Room
5223 David Edwards Drive
San Antonio, Texas 78233

Agenda:
Open House Session: Come and go any time from 5-6 p.m.
Formal Presentation: 6:00 p.m.
Public Hearing Comment Period: Following Presentation

Online Public Hearing - Thursday, February 26 – Monday, March 9, 2015
www.txdot.gov (key word search "I-35 Northeast San Antonio")

The same presentation, displays and handouts provided at the public hearing will be available online.



All members of the public are invited to attend the public hearing.

Hard copies of the maps, drawings, environmental reports, and documents concerning the project will also be available for viewing at the TxDOT - San Antonio District Office, located at 4615 NW Loop 410; San Antonio, TX 78229 from 8 a.m. -5 p.m. Monday-Friday.

All public input received will be incorporated into the Final EA for the project. To be included in the project record, written comments must be submitted by Monday, March 9, 2015 to:

- **Email:** info@i35northeast.com
- **Mail:** I-35 Northeast San Antonio Expansion Project; 130 East Travis Street, Ste. 200; San Antonio, Texas 78205
- **Online Public Hearing:** www.txdot.gov (key word search "I-35 Northeast San Antonio")

Need special assistance? Please contact us at 210-615-5839 on or before February 24, 2015, and we will make every reasonable effort to accommodate your needs.

The environmental review, consultation, and other actions required by applicable Federal environmental laws for this project are being, or have been, carried out by TxDOT pursuant to 23 U.S.C. 327 and a Memorandum of Understanding dated December 16, 2014, and executed by FHWA and TxDOT.

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You are receiving this email because you were either identified as a

potential stakeholder or you opted to receive information regarding this transportation program.

Our mailing address is:
I-35 Northeast San Antonio Expansion Project
Texas Department of Transportation
130 East Travis Street, Ste. 200
San Antonio, TX 78205

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I-35 NEX San Antonio Reminder

Sent
Mon, Feb 23, 2015 12:56 pm

I-35 NEX San Antonio Reminder **Sent** 2/23/15 12:56PM

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I-35 NEX San Antonio Reminder **Sent** 2/23/15 12:56PM

Overview

816 Recipients

List: I-35 NEX (san antonio)

Delivered: Mon, Feb 23, 2015 12:56 pm

Subject: I-35 Northeast San Antonio Expansion Project Public Hearing This Thursday

Open rate	**31.4%**	**Click rate**	**0.5%**
List average	**31.8%**	List average	**0.3%**

249 Opened	**4** Clicked	**22** Bounced	**1** Unsubscribed

Successful deliveries	**794** 97.3%	Clicks per unique opens	**1.6%**
Total opens	**820**	Total clicks	**4**
Last opened	3/5/15 10:44AM	Last clicked	2/23/15 7:44PM
Forwarded	**0**	Abuse reports	**0**

I-35 NEX San Antonio Reminder **Sent** 2/23/15 12:56PM

Opens by location

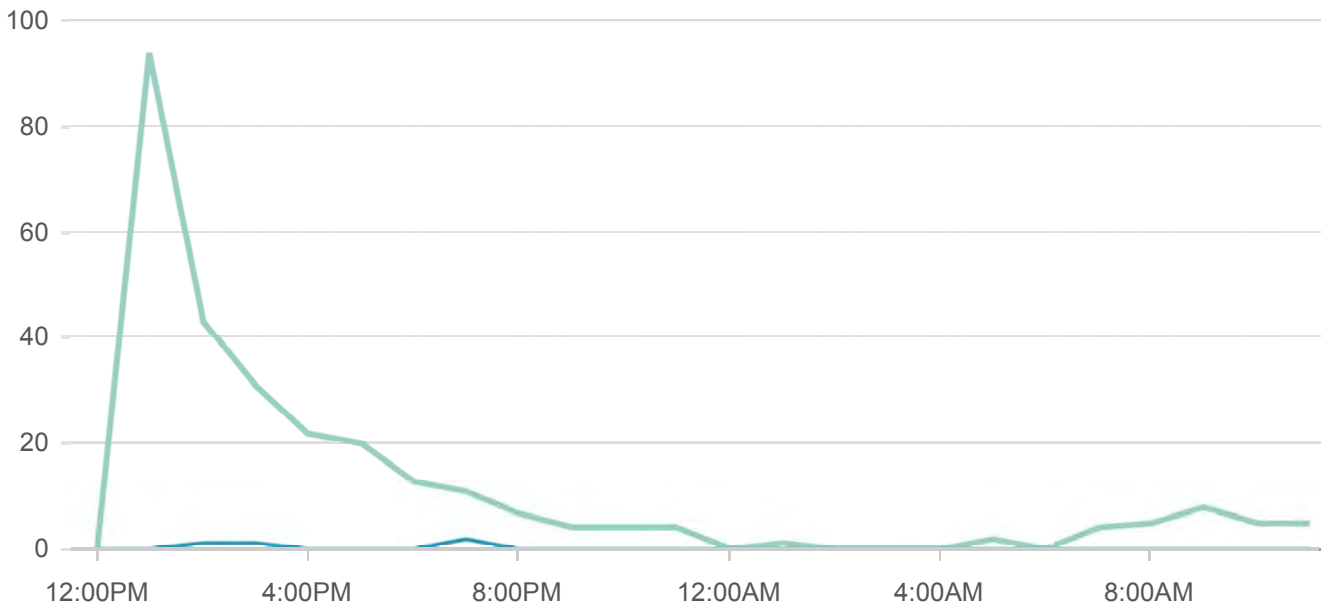
Country
USA
Japan

I-35 NEX San Antonio Reminder **Sent** 2/23/15 12:56PM

Subscriber activity

24-hour performance

Opens Clicks



Top links clicked

http://www.txdot.gov/inside-txdot/projects/studies/san-antonio/i35-ne-sat-pel.html	**4**

Subscribers with most opens

[redacted]	**70**
[redacted]	**44**
[redacted]	**43**
[redacted]	**42**

[redacted] **34**

I-35 NEX San Antonio Reminder **Sent** 2/23/15 12:56PM

Click performance

URL	Total	Unique
http://www.txdot.gov/inside-txdot/projects/studie…	4 **(100%)**	4 **(100%)**

I-35 NEX San Antonio Reminder **Sent** 2/23/15 12:56PM

Social stats

1	1	0
Total likes	Subscriber likes	Facebook (re)likes

Subscriber Likes

Email Address	friends who (re) liked	Member Rating
[redacted]	0	

EepUrl activity - 3 clicks

No geographic clicks have been registered for this campaign yet.

No EepUrl activity to report yet.

I-35 NEX San Antonio Reminder **Sent** 2/23/15 12:56PM

Advanced reports

Email domain performance

Domain	Email	Bounces	Opens	Clicks	Unsubs
yahoo.com	57 (**7%**)	0 (**0%**)	22 (**39%**)	1 (**2%**)	0 (**0%**)
gmail.com	55 (**7%**)	0 (**0%**)	20 (**36%**)	0 (**0%**)	0 (**0%**)
sananton…	39 (**5%**)	0 (**0%**)	15 (**38%**)	0 (**0%**)	0 (**0%**)
sbcgloba…	32 (**4%**)	0 (**0%**)	13 (**41%**)	2 (**6%**)	0 (**0%**)
satx.rr.com	30 (**4%**)	3 (**10%**)	11 (**41%**)	0 (**0%**)	0 (**0%**)
Other	603 (**74%**)	19 (**3%**)	168 (**29%**)	1 (**0%**)	1 (**0%**)

Email Address	First Name	Last Name	Member Rating
[redacted]			3
	Aaron	Dahl	4
	Tony	Arredondo	2
	Anne	Ballantyne	3
	Al	Ballew	3
	Alan	Baxter	2
	Abraham	Diaz	4
	Abe		2
	Armando C	Diaz	4
	Albert	Compton	2
	Adam	Ellis	3
	Adam	Zerrenner	3
	Adam		2
	Art	Downey	3
	Aja	Edwards Patino	2
	William B.		2
	Arlene	Fisher	3
	A.	Glasspoole	2
	Enrique	Valdivia	4
	Andrew	Dalton	2
	CM	Morris	3
	Lou	Miller	3
	Albert	Longoria	2
	Alex	Arredondo	4
	Adrian	Lindsey	4
	Bradley	Alm	2
	Adena	Williams Loston	2
	Alton		2
	Sabria	Epps	3
	Alyssa	Munoz-Lopez	2
			2
	Amber		2
	Amy	McWhorter	2
	Amita	Patnaik	2
	Alison	Schulze	2
	Andres	Anujar	4
	Andrew	Kim	2
	Andrew	Ozuna	2
	Anita	Granato	4
	Anthony	Chukwudolue	2
		Kemp	4
	H	Taylor	3
			2
	Paul	Arias	2
	A.	Salas	3
	Ashley	McLain	2

Benny	Martinez	3
Ben	Rockwell	2
Barbara	Hawkins	2
		2
		2
Bart	Pelton	2
Karen	Boyd	3
Bob	Pond	4
Becky	Bridges	3
Bryce	Cox	3
Barbara	Hawkins	2
Robert	Puente	2
Becky		3
Ben	Vick	2
		2
Brian	Gottardy Ed.D.	2
Pat	Biggs	4
Brian	James	2
William "Billy"	Knupp	2
Blake	Colvin	2
Bruce M.	Leslie	3
Tom & Debbie	Hollingsworth	2
Bruce	MacDougal	2
Bill	Mock	3
B.	Morgan	2
Deborah		3
Robert	Boyd, P.E.	2
Brad	Peel	2
Bradon		2
Brent & Jennifer	Hartman	2
Brett	Wentz	3
Brian	Wiatrek	4
Jim	Saltzgiver	4
Robert "Bob"	Tullgren	3
Bryce	Turentine	3
Adrean	Avila	2
Laura	Byrne	4
Carmen	Sanchez	4
Cheryl		4
Carlos	Swonke	2
Carlos I.	Uresti	2
Carl	Tindle	2
Coy	Armstrong	4
C	Fudge	2
Carter	Smith	2
Chris	Steele	2
Celina	Blair	2

Catherine		3
Cynthia	Coss	4
Chris	Domangue	3
Cedric	Edwards	2
Carlos	Cerna	4
Chris	Fails	4
Richard	Wendt	2
Craig T.	Follins	2
Charles	Foster	3
Byron	Juen	3
Charles	Popp	3
Charl	Everson	4
Michael	Chauret	3
Chris	Russell	3
Christina	CastaÃ±o	2
Christina	De La Cruz	2
Chuck	Shine	2
Amy	Putney	2
Sam	Hughes	2
Lanny	Lambert	3
Celia	DeLeon	2
Sheryl	Sculley	2
		2
Kenneth	Taylor	2
Nancy	Cain	2
CJ	Littlefield	2
C.J.	Lovett	3
		3
Al	Chapman	4
Clay	Smith	2
Clay	Smith	2
Clayton	Ripps, P.E.	2
Claudia L.	Walker	4
Chuck	McCollough	2
Chris	Murphy	2
Chris	Willis	2
Connie	Gleen	2
Juliana	Connolly	2
Jody	Williams	4
Sherman	Krause	2
Scott	Haag	2
Donna	Eccleston	2
Kevin	Webb	2
Ross	Milloy	2
Kathy	Richel	2
Richard "Dick"	Neville	2
Renee A.	Paschall	4

Will	Reece	2
Deborah	James	4
Beverly	Volle	3
Jon	Lindgren	4
Tom	Maxwell	2
Rick	Davis	4
Adam Ernest	Salyer	2
Steve	Brown	2
Tom	England	2
Charles	Parish	2
Cesar	Quiroga	2
Carl	A. Register	2
Cristin	Hines	4
David	Davenport	4
Columbus	Stutes	2
Cara	Tackett	4
Curtis	Carter	2
Cynthia	Whitehead	3
Donald	Aldridge	2
Dan	Weingart	2
Darrel L.		4
Darren	LeBlanc	4
David L.	Smith	4
Arnold S.	Zwicke	3
David	Carroll	3
David	Christal	4
David	Covarrubias	4
David	Covington	2
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Dean	Danos	2
David	DeKunder	3
		3
Don	Durden	4
Dennis	Ducharme	3
Dennis	Seal	2
Debra	Fraley	4
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D.	Gonzales	2
Joseph	Painter	2
D.	Grill	3
D.	Hornickel	2
Di	Galvan	2
Diego	Barnel	2
Robert C.	TreviÃ±o	4
Mike	Gallagher	4
Alan E.	Warrick, II	2
Rebecca J.	Viagran	3

Rey	SaldaÃ±a	2
Shirley	Gonzales	3
Ray	Lopez	3
Cris	Medina	4
Ron	Nirenberg	4
Joe	Krier	4
Jan	Jenkins	2
Daryl	John	2
Dave	Purdy	3
Diane	Lauer	3
David	Marquez	2
Dave	Davies	2
David	Neugebauer	2
Don	Schaezler	3
Don R.	Hunt	2
Donna	Liston	3
Don	Dedle	4
Donna	Campbell	2
Delia	Reed	2
Doug	Booher	3
Doug	Huneycutt	3
Doug	Miller	2
Doug	Kirk	2
Douglas	Chastain	3
Douglas	Melnick	2
Douglas	Reinholt	2
Peter	Ramirez	2
D.	Satterfield	4
David		4
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Debra	Wilson	2
Duane	Wilson	4
Darryl	Marbury	2
David	Richmond	4
Ed	Cimics	4
Eduardo	Robinson	2
Edward	Solano	2
Elmer	Williams	4
Edward	Galicia	2
Evelyn	Gamez	2
John	Gesick	2
Joe	Goss	3
		2
Elisha	Bradshaw	2
Elizabeth	Porterfield	2
Ellen	Fox	4
Eric	Mcgalligher	2

Steven	Ramsey	2
Eric	Hughes	2
Erin	Perkins-Watry	4
Ernest	Spradling	2
Enzo	Pellegrino	2
Erick	Vargas	3
Zak	Covar	4
Rose	Ryan	4
Lourdes	Castro Ramirez	4
Franes		2
Fausto	Uribe	2
Sharlene	Fey	4
		4
Linc	Surber	4
Ross	Wallace	3
Tre		3
Floyd	Williams	2
Fermin	Mendez	2
F.	Morales	2
Frank	Miller	2
Fred	Raymond	3
Casey	Fry	2
Fernando	sanchez	2
Orpha Garcia		2
Grumpy	Azzoz	3
G.	Baez	4
Garl	Blatham	3
Gary	Cox	3
G.	Dunn	2
Gabriel	Durand-Hollis	2
Geraldine	Wesch	4
George "Rick"	R.	2
Grant	Gaul	3
Greg	Gibson	2
George	Green	2
Gordon	Hengst	3
Virginia		2
Gerd "Jake" E.	Jacobi	2
Jack	holderby	4
Gary	Goral	2
Gwendolyn	Robinson	2
Mike	Graham	2
David	Gray	3
Greg	Wood	4
Greg	Seidenberger	2
Gretchen	Roufs	4
Gwendolyn		2

Greg	Whitlock	2
		4
Larry	Hartmann	4
Howard	O'Leary	3
Heather		2
Jean	Heide	3
Hector	Gonzalez	3
Holly	McBrayer	4
Holly	Brightwell	4
Leonard	Sauter	2
Heather	Pannell	3
		2
		3
Ida	Brown	2
Irma	Ducharme	4
Ian	Fraser	3
Robin	Campo	2
Ian	Morozoff	2
Carroll	Schubert	2
Dahn	Windhorn	4
Bert		2
Isaac	R.	2
Jaime		2
Jack	Shanafelt	2
Janice	Alamia	3
Jamie	Brennan	4
Jarrett	Aiken	2
Jarvis	Soileau	2
Jay	Jones	2
Juan	Garcia	2
John E.	Bierschwale	2
Joe	Black	2
Madeline	Burdett	4
Joseph	Burton	2
J.	Butrico	3
Johnny	Casias	2
Johnnie	Ching	2
J.	Lucas	3
Judy	Cope	2
Dave		3
Nikki		2
	Carlson	2
Jeffrey	Arndt	2
Jeff	Ramirez	2
Jeffrey	Bazan	2
Jennifer	Anchondo	4
Jennifer	Moriarty	2

Jeremy	Wyndham	3
Jesse	Balleza	2
Jesse	Serna	2
Jesse	Garcia	4
Jessica	C.	2
Jesus	Garza	4
Jim	Fowler	2
Jesse	Garcia	2
	Gold	3
Jackie	Gorman	2
John	Gretz	2
Jesse	Salas	4
Jan	Hicinbothom	2
John	Sanders	3
Jim	Wolverton	2
Jim	Parma	3
James R.	Reed	3
Justin	Ingram	3
John	Karges	2
John	Kessel	2
Jerry	Lehman	2
John	Low	2
James	Lutz	3
James	McFall	4
		2
Jo Ann	Murillo	3
Joanna	Dubbs	3
James & Joanne	Harden	4
Joaquin	Castro	2
Joe	Farias	2
Joe	Straus	2
Joe T.	Ashcroft	2
Joel	Anderson	2
Joel	Perez	4
Joe	Olivares	3
		3
John	Dugan	4
John	Garza	2
John	Kelly	2
John	Kuempel	2
Johnnie	Johnson	4
JP	Huizar	4
John	Haight	2
Jonathan	Bean, P.E.	3
Keri	Jordan	4
JosÃ©	MenÃ©ndez	2
Josh	Donat	4

Jaime	Palacios	4
Janis	Ploetz	2
J.	Quintero	2
Jeri	Rainey-Hinojosa	2
Jeremy	Doege	3
Jim	Shelton	4
Jose	Silva	2
J.	Street	2
Juan		4
Judith	Zaffirini	2
Julie	Murphy	2
Julianna	Gonzaba	2
Julie	Wicker	2
June	Reynolds	2
Justin	Ham	2
Justin	Rodriguez	2
J.	Waugh	3
Jim	Wheat	2
		4
Jeffrey B.	Kahn	4
Kay	Hindes	3
Kristina	Bagge	2
Kevin	Bois	2
Katye	Brought	2
Keith	Cornwell	2
Keith		2
Kelly	Wentz	3
Kendra	Lewis	2
Ken	Greenwald	2
Kenneth	Farrimond	2
Kent	Niemann	2
Kent		4
Kenyon	McDonald	3
Ken	Evans	2
Kevin	Conner	3
Kirk	Francis	2
Kevin	Hadas	2
Don	Fink	4
Kenneth	Jacks	2
Kathy	Hoegenauer	2
Kyle	Kramm	3
Kristina	Mistry	4
Kevin	Riedel	2
Kristen		2
Kristen	McGoldrick	3
Kenneth	Roberts	2
K.	Shine	2

Kate	Silvas	2
Margaret		4
Kevin	Wolff	3
Kyle	Kutscher	2
Kevin	Young	3
Larry	Villines	2
Lakeeta	Adams	2
Gail	Hyatt	3
Lanie	Rodriguez	2
Larry	Busch	2
Larry	Mendez	2
Larry E.	Burks	4
Laura	Lopez	3
Laura	Vaccaro	2
Lavelle	Hall Wilson	4
J.	Lawren	3
Larry	Blazek	2
Letti	Bresnahan	3
Luis	Bryce	2
Leroy	Haenze	2
L.	Cooper	2
Liang	Ding	4
L.	Dullnig	4
Leah	Mills	4
Lee	Savaedra	2
John	Leonard	3
Linda	Ervin	2
Leslie	Harlan	3
Lester		4
Leticia R.	Van de Putte	2
Leah A.	Garcia	2
Lisa Ann	Gonzales	3
Linda Sue	Guajardo	2
Lacy K.	Hampton	3
Laura	Huffman	2
Bobby & Lila	Theis	3
Lisa	Love-Lynch	2
Emil J.	Hirsch,Jr.	3
Linda	Henderson	2
Linda	Jackson	2
Linda		4
Jason		2
Hugo	Lizarraga	2
Don	Dodge	2
Loren	Wehmeyer	2
Lou	Georeff	2
Larry	Pierce	2

Lisa B.	Pierce	2
Loretta	Schietinger	2
L.	Stewart	3
Larry	Verner	2
Lesa	Wood	2
L.	Worley	4
Lyle	Larson	2
Lynn	Domangue	3
Connie	Krause	2
Richard		2
Marc	Sewell	2
Marc		2
Marcie	TreviÃ±o-Ripper	4
Marc	Robertson, Sr.	3
Marcus	Hammer	2
Mario R.	Jorge, P.E.	2
Mark	Denton	2
Mark	Gonzales	3
Mark	Wolfe	3
Mark	Hill, P.E.	2
Martha	Mangum	3
Michelle	Martinez	2
Marty	Hutchison	3
Matt	Anderson	3
Maureen	Goodrich	2
Ivy R.	Taylor	4
Tom	Daly	2
Lisa M.	Jackson	4
Al	Suarez	3
Barron	Casteel	2
Mayor	Marne	2
John	Williams	2
Chris	Riley	2
William E.	Thornton	2
Marc	Bane	2
Matt	Barkley	4
Michelle	Boggs	2
Mel	Boral	2
Marvin	Brown	3
Brett	McAlpine	4
Michael	Carpenter	2
Tom	McKenzie	4
		4
M.	Durham	3
Michael	Meek	2
Marilyn	Eldridge	2
Melissa	Sorola	2

Mendell D.	Morgan, Jr.	3
Mercedes	Zamudio	2
Stacy		3
		3
Michael	Hansen	2
M.	Hatcher	3
Michael	Jackowski	4
Michael	Leary	3
Michael	Sanders	3
Mike	Villarreal	2
Mike	Gallagher	4
Michael	Vela	3
Michael	Frisbie, P.E.	2
Mike	Hutzler	3
Mike	Shields	3
Missy	Moorman	4
Steve		2
James	Hale, Jr.	3
Wanda	Earl	3
M.	Kaiman	2
Mitchell	Kraemer	4
M.	Llano	2
Mark	Luft	3
Margaret	Mayberry	2
Ginger		4
Ivy	Morgan	2
Paul	Elizondo	2
Monica	Castillo	2
M.	Spencer	2
George	Mather	4
Jennifer	Munzel	2
Monique	Vernon	3
Mark	Wagster	2
Marilyn	White	3
Matt	Wright	4
Nolan	Anderson	3
Richard	Zapata	4
TC		4
Phil	Pawlik	2
Nicholas	Fey	3
Nancy	Parker	2
Nick	Sharma	4
Nelson W.	Wolff	3
Shanon	Shea Miller	2
Oliver	Salgada	2
Ray	Jansure	4
Charlotte	Kahl	3

[redacted]

Tony	Pacini	4
Pamela	Howell	2
Pam	Leissner	2
Patrick	Goodwin	3
Patrick	Hays	2
Patrick	Murnin	4
Paul	J.	2
Paul	Vaugh	3
P.	Borrego	2
Rick	Jamison	2
Pamela	Dodson	3
Peggy	Day	2
Peter	Samuel	4
Paul	Farris	2
Philip	Jackson	2
P.	Homburg	2
Patricia	Clark	4
Jennifer	Schultes	2
Verlin "Doug"	Garrett	4
Gabriel	Castro	4
James "Jim"	Doty, Jr.	2
Jim	Russell	2
Paul K.	Biever	4
Jay	Hogue	4
Allen	Dunn	4
		2
Ron	Eberhardt	2
Gary	Speer	2
Gilbert	Hice	3
Lucino	Munoz	4
Sergio "Chico"	Rodriguez	2
Mark	De Kiewiet	2
Maggie	Titterington	2
Priscilla	Ingle	2
Phil	Strottner	4
Steven	Steinmetz	2
Gilbert	DeLeon	2
Randy	Luensmann	3
Richard	Bean	4
Tom	Hornseth, P.E.	2
Rachel		2
		2
Ralph	Delgado	2
Ramiro	Cavazos	3
Bob	Auten	3
Mary - IHOP		2
Rachel	Crow	3

Ric	Braun	2
Robert	Camareno	2
Rafael	Castillo	3
Robert	Dawson	2
Randy & Irene	Chard	4
Robert	Colunga	3
Robert	Quirk	2
Richard D.	Henderson	4
Rebecca	Paskos	4
Steven & Amanda	Wieljosh	4
Reed	Carr	2
R.	Emmitt	3
Rene	Dominguez	2
Rob	Stewart	3
Robert	Whiting, JR	2
Reynaldo	Diaz, Jr.	2
Dave	Reynolds	4
Robb	Fishman	2
Dick	Hetzel	4
Robert	Rodriguez	2
Renee	Green	2
Ron	Hannan	4
Robert T.	Herrera	2
R.	Hudak	3
Ricardo	Ruiz	3
Rick	Galindo	2
Enrique	Segovia	4
Rick	Glenn	3
Marie	King	2
R.	Lyons	3
Rose	Hill	2
Roger	Niemietz	2
R.	Nirenburg	2
Robert	Pike	2
Robert	Brown	4
Rob		3
Shelly	Specht	4
Roland	Gutierrez	2
Ron		2
Ron		4
Ronald	Hornberger	3
Randy	Phoenix	2
Robert	Pantanini	3
Richard	Perez	4
Ron	Reaves	2
R.	Rembish	2
Bob	Robbins	4

Bob	Rogers	2
Roland	Ruiz	2
		3
Thomas	Ross	4
Russell	Hooton	2
Ruth Jones	McClendon	2
Rich	Whitehead	2
Robert	Malwitz	2
Ross		2
Salvador	Salinas	3
Samuel	Rhodes	2
Howard		2
Kenneth	Krawczysnki Jr	2
Eric	Sanchez	2
		2
Sascha	Van Der Aa	2
Stefan	Garcia	2
Marissa	Garcia	2
Steve	Bonnette	4
Suzanne	Scott	2
Susan	Chavez	3
Scott	Lampright	2
Scott		2
S.	Davidson	4
Jesse	Covarrubias	4
Seth	Mitchell	2
Sewon	Kim	2
Stephanie (Jordan)	Faulkner	3
Susan	Galindo	2
Sylvia	Garza	2
Syd	Hall	2
Sheila	McNeil	2
Sharon	Lloyd	3
Sherry	Sultenfuss	2
S.L.	Roberts	4
Stephany	Hirsch	4
Nancy	Strack	3
Sidney	Smith	2
June	Adair	2
Dave	Yunker	3
S.		3
Russell	Smart	2
		4
Sandy	Nolte	2
James "Bob"	Holder	3
Oscar		2
Sonya	Hernandez	3

Natalie	Spencer	3
Steve	Phillips	2
Sherry	Pifer	3
Sharon	Plant	2
Sudie	Sartor	3
Larry	Steenman	4
Bessie	Steenman	4
Stephen	Brooks	2
Steve		2
Karl	Hoppes	2
S.	Trexler	2
Janie	Strain	4
Susan L.	Pamerleau	4
Susan	Farris	3
Suzie	Flowers	2
Steve	Venglar	3
Stuart	Waymack	4
Scott	Wayman	3
Lola	Olsmith	4
Sam	Willoughby	3
Phillip "Phill"	Swinney	4
Terrianne	Neill	4
Tara	Snowden	4
Tom	Barksdale	4
Tim	Brown	4
T.	Bruns	4
Terrance	Dunkley	2
Terry	Bellamy	2
Terry	Watson	2
Terry	Thill	2
Ed	Trafton	2
Brian	Purcell	2
Bill	Naven	4
Tim	Fousse	3
Thomas	Garcia	3
Tom		4
Thomas	Tunstall	3
Tim	Sultenfuss	3
Tim	Smith	2
Thomas	Young	3
T. Leigh	Winter	3
Tim	Long	3
Tim	McCallum	2
Tim	Mundt	4
Todd	Nixon	4
Tom	Urbanik	3
Thomas	Patterson	4

Tonja		3
Anthony	White	4
Tra	Womack	2
Tracy	Smith	2
		3
Steve	White	4
Trey	Martinez Fischer	2
T.	Schoolcraft	2
Tim	TreviÃ±o	2
T.	Turner	2
Travis	Benke	2
Timothy J.	Wilson	3
Phil	Sloan	4
Price	Darling	4
Andy	Valencia	2
Tom	Van Zandt	2
V.	Boyer	3
Lindsey	Kimmit	2
Viki	Melton	2
Virginia S.	Nicholas	4
Vicki	Stigliano	3
	Medina	4
Susan	Schaezler	4
William	Brown	3
Gina		4
Wendy	Rybicki	3
William	Biesenbach	2
Willie R	Taylor	2
Bruce	Winter	4
Willie		3
William	White	2
Willis	Mackey	2
William	Ochse	2
		2
Jim		2
Wayne	Peters	2
Wendy	Travis	3
Bill	Zopf	4
Xavier	Urrutia	3
Kwang	Yang	4
Kathleen	Pierce	3
Mary M.	Dennis	2
Elizabeth	Story	4

APPENDIX B

SIGN-IN SHEETS AND SPEAKER REGISTRATION CARDS

I-35 Northeast San Antonio Expansion Project
Public Hearing

Thursday, February 26, 2015
Morgan's Wonderland Event Center/Conference Room
Staff Sign In – PLEASE PRINT

Name	Title/Organization	Zip Code
Amunda Worden	Transportation Engineer/ TxDOT	78073
Willie Walls	TxDOT	78249
Salvador Hernandez JR	HNTB	78205
JACK FINGER		78212
Eduardo Calvo	HNTB	79912
Eddie Galicia	HNTB	78258
DAN CARROLL	HNTB	78258
Aimee Schroller	HNTB	78205
Stacy Sinclair	HNTB	78205
Laura Roper	TxDOT	78229
Dolly Garcia	TxDOT	78229
Diego A Gonzalez	HNTB	78228
[illegible]	HNTB	7
Alex Esquivel	HNTB	78247
Lindsey Kimmitt	TxDOT	
Cynthia Coss	HNTB	78205
Erin Perkins Autry	NLA	
DIANA Perez	NLA	

x public

I-35 Northeast San Antonio Expansion Project
Public Hearing

Thursday, February 26, 2015

Morgan's Wonderland Event Center/Conference Room

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Name	Title/Organization	Zip Code
Lynn Smith	HNTB	78701
Erin Berlin-Weary	NWF	78729

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Public Hearing Follow-up Communication Sign-up Form

Thursday, February 26, 2015

Morgan's Wonderland Event Center/Conference Room

PLEASE PRINT

Name	Email	Address	City	Zip
SHERYLLYNN ROBERTS	[redacted]	[redacted]	S.A	
WILLIE GUERRA	[redacted]	[redacted]	Schertz	78154
TUCKER Gibson	[redacted]	[redacted]	SAN ANTONIO	78218
JACK FINGER	[redacted]	[redacted]		78212
Pete Arguello	[redacted]	[redacted]		
STEVE SPEARING	[redacted]	[redacted]	Selma	78154
CHARLES LOVETT	[redacted]	[redacted]		
Jeffry Van Slycke	[redacted]	[redacted]		
Alan Thompson	[redacted]	[redacted]	SA	78249
DAVID HOYER	[redacted]	[redacted]	SA	78216

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Thursday, February 26, 2015

Morgan's Wonderland Event Center/Conference Room

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Name	Email	Address	City	Zip
Sharlene Fey	[redacted]	[redacted]	New Braunfels TX	78132
Katie Whatley	[redacted]	[redacted]	San Antonio TX	78232
SHANNON MATHER	[redacted]	[redacted]		
JOHN F STEWART	[redacted]	[redacted]	2 SA	78212
Kelly Schenk	[redacted]	[redacted]	SA	78229
Candy Marshall	[redacted]	[redacted]	E Cimpa Lake	78133
Dr. Joseph	[redacted]	[redacted]	SA	
Charl Everson	[redacted]	[redacted]		
mark Roberts	[redacted]	[redacted]	Schertz	78154
Concepcion Oropeza	[redacted]	[redacted]	San Antonio	78218

I-35 Northeast San Antonio Expansion Project Environmental Assessment
Public Hearing Follow-up Communication Sign-up Form

Thursday, February 26, 2015

Morgan's Wonderland Event Center/Conference Room

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Name	Email	Address	City	Zip
K PICKETT	[redacted]		SAN ANTONIO	78247
JOE SALINAS				

I-35 Northeast San Antonio Expansion Project Environmental Assessment
Public Hearing Follow-up Communication Sign-up Form

Thursday, February 26, 2015

Morgan's Wonderland Event Center/Conference Room

PLEASE PRINT

Name	Email	Address	City	Zip
Francisco Perez	[redacted]	[redacted]	Schertz	78154
R Perez	[redacted]	[redacted]	Sanantonio	78205
AJ. ARRIAGA	[redacted]	[redacted]	SCHERTZ	78154

I-35 Northeast San Antonio Expansion Project
Public Hearing

Thursday, February 26, 2015

Morgan's Wonderland Event Center/Conference Room

Attendee Sign In – PLEASE PRINT

Name	Title/Organization	Zip Code
Michael Gomez	Taxpayer	78216
Jack Parker	VP of OPS · Toyota Lift	78219
Mike Garza	SA Division Mgr / Dannenbaum	78230
Leroy Alloway	Alam. Area MPO	78205
Kelly Schenk	Structural Engineering Associates	78229
Steve Medellin	World Car Nissan	78233
Ed Finley	President - SCUCISD	78154
Marie Chamblin		78239
Wm Hanks		78232
Cavett McCrory	Assistant to Commissioner Tommy Calvert	78205
Marc Heman	Enterprise Rent A Car	78209

I-35 Northeast San Antonio Expansion Project
Public Hearing

Thursday, February 26, 2015

Morgan's Wonderland Event Center/Conference Room

Attendee Sign In – PLEASE PRINT

Name	Title/Organization	Zip Code
Ed Trafton	Self	78154
Thomas Hollingsworth	Self	78154
Alice Tresnillo	SEA	78229
Lizardo Ceballos	Self	78258
Adam Bazur	Self	78247
Derek Mueller	Parsons Brinckerhoff	78701
Ross M. Moy	Austin - San Antonio Corridor Council	78662
JACQUI Spell	Self	78239

I-35 Northeast San Antonio Expansion Project
Public Hearing

Thursday, February 26, 2015

Morgan's Wonderland Event Center/Conference Room

Attendee Sign In – PLEASE PRINT

Name	Title/Organization	Zip Code
DAVID McALLISTER	RECSA representative	78209

I-35 Northeast San Antonio Expansion Project
Public Hearing

Thursday, February 26, 2015

Morgan's Wonderland Event Center/Conference Room

Attendee Sign In – PLEASE PRINT

Name	Title/Organization	Zip Code
Andres Gonzalez	TxDOT	78232
Adam Ellis	Baker	78258
AMY PUTNEY	COMMISSIONER CALVERT	78205
Darrel DeWenckler	Northeast Herald	78154

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I-35 Northeast San Antonio Expansion Project
Public Hearing

Thursday, February 26, 2015

Morgan's Wonderland Event Center/Conference Room

Attendee Sign In – PLEASE PRINT

Name	Title/Organization	Zip Code
Buck Benson	PCRBJ	78209
Terry Bellamy	COSA-TCI	78209
Frank Castille		78239

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I-35 Northeast San Antonio Expansion Project
Public Hearing

Thursday, February 26, 2015
Morgan's Wonderland Event Center/Conference Room
Attendee Sign In – PLEASE PRINT

Name	Title/Organization	Zip Code
Kevin Halen	Transportation Advocate of TX	78209
NICHOLAS WANDERTER	TRUCK SAFETY 1	78209
Scott Ericksen	Retired!	78231
Bridget Hince	San Antonio River Authority	78212
Jeff Kahn	Self-Landowner	78108
James Ocepez		78218
Q Sean Richmond		78202
James Richmond		
Sherne Hudson	SPURS	78219

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I-35 Northeast San Antonio Expansion Project
Public Hearing

Thursday, February 26, 2015
Morgan's Wonderland Event Center/Conference Room
Attendee Sign In – PLEASE PRINT

Name	Title/Organization	Zip Code
Harold Z Gillaham	A Citizen Concerned	78124
TERRANCE Dunkley	College Event Co./Alamo College NLC	78148
PATRICK DOSSEY	CITIZEN	78213
TERRY TREADWELL	VP & OPS / NE Methodist Hospital	78233
FRANK HUSK	KTSA	
DON DURDEN	CIVIL ENGINEERING CONSULTANTS	78230
Jerry Hansmann		78132
Lori Hansmann		78132
Rachel Schoen	citizen	78218
NICK ARNIO	RS+H	~~78~~ 78132
KERRI HICKS	DRURY SOUTHWEST	78216
Jesse Uresti Jr	Jesse's Uresti Camper Sales	78216
Amy Stubbs		78247
RON HIRT	MR.	78218
J.D. ALPHA PROPERTIES	[redacted]	78154
Kit CORBIN	CHARLES FORBES REP	78212
Neal Thurman	Six Flags Fiesta Texas	78257
Juan Carlos Sanchez		78223

I-35 Northeast San Antonio Expansion Project
Public Hearing

Thursday, February 26, 2015

Morgan's Wonderland Event Center/Conference Room

Attendee Sign In – PLEASE PRINT

Name	Title/Organization	Zip Code
Samuel Holmes		78233
SHERYLLYN ROBERTS	UTSA	
WILLIE GUREA	MANCO Structures	78154
DEBRA FRALEY		78233
FRITZ BREITHAUPT	KW Realty	78148
TUCKER Gibson		78218
Paul Wernli	TxDOT	78229
Danny Gallegos	TxDOT	78229
Jeff Barber	Bertrand's / Owner	78224
Moni [illegible]	Bar Cady	78201
Duane Wilson	North Chamber	78216
Rob Killen	North Chamber	78260
TOM HORNSEPH	Co. Eng, Comal County	78182
Kevin Wilson	Morton Companies	78218
Clay Smith	VIA	78207
Walter Embree		78218
Mario Cordero		78232
Perry Collins		78108

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I-35 Northeast San Antonio Expansion Project
Public Hearing

Thursday, February 26, 2015
Morgan's Wonderland Event Center/Conference Room
Attendee Sign In – PLEASE PRINT

Name	Title/Organization	Zip Code
Mario Del Bosque	General Manager / Gillman Honda SA	78154
Jeffry Van Slyke	Self	
CHET PATEL	VINAYAKA HOTEL LLC	78209
Sanny Patel	Parke inn	78227
Scott Nelson	Self	78248
William Aton	Self	78233
Katie Williams	Drash Consultants WBE/SBE/ESBE/HUB	78232
Deborah (a Karen) Hollingsworth	Self	78154
Nolan Anderson	[redacted]	78217
J.C. Cotton	Texas Medclinic	78216
Grumpy Azuz	City of Schertz Council	
Greg Wong	FHWA	78217
Alan Schindler	Alco Creative Builders	
Robert W. OPITZ	SELF	78232
Muhammad Musa	Sr. Transpo/Traffic Manager Parsons RB	78260
Richard Hetzel	Cibolo Transport	78108
Vinavind Fulwani	SELF	78701
richard Medellin	citizen / Taxpayer	78210

I-35 Northeast San Antonio Expansion Project
Public Hearing

Thursday, February 26, 2015
Morgan's Wonderland Event Center/Conference Room
Attendee Sign In – PLEASE PRINT

Name	Title/Organization	Zip Code
BEN ZAMORA	SENIOR CORPORAL/TX DPS-HP	78223
Elgin Ott	Individual	78154
W K Bedurch	"	78148
Cory Smith	KSAT 12	78215
Joe Herrera	"	"
Lisa Deering	Sage Western Co. Phoenix.	78216
Cecilia Alonso	City of Schertz	78154
Kathy Woodlee	City Engineer, City of Schertz	78154
Sangita Dave	V President Northeast Lakeview College	78148
Damian Chambers	INDIVIDUAL	78261
Thaisa Chotaraphol	HTTP	78249.1
DAN Pue	Live Oak Police	78233
SAM Willoughby	City of Schertz	78154
DAVID BALLI	DANNENBAUM ENGINEERING	78253
Ed Cimicz	City of Live Oak	78233
Steve Bonnette	Pape-Dawson	75213
William Long	RJ RIVERA Associates	78216
TROY LOTT	ELITE PROPERTIES	78109

I-35 Northeast San Antonio Expansion Project
Public Hearing

Thursday, February 26, 2015
Morgan's Wonderland Event Center/Conference Room
Attendee Sign In – PLEASE PRINT

Name	Title/Organization	Zip Code
John Byron Routh	Routh INV.	78209
Beverly Adams	Citizen	78232
Gregory Webb	Guadalupe County Road + Bridge	78155
Frank Scalese	Citizen	78216
Gisela Williams		78218
DENNIS Casillas	BCSO TRAFFIC SAFETY Unit	78207
Jennifer Moczygemba	Hatch Mott MacDonald	78731
Victor Boyer	San Antonio Mobility Coalition, Inc	78230
Andy Ballard	HDR	78209
Robert Colunga	Exec. Dir. Windcrest EDC	78239
Price Dantzler	Roberds Nbd	78233
Chuck Pacomey	Texas Thrift	78218
TRACY WILLIAMS	BUNNARSON OUTDOOR	78666
TRA Womack		78266
Bill Pierce		78232
Francisco Perez	Director / SCUC ISD	78154
Brian Purcell		78023
Paul Jimenez	City Council D-10 Staff	78266

18

I-35 Northeast San Antonio Expansion Project
Public Hearing

Thursday, February 26, 2015
Morgan's Wonderland Event Center/Conference Room
Attendee Sign In – PLEASE PRINT

Name	Title/Organization	Zip Code
ROGER LAWHEAD		78218
Melody Tuttle	CCO	78219
Stephanie Meissner	LAN	78217
Chris Treviño	ARMA	78249
JEREMY WYNDHAM		79232
Paul Henson		78102
Joe Nesc		78218
Scott Wagman	City of Live Oak	78233
Jim McCrory	BOBCAT OF SAN ANTONIO	78233
Randy Chand	Resident	78108
Doug Honeycutt	Jacobs	78132
Steve Patterson	Gillman	78154
Alan Thompson	LNV, Inc	78249
Trey Quigley	Mayor GCR Tires	78154
Susan Sewell		78154
Clint Mackey	We Rent It	78154
Grant Dillon	We Rent It	78154
SIDNEY A. MIELKE	STRUCTURAL ENGR ASSOC. INC.	78232

18

I-35 Northeast San Antonio Expansion Project
Public Hearing

Thursday, February 26, 2015
Morgan's Wonderland Event Center/Conference Room
Attendee Sign In – PLEASE PRINT

Name	Title/Organization	Zip Code
AJ ARRIAGA	SCHERTZ P.D.	78154
STEVE SPEARING	CRESTVIEW RV	78154
Jim Saltzgiver	RET	78233
Jordan Mathey	ACM, City of Live Oak	78233
Ken Evans	Chief of Police Live Oak	78233
C.J. LOVETT	CHARMER INC	78209
Ernest Meche	Engineer / SEA	78249
MARK GRUNTER	MBC ENGINEERS	78232
DAVID HOYLE	NORTH PARK LINCOLN	78216
Therese Kerner	U.S. Congressman Castro	78206
Scott Haag	Comal County Commissioner	78130
S. MATHENA	GCR TIRES	78154
BEAU FOY	TEXAS MEDCLINIC	78239
Mike Tramp	JORDAN FORD	78233
FRANCES DESJARDIN	small business owner	78148
DAVE PURDY	[redacted]	78250
Patel Ken		78233
KEVIN CONNER		78247

18

I-35 Northeast San Antonio Expansion Project

Texas Department of Transportation

PUBLIC HEARING
Feb. 26, 2015 – 5pm
Morgan's Wonderland
Event Center

SPEAKER REGISTRATION CARD

NAME: JACK M. FINGER

TITLE/ORGANIZATION:

ADDRESS: [redacted]

[redacted] PHONE: (NONE)

(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

PLEASE RETURN THIS CARD TO THE SPEAKER REGISTRATION TABLE

2

I-35 Northeast San Antonio Expansion Project

Texas Department of Transportation

PUBLIC HEARING
Feb. 26, 2015 – 5pm
Morgan's Wonderland
Event Center

SPEAKER REGISTRATION CARD

NAME: Rob Killen

TITLE/ORGANIZATION: Chairman / North San Antonio Chamber

ADDRESS: [redacted]

[redacted] PHONE: [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

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I-35 Northeast San Antonio Expansion Project

Texas Department of Transportation

PUBLIC HEARING
Feb. 26, 2015 - 5pm
Morgan's Wonderland
Event Center

SPEAKER REGISTRATION CARD

NAME: Terri Hall

TITLE/ORGANIZATION: TURF / Texans for Toll-free Highways

ADDRESS:

PHONE: [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

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I-35 Northeast San Antonio Expansion Project

Texas Department of Transportation

PUBLIC HEARING
Feb. 26, 2015 – 5pm
Morgan's Wonderland
Event Center

SPEAKER REGISTRATION CARD

NAME: Robert Colunga

TITLE/ORGANIZATION: City of Windcrest / WEDC

ADDRESS: [redacted]

[redacted] PHONE: [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

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5

I-35 Northeast San Antonio Expansion Project

Texas Department of Transportation

PUBLIC HEARING
Feb. 26, 2015 - 5pm
Morgan's Wonderland
Event Center

SPEAKER REGISTRATION CARD

NAME: Vic Boyer

TITLE/ORGANIZATION: President + CEO

ADDRESS: [redacted]

[redacted] PHONE: [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
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I-35 Northeast San Antonio Expansion Project

Texas Department of Transportation

PUBLIC HEARING
Feb. 26, 2015 - 5pm
Morgan's Wonderland
Event Center

SPEAKER REGISTRATION CARD

NAME: DON DURDEN

TITLE/ORGANIZATION: CIVIL ENGINEERING CONSULTANTS / SAMCO

ADDRESS: [redacted]

[redacted] PHONE: [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

PLEASE RETURN THIS CARD TO THE SPEAKER REGISTRATION TABLE

7

I-35 Northeast San Antonio Expansion Project

Texas Department of Transportation

PUBLIC HEARING
Feb. 26, 2015 ~ 5pm
Morgan's Wonderland
Event Center

SPEAKER REGISTRATION CARD

NAME: Paul Henson

TITLE/ORGANIZATION: Citizen

ADDRESS: [redacted]

[redacted] PHONE: [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

PLEASE RETURN THIS CARD TO THE SPEAKER REGISTRATION TABLE

8

I-35 Northeast San Antonio Expansion Project

Texas Department of Transportation

PUBLIC HEARING
Feb. 26, 2015 – 5pm
Morgan's Wonderland
Event Center

SPEAKER REGISTRATION CARD

NAME: CHARLES LOVETT

TITLE/ORGANIZATION: CHAMER INC

ADDRESS: [redacted]

PHONE: [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

PLEASE RETURN THIS CARD TO THE SPEAKER REGISTRATION TABLE

9

I-35 Northeast San Antonio Expansion Project

Texas Department of Transportation

PUBLIC HEARING
Feb. 26, 2015 – 5pm
Morgan's Wonderland
Event Center

SPEAKER REGISTRATION CARD

NAME: Richard Perez

TITLE/ORGANIZATION: The San Antonio Chamber of Commerce

ADDRESS: [redacted]

[redacted]

PHONE: [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

PLEASE RETURN THIS CARD TO THE SPEAKER REGISTRATION TABLE

10

I-35 Northeast San Antonio Expansion Project

Texas Department of Transportation

PUBLIC HEARING
Feb. 26, 2015 - 5pm
Morgan's Wonderland
Event Center

SPEAKER REGISTRATION CARD

NAME: Richard Medellin

TITLE/ORGANIZATION: Taxpayer / citizen

ADDRESS: [redacted]

PHONE: [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

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I-35 Northeast San Antonio Expansion Project

Texas Department of Transportation

PUBLIC HEARING
Feb. 26, 2015 – 5pm
Morgan's Wonderland
Event Center

SPEAKER REGISTRATION CARD

11

NAME: Ross M. Illoy

TITLE/ORGANIZATION: Austin - San Antonio Corridor Council

ADDRESS: [redacted]

[redacted] PHONE: [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

PLEASE RETURN THIS CARD TO THE SPEAKER REGISTRATION TABLE

12

I-35 Northeast San Antonio Expansion Project

Texas Department of Transportation

PUBLIC HEARING
Feb. 26, 2015 - 5pm
Morgan's Wonderland
Event Center

SPEAKER REGISTRATION CARD

NAME: Jesse Uresti Jr.

TITLE/ORGANIZATION: Jesse's Uresti Camper Sales

ADDRESS: [redacted]

[redacted]

PHONE: [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

PLEASE RETURN THIS CARD TO THE SPEAKER REGISTRATION TABLE

13

I-35 Northeast San Antonio Expansion Project

Texas Department of Transportation

PUBLIC HEARING
Feb. 26, 2015 – 5pm
Morgan's Wonderland
Event Center

SPEAKER REGISTRATION CARD

NAME: Mike Wikman

TITLE/ORGANIZATION: SA TOL

ADDRESS: [redacted]

[redacted]

PHONE: [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

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I-35 Northeast San Antonio Expansion Project

Texas Department of Transportation

PUBLIC HEARING
Feb. 26, 2015 – 5pm
Morgan's Wonderland
Event Center

SPEAKER REGISTRATION CARD

~~13~~ 14

NAME: Michael Good

TITLE/ORGANIZATION: Taxpayer

ADDRESS: [redacted]

[redacted] PHONE: [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

PLEASE RETURN THIS CARD TO THE SPEAKER REGISTRATION TABLE

I-35 Northeast San Antonio Expansion Project

Texas Department of Transportation

PUBLIC HEARING
Feb. 26, 2015 – 5pm
Morgan's Wonderland
Event Center

SPEAKER REGISTRATION CARD

15

NAME: OSCAR MICHAEL GARZA

TITLE/ORGANIZATION: ENGINEER / DANNENBAUM

ADDRESS: [redacted]

PHONE: [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

PLEASE RETURN THIS CARD TO THE SPEAKER REGISTRATION TABLE

16

I-35 Northeast San Antonio Expansion Project

Texas Department of Transportation

PUBLIC HEARING
Feb. 26, 2015 - 5pm
Morgan's Wonderland
Event Center

SPEAKER REGISTRATION CARD

NAME: Grumpy Azzoz

TITLE/ORGANIZATION: City of Schertz City Council

ADDRESS: [redacted]

[redacted] PHONE: [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

PLEASE RETURN THIS CARD TO THE SPEAKER REGISTRATION TABLE

17

I-35 Northeast San Antonio Expansion Project

Texas Department of Transportation

PUBLIC HEARING
Feb. 26, 2015 – 5pm
Morgan's Wonderland
Event Center

Dave Purdy

SPEAKER REGISTRATION CARD

NAME: Dave Purdy

TITLE/ORGANIZATION: Me, myself & I

ADDRESS:

PHONE:

(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

PLEASE RETURN THIS CARD TO THE SPEAKER REGISTRATION TABLE

I-35 Northeast San Antonio Expansion Project

Texas Department of Transportation

PUBLIC HEARING
Feb. 26, 2015 - 5pm
Morgan's Wonderland
Event Center

SPEAKER REGISTRATION CARD

NAME: DAVID McALLISTER

TITLE/ORGANIZATION: REAL ESTATE COUNCIL OF SAN ANTONIO

ADDRESS: [redacted]

[redacted] PHONE:

(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

PLEASE RETURN THIS CARD TO THE SPEAKER REGISTRATION TABLE

APPENDIX C

PUBLIC HEARING PRESENTATION

I-35 NORTHEAST SAN ANTONIO EXPANSION PROJECT

PUBLIC HEARING– February 26, 2015

I-35 NORTHEAST SAN ANTONIO EXPANSION PROJECT

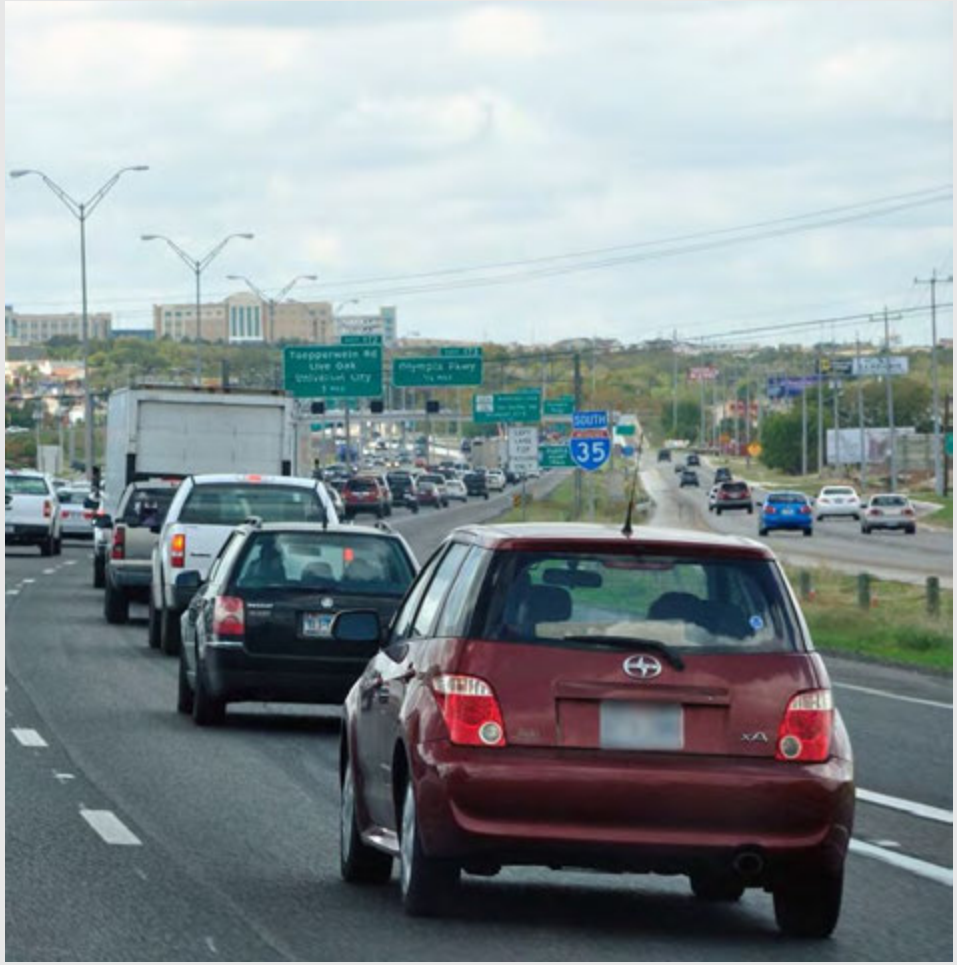
From: The I-35/I-410 South interchange in San Antonio
To: FM 1103 in Schertz

- PUBLIC HEARING
- February 26, 2015
- Open House 5:00 p.m. – 6:00 p.m.
- Presentation and Hearing 6:00 p.m.

Morgan's Wonderland
5223 David Edwards Dr.
San Antonio, TX 78233

I-35 Northeast San Antonio Expansion Project Public Hearing

1. Introductions
2. Meeting Format
3. Project Overview
4. Environmental Overview
5. Project Schedule and Funding
6. Next Steps
7. Public Comment Session



Introductions

- Elected Officials Present
- TxDOT Representatives
- Alamo RMA Representatives
- Project Team Members

Meeting Format

- Purpose of the Public Hearing:

  To solicit feedback from the community regarding proposed improvements

- Public Hearing Procedures and Protocols:
  - Sign up at speaker registration table
  - Provide your name and organization (if applicable)
  - Limit comments to three minutes
  - Questions may be directed to project staff following the verbal comment period

- Open House

Additional Public Comment Opportunities

- **Public hearing/open house:**
  - Comment box
  - Court Reporter
- **Email:** info@i35northeast.com
- **Online public hearing:**
  www.txdot.gov (key word search "I-35 Northeast San Antonio")
- **Mail:**

  I-35 Northeast San Antonio Expansion Project
  130 East Travis Street, Ste. 200
  San Antonio, Texas 78205

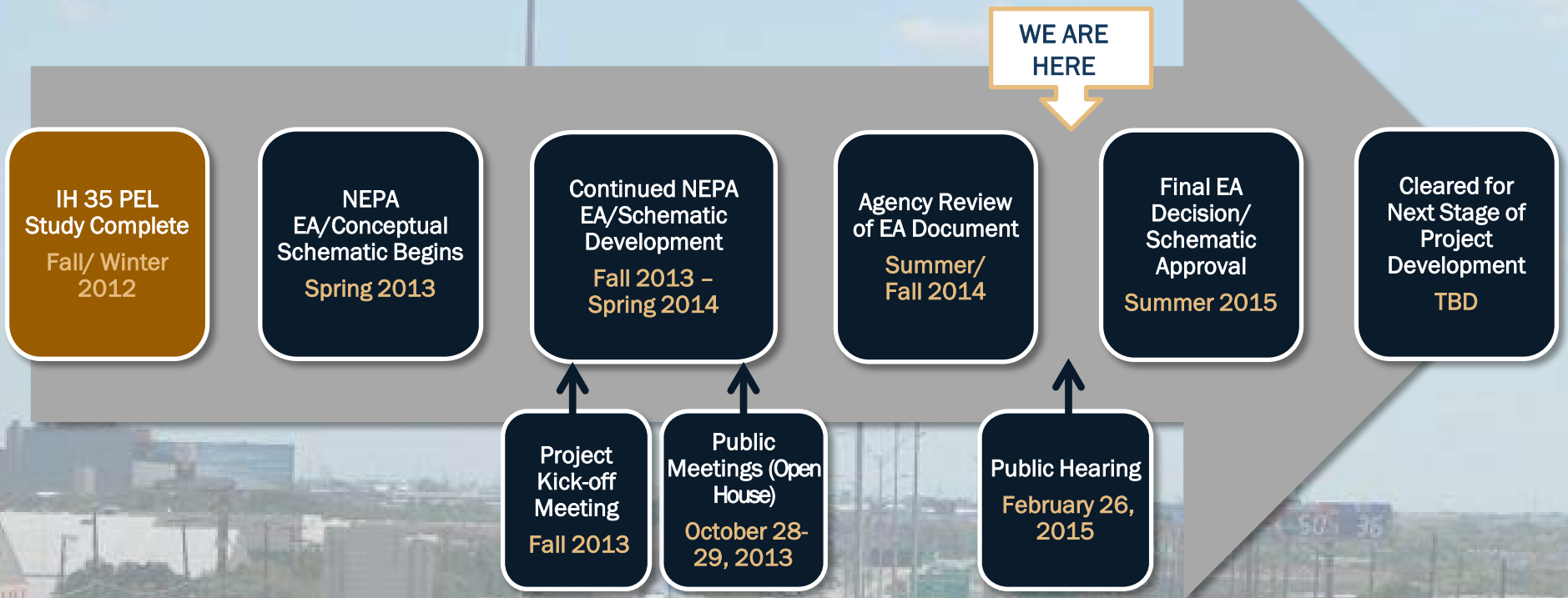
*Comments must be postmarked by **March 9, 2015** to be included in the official public meeting record.*

* The Public Hearing Report will be posted at www.txdot.gov when analysis is complete.

Project History

Environmental Process and Timeline

The environmental review, consultation, and other actions required by applicable Federal environmental laws for this project are being, or have been, carried-out by TxDOT pursuant to 23 United States Code 327 and a Memorandum of Understanding dated December 16, 2014, and executed by FHWA and TxDOT.



Purpose and Need for Improvements

Purpose of Improvements

To implement a transportation alternative that improves mobility in the I-35 corridor in a manner that will:

- Manage vehicle congestion
- Promote efficient use of existing transportation facilities
- Minimize impacts to the natural and built environment
- Complement other modes of transportation and economic development initiatives in the region

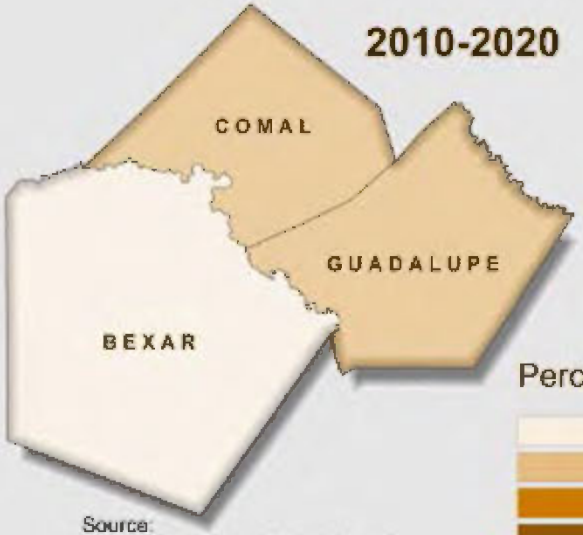
Need for Improvements

- Increasing traffic demand and congestion
- Inadequate roadway capacity
- Limited integration of I-35 with other existing and planned transportation modes

Population Growth

Population Growth
Percentage Growth by County

Population in Bexar, Comal, and Guadalupe Counties is projected to grow by 51.5% between 2010 and 2040.



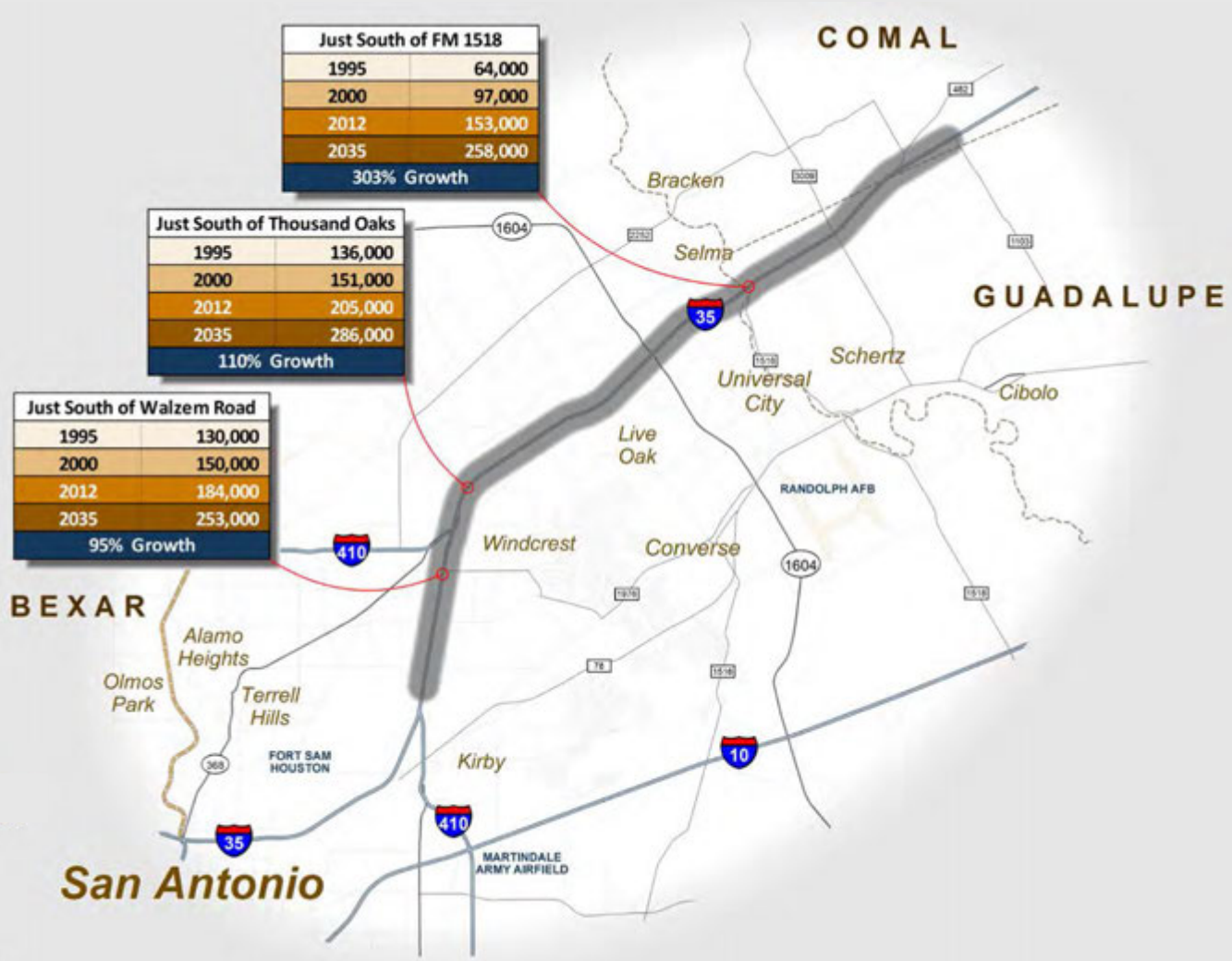
Percentage Growth

- < 25%
- 26 - 50%
- 51 - 75%
- > 76%

County	Census 2010	Projected Population 2020	Projected Population 2030	Projected Population 2040	Percent Change 2010-2040
Bexar	1,714,773	1,974,041	2,231,550	2,468,254	44%
Comal	108,472	140,825	178,399	216,562	100%
Guadalupe	131,533	182,693	235,318	276,064	110%

Source:
Texas Water Development Board,
2016 Regional Water Plan

I-35 Traffic Trends, 1995 - 2035



Source:
TxDOT Transportation Planning and Programming Division; *2012 Traffic Counts, ADT Volumes;* I-35 Northeast San Antonio Expansion Study Team Modeling Data

Traffic Congestion

Traffic Demand

2014 Most Congested Roadway Segments in Texas

Project Limits

Congested Roadway Segments

- 40th Ranked
- 54th Ranked
- 67th Ranked

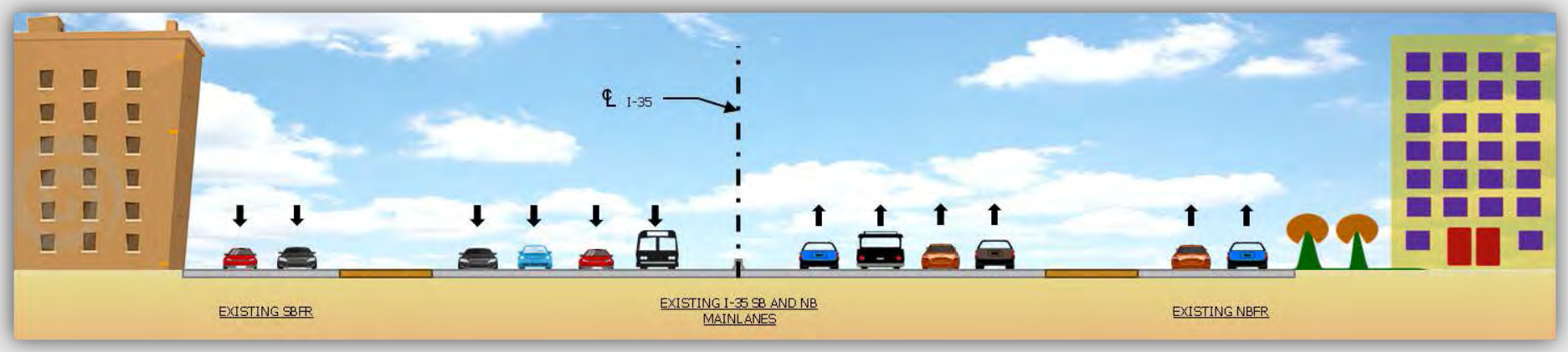
Three of the most congested roadway segments in Texas are located on I-35 within the project area.

Source:
Texas A&M Transportation Institute and
Texas Department of Transportation

Development of Alternatives

- I-35 Corridor Advisory Committee “My35” Plan (2011)
- I-35 Planning and Environmental Linkages Study (2012)
- Alamo Area Metropolitan Planning Organization long-range metropolitan transportation plan

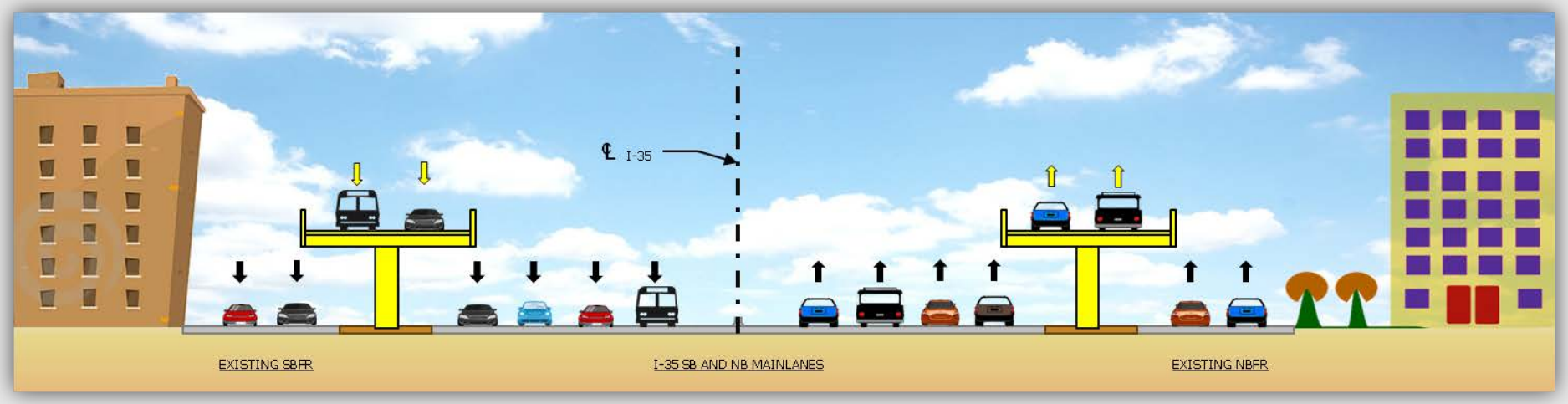
No-Build Alternative



- Required in all environmental studies
- Serves as benchmark for alternatives evaluation
- Assumes no improvements to I-35, except those that are already programmed and reasonably expected to occur

This is a graphical representation of the existing mainlanes and frontage roads in some areas of the project corridor. This graphic is not to scale.

Build Alternative (Proposed Improvements)



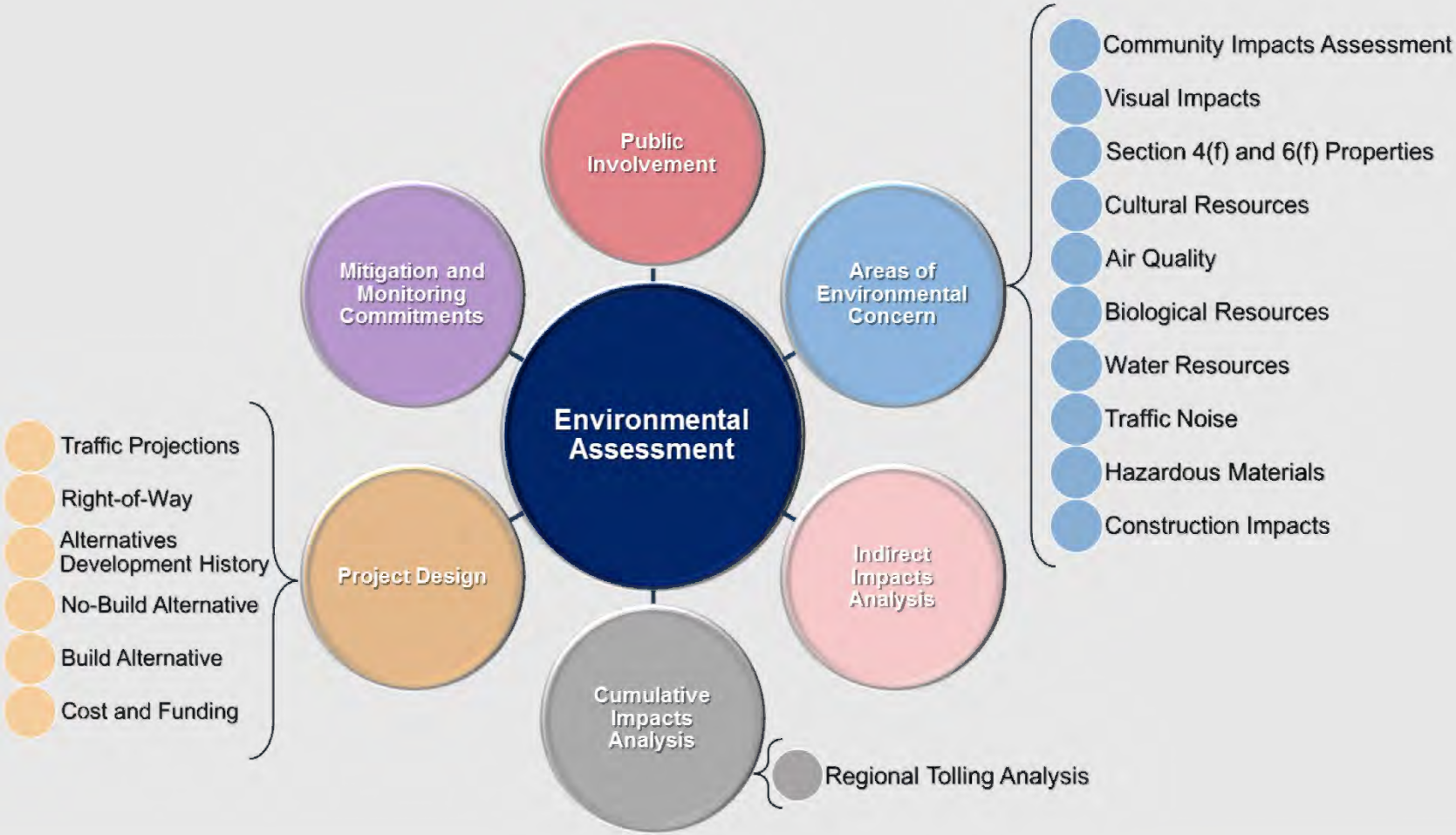
- Two elevated managed lanes in each direction
- Direct connectors at I-35 and I-410 South, I-410 West and Loop 1604
- Operational Improvements
- Interim access

This is a graphical representation of what the elevated lanes might look like. This graphic is not to scale and does not illustrate specific project design.

Build Alternative (cont.)

- Managed lanes placed between mainlanes and frontage roads south of FM 3009
- Managed lanes placed down middle of existing mainlanes north of FM 3009
- Includes some bridge and frontage road intersection reconstruction, widening of mainlanes, and interchange ramp reconfigurations

Potential Impacts

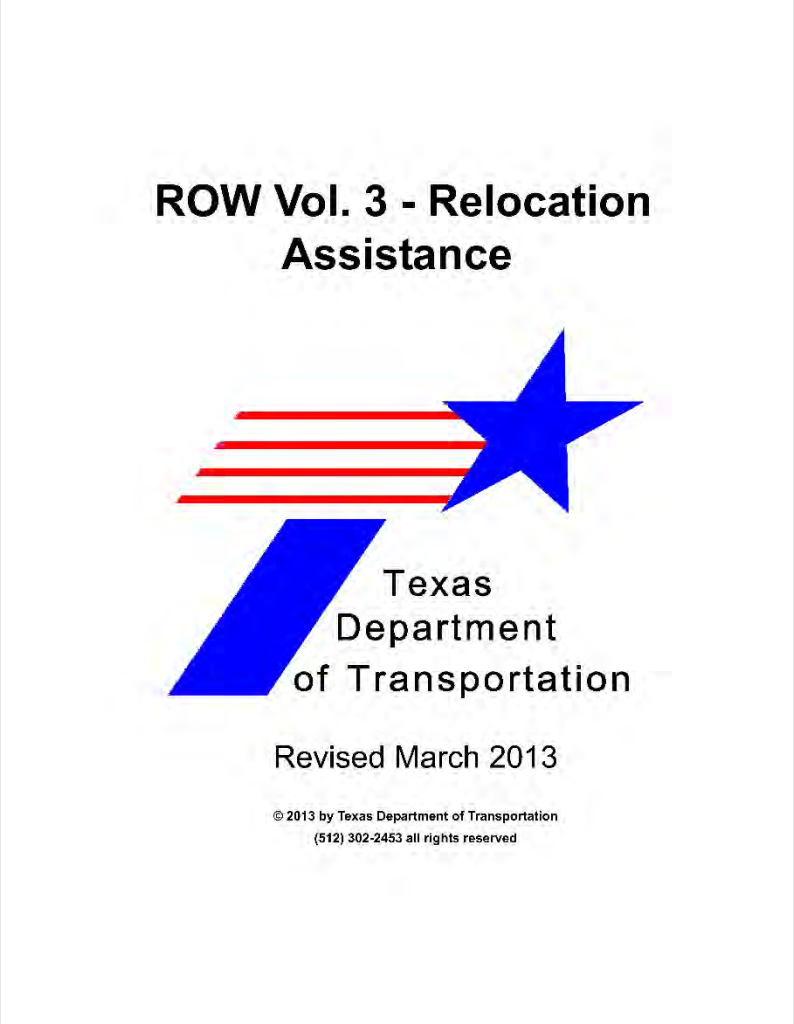


Potential Impacts (cont.)

- Right of Way
- Visual
- Noise
- Construction
- Socio-economic

Impacts Mitigation

- TxDOT Relocation Assistance Program
- Meetings with Affected Property Owners
- Noise Workshops


ROW Vol. 3 - Relocation Assistance

Texas Department of Transportation

Revised March 2013

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Project Implementation

- Cost
- Funding
- Managed Lane Use
- Construction

Additional Project Information

- Visit www.txdot.gov (key word search "I-35 Northeast San Antonio)
- View the Draft EA
  - Public Hearing
  - TxDOT San Antonio District Office:

TxDOT San Antonio District Office
4615 NW Loop 410
San Antonio, TX 78229

Next Steps

WE ARE HERE
IH 35 PEL Study Complete
Fall/ Winter 2012
NEPA EA/Conceptual Schematic Begins
Spring 2013
Continued NEPA EA/Schematic Development
Fall 2013 – Spring 2014
Agency Review of EA Document
Summer/ Fall 2014
Final EA Decision/ Schematic Approval
Summer 2015
Cleared for Next Stage of Project Development
TBD
Project Kick-off Meeting
Fall 2013
Public Meetings (Open House)
October 28-29, 2013
Public Hearing
February 26, 2015

Provide Your Comments

Options for Commenting

1. Make a verbal statement at the hearing
2. Submit comment form in comment box tonight
3. Provide comments to onsite court reporter (open house room)
4. Submit comments through virtual open house at www.txdot.gov
5. Email comments to: info@i35northeast.com
6. Mail comments to: I-35 Northeast San Antonio Expansion Project
   Attention: Jonathan Bean
   130 East Travis Street, Ste. 200
   San Antonio, Texas 78205

Deadline for comments : March 9, 2015

Public Hearing Report will be posted at www.txdot.gov when analysis is complete

Verbal Comments

3:00 Minutes For Each Speaker

Closing Remarks

Thank You for Your Participation!

APPENDIX D

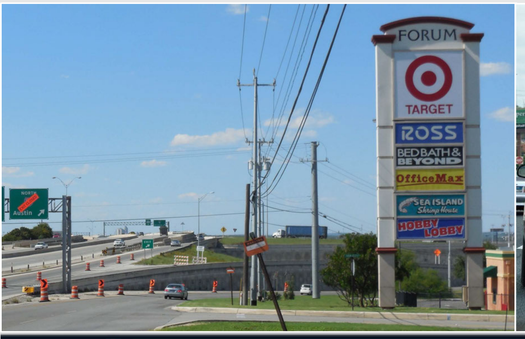
EXHIBITS

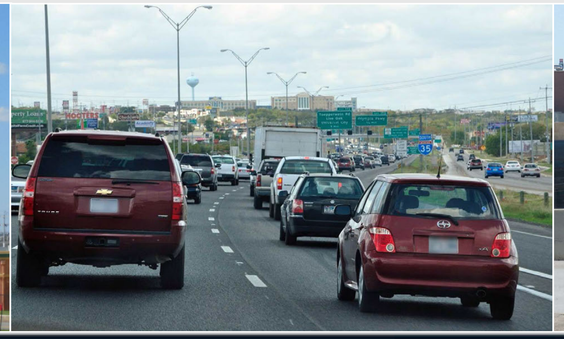
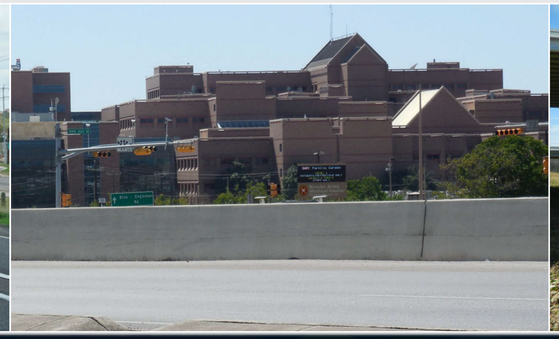
TEXAS DEPARTMENT OF TRANSPORTATION

Welcome

To the I-35 Northeast San Antonio Expansion Project

Public Hearing



TEXAS DEPARTMENT OF TRANSPORTATION

Project Location Map

Environmental Assessment

An environmental assessment (EA) is a type of environmental study that analyzes social, economic, and environmental impacts of a proposed project, prepared in accordance with National Environmental Policy Act (NEPA) guidelines.

The environmental review, consultation, and other actions required by applicable Federal environmental laws for this project are being, or have been, carried-out by TxDOT pursuant to 23 U.S.C. 327 and a Memorandum of Understanding dated December 16, 2014, and executed by FHWA and TxDOT.

Environmental Assessment (EA) Timeline

Purpose of Improvements

To implement a transportation alternative that improves mobility in the I-35 corridor in a manner that will:

- Manage vehicle congestion for the projected 25-year planning horizon
- Promote efficient use of existing transportation facilities
- Minimize impacts to the natural and built environment
- Complement other modes of transportation and economic development initiatives in the region

Meeting the purpose is one measure used to evaluate project alternatives

Need for Improvements

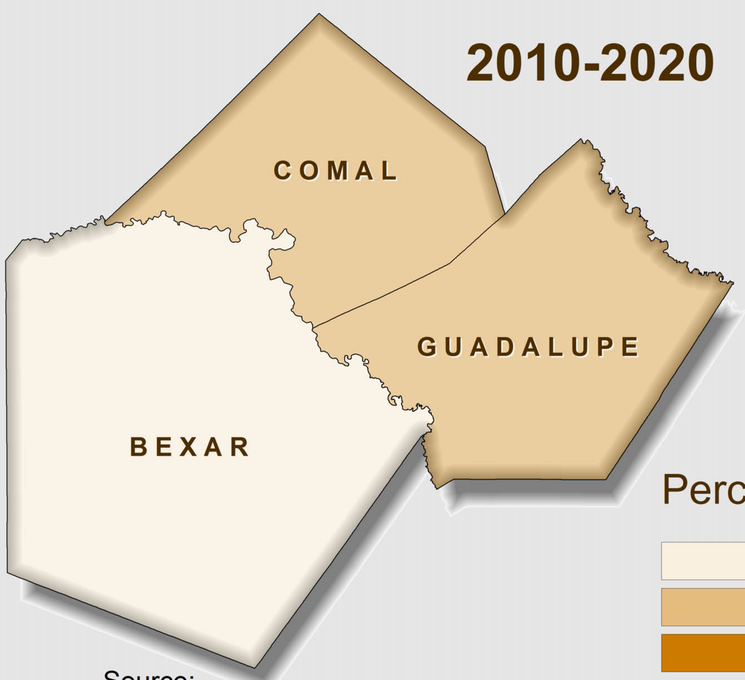
- Increasing traffic demand and congestion
- Inadequate roadway capacity
- Limited integration of I-35 with other existing and planned transportation modes

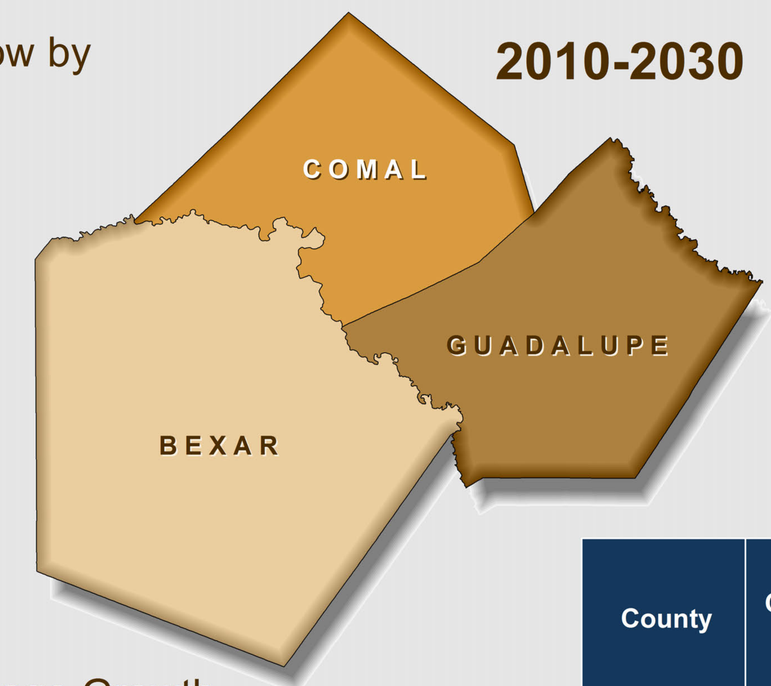
Meeting the need is one measure used to evaluate project alternatives

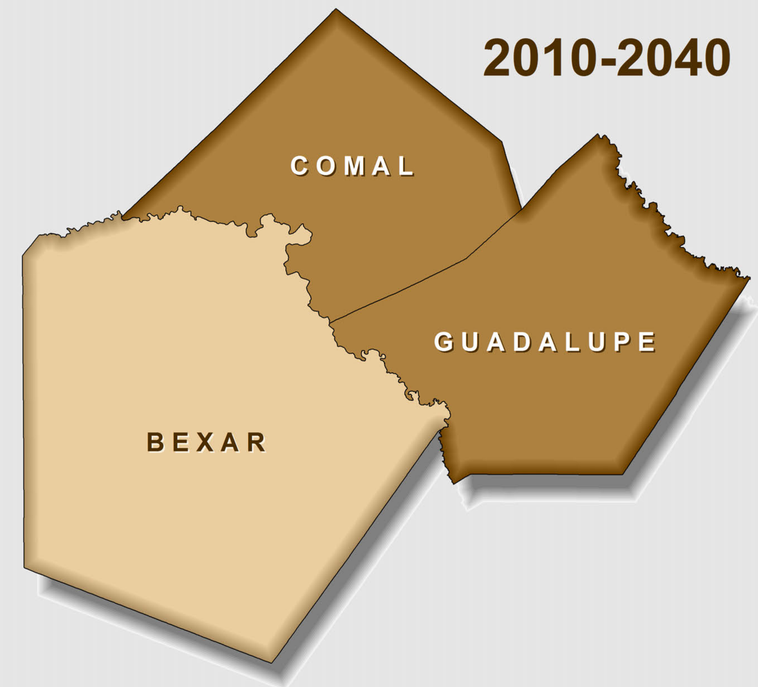
Population Growth

Percentage Growth by County

Population in Bexar, Comal, and Guadalupe Counties is projected to grow by 51.5% between 2010 and 2040.







Percentage Growth

- < 25%
- 26 - 50%
- 51 - 75%
- > 76%

County	Census 2010	Projected Population 2020	Projected Population 2030	Projected Population 2040	Percent Change 2010-2040
Bexar	1,714,773	1,974,041	2,231,550	2,468,254	44%
Comal	108,472	140,825	178,399	216,562	100%
Guadalupe	131,533	182,693	235,318	276,064	110%

Source:
Texas Water Development Board,
2016 Regional Water Plan

Traffic Demand

2014 Most Congested Roadway Segments in Texas

Project Limits

Congested Roadway Segments

- 40th Ranked
- 54th Ranked
- 67th Ranked

Three of the most congested roadway segments in Texas are located on I-35 within the project area.

Source:
Texas A&M Transportation Institute and
Texas Department of Transportation

TEXAS DEPARTMENT OF TRANSPORTATION

Traffic Demand
I-35 Traffic Trends

Project Limits

Traffic Count

- 1995
- 2000
- 2012
- 2035

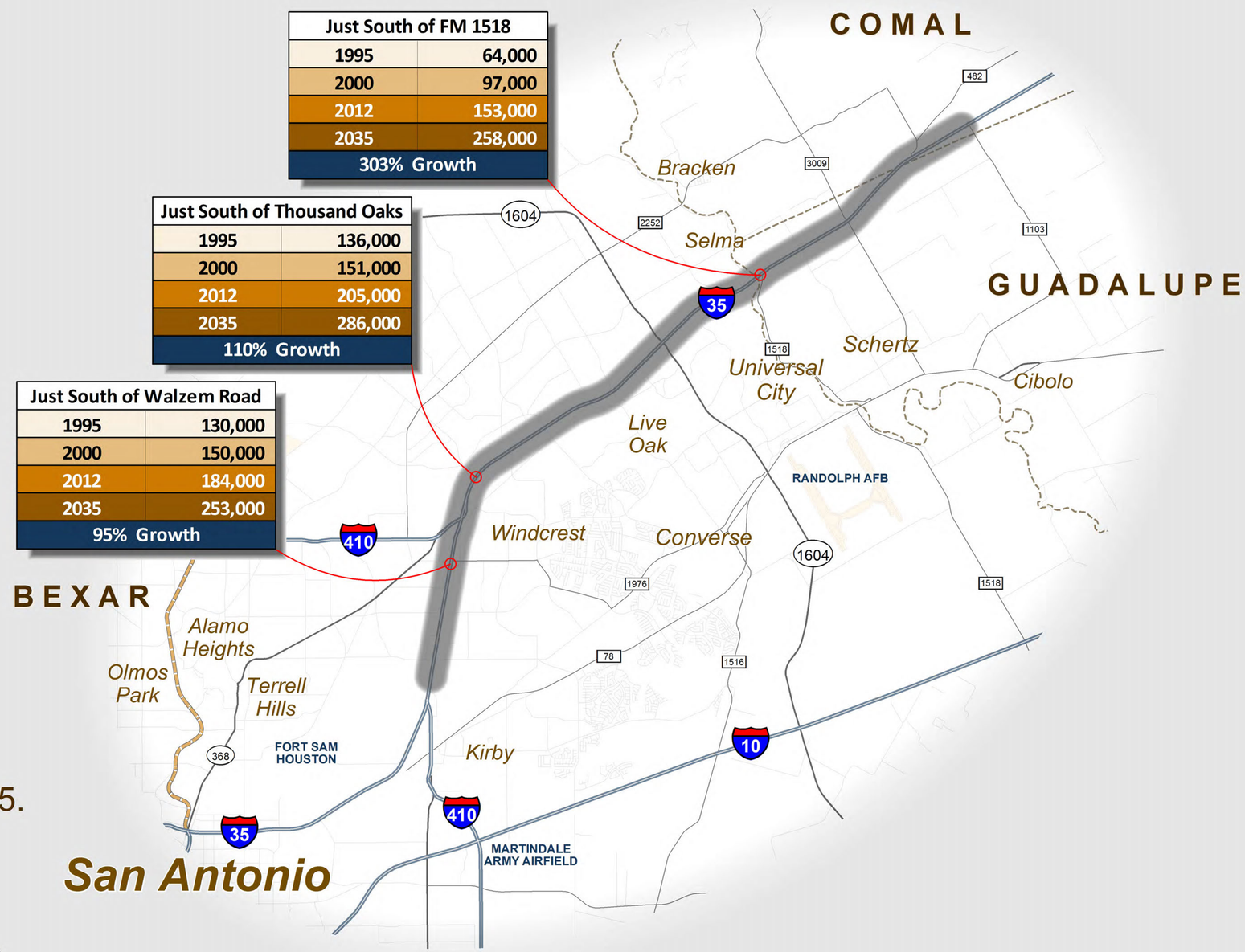
Percentage Growth

- 1995-2035

Just South of FM 1518	
1995	64,000
2000	97,000
2012	153,000
2035	258,000
303% Growth	

Just South of Thousand Oaks	
1995	136,000
2000	151,000
2012	205,000
2035	286,000
110% Growth	

Just South of Walzem Road	
1995	130,000
2000	150,000
2012	184,000
2035	253,000
95% Growth	



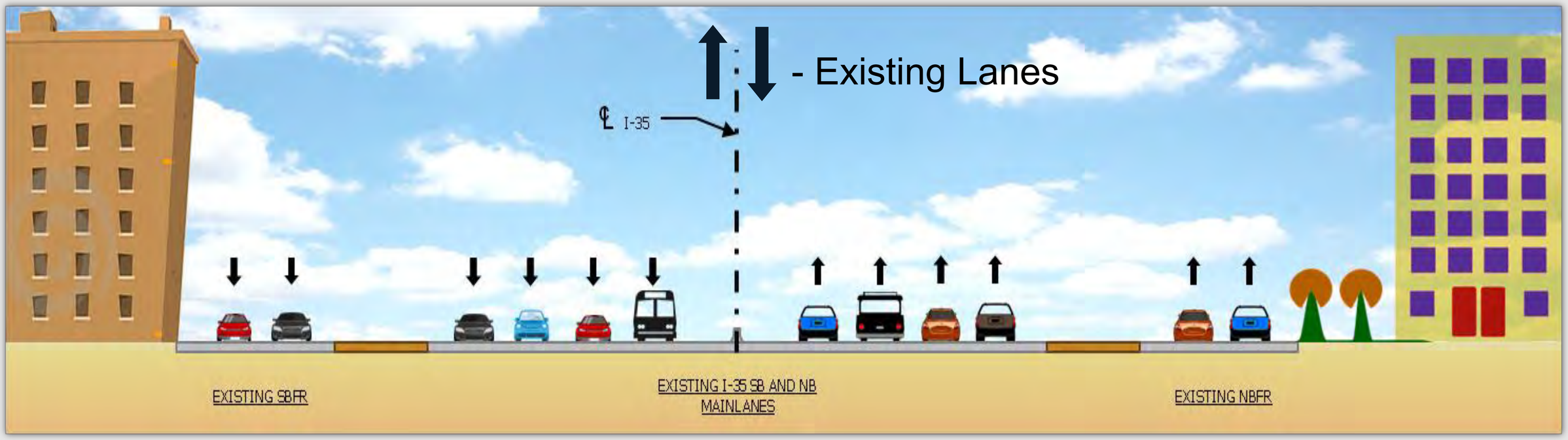
Traffic along the corridor increased on average by approximately 64% from 1995 to 2012 and is forecasted to increase another 47% from 2012 to 2035.

Source:
TxDOT Transportation Planning and Programming Division
2012 Traffic Counts, ADT Volumes;
I-35 Northeast San Antonio Expansion Study Team Modeling Data.

Results and Recommendations from the 2012 Planning & Environmental Linkages (PEL) Study

PEL Study Concept	Eliminated in PEL Study	Recommended for Further Study in NEPA
Traffic Demand Management/ Transportation System Management/ Intelligent Transportation Systems-Only	X	
Rail-Only	X	
Transit-Only	X	
Truck Lane-Only	X	
New Location Highway Facility	X	
Expansion of Parallel Roadway	X	
Add Highway Capacity to Existing I-35		✓
No-Build Alternative		✓

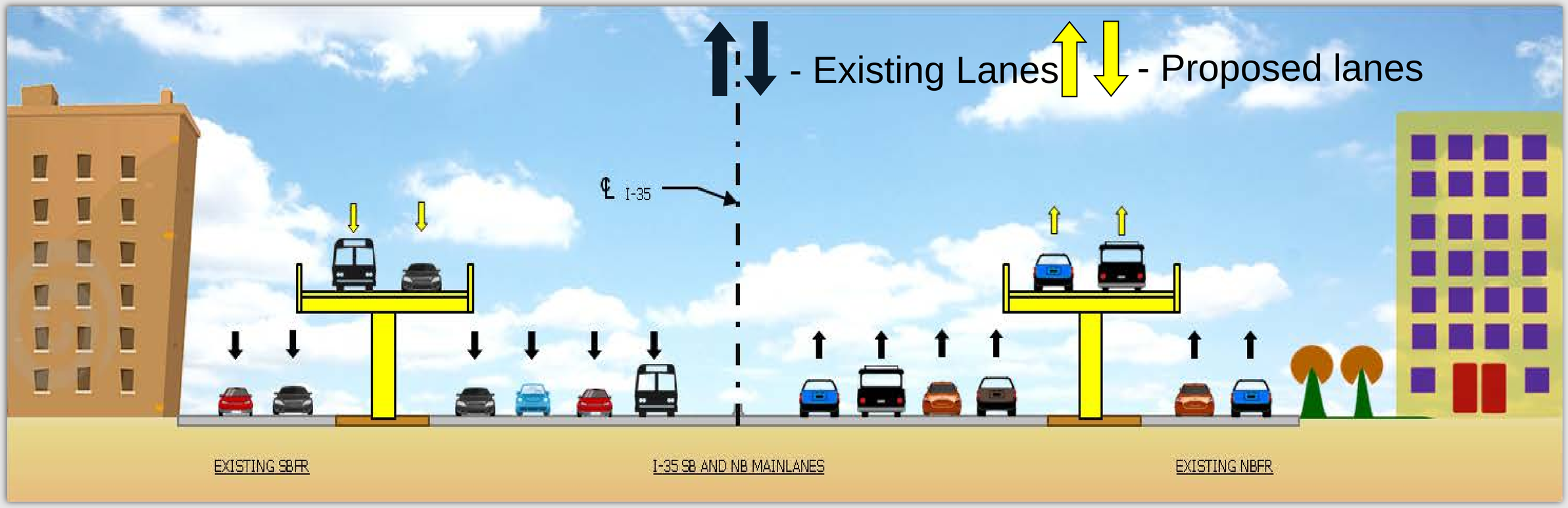
No-Build Alternative



The No-Build Alternative:

- Includes no changes to the existing transportation network except for programmed transportation improvements that are reasonably expected to occur regardless of the outcome of this project
- Is required to be considered in all NEPA studies to serve as the benchmark against which all other alternatives are compared

Proposed Build Alternative



The Build Alternative:

- Adds two elevated managed lanes in each direction on I-35 from I-410 South in San Antonio north to FM 1103 in Schertz
- Allows access to elevated managed lanes at I-410 South, I-410 West, Loop 1604, and between Loop 1604 and FM 1103
- Requires minimal new right-of-way
- Existing mainlanes and frontage roads remain open and free to all users

Why Elevated Structure?

An elevated structure will:

- Minimize the need for and cost of additional right-of-way
- Minimize economic impacts of relocations and displacements
- Avoid complete reconstruction of existing mainlanes, frontage roads, and cross streets
- Minimize impacts to commuters and local traffic during construction

These are graphic renderings for visualization and are subject to change

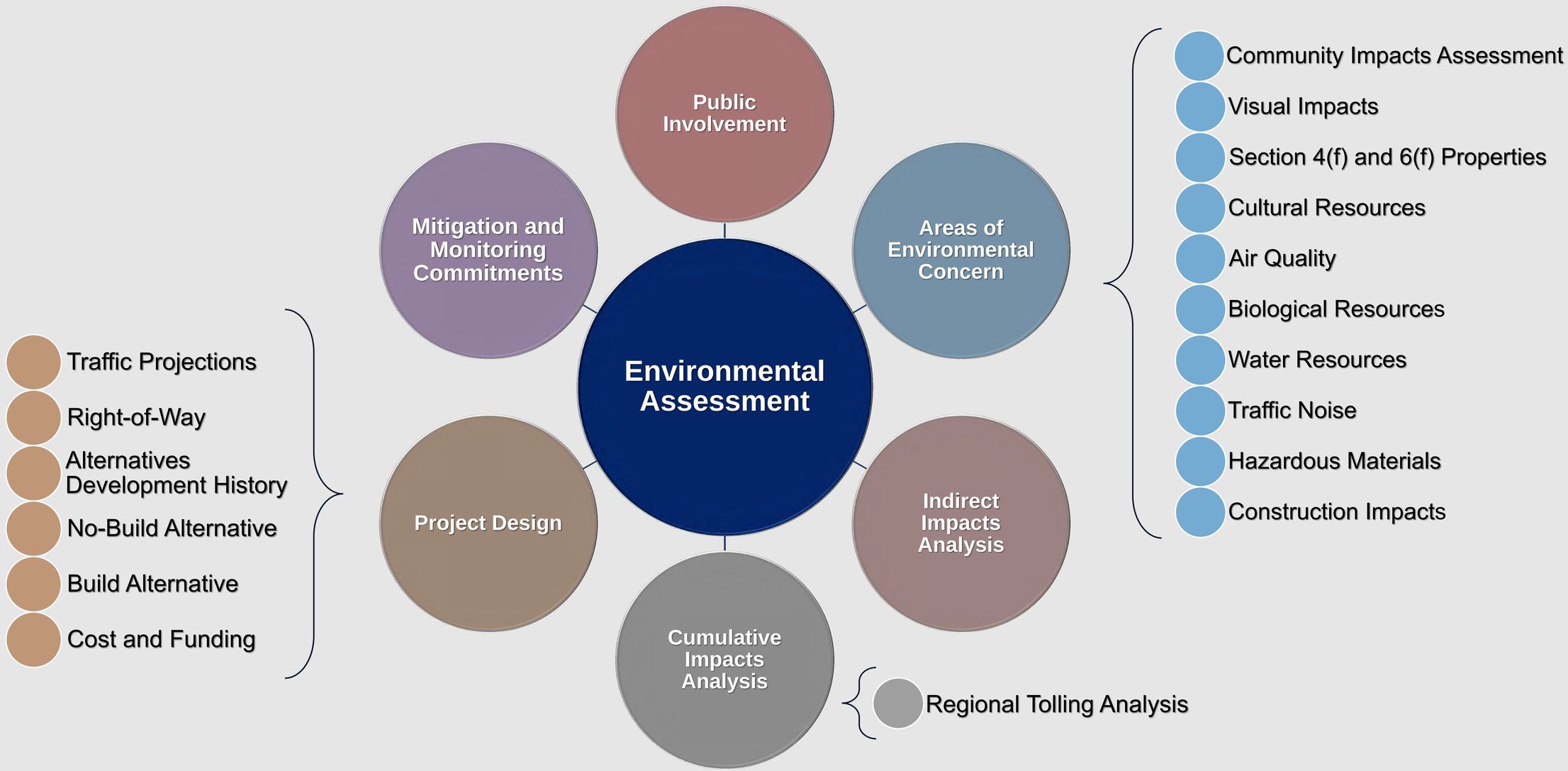
Why Managed Lanes?

- Traditional funding sources limited
- Included in Alamo Area Metropolitan Planning Organization long-range metropolitan transportation plan
- Opportunity for transit
  - Potential Bus Rapid Transit compatibility
  - Encourage High Occupancy Vehicle usage

What is a Managed Lane?

A managed lane is a travel lane that operates separately from the mainlanes. Travel on these lanes is managed through a combination of pricing, vehicle eligibility, and access control strategies to achieve faster, more reliable speeds.

Resources and Issues Considered



Right of Way (ROW) Impacts

The proposed project would require approximately 26.1 acres of additional ROW. Potential displacements resulting from the proposed project include 1 residence, 2 commercial facilities, portions of 2 parking facilities, 11 billboards, 2 signs, and 1 sewage lift station.

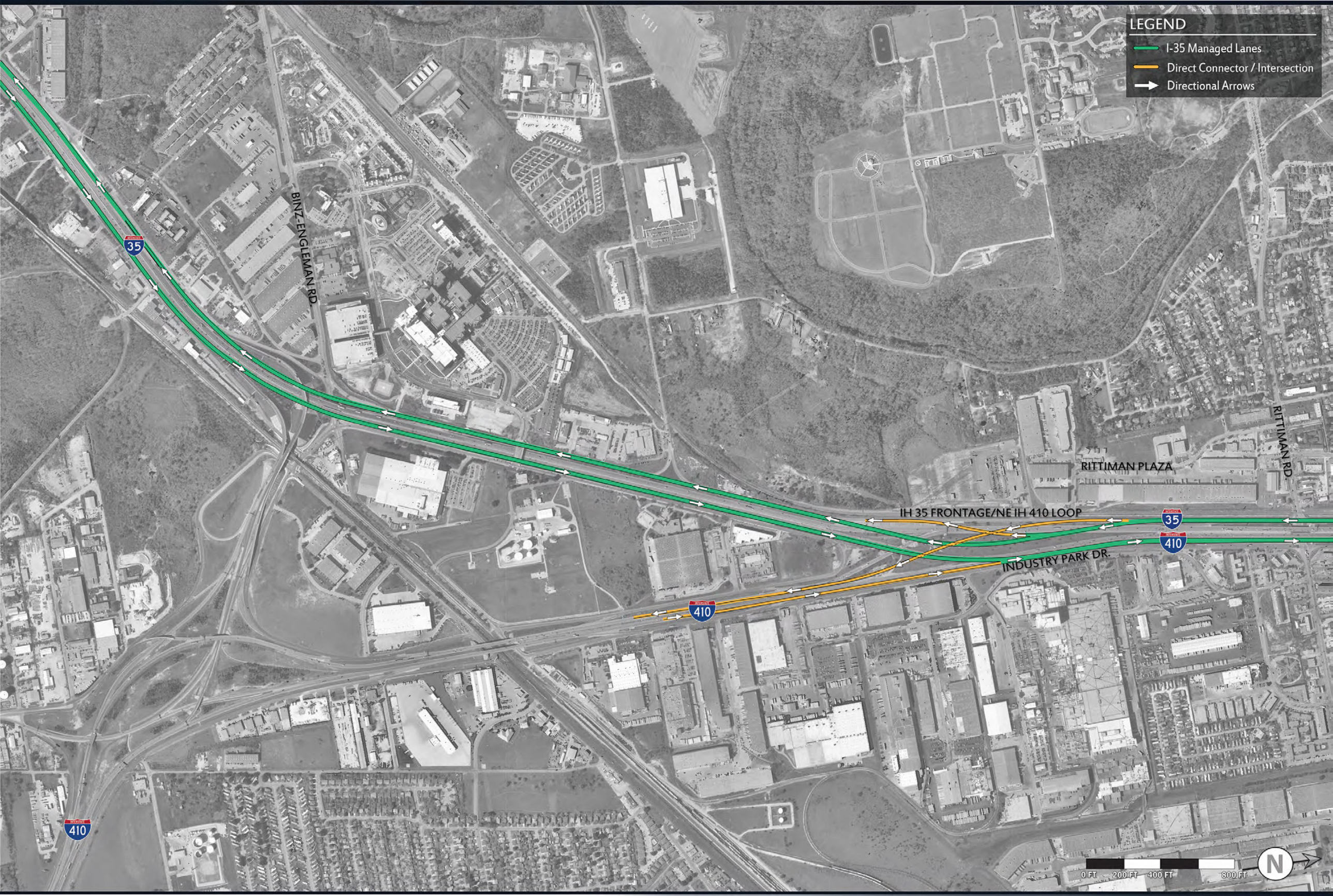
Proposed additional ROW would be in the general vicinity of:

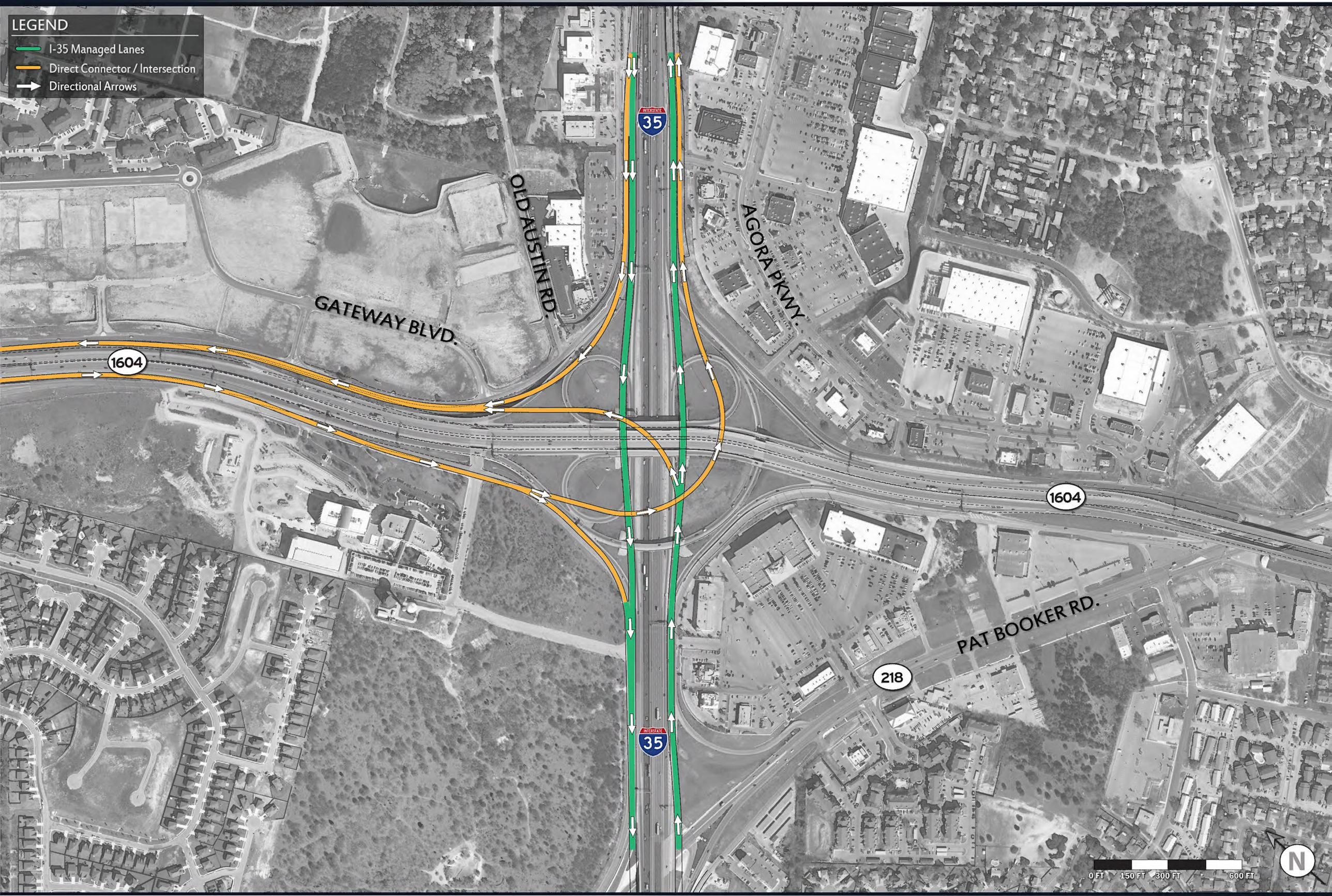
- I-35/I-410 West interchange
- I-35/Loop 1604 interchange
- North Evans Road
- Wiederstein Road
- FM 2252
- FM 1103

EXISTING

I-35 AND LOOP 1604 INTERCHANGE

I-35 AND SCHERTZ PARKWAY INTERCHANGE


LEGEND
I-35 Managed Lanes
Direct Connector / Intersection
Directional Arrows
BINZ-ENGLEMAN RD.
RITTIMAN PLAZA
RITTIMAN RD.
IH 35 FRONTAGE/NE IH 410 LOOP
INDUSTRY PARK DR.
35
410
0 FT
200 FT
400 FT
800 FT
N



I-35 AND LOOP 1604 INTERCHANGE

PRELIMINARY - SUBJECT TO CHANGE

LEGEND
I-35 Managed Lanes
Direct Connector / Intersection
Directional Arrows
410
35
410
410
35
410
INTERSTATE PKWY.
IH 35 FRONTAGE
IH 35 FRONTAGE
QUAIL CREEK DR.
PERRIN BEITEL RD
368
WALZEM RD
N
0 FT
200 FT
400 FT
800 FT

Next Steps

- Compile and consider community input from public hearing
- Finalize schematic design
- Finalize environmental assessment
- Receive environmental decision
- Prepare for next stage of project development

STATE OF TEXAS
DEPARTMENT OF TRANSPORTATION
SAN ANTONIO DISTRICT
BEXAR COUNTY
PLAN AND PROFILE
IH 35 FROM 0.5 MI. SOUTH OF
FRANKLIN DRIVE TO FM 306
BEXAR COUNTY
SCALE: 1"=100'
SHEET 1 OF 3
DATE: JANUARY 2015

LOCATION MAP
NOT TO SCALE

DESIGN BASED ON THE TEXAS STATE PLANE COORDINATE SYSTEM, SOUTH CENTRAL ZONE, NAD 83 (2011) ADJUSTMENT. ALL DISTANCES SHOWN ARE HORIZONTAL GRID DISTANCES. TO OBTAIN SURFACE DISTANCES, DIVIDE GRID DISTANCES BY THE COMBINED SCALE FACTOR 0.9998750.

APPROVED FOR PUBLICATION AND ENTRY

DIRECTOR TRAFFIC OPERATIONS

DIRECTOR TRANSPORTATION PLANNING

DIRECTOR OF TRANSPORTATION PLANNING AND DEVELOPMENT

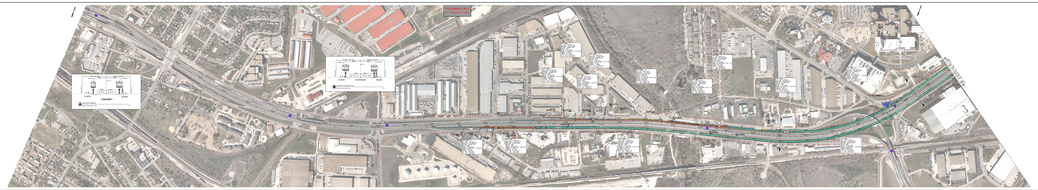
DISTRICT ENGINEER

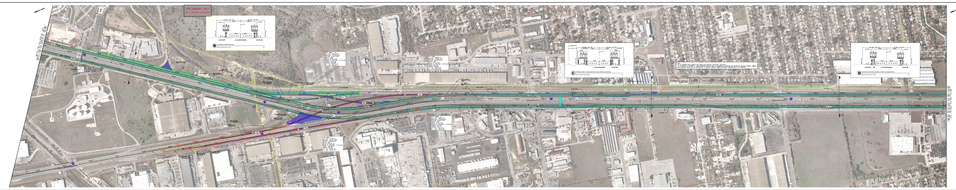
DISTRICT ENGINEER

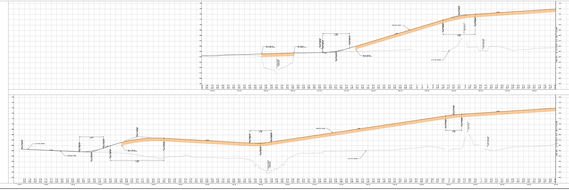
TXDOT
DESIGNED BY
CHECKED BY
DRAWN BY
CHECKED BY
TEXAS DEPARTMENT OF TRANSPORTATION
SAN ANTONIO DISTRICT
4615 NW LOOP 410
SAN ANTONIO, TEXAS 78229

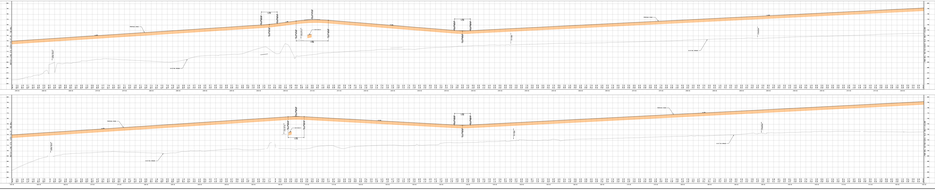
	EXISTING RIGHT OF WAY
	PROPOSED RIGHT OF WAY
	EXISTING CONTROL OF ACCESS
	PROPOSED CONTROL OF ACCESS
	EXISTING CURB
	PROPOSED CURB
	EXISTING EDGE OF PAVEMENT
	PROPOSED EDGE OF PAVEMENT
	EXISTING BRIDGE
	PROPOSED BRIDGE
	EXISTING CULVERT
	PROPOSED CULVERT
	EXISTING RAILROAD
	PROPOSED RAILROAD

DATE: JANUARY 2015
SCALE: 1"=100'
DESIGN SPEED: 70 MPH
POSTED SPEED: 70 MPH
FUNCTIONAL CLASSIFICATION: IH MPH
DESIGN VEHICLE: WB-67
DESIGN LOADING: HS-20
DESIGN STRESS: 24 KSI









STATE OF TEXAS
DEPARTMENT OF TRANSPORTATION
SAN ANTONIO DISTRICT
BEXAR COUNTY
PLAN AND PROFILE
IH 35 FROM 0.5 MI. SOUTH OF
FRANKLIN DRIVE TO FM 306
BEXAR COUNTY
SCALE: 1"=100'
SHEET 1 OF 3
DATE: JANUARY 2015

LOCATION MAP
NOT TO SCALE

DESIGN BASED ON THE TEXAS STATE PLANE COORDINATE SYSTEM, SOUTH CENTRAL ZONE, NAD 83 (2011) ADJUSTMENT. ALL DISTANCES SHOWN ARE HORIZONTAL GRID DISTANCES. TO OBTAIN SURFACE DISTANCES, DIVIDE GRID DISTANCES BY THE COMBINED SCALE FACTOR 0.9998750.

TXDOT
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CHECKED BY
DRAWN BY
CHECKED BY
TEXAS DEPARTMENT OF TRANSPORTATION
SAN ANTONIO DISTRICT
4615 NW LOOP 410
SAN ANTONIO, TEXAS 78229

	EXISTING RIGHT OF WAY
	PROPOSED RIGHT OF WAY
	EXISTING CONTROL OF ACCESS
	PROPOSED CONTROL OF ACCESS
	EXISTING CURB
	PROPOSED CURB
	EXISTING EDGE OF PAVEMENT
	PROPOSED EDGE OF PAVEMENT
	EXISTING BRIDGE
	PROPOSED BRIDGE
	EXISTING CULVERT
	PROPOSED CULVERT
	EXISTING RAILROAD
	PROPOSED RAILROAD

DATE: JANUARY 2015
SCALE: 1"=100'
DESIGN SPEED: 70 MPH
POSTED SPEED: 70 MPH
FUNCTIONAL CLASSIFICATION: IH MPH
DESIGN VEHICLE: WB-67
DESIGN LOADING: HS-20
DESIGN STRESS: 24 KSI

SHEET 02 OF 06

STATE OF TEXAS
DEPARTMENT OF TRANSPORTATION
SAN ANTONIO DISTRICT

PLAN AND PROFILE: GEOMETRIC DESIGN SCHEMATIC
FROM: I-410 SOUTH TO FM 1103

I-35 NORTHEAST EXPANSION
BEXAR, COMAL, AND GUADALUPE COUNTY

PROJECT NO. NH ( )

CSJ = 0016-05-111
CSJ = 0016-06-047
CSJ = 0016-07-113
CSJ = 0017-10-168

NET LENGTH OF ROADWAY = 16,094 FT = 3.05 MI
NET LENGTH OF BRIDGE = 83,388 FT = 15.79 MI
NET LENGTH OF PROJECT = 99,482 FT = 18.84 MI

LOCATION MAP
SAN ANTONIO, TEXAS
NTS

END PROJECT IH 35 STA. 5189+12
BEGIN PROJECT IH 35 STA. 3125+88

BEARING BASED ON THE TEXAS STATE PLANE COORDINATE SYSTEM, NAD83, CENTRAL ZONE AND ADJUSTED TO SURFACE USING PROJECTED SURFACE ADJUSTMENT FACTOR OF 1.00011.

EQUATIONS: STA 3976+99.56 "ML035CL01" BK =
STA 4976+99.56 "MA035CL01" AHD
RAILROADS: UNION PACIFIC
EXCEPTIONS:

APPROVED: TXDOT DESIGN DIVISON LETTER DATED

APPROVED: FHWA LETTER DATED

SUBMITTED FOR APPROVAL: ______________, 2014

TRANSPORTATION PLANNING DIRECTOR

APPROVED: ______________, 2014

DIRECTOR OF TRANSPORTATION PLANNING AND DEVELOPMENT

APPROVED: ______________, 2014

DISTRICT ENGINEER

SUBMITTED BY:

CORRECT: ______________, 2014

BRYCE M. TURENTINE, PE

HNTB
HNTB CORPORATION
THE HNTB COMPANIES
ENGINEERS ARCHITECTS PLANNERS
130 E. TRAVIS, SUITE 200
SAN ANTONIO, TX 78205
(210) 349-2277

I 35 MANAGED LANES
PROJECTED ADT: XX,XXX (2035)
FUNCTIONAL CLASSIFICATION: EXPRESSWAY

LEGEND:

- GP LANE
- 1604 MANAGED LANES
- FRONTAGE LANE/RAMP
- DIRECT CONNECTOR
- IH35 MANAGED LANES
- IH35 BY OTHERS
- REMOVAL
- REMOVAL BY OTHERS
- EXISTING ROW
- UPRR ROW
- PROPOSED ROW
- CENTER LINE
- PROPOSED RETAINING WALL
- PROPOSED BRIDGE
- NUMBER OF LANES (TRAFFIC DIRECTION)
- AADT PROJECTED VOLUME (2035)

INTERIM REVIEW ONLY
Document incomplete: not intended for permit, bidding or construction.
Engineer: BRYCE M. TURENTINE
P.E. Serial No.: 91200
Date: 1/27/2015

PRELIMINARY ONLY
NOT A BIDDING DOCUMENT

DATE: JANUARY 2015

SCALE: 1":200' H
1":20' V

DESIGN SPEED:

MANAGED LANES	70 MPH
MAINLANES	70 MPH
DIRECT CONNECTORS	40 MPH
FRONTAGE ROADS	45 MPH
RAMPS	55 MPH
CROSS STREET	30 MPH

GEOMETRIC DESIGN SCHEMATIC
I-35 NORTHEAST EXPANSION

COUNTY: BEXAR, COMAL, AND GUADALUPE
DATE: 1/27/2015

HNTB Corporation
The HNTB Companies
Engineers Architects Planners
TBPE FIRM REGISTRATION NO.: 420

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STATE OF TEXAS
DEPARTMENT OF TRANSPORTATION
SAN ANTONIO DISTRICT
PLAN AND PROFILE: GEOMETRIC DESIGN SCHEMATIC
FROM: I-410 SOUTH TO FM 1103
I-35 NORTHEAST EXPANSION
BEXAR, COMAL, AND GUADALUPE COUNTY
PROJECT NO. NH ( )
CSJ = 0016-05-111
CSJ = 0016-06-047
CSJ = 0016-07-113
CSJ = 0017-10-168
NET LENGTH OF ROADWAY = 16,094 FT = 3.05 MI
NET LENGTH OF BRIDGE = 83,388 FT = 15.79 MI
NET LENGTH OF PROJECT = 99,482 FT = 18.84 MI
LOCATION MAP
SAN ANTONIO, TEXAS
BEARING BASED ON THE TEXAS STATE PLANE COORDINATE SYSTEM, NAD83, CENTRAL ZONE AND ADJUSTED TO SURFACE USING PROJECTED SURFACE ADJUSTMENT FACTOR OF 1.00011.
EQUATIONS: STA 3976+99.56 "ML035CL01" BK =
STA 4976+99.56 "MA035CL01" AHD
RAILROADS: UNION PACIFIC
EXCEPTIONS:

R.O.W. DISCLAIMER: THE EXISTING RIGHT OF WAY FOR THIS SCHEMATIC WAS DEVELOPED FROM MULTIPLE PUBLIC SOURCES, INCLUDING BUT NOT LIMITED TO, GIS MAPS AND PREVIOUS PROJECT INFORMATION. NO R.O.W. RETRACEMENT WAS PERFORMED FOR THIS SCHEMATIC.

SHEET 02 OF 06
COUNTY: BEXAR, COMAL, AND GUADALUPE
DATE: 1/27/2015

STATE OF TEXAS
DEPARTMENT OF TRANSPORTATION
SAN ANTONIO DISTRICT
BEXAR COUNTY
PLAN AND PROFILE
IH 10 FROM 0.5 MILES EAST OF FM 1516
TO
FROM 0.5 MILES EAST OF FM 1516
BEXAR COUNTY
CONTROL 0015-04-000
PROJECT IH 10-2(000)
SHEET 1 OF 1

LOCATION MAP

PLANS PREPARED IN THE TEXAS STATE PLANE COORDINATES SYSTEM, NAD 83, SOUTH CENTRAL ZONE. ALL DISTANCES SHOWN ARE HORIZONTAL GRID DISTANCES IN FEET. ALL COORDINATES SHOWN ARE GRID COORDINATES IN FEET.

APPROVED FOR PUBLIC HEARING

DIRECTOR, TRAFFIC OPERATIONS

DIRECTOR OF TRANSPORTATION PLANNING

DIRECTOR OF TRANSPORTATION PLANNING FOR DISTRICT

DISTRICT ENGINEER

DISTRICT ENGINEER

DISTRICT ENGINEER

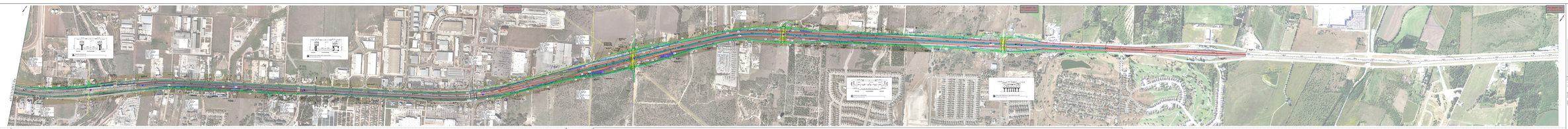
NHTB

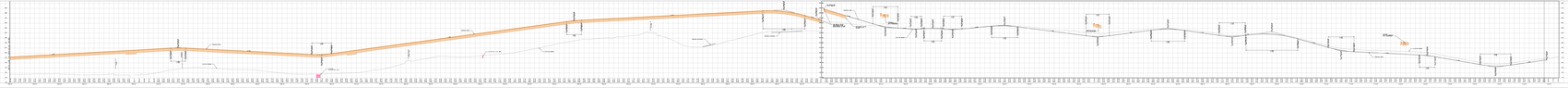
DESIGNED BY
CHECKED BY
DRAWN BY
CHECKED BY
CHECKED BY
CHECKED BY
CHECKED BY
CHECKED BY

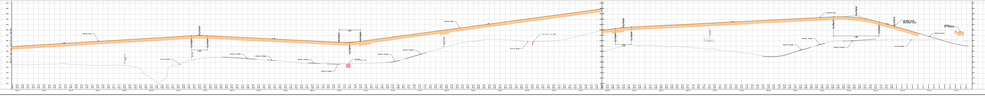
	EXISTING ROW
	PROPOSED ROW
	EXISTING EASEMENT
	PROPOSED EASEMENT
	EXISTING CONTROL OF ACCESS
	PROPOSED CONTROL OF ACCESS
	EXISTING RAILROAD
	PROPOSED RAILROAD
	EXISTING CULVERT
	PROPOSED CULVERT
	EXISTING STRUCTURE
	PROPOSED STRUCTURE
	EXISTING CONTOURS
	PROPOSED CONTOURS
	EXISTING TRAVEL LANES
	PROPOSED TRAVEL LANES
	EXISTING SHOULDERS
	PROPOSED SHOULDERS
	EXISTING TRAFFIC LANES
	PROPOSED TRAFFIC LANES
	EXISTING TRAFFIC SHOULDERS
	PROPOSED TRAFFIC SHOULDERS
	EXISTING TRAFFIC LANES
	PROPOSED TRAFFIC LANES
	EXISTING TRAFFIC SHOULDERS
	PROPOSED TRAFFIC SHOULDERS

DATE: JANUARY 2015
SCALE: 1" = 100'
SHEET 1 OF 1

DESIGN SPEED 70 MPH
REGULATORY 70 MPH
POSTED SPEED 70 MPH
FUNCTIONAL CLASSIFICATION 70 MPH
DESIGN VOLUME 70 MPH
DESIGN VOLUME 70 MPH







STATE OF TEXAS
DEPARTMENT OF TRANSPORTATION
SAN ANTONIO DISTRICT
BEXAR COUNTY
PLAN AND PROFILE
IH 10 FROM 0.5 MILES EAST OF FM 1516
TO
FROM 0.5 MILES EAST OF FM 1516
BEXAR COUNTY
CONTROL 0015-04-000
PROJECT IH 10-2(000)
SHEET 1 OF 1

LOCATION MAP

PLANS PREPARED IN THE TEXAS STATE PLANE COORDINATES SYSTEM, NAD 83, SOUTH CENTRAL ZONE. ALL DISTANCES SHOWN ARE HORIZONTAL GRID DISTANCES IN FEET. ALL COORDINATES SHOWN ARE GRID COORDINATES IN FEET.

DATE: JANUARY 2015
SCALE: 1" = 100'
SHEET 1 OF 1

DESIGN SPEED 70 MPH
REGULATORY 70 MPH
POSTED SPEED 70 MPH
FUNCTIONAL CLASSIFICATION 70 MPH
DESIGN VOLUME 70 MPH
DESIGN VOLUME 70 MPH

STATE OF TEXAS
DEPARTMENT OF TRANSPORTATION
EAST LITTLEFIELD DISTRICT
LITTLEFIELD, TEXAS
PLAN AND PROFILE
SH 114 FROM 0.5 MILE EAST OF
FM 2196 (AVE M) EAST TO FM 168
(AVE H)
BEGIN: 0.5 MILE EAST OF FM 2196 (AVE M)
END: FM 168 (AVE H)
LOCATION MAP
NOT TO SCALE

DESIGN BASED ON THE TEXAS STATE PLANE COORDINATES, NORTH CENTRAL ZONE, NAD 83 (2011) EPOCH 2010.00 AND THE TEXAS DEPARTMENT OF TRANSPORTATION COORDINATE SYSTEM. ALL DISTANCES SHOWN ARE HORIZONTAL GROUND DISTANCES IN FEET UNLESS OTHERWISE NOTED.

APPROVED FOR PUBLICATION:

DIRECTOR, TRAFFIC OPERATIONS

DIRECTOR, TRAFFIC

DIRECTOR OF TRANSPORTATION PLANNING AND DEVELOPMENT

DIRECTOR

DISTRICT ENGINEER

DISTRICT ENGINEER

NHTB
NATIONAL HIGHWAY TRUCKING BUREAU
1234 ROAD STREET
ANYTOWN, TEXAS 12345
(123) 456-7890

LEGEND

	EXISTING ROW
	PROPOSED ROW
	EXISTING EASEMENT
	PROPOSED EASEMENT
	EXISTING CONTROL OF ACCESS
	PROPOSED CONTROL OF ACCESS
	EXISTING CENTERLINE
	PROPOSED CENTERLINE
	EXISTING PAVEMENT
	PROPOSED PAVEMENT
	EXISTING BRIDGE
	PROPOSED BRIDGE
	EXISTING CULVERT
	PROPOSED CULVERT
	EXISTING RAILROAD
	PROPOSED RAILROAD
	EXISTING UTILITY
	PROPOSED UTILITY
	EXISTING FENCE
	PROPOSED FENCE
	EXISTING CONTOURS
	PROPOSED CONTOURS
	EXISTING DRAINAGE
	PROPOSED DRAINAGE
	EXISTING TRAFFIC SIGNAL
	PROPOSED TRAFFIC SIGNAL
	EXISTING TRAFFIC SIGNS
	PROPOSED TRAFFIC SIGNS
	EXISTING PAVEMENT MARKINGS
	PROPOSED PAVEMENT MARKINGS
	EXISTING RIGHT OF WAY MARKERS
	PROPOSED RIGHT OF WAY MARKERS
	BENCHMARKS
	SURVEY CONTROL POINTS
	EXISTING ROADWAY LIGHTING
	PROPOSED ROADWAY LIGHTING

STATE OF TEXAS
DEPARTMENT OF TRANSPORTATION
EAST LITTLEFIELD DISTRICT
LITTLEFIELD, TEXAS
PLAN AND PROFILE
SH 114 FROM 0.5 MILE EAST OF
FM 2196 (AVE M) EAST TO FM 168
(AVE H)
BEGIN: 0.5 MILE EAST OF FM 2196 (AVE M)
END: FM 168 (AVE H)
LOCATION MAP
NOT TO SCALE

DESIGN BASED ON THE TEXAS STATE PLANE COORDINATES, NORTH CENTRAL ZONE, NAD 83 (2011) EPOCH 2010.00 AND THE TEXAS DEPARTMENT OF TRANSPORTATION COORDINATE SYSTEM. ALL DISTANCES SHOWN ARE HORIZONTAL GROUND DISTANCES IN FEET UNLESS OTHERWISE NOTED.

LEGEND

	EXISTING ROW
	PROPOSED ROW
	EXISTING EASEMENT
	PROPOSED EASEMENT
	EXISTING CONTROL OF ACCESS
	PROPOSED CONTROL OF ACCESS
	EXISTING CENTERLINE
	PROPOSED CENTERLINE
	EXISTING PAVEMENT
	PROPOSED PAVEMENT
	EXISTING BRIDGE
	PROPOSED BRIDGE
	EXISTING CULVERT
	PROPOSED CULVERT
	EXISTING RAILROAD
	PROPOSED RAILROAD
	EXISTING UTILITY
	PROPOSED UTILITY
	EXISTING FENCE
	PROPOSED FENCE
	EXISTING CONTOURS
	PROPOSED CONTOURS
	EXISTING DRAINAGE
	PROPOSED DRAINAGE
	EXISTING TRAFFIC SIGNAL
	PROPOSED TRAFFIC SIGNAL
	EXISTING TRAFFIC SIGNS
	PROPOSED TRAFFIC SIGNS
	EXISTING PAVEMENT MARKINGS
	PROPOSED PAVEMENT MARKINGS
	EXISTING RIGHT OF WAY MARKERS
	PROPOSED RIGHT OF WAY MARKERS
	BENCHMARKS
	SURVEY CONTROL POINTS
	EXISTING ROADWAY LIGHTING
	PROPOSED ROADWAY LIGHTING

DATED: JANUARY 2015
SCALE: 1" = 100'
DESIGN SPEED: 70 MPH
DESIGN VEHICLE: WB-67
DESIGN CONTROL: 70 MPH
FUNCTIONAL CLASSIFICATION: 55 MPH
RURAL ARTERIAL: 55 MPH
RURAL COLLECTOR: 55 MPH

SHEET 05 OF 06

STATE OF TEXAS
DEPARTMENT OF TRANSPORTATION
SAN ANTONIO DISTRICT

PLAN AND PROFILE:
GEOMETRIC DESIGN SCHEMATIC
FROM: I-410 SOUTH TO FM 1103

I-35 NORTHEAST EXPANSION
BEXAR, COMAL, AND
GUADALUPE COUNTY

PROJECT NO. NH ( )

CSJ = 0016-05-111
CSJ = 0016-06-047
CSJ = 0016-07-113
CSJ = 0017-10-168

NET LENGTH OF ROADWAY = 16,094 FT = 3.05 MI
NET LENGTH OF BRIDGE = 83,388 FT = 15.79 MI
NET LENGTH OF PROJECT = 99,482 FT = 18.84 MI

LOCATION MAP
SAN ANTONIO, TEXAS
NTS

BEARING BASED ON THE TEXAS STATE PLANE COORDINATE SYSTEM, NAD83, CENTRAL ZONE AND ADJUSTED TO SURFACE USING PROJECTED SURFACE ADJUSTMENT FACTOR OF 1.00011.

EQUATIONS: STA 3976+99.56 "ML035CL01" BK = STA 4976+99.56 "MA035CL01" AHD
RAILROADS: UNION PACIFIC
EXCEPTIONS:

APPROVED: TXDOT DESIGN DIVISON LETTER DATED

APPROVED: FHWA LETTER DATED

SUBMITTED FOR APPROVAL: ____________, 2014

TRANSPORTATION PLANNING DIRECTOR

APPROVED: ____________, 2014

DIRECTOR OF TRANSPORTATION PLANNING AND DEVELOPMENT

APPROVED: ____________, 2014

DISTRICT ENGINEER

SUBMITTED BY:

CORRECT: ____________, 2014

BRYCE M. TURENTINE, PE

HNTB
HNTB CORPORATION
THE HNTB COMPANIES
ENGINEERS ARCHITECTS PLANNERS
130 E. TRAVIS, SUITE 200
SAN ANTONIO, TX 78205
(210) 349-2277

I 35 MANAGED LANES
PROJECTED ADT: XX,XXX (2035)
FUNCTIONAL CLASSIFICATION: EXPRESSWAY

LEGEND:

GP LANE — EXISTING ROW
1604 MANAGED LANES — UPRR ROW
FRONTAGE LANE/RAMP — PROPOSED ROW
DIRECT CONNECTOR — CENTER LINE
IH35 MANAGED LANES — PROPOSED RETAINING WALL
IH35 BY OTHERS — PROPOSED BRIDGE
REMOVAL — NUMBER OF LANES (TRAFFIC DIRECTION)
REMOVAL BY OTHERS — AADT PROJECTED VOLUME (2035)

PRELIMINARY ONLY
NOT A BIDDING DOCUMENT

INTERIM REVIEW ONLY
Document incomplete: not intended for permit, bidding or construction.
Engineer: BRYCE M. TURENTINE
P.E. Serial No.: 91200
Date: 1/27/2015

DATE: JANUARY 2015

SCALE: 1":200' H
1":20' V

DESIGN SPEED:
MANAGED LANES 70 MPH
MAINLANES 70 MPH
DIRECT CONNECTORS 40 MPH
FRONTAGE ROADS 45 MPH
RAMPS 55 MPH
CROSS STREET 30 MPH

COUNTY: BEXAR, COMAL, AND GUADALUPE
DATE: 1/27/2015

GEOMETRIC DESIGN SCHEMATIC
I-35 NORTHEAST EXPANSION

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APPENDIX E

HANDOUTS

Texas Department of Transportation

I-35 Northeast San Antonio Expansion Project

Public Hearing
Morgan's Wonderland
5223 David Edwards Drive
Thursday, February 26, 2015

COMMENT FORM

Name

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

Thank you for attending the I-35 Northeast San Antonio Expansion Project Public Hearing. The Texas Department of Transportation is seeking your comments on the proposed project. All verbal and written comments are welcome. All written comments must be postmarked on or before March 9, 2015 to be included in the official public hearing record.

To mail, please fold along dotted lines with this page on the inside, affix postage, and tape closed (do not staple).

---------- Fold Here ----------

---------- Fold Here ----------

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Place
Stamp
Here

I-35 Northeast San Antonio Expansion Environmental Assessment
130 East Travis St., Suite 200
San Antonio, TX 78205

Texas Department of Transportation

Proyecto de Expansión de I-35 Noreste en San Antonio

Audiencia Pública
Morgan's Wonderland
5223 Calle David Edwards
jueves, 26 de febrero de 2015

(Código de Transporte de Texas, §201.811(a)(5)): Marque las casillas que le apliquen a Ud.:

- ❒ Trabajo con TxDOT
- ❒ Hago negocios con TxDOT
- ❒ Seria beneficiado (a) monetariamente a causa de este proyecto u otro (s) detalles sobre los que estoy comentando

FORMULARIO DE COMENTARIOS

Nombre

Dirección | Código Postal

Teléfono | Fax

Correo electrónico

Gracias por asistir a la Audiencia Pública del Proyecto de Expansión de la I-35 Noreste en San Antonio. El Departamento de Transporte de Texas busca obtener sus comentarios sobre el proyecto propuesto. Se aceptan comentarios verbales y escritos. Todo comentario escrito debe tener sello postal a más tardar el 9 de marzo de 2015 para ser incluido en el registro oficial de la audiencia pública.

Visite la página de internet del proyecto para entregar sus comentarios en línea:

Para mandar por correo, por favor doble a lo largo de la línea punteada con esta parte de la página al interior, afijar estampilla y cierre con cinta adhesiva (no grape).

---------- Doble Aquí ----------

---------- Doble Aquí ----------

_____

_____

_____

_____

Afije
timbre
aquí

I-35 Northeast San Antonio Expansion Environmental Assessment
130 East Travis St., Suite 200
San Antonio, TX 78205

February 2015

I-35 Northeast San Antonio Expansion Project

What is the Proposed Project?

The Texas Department of Transportation (TxDOT) is proposing transportation improvements along I-35 from I-410 South to FM 1103 in Bexar, Comal, and Guadalupe Counties. The proposed project includes the construction of four elevated managed lanes (two in each direction) for approximately 15 miles along I-35 from I-410 South in San Antonio to FM 1103 in Schertz. Operational improvements and direct connectors are also proposed at I-35/I-410 South, I-35/I-410 West, and I-35/Loop 1604.

What is the Purpose and Need?

The purpose of the proposed project is to implement a transportation alternative that improves mobility in the I-35 corridor in a manner that will:

- Manage vehicle congestion for the projected 25-year planning horizon
- Promote efficient use of existing transportation facilities
- Minimize impacts to the natural and built environment
- Complement other modes of transportation and economic development initiatives in the region

The proposed project is needed due to:

- Increasing traffic demand and congestion
- Inadequate roadway capacity
- Limited integration of I-35 with other existing and planned transportation modes

I-35 Northeast San Antonio Expansion Project Location Map

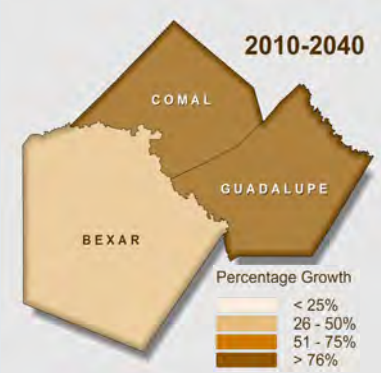
How are Conditions Along I-35 Anticipated to Change in the Future?

Population is projected to grow by 51 percent between 2010 and 2040 in Bexar, Comal, and Guadalupe Counties according to estimates from the Texas Water Development Board.

Currently, three of the 100 most congested roadway segments in Texas are located on I-35 within the I-35 Northeast San Antonio Expansion Project area:

- #40: Loop I-410 S to I-410 W
- #54: I-410 W to Loop 1604
- #67: Loop 1604 to FM 3009

Traffic along the corridor increased on average by approximately 64 percent from 1995 to 2012 and **traffic is forecasted to increase another 47 percent from 2012 to 2035.**



Projected Population Growth, 2010 - 2040

Source: Texas Water Development Board, 2016 Regional Water Plan

TxDOT Most Congested Roadways in 2014

Source: Texas A&M Transportation Institute and TxDOT's 100 Most Congested Roadways List, 2014

What is an Environmental Assessment (EA)?

An EA is an analysis of social, economic, and environmental impacts of a proposed project, prepared in accordance with National Environmental Policy Act (NEPA) guidelines. An EA evaluates the following:

- Purpose and Need for the project
- Proposed alternatives
- Project cost and funding
- Traffic and regional toll analysis
- Potential social, economic, community, cultural, environmental, and other impacts that could be caused by the No-Build and Build alternatives

The EA for the I-35 Northeast San Antonio Expansion Project is being conducted by TxDOT with participation from the public and local, state, and federal agencies. The environmental review, consultation, and other actions required by applicable Federal environmental laws for this project are being, or have been, carried out by TxDOT pursuant to 23 U.S.C. 327 and a Memorandum of Understanding dated December 16, 2014 and executed by FHWA and TxDOT.

What are the Impacts of the Build Alternative?

The proposed project would require approximately 26 acres of additional right-of-way (ROW), impacting approximately 68 parcels. Other anticipated impacts include visual changes to the existing roadway, additional noise in some locations, and construction-related impacts (such as temporary changes in traffic movements and increased lighting and noise associated with construction). There are no disproportionate impacts on minority or low-income populations anticipated for this project.

Proposed additional ROW would be in the general vicinity of:

- I-35/I-410 West interchange
- I-35/Loop 1604 interchange
- North Evans Road
- Wiederstein Road
- FM 2252
- FM 1103

TxDOT would be responsible for the ROW acquisitions. Acquisition and relocation assistance would be in accordance with the TxDOT Right-of-Way Acquisition and Relocation Assistance Program. Consistent with the US Department of Transportation policy as mandated by the Uniform Relocation Assistance and Real Properties Acquisition Act, TxDOT would provide relocation resources to all individuals, families, businesses, farmers, and non-profit organizations displaced as a result of a state highway project or other transportation project. All property owners from whom property is needed are entitled to receive just compensation for their land and property.

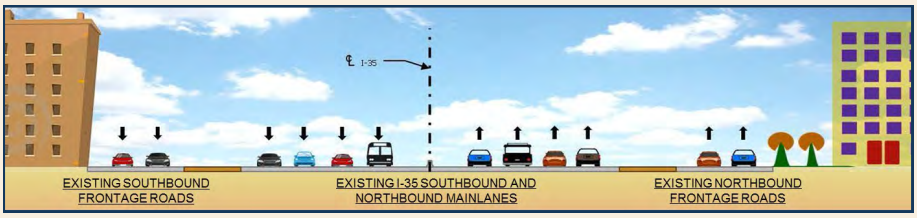
How Were the Proposed Project Alternatives Determined?

The IH 35 Planning and Environmental Linkages (PEL) Study, completed in December 2012, determined that additional highway capacity is needed on I-35 in northeast San Antonio, and recommended evaluating two alternatives: a Build Alternative to add capacity to the existing I-35, and a No-Build Alternative. This was consistent with other previously-developed plans for I-35 in this area, including the I-35 Corridor Advisory Committee Plan (August 2011) and the San Antonio-Bexar County Metropolitan Transportation Plan (Mobility 2035). The Build Alternative currently being evaluated in the I-35 Northeast San Antonio Expansion Project EA was specifically identified to address the Purpose and Need for improvements while working within existing right of way and funding constraints to the greatest extent possible.

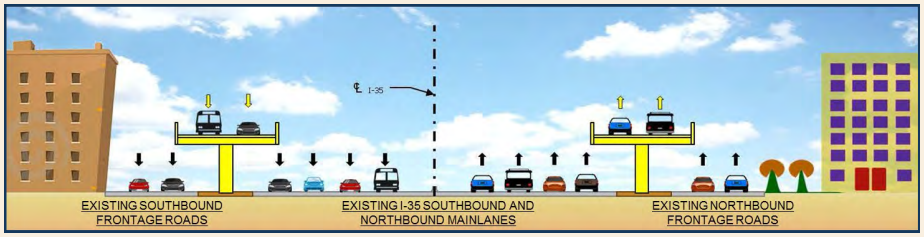
What Alternatives are Being Considered?

The No-Build Alternative

The **No-Build Alternative** includes no changes to the existing transportation network except for any programmed transportation improvements that are reasonably expected to occur regardless of the outcome of the I-35 Northeast San Antonio Expansion Project. The No-Build Alternative is required to be considered in all NEPA studies to serve as the benchmark against which all other alternatives are compared.



The Build Alternative



The proposed **Build Alternative** would add four elevated managed lanes (two lanes in each direction) to the existing 6 to 10-lane facility between I-410 South and FM 1103. Direct connectors at the I-35/I-410 South, I-35/I-410 West, and I-35/Loop 1604 interchanges and operational improvements are also proposed, as well as interim access to the proposed managed lanes facility between Loop 1604 and FM 1103.

The proposed managed lanes would vary south and north of FM 3009. South of FM 3009, the elevated managed lanes would generally be constructed between the existing mainlanes and frontage roads; north of FM 3009, the managed lanes would cross over the I-35 general purpose mainlanes and drop down into the middle of the northbound and southbound general purpose mainlanes. This is where the managed lanes would go from elevated to at-grade, continuing down the middle of I-35 until they tie into the I-35 mainlanes and end just north of FM 1103. The existing I-35 general-purpose lanes and frontage roads would remain non-tolled.

Why Does the Build Alternative Have Elevated Managed Lanes?

A managed lane is a travel lane that operates separately from the general-purpose lanes. Travel on these lanes is managed through a combination of pricing, vehicle eligibility, and access control strategies to achieve faster, more reliable speeds. During the IH 35 PEL Study, the public expressed a strong desire to stay within the existing right-of-way as much as possible. Due to this and the already significant development in the corridor adjacent to I-35, elevated lanes have been recommended for adding capacity while requiring minimal additional right-of-way.

Pricing and eligibility requirements for the proposed I-35 Northeast San Antonio Expansion Project would be consistent with the following Alamo Regional Mobility Authority tolling policies:

- Transit vehicles, registered car pool users with a tag account, and vehicles exempted by state law such as emergency and military vehicles, could use the managed lanes for no charge.
- All other vehicle types, such as single occupancy vehicles, would be charged a toll fee for use of the managed lanes.
- All existing general-purpose lanes would remain non-tolled for all traffic.

I-35 and George Beach Avenue Interchange

This is a graphic rendering for visualization purposes and is subject to change.

I-35 Northeast San Antonio Expansion Project

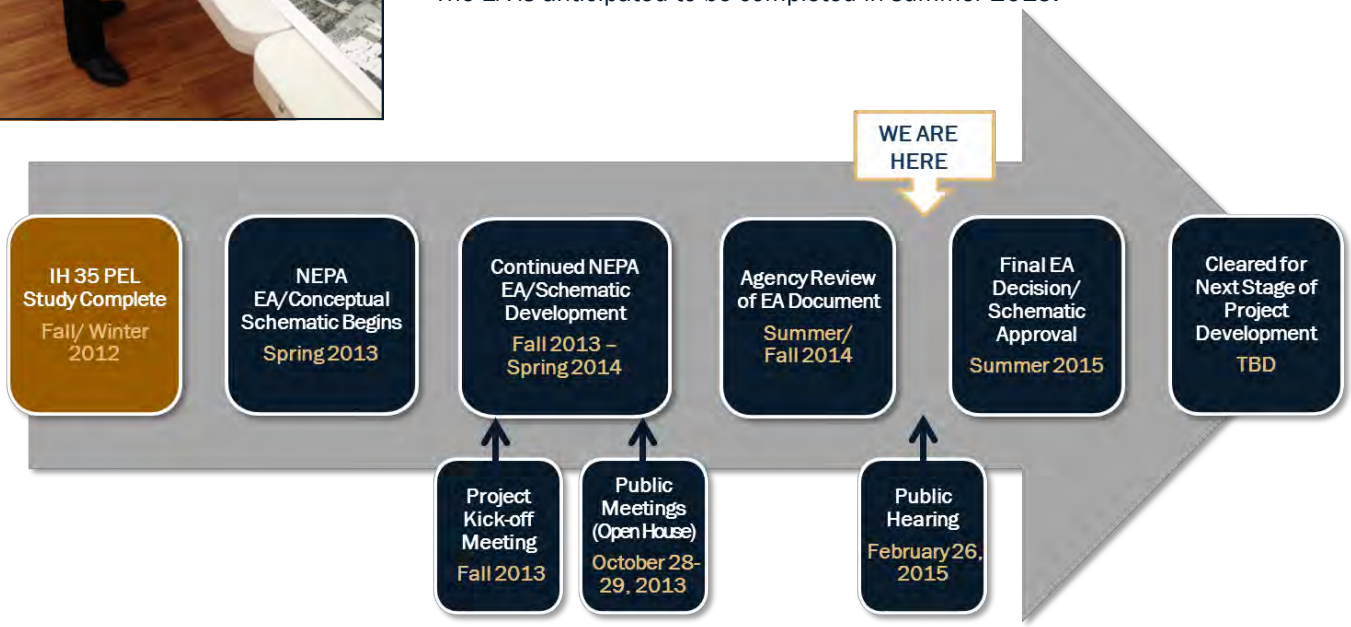
How is Public Input Being Incorporated into the EA?

Public input from two open house meetings held in fall 2013 was used to help refine the Build Alternative and prepare the draft EA. In addition, TxDOT held a technical meeting with municipalities, agencies, and business groups along the corridor in summer 2014, as well as meetings with affected property owners in fall 2014 to discuss potential project impacts.

The Feb. 26 public hearing and online public hearing is an opportunity for the public to comment on the Draft EA and recommended Build Alternative. This input will be considered and incorporated into the Final EA.

When Will the EA Be Complete?

The EA is anticipated to be completed in summer 2015.



How Can I Find Out More Information or Submit a Comment?

We want to hear your thoughts on the alternatives being studied in the EA.

- Fill out a comment sheet and place it in the comment box at the public hearing (Feb. 26, 2015)
- Complete a speaker card and present your comments during the public comment period of the public hearing (Feb. 26, 2015)
- Have your comment recorded by a court reporter during the open house portion of the public hearing (Feb. 26, 2015)
- Visit the project website/submit your comment online: (www.txdot.gov, key word search "I-35 Northeast San Antonio")
- Write to us:

  I-35 Northeast San Antonio Expansion Environmental Assessment
  130 East Travis Street, Ste. 200
  San Antonio, Texas 78205

Comments must be postmarked by March 9, 2015 to be included in the official public hearing record.

febrero 2015

Proyecto de Expansión de la I-35 Noreste en San Antonio

¿Qué es el Proyecto Propuesto?

El Departamento de Transporte de Texas (TxDOT, por sus siglas en inglés), propone mejoras a lo largo de la I-35, desde la I-410 Sur en San Antonio hasta FM 1103 en Schertz, una distancia aproximada de 15 millas, en los condados de Bexar, Comal y Guadalupe. El proyecto propone la construcción de cuatro carriles adicionales tipo exprés (dos en cada dirección). También se proponen mejoras operativas y rampas de acceso en I-35/I-410 Sur, I-35/I-410 Poniente y I-35/Loop 1604.

¿Qué es el Propósito y la Necesidad?

El propósito del proyecto propuesto es implementar una alternativa de transporte que mejore la movilidad en el corredor I-35 de una manera que:

- Maneje la congestión vehicular durante los siguientes 25 años
- Promueva el uso eficiente de las instalaciones de transporte existentes
- Minimice los impactos al medio ambiente
- Complemente otros modos de transporte e iniciativas de desarrollo económico en la región

Se necesita el proyecto debido a:

- El incremento en el tráfico y la congestión
- La capacidad insuficiente en las carreteras
- La falta de integración entre la I-35 y otros modos de transporte existentes y planeados

Mapa del Proyecto de Expansión de la I-35 Noreste en San Antonio

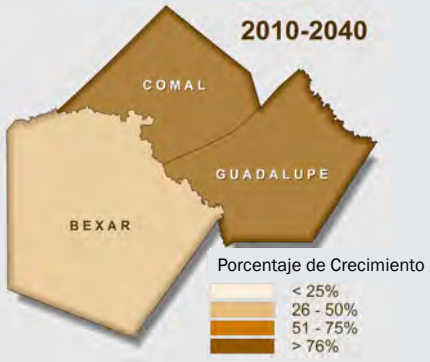
¿Come se Anticipa que Cambiarán las Condiciones en la I-35 en el Futuro?

De acuerdo a los cálculos del Comité de Desarrollo del Agua de Texas, se proyecta que **la población crecerá 51% entre 2010 y 2040** en los Condados de Bexar, Comal y Guadalupe.

Actualmente, tres de los cien segmentos carreteros más congestionados en Texas se encuentran en la I-35 dentro de los límites del Proyecto de Expansión de la I-35 Noreste en San Antonio:

- #40: Loop I-410 S a I-410 W
- #54: I-410 W a Loop 1604
- #67: Loop 1604 a FM 3009

El tráfico a lo largo del corredor aumentó aproximadamente un promedio de 64 por ciento entre 1995 y 2012 y se estima que **incrementará un 48 por ciento más entre 2012 y 2025.**



Crecimiento Demográfico Proyectado, 2010 - 2040

Fuente: Plan Regional de Agua 2016 del Comité de Desarrollo del Agua de Texas, 2016

TxDOT—Las Carreteras Más Congestionadas en el 2014

Fuente: Instituto de Transporte Texas A&M y Lista de TxDOT de las 100 Carreteras Más Congestionadas, 2014

¿Qué es una Evaluación Ambiental (EA)?

Un EA es un análisis de los impactos sociales, económicos y medioambientales de un proyecto propuesto y se prepara de acuerdo con la Ley Nacional de Políticas Medioambientales (NEPA, por sus siglas en inglés). Un EA evalúa lo siguiente:

- Propósito y necesidad del proyecto
- Las alternativas propuestas
- Costo y financiamiento del proyecto
- Análisis regional de tráfico y cobro de cuotas
- Posibles impactos sociales, económicos, comunitarios, culturales, medioambientales y otros que podrían resultar de las alternativas de No-Construcción y Construcción

El EA para el Proyecto de Expansión de la I-35 Noreste en San Antonio se está llevando a cabo por TxDOT con la participación del público y de agencias locales, estatales y federales. La revisión ambiental, consultas y otras acciones requeridas por las leyes ambientales federales aplicables para este proyecto están siendo o han sido llevado a cabo por TxDOT - en virtud de 23 USC 327 y un Memorando de Entendimiento fechado el 16 de diciembre del 2014 y ejecutado por la FHWA y TxDOT.

¿Cuales son los Impactos de la Alternativa de Construcción?

El proyecto propuesto requerirá aproximadamente 26 acres de derecho de vía adicional (ROW, por sus siglas en inglés), lo cual impactaría aproximadamente a 68 propiedades. Otros impactos previstos incluyen cambios visuales a la carretera existente, incremento en niveles de ruido en ciertos lugares, y aquellos relacionados directamente a la construcción (tales como cambios temporales en el movimiento del tráfico y un aumento en la iluminación y ruido). No se anticipan impactos desproporcionados a grupos minoritarios o de bajos ingresos por la implementación del proyecto. El derecho de vía adicional propuesto se ubicaría en proximidad a:

- Intersección I-35/I-410 West
- Intersección I-35/Loop 1604
- Calle Evans Norte
- Calle Wiederstein
- FM 2252
- FM 1103

TxDOT se haría cargo de las adquisiciones de derecho de vía. Se ofrecerá ayuda para la reubicación conforme con el Programa de Asistencia de TxDOT para la Reubicación. De acuerdo con la Ley Uniforme de Políticas de Ayuda a la Reubicación y Adquisición de Bienes Raíces del Departamento de Transporte de EEUU, TxDOT proporcionará recursos para la reubicación a todo individuo, familia, negocio, agricultor u organización sin fines de lucro que sea desplazado por un proyecto de carretera estatal u otro proyecto de transporte. Todo propietario al cual se le pida parte de su propiedad tiene derecho a recibir un precio justo por la adquisición de su terreno y propiedad.

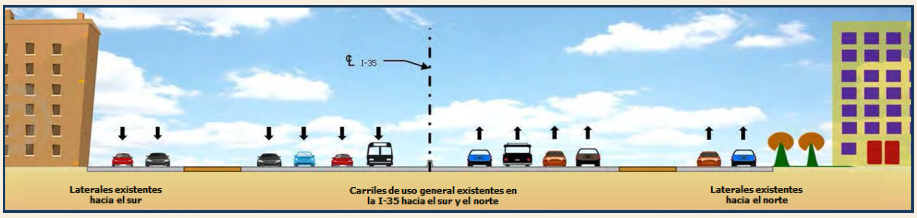
¿Cómo se Seleccionaron las Alternativas Propuestas del Proyecto?

El Estudio de Planeación y Vínculos Ambientales (PEL, por sus siglas en inglés), el cual se completó en diciembre de 2012, determinó que se necesita capacidad adicional en la carretera I-35 en el noreste de San Antonio. El PEL recomendó evaluar dos alternativas: una Alternativa de Construcción para aumentar la capacidad en la I-35 existente y una Alternativa de No-Construcción. Esto concuerda con otros estudios de planeación para esta área, tales como el Plan del Comité de Consejo del Corredor I-35 (agosto 2011) y el Plan de Transporte Metropolitano de San Antonio-Condado de Bexar (Mobility 2035). La Alternativa de Construcción que se está evaluando en el documento EA del Proyecto de Expansión de la I-35 Noreste en San Antonio se identificó específicamente para satisfacer el Propósito y la Necesidad de la mejoras y trabajar dentro del derecho de vía existente y las restricciones monetarias en la mayor medida posible.

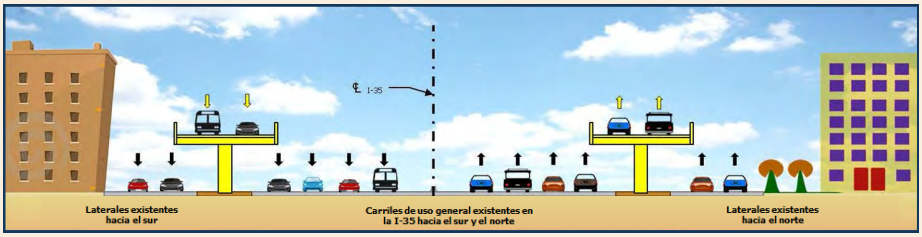
¿Cuales son las Alternativas Bajo Consideración ?

La Alternativa No-Construcción

La **Alternativa No-Construcción** propone no hacer cambios a la red de transporte existente por encima de las mejoras de transporte que estén ya programadas y que sean independientes del resultado del Proyecto de Expansión de la I-35 Noreste en San Antonio. Se requiere que la Alternativa No-Construcción se tome en consideración en todo estudio NEPA para servir como punto de comparación de todas las alternativas analizadas.



La Alternativa de Construcción



La **Alternativa de Construcción** propone agregar cuatro carriles elevados tipo exprés (dos carriles en cada dirección) a la carretera existente, la cual tiene de 6 a 10 carriles entre la I-410 Sur y FM 1103. También se proponen rampas de acceso y mejoras operativas en las intersecciones I-35/I-410 Sur, I-35/I-410 Poniente y I-35/ Loop 1604. Se propone acceso temporal a los carriles tipo exprés entre Loop 1604 y FM 1103.

Los carriles tipo exprés propuestos variarían al sur y al norte de la FM 3009. Al sur de la FM 3009, los carriles exprés elevados se construirían entre los carriles principales existentes y las laterales; al norte de la FM 3009, los carriles exprés cruzarían sobre los carriles de uso general en la I-35 y descenderían en medio de los carriles de uso general que corren hacia el norte y hacia el sur. Aquí, los carriles tipo exprés cambiarían de carriles elevados a carriles a nivel a lo largo del centro de la I-35 hasta que conecten con los carriles principales de la I-35 y lleguen a su término justo al norte de FM 1103. Los carriles de uso general y las laterales en la I-35 permanecerían libres del cobro de cuota.

¿Por qué tiene Carriles Tipo Exprés Elevados la Alternativa de Construcción?

Un carril tipo exprés opera separadamente de los carriles principales. El número de vehículos en estos carriles se maneja a través de una combinación de cobro de cuota, elegibilidad vehicular y estrategias para controlar el acceso, y así lograr velocidades más altas y eficaces. Durante el estudio PEL, el público expresó un fuerte deseo de que el proyecto permanezca dentro del derecho de vía existente en la mayor medida posible. Debido a esto y al desarrollo considerable a lo largo del corredor adyacente a la I-35, se recomendaron carriles elevados para aumentar la capacidad de una manera que se minimice la adquisición de derecho de vía adicional.

Los niveles de las cuotas y la elegibilidad vehicular para el Proyecto de Expansión de la I-35 Noreste en San Antonio son consistentes con las siguientes políticas establecidas en la región:

- Vehículos de transporte público, vehículos particulares etiquetados e inscritos en los programas para transportar pasajeros múltiples, y vehículos exentos por ley estatal, tales como vehículos de emergencia y militares, podrían usar los carriles exprés sin pagar cuota
- A cualquier otro tipo de vehículo, tal como un vehículo particular con solamente el conductor, se le cobraría una cuota para poder usar los carriles tipo exprés
- Todo carril de uso general existente permanecerá libre de cuotas para todo tipo de usuario

Paso a Desnivel I-35 y Avenida George Beach

Esta representación gráfica es solamente para propósitos de visualización y está sujeta a cambios.

¿Cómo se Incorporarán los Comentarios del Público en la EA?

Los comentarios del público de las dos reuniones públicas que se llevaron a cabo en el otoño de 2013 se usaron para mejorar la Alternativa de Construcción y preparar el documento preliminar de la EA. Además, TxDOT llevó a cabo una reunión técnica con municipios, agencias y grupos de negocios a lo largo del corredor en el verano de 2014. También se reunió con dueños de propiedades afectadas en otoño de 2014 para discutir impactos potenciales del proyecto.

La audiencia pública que se llevará a cabo el 26 de febrero y la audiencia pública virtual representan una oportunidad para que el público comente sobre el documento preliminar de la EA y la Alternativa de Construcción recomendada. Estos comentarios se tomarán en consideración y se incluirán en la EA final.

¿Cuándo se Completará la EA?

Se anticipa que la EA se completará en el verano de 2015.

¿Cómo Puedo Encontrar Más Información o Entregar un Comentario?

Queremos recibir sus comentarios sobre las alternativas que se están estudiando en la EA.

- Llene un formulario de comentario y depositelo en la caja correspondiente durante la audiencia pública (26 de febrero 2015)
- Llene una ficha de registro para hacer comentarios verbales y presente sus comentarios durante la sesión dedicada de la audiencia pública (26 de febrero 2015)
- Visite la estenógrafa judicial durante la sesión abierta para que grabe su comentario (26 de febrero 2015)
- Visite la página de internet del proyecto/entregue su comentario en línea: (www.txdot.gov, busque las palabras claves "I-35 Northeast San Antonio")
- Escríbanos:

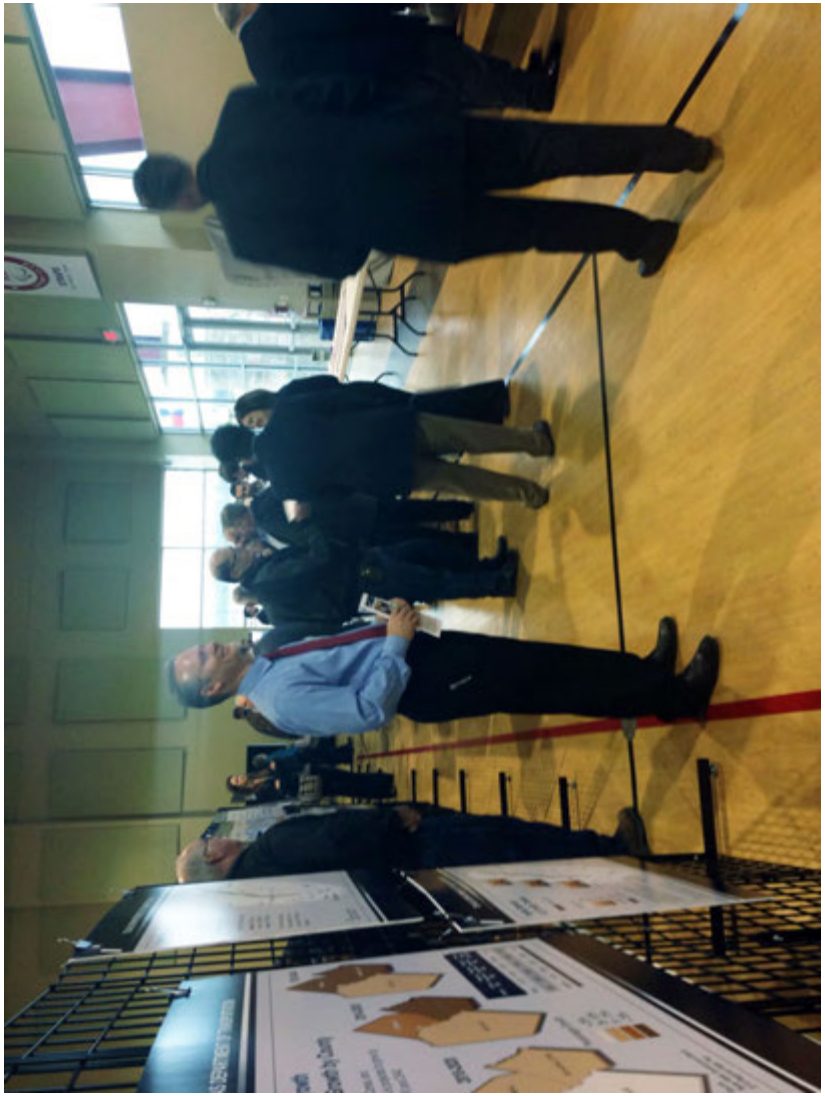
  I-35 Northeast San Antonio Expansion Environmental Assessment
  130 East Travis Street, Ste. 200
  San Antonio, Texas 78205

Los comentarios entregados en línea o por correo postal deberán ser recibidos o tener sello postal a más tardar el 9 de marzo de 2015 para ser incluidos en el registro oficial de la audiencia pública.

APPENDIX F

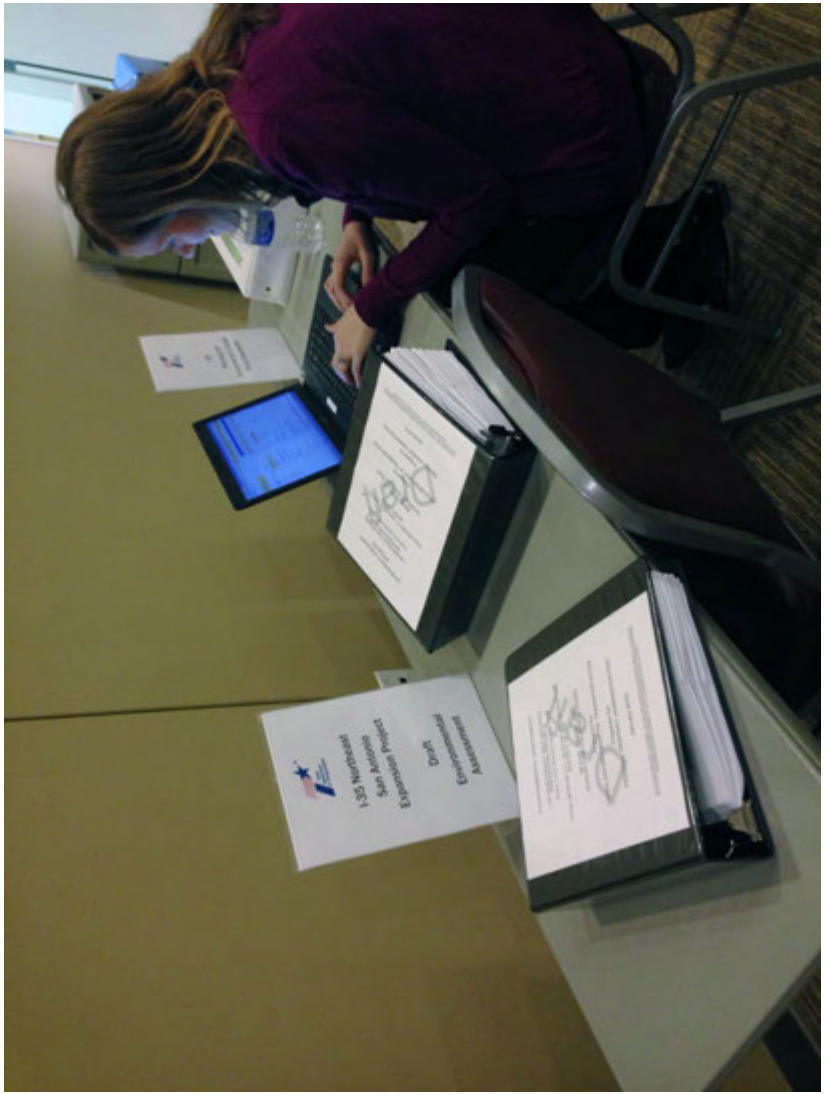
PHOTOGRAPHS

I-35 NORTHEAST SAN ANTONIO EXPANSION PROJECT - FEBRUARY 26, 2015 PUBLIC HEARING PHOTOS

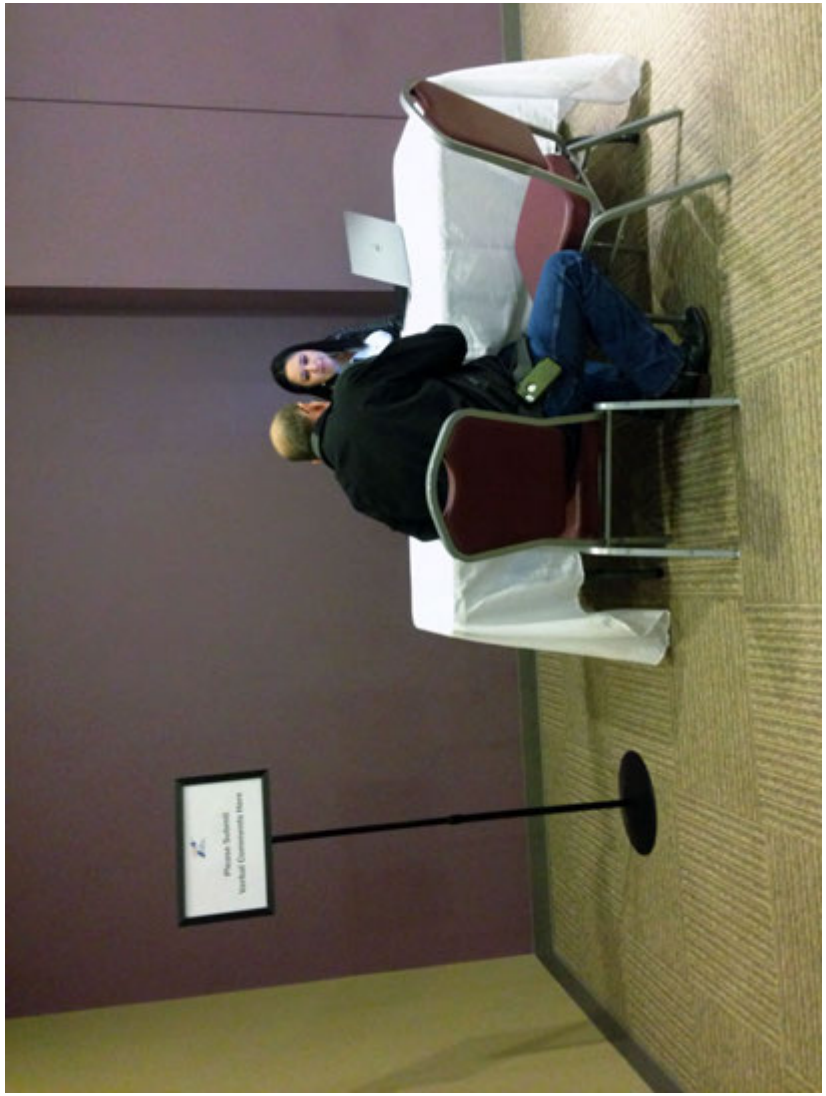


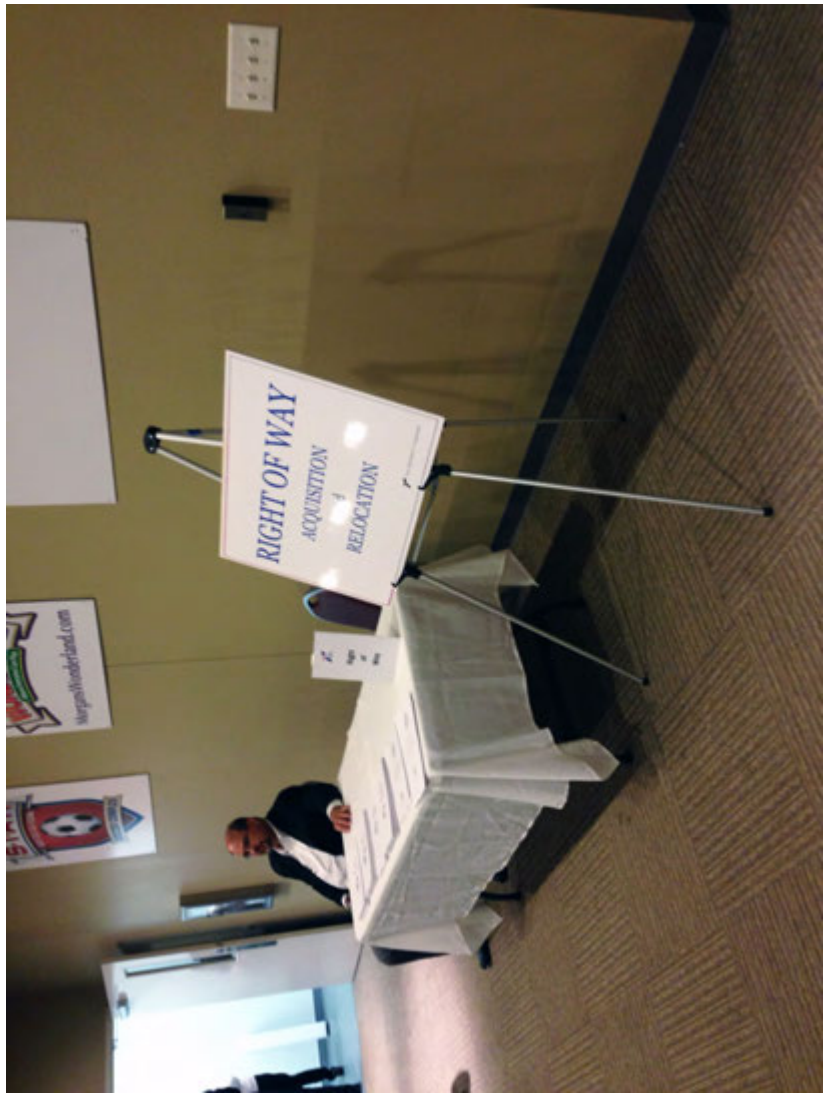
I-35 NORTHEAST SAN ANTONIO EXPANSION PROJECT - FEBRUARY 26, 2015 PUBLIC HEARING PHOTOS

I-35 NORTHEAST SAN ANTONIO EXPANSION PROJECT - FEBRUARY 26, 2015 PUBLIC HEARING PHOTOS

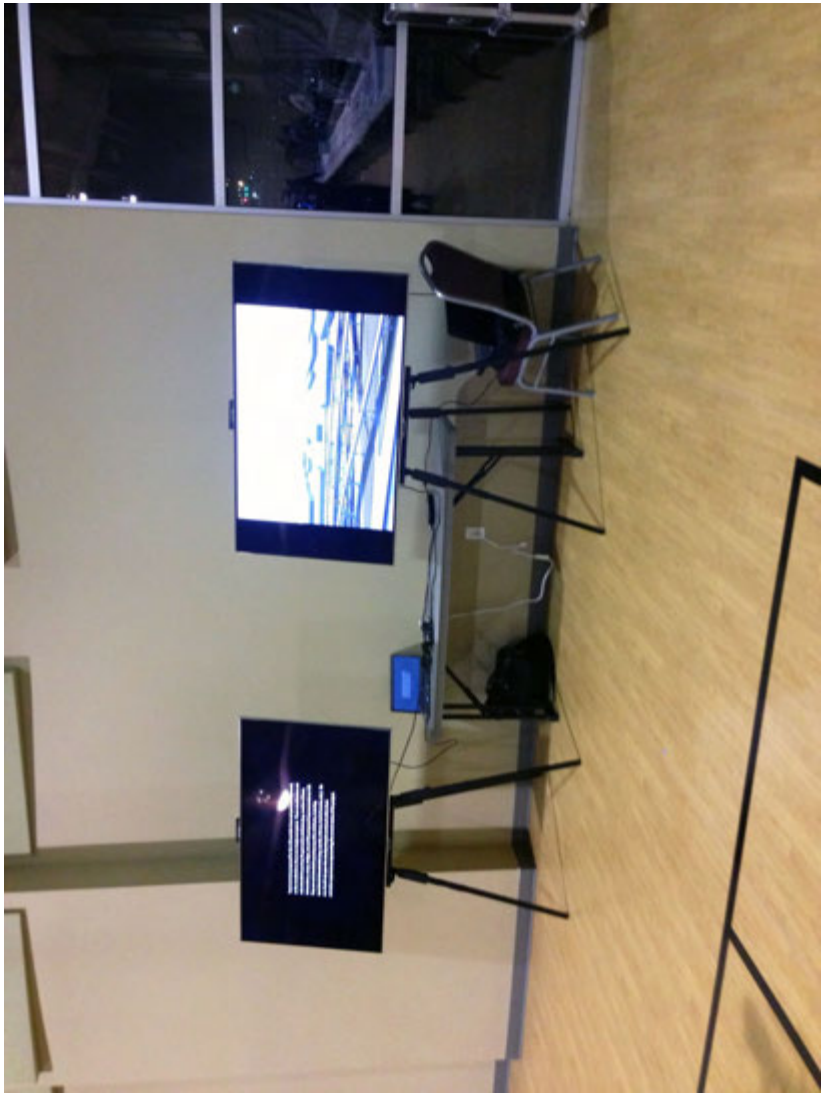


I-35 NORTHEAST SAN ANTONIO EXPANSION PROJECT - FEBRUARY 26, 2015 PUBLIC HEARING PHOTOS





I-35 NORTHEAST SAN ANTONIO EXPANSION PROJECT - FEBRUARY 26, 2015 PUBLIC HEARING PHOTOS



APPENDIX G

COMMENTS RECEIVED

Austin-San Antonio Corridor Council

Resolution of Support (DRAFT)

Whereas, the Greater Austin-San Antonio Corridor Council is a public-private, non-profit association of cities, counties, public authorities, universities, and business along Interstate 35 from San Antonio and Bexar County in the south to Georgetown and Williamson County in the north; and

Whereas, the Corridor Council, through action as dictated by its Executive Committee, is dedicated to long term infrastructure development, economic development, international trade, and the promotion of regional cooperation in and along the Austin-San Antonio Corridor; and

Whereas, the Executive Committee believes that congestion on Interstate 35 is a critical threat to public safety, air quality, economic development, international trade and, in particular, freight movements crucial to fulfillment and expansion of the North American Free Trade Agreement (NAFTA); and

Whereas, current NAFTA trade between the US, Mexico, and Canada currently totals more than $1 trillion annually, sustaining millions of US and Texas jobs, and current NAFTA trade between Texas and Mexico totals more than $1 billion per day, sustaining millions of Texas jobs and more than 800 San Antonio companies that identify themselves as 'NAFTA-related enterprises;' and

Whereas, 48% of all NAFTA trade originates in or is destined for Texas, and 80% of Mexico's trade with the US and Canada passes through Texas, 76.4% by trucks using Interstate 35; and

Whereas, the Texas Department of Transportation projections indicate that NAFTA trade, which is doubling every four to five years in volume, will result in a quadrupling of the number of trucks on certain Interstate Corridors in Texas including Interstate 35 through Austin and San Antonio; and

Whereas, the Texas Department of Transportation has proposed building an additional four managed lanes (elevated) on Interstate 35 from I-410 South in downtown San Antonio to FM 1103 in Schertz, known as the I-35 Northeast San Antonio Expansion Project; and

Whereas, the city of Austin and the Texas Department of Transportation are contemplating similar expansions of Interstate 35 in downtown Austin between SH 45 Southeast and SH 45 in the north in the near term; and

Whereas, the Executive Committee of the Corridor Council believes that other alternatives to Interstate 35 must also be developed such as freight rail improvements to reduce truck traffic on Interstate 35 and passenger rail between Austin and San Antonio to relieve congestion on Interstate 35 and providing a reliable alternative to motorists; and

Whereas, the freight and passenger rail projects proposed by the Lone Star Rail District would help to relieve and provide a reliable alternative to congestion during the construction of the proposed I-35 Northeast San Antonio Expansion Project and offer motorists and freight shippers and alternative to Interstate 35 for generations to come; and

Whereas, the Texas Department of Transportation is currently conducting an environmental review of the I-35 Northeast San Antonio Expansion Project under the public involvement provisions of the National Environmental Protection Act; be it

RESOLVED, that the Executive Committee of the Austin-San Antonio Corridor Council supports the construction of the proposed I-35 Northeast Expansion Project but recommends that the Texas Department of Transportation expedite and support the implementation of the Lone Star Rail District's freight and passenger rail improvements prior to commencing construction on the I-35 Expansion Project in order to accelerate and improve the efficiency of travel and freight movements on I-35 and to prevent disruptions of mobility during construction of the project; and be it

FURTHER RESOLVED, that copies of this resolution be provided to any public meetings on the proposed I-35 Northeast San Antonio Expansion Project and to the Executive Director of the Texas Department of Transportation and the Texas Transportation Commission.

Approved as amended February 18, 2015

By The Executive Committee

_____

Ross Milloy, President

On Behalf of the Executive Committee

Texas Department of Transportation

I-35 Northeast San Antonio Expansion Project

Public Hearing
Morgan's Wonderland
5223 David Edwards Drive
Thursday, February 26, 2015

COMMENT FORM

Name: Harold L. Dillashaw III

Street Address: [redacted]

Zip Code:

Phone: [redacted]

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

Thank you for attending the I-35 Northeast San Antonio Expansion Project Public Hearing. The Texas Department of Transportation is seeking your comments on the proposed project. All verbal and written comments are welcome. All written comments must be postmarked on or before March 9, 2015 to be included in the official public hearing record.

Don't Paint the Bridge or Columns. Put more Exits off of the Elevated Portion, so when there is a wreck S.B 35 upper Level, at say Rittiman Rd, people will exit go to the lower level and proceed. Schertz Parkway + 35, you have the Baptist Hospital if you are on the upper level how would get to the hospital.
Make sure the Road is "Signed". 35SB right now, if you don't see the O.S.B. telling you this exit gets you to Topperwein, good luck finding the exit for Topperwein Rd. You should have a ground sign for Topperwein so when you missed the O.S.B. you can find the Topperwein Rd exit.
Solar Panel your Transguide sign boards.
Make sure the Raised Level has a shoulder to change a flat tire on, Beltway 8 in Houston is two lanes, tolled, & has no shoulder.
Make sure the city limits are indicated by Signs. S.A. Universal City, Live Oak, Selma, Shertz
Toll = 50¢ & let them go, if they go 4 miles or 40 miles it's 50¢ and they will use it. Charge high fees like Austin and they will avoid it = a pink elephant.
Make sure the road is banked in the Turns + the Straight Ahead section is tilted to the right hand side so water can drain off of the roadway, Perminable Friction Course on the flat McAllister Fwy doesn't work,

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During Construction Put Illuminaries up power by Solar Panels, so when the lines are cut we still have lights

Texas Department of Transportation

I-35 Northeast San Antonio Expansion Project

Public Hearing
Morgan's Wonderland
5223 David Edwards Drive
Thursday, February 26, 2015

COMMENT FORM

#2

Name: Harold L Dillashaw

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

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On the Upper level, keep it on the outside of 35 that way, when it comes down it's down and you don't have to angle across the traffic the straighten out, go 500' & then dive. On the outside when you come down you come down, = less bridge meaning less concrete, steel, time + labor.

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Texas Department of Transportation

I-35 Northeast San Antonio Expansion Project

Public Hearing
Morgan's Wonderland
5223 David Edwards Drive
Thursday, February 26, 2015

COMMENT FORM

Name: Amy Stubbs

Street Address: [redacted]

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

Thank you for attending the I-35 Northeast San Antonio Expansion Project Public Hearing. The Texas Department of Transportation is seeking your comments on the proposed project. All verbal and written comments are welcome. All written comments must be postmarked on or before March 9, 2015 to be included in the official public hearing record.

I support the 35 NEX Project.

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Texas Department of Transportation

I-35 Northeast San Antonio Expansion Project

Public Hearing
Morgan's Wonderland
5223 David Edwards Drive
Thursday, February 26, 2015

COMMENT FORM

Name: Frank Castille

Street Address: [redacted] Zip Code:

Phone: Fax:

Email: [redacted]

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

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A road ain't worth traveling unless it is free to every one. Greg Brown

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Texas Department of Transportation

I-35 Northeast San Antonio Expansion Project

Public Hearing
Morgan's Wonderland
5223 David Edwards Drive
Thursday, February 26, 2015

COMMENT FORM

Name: Jeff Kahn

[redacted]

Street Address / Zip Code

[redacted]

Phone / Fax

[redacted]

Email

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

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- ❒ I do business with TxDOT
- ❒ I could benefit monetarily from the project or

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Money for construction needs to come from plan from newly elected officals that actually care about the concerns of the people.

Past records show this will be a great Problem.

This is an attemp to rush into a project & by pass the people with no votes being taken on project by the voters.

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Texas Department of Transportation

I-35 Northeast San Antonio Expansion Project

Public Hearing
Morgan's Wonderland
5223 David Edwards Drive
Thursday, February 26, 2015

COMMENT FORM

Ed Trofton

Name [redacted]

Street Address Zip Code

[redacted]

Phone Fax

[redacted]

Email

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

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- ☐ I could benefit monetarily from the project or

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NO TOLLS

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Texas Department of Transportation

I-35 Northeast San Antonio Expansion Project

Public Hearing
Morgan's Wonderland
5223 David Edwards Drive
Thursday, February 26, 2015

COMMENT FORM

Name: DAVID RAMOS

Street Address: [redacted]

Zip Code:

Phone: [redacted]

Email:

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

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IT IS VERY CLEAR THAT THE CITIZENS OF BEXAR COUNTY AND TEXAS DO NOT WANT TOLL ROADS. TXDOT AND TEXAS CONGRESS IS AWARE THAT GAS TAX REVENUE (IF NOT DIVERTED) SUFFICES FOR REQUIRED ROAD INFRASTRUCTURE IMPROVEMENTS AND CONSTRUCTION.

~~PLEASE ADD~~

ADDITIONALLY, FEDERAL PROGRAMS ARE AVAILABLE FOR FEDERAL FUNDING / LOANS FOR ROAD CONSTRUCTION.

~~STOP~~ FULFILL THE WILL OF THE PEOPLE - STOP ADVOCATING MORE TOLL ROAD POLICIES!

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Texas Department of Transportation

I-35 Northeast San Antonio Expansion Project

Public Hearing
Morgan's Wonderland
5223 David Edwards Drive
Thursday, February 26, 2015

COMMENT FORM

Name: DAVID J. PURDY

Street Address: [redacted] Zip Code:

Phone: [redacted] Fax:

Email: [redacted]

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

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- ☐ I do business with TxDOT
- ☐ I could benefit monetarily from the project or

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At this time of financial downturn caused by the policies of the Obama Administration, TX needs to encourage tourism & low transportation for all especially those in intrastate commerce like the oil industry for instance. Tolls do the opposite as they raise transportation costs & discourage mobility. The toll road projects proposed are a con for the few @ the expense of the many. We have monies available thanks to the good Republicans running the state of TX to improve highways lets do that instead!

I allege that I believe that the current well funded campaign to steal public roads & turn them into tollroads was started by ex Gov Rick Perry as a pay-off for political contributions. I allege that I believe that the Democrats who promote tolls in Bexar County are the recipient of pay-off's as well as ideologically opposed to individual transportation due to public transportation support and sustainability theories

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out of agenda 21. I allege that I believe that our pseudo Republican County Commissioner, Kevin Wolff is a tool of his father, Democrat County Judge Nelson Wolff & a supporter of these theories against the public interest of average Texans!

I allege that I believe that those involved in promoting tolls have offered toll percentages to different orgs to get their support which gives them an unfair advantage over most businesses that won't receive any of ~~that~~ toll percentages! I allege that I believe that those who promote tolls have sought to hinder those both in the general public & politics who oppose their initiatives by affecting their employment, political and social opportunities. In particular as a Republican, I deeply resent the actions of County Commissioner Kevin Wolff who has used his influence in the last election to stifle the campaign of City Councilman Carlton Soules on the funding level for the post held by Democratic Daddy County Judge Nelson Wolff. I also resent the effort to ruin the political career of City Councilman Elisa Chan at the request of Kevin Wolff which I allege that I believe took place. No tolls on I35!

Fold Here

Fold Here

Place Stamp Here

I-35 Northeast San Antonio Expansion Environmental Assessment
130 East Travis St., Suite 200
San Antonio, TX 78205

Texas Department of Transportation

I-35 Northeast San Antonio Expansion Project

Public Hearing
Morgan's Wonderland
5223 David Edwards Drive
Thursday, February 26, 2015

COMMENT FORM

Name: Candy Marshall

Street Address: [redacted] Zip Code:

Phone: [redacted] Fax:

Email: [redacted]

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

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I'm just tired of being lied to. It was great that TxDOT allowed us to vote and telling us they would allocate funds to pay for highway expansion versus tolling those roads. And I think they would have kept their word. But along comes those disgusting bureaucrats in San Antonio, MPO, who could care less about who gave their word for what. They will take money that Texans voted on and spend it on anything they choose. They don't care what the majority of the people want, just what they want. Why do we have to be at their mercy on everything? Why can't we have what we voted on? It seems like TxDOT should be able to step in and tell UBJ to shove it where the sun doesn't shine — obey the will of the people. The MPO is appointed, NOT elected! If in fact they were elected, they wouldn't have the position that they have. We would have booted their butts OUT! The economy isn't as great and wonderful as RINOs like Rick Perry boast to the rest of the country. Perry is a democrat to the core, as demonstrated by the near bankrupt & existing tolls we have now. This is BROKE! But it needs to be fixed by doing the will of the people & NOT by scummy little bureaucrats.

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I-35 Northeast San Antonio Expansion Project

Public Hearing
Morgan's Wonderland
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COMMENT FORM

Name: DON KIRK

Street Address: [redacted] Zip Code:

Phone: Fax:

Email:

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

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LET ME KNOW WHEN 75% OF OUR FUEL TAX GOES TO ROADS.

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Texas Department of Transportation

I-35 Northeast San Antonio Expansion Project

Public Hearing
Morgan's Wonderland
5223 David Edwards Drive
Thursday, February 26, 2015

COMMENT FORM

Name: Terry Treadwell / NE Methodist Hospital

Street Address: [redacted]

Zip Code:

Phone: [redacted]

Fax:

Email:

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

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- ❒ I do business with TxDOT
- ❒ I could benefit monetarily from the project or

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I am the representative of Northeast Methodist Hospital located at IH 35 & Judson Rd. I am very concerned about traffic and construction noise. (1) The noise from this project could be negatively affect patient care at the hospital. (2) In addition, the lighting plan is a concern at night.

Lastly all access to north ~~west~~ campus is from the frontage road. I'm concerned that EMS & patient access will be disrupted or impassable. Please provide information concerning these issues.

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Susan Chavez

From: Clayton Ripps [redacted]
Sent: Monday, March 02, 2015 1:13 PM
To: Susan Chavez
Cc: Lindsey Kimmitt; Jonathan Bean
Subject: FW: opposing toll roads

Susan, I believe this gentleman submitted an email comment to the wrong project. He sent it to our IH 35 PEL study HDR is working on. Please add to the comments for the IH 35 NEX project. thanks.

-Clayton

From: Leahey, Robert [redacted]
Sent: Friday, February 27, 2015 8:00 AM
To: 'Sonia J. [redacted]; Roycroft, Gordon
Cc: Clayton Ripps; Jonathan Bean
Subject: FW: opposing toll roads

fyi

Robert E. Leahey, PE
D 512.912.5141 M 512.828.9474

hdrinc.com/follow-us

From: Charles Land [redacted]
Sent: Friday, February 27, 2015 7:28 AM
To: I-35pel@rjrivera.com
Subject: opposing toll roads

Gentlemen – and Ladies

We must build roads, and they must be paid for, but tolling is the wrong answer. I have three reasons – one is the added cost of tolling – that is just overhead that wastes our money. We could increase the gas tax with virtually no additional overhead.

Second, at the toll rates under consideration, we have a toll system that is only available to the affluent. We are creating a class system in our society where affluent or desperate drivers move quickly and the only way a toll road can be successful is for everyone else to be bogged down in stop and go traffic. The tolls are outrageously high. I have been to other states where tolls are common, and they are a fraction of the toll rates proposed here.

Third, the 281 debacle stated that gas tax money must be used for part of the toll road costs – about 75% in some of the published reports. If toll roads were self supporting, it might be an annoyance I could tolerate, but if we are going to use any gas tax money to pay for toll roads, and then we toll them, that is just incredibly insulting.

I would support an increase in gas tax if that is necessary to fund new highways.

Charles Land

[redacted]

Drive Smart in Winter Weather

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Templates

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Sent Items

Trash [purge] (2)

Inbox > Message Detail

Subject: I-35 tolls lanes

From: William Albrecht [redacted] (Add as Preferred Sender)

Date: Thu, Feb 26, 2015 5:47 am

To: info@i35northeast.com

I don't understand. If TexDOT doesn't have any money for roads because the gas tax was taken for other states projects, then how does it have the money to bu
How you can allow another entity to steal the gas tax money but steal it back from us.

Bill Albrecht

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Drafts

Templates

Send Later

Sent Items

Trash [purge] (2)

Reply Reply to All Forward Delete Purge Mark as Spam Move to Folder

Inbox > Message Detail

Subject: Existing row

From: Mort Straubmueller [redacted] (Add as Preferred Sender)

Date: Thu, Feb 26, 2015 10:35 am

To: "info@i35northeast.com" <info@i35northeast.com>

I own a lot at old Austin road and the frontage road adjacent to I35. Our lot shows yellow "existing row" lines adjecent to our property. Does that have any propos

Sent from my iPad

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Drafts

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Sent Items

Trash Empty (2)

Reply Reply to All Forward Delete Purge Mark as Spam Move to Folder

Inbox > Message Detail

Subject: I35 expansion

From: Wbruceashton [redacted] (Add as Preferred Sender)

Date: Fri, Feb 27, 2015 2:06 pm

To: "info@i35northeast.com" <info@i35northeast.com>

Believe monies would be better spent on Lone Star Rail commuter project than on toll road.

Sent from my iPad

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Templates
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Trash [purge] (2)

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Inbox > Message Detail

Subject: Toll Lanes on I-35
From: Kenneth Phelps [redacted] (Add as Preferred Sender)
Date: Sat, Feb 28, 2015 3:16 pm
To: info@i35northeast.com

I do NOT support the elevated toll lane alternative. No at-grade (on the ground) option was presented. Any time lanes ar use for much less money than a $1.3 billion elevated toll lane for 15 miles.

Due to the extremely limited access and high cost of tolls for drivers, this plan would do nothing to solve the congestion p more traffic and actually relieve congestion without adding to the tax burden. Prop 1 has added over $1 billion/yr in NEW that will be approved by early June. Use these funds to fix I-35 without tolls, at-grade at a much lower cost than the eleva

Ken Phelps
[redacted]

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New Folder

Inbox (2)

Bulk Mail [purge] (1)

Drafts

Templates

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Trash [purge] (2)

Inbox > Message Detail

Subject: I-35 Elevated Toll Road

From: Erik [redacted] (Add as Preferred Sender)

Date: Sun, Mar 01, 2015 4:46 am

To: "info@i35northeast.com" <info@i35northeast.com>

Adding an elevated toll road to this I-35 corridor is a terrible idea! Most of the existing traffic is due to poor exit design south of I-410, and not enough interchang road money would be better spent on flyovers for each of these major interchanges.

--
Sent from Gmail Mobile

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WORKSPACE

Logged in as: info@i35northeast.com Log Out

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Sent Items

Trash [purge] (2)

Reply Reply to All Forward Delete Purge Mark as Spam Move to Folder

Inbox > Message Detail Entire thread

Subject: NO TOLL ROADS!!!!!!!!!!!!!!

From: [redacted] (Add as Preferred Sender)

Date: Sun, Mar 01, 2015 12:16 pm

To: info@i35northeast.com

I want receipt of my comments. This was 100% sent before 3/9/15 so MY opinion counts!

Dear txdot.

I can't believe how many times, the tax payers, must tell you no toll and or no toll roads paid for with our tax dollars. All the benefits (financial) go to you (txdot) and zachery - cintra, OR ANY OTHER private corporation / entity involved with toll roads . Tax payer dollars are not a free use slush account for you and your 'buddies' to use for your whims and for profit scams. Did you rent morgans wonderland ($1500 before 5pm and $2000 after 5pm) out of your own pockets? is your i35 website registered and hosted out of your pocket? Does your overtime pay, to be at these "meetings", come from tax dollars or do you do all this free out of the kindness of your hearts? are you (txdot employees / affiliates / family / friends) EXEMPT from these tolls? are the same idiots going to be in charge of the toll fees like in sh130? are you going to forgive the loans to cintra (or whatever other company lobbied for the project) when this one goes bankrupt too???

Look, I really do not want to be disrespectful to you, but when I hear that a road I use every day is going to be screwed with at my expense, and THEN, I'll have to pay to use it AFTER I paid for it's construction as well? That kind irks me. So PLEASE, stop with the toll roads / "managed lanes". All of this is just one big waste.

[redacted]

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Drafts

Templates

Send Later

Sent Items

Trash [purge] (2)

Reply Reply to All Forward Delete Purge Mark as Spam Move to Folder

Inbox > Message Detail

Subject: Public c[redacted] 35 expansion in San Antonio

From: D Dixon [redacted] (Add as Preferred Sender)

Date: Sun, Mar 01, 2015 4:23 pm

To: "info@i35northeast.com" <info@i35northeast.com>

The 15 mile plan is completely flawed and all of the plan is unacceptable. I35 is a U S interstate highway and the Eisenhower defense and interstate act of 1956 keep distribution and manufacturing, and public travel costs low. Most important part of this highway is that the road will not be tolled. Elevated lanes are too exp also have maximum flexibility and efficient entry and exit to all of the freeway. There are many business 's of distribution and manufacturing as well as military ar engineers need to go back to the drawing board and design a smarter, cheaper plan, all lanes connecting at grade. No toll. No private or public debt either. TXD involved. Don P. Dixon [redacted]

Sent from my iPad

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Texas Department of Transportation

I-35 Northeast San Antonio Expansion Project

Public Hearing
Morgan's Wonderland
5223 David Edwards Drive
Thursday, February 26, 2015

COMMENT FORM

Name: Charles J. Lovett

Street Address: [redacted]

Zip Code:

Phone: [redacted]

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

Thank you for attending the I-35 Northeast San Antonio Expansion Project Public Hearing. The Texas Department of Transportation is seeking your comments on the proposed project. All verbal and written comments are welcome. All written comments must be postmarked on or before March 9, 2015 to be included in the official public hearing record.

Quite Simply, Best Plan That I Can Imagine, Lots of Choices

1) Choice of staying on the existing I-35 lanes with all exit and entrance ramps

2) Choice of paying for convenience of new toll lanes should one desire to

3) Choice of fees for travel times other than peak-hour travel

4) Choice of participating in car pools and using new toll lanes for free

5) Choice of utilizing what currently exists but having the option of changing one's mind in the future and taking advantage of toll lanes.

Congratulations! Your design provides 50% more high way in each direction with forcing the acquisition of very little commercial property. As a small business and property owner along I-35, I am grateful. I would be happy to assist in promoting the plan in any way that is helpful. Feel free to call; [redacted]

To mail, please fold along dotted lines with this page on the inside, affix postage, and tape closed (do not staple).

March 5, 2015

CERTIFIED MAIL – RETURN RECEIPT REQUESTED
7013 3020 0002 2405 1299

Texas Department of Transportation
I-35 Northeast San Antonio Expansion Project
130 East Travis Street, Ste. 200
San Antonio, Texas 78205

ATTN: Jonathan Bean
Director of Transportation Planning & Development

Dear Mr. Bean:

I am writing this letter as a very concerned property owner with reference to the proposed I-35 Northeast Toll Project. I own land at the South I-35 and FM 2252 intersection, which has been identified as "Parcel # 78053".

I am completely opposed to the Toll Project for various reasons. First and foremost, a large part of my I-35 frontage road property has been identified as being associated with proposed ROW acquisitions. This would completely destroy the value of my property and prevent me from ever selling any of my remaining property connected to the proposed ROW acquisition.

I am further opposed to the Toll Project as I believe there are flaws in the Toll Project. There will be very limited access to toll "managed" lanes. The elevated toll lanes require special interchange ramps, which are expensive and would not be needed if the new lane was on the ground (at grade) like normal freeway expansion. The signage and entrances/exits are confusing with tolls and with the high toll rates, few people will use them. Therefore it is a waste of money and will not solve congestion on I-35.

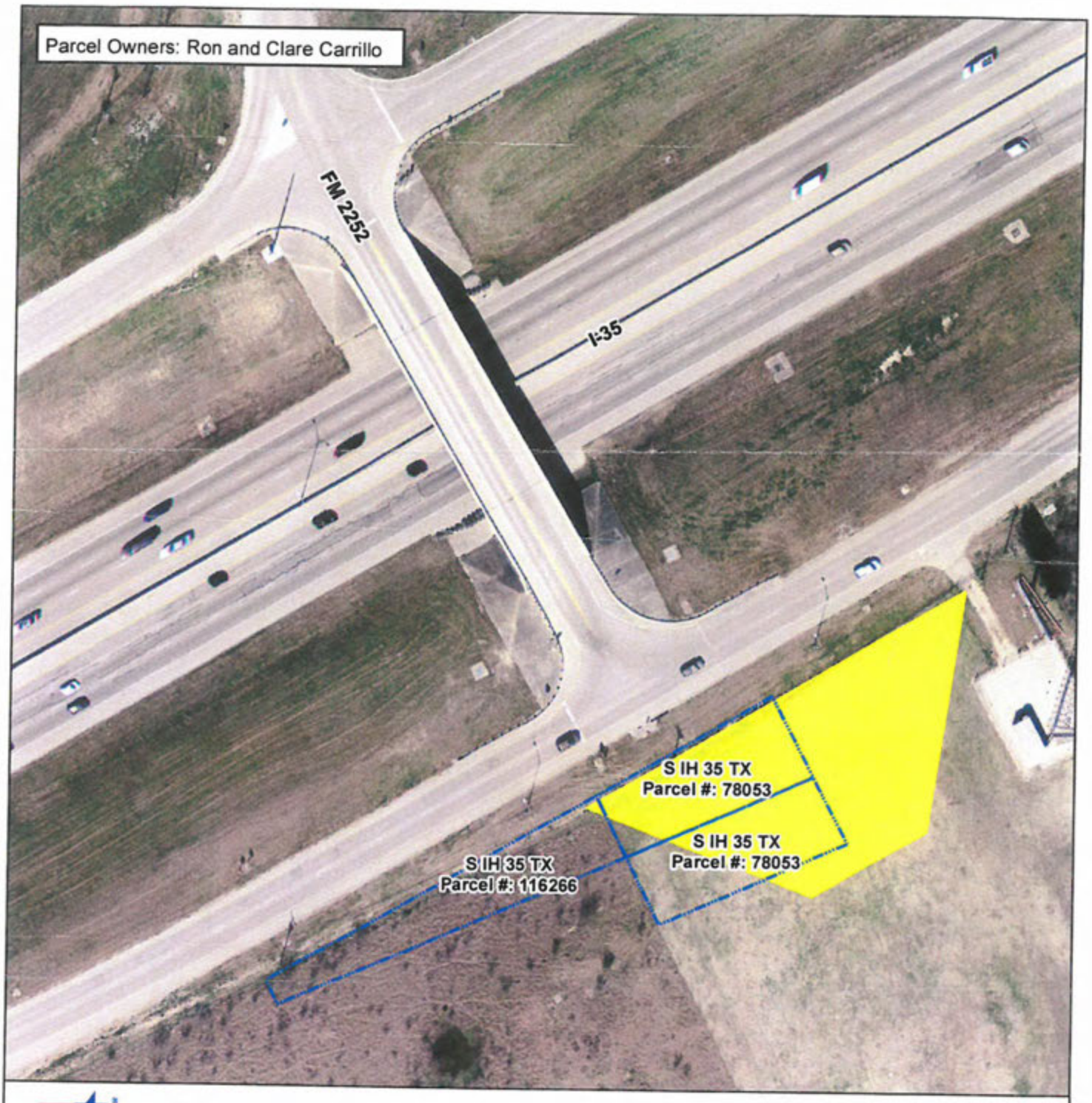
I request that you scrap the proposed elevated toll lanes and advance an alternative that is truly preferred by the community and that the maximum number of vehicles can access and benefit from – add one new non-toll highway lane (at grade) with the new funds the legislature and voters approved.

Sincerely,

Elgin Ott

Elgin Ott

[redacted]



Texas Department of Transportation

0 25 50 100 150 200 Feet

Parcel Boundary
Proposed Right-of-Way
Proposed Easement

Area of Proposed Right-of-Way

I-35: I-410 South to FM 1103

I-35 Northeast San Antonio Expansion Project

Bexar, Comal & Guadalupe Counties

DISCLAIMER: This map was generated by HNTB Corporation using GIS (Geographic Information Systems) software. No claims are made to the accuracy or completeness of the information shown herein nor to its suitability for a particular use. The scale and location of all mapped data are approximate.

Date	Name	Email	D_empl	D_noten	D_could	D_none	Comment
3/9/2015 14:44	Terry Burns	[redacted]	FALSE	FALSE	FALSE	FALSE	I-35 Northeast San Antonio Project (NESAP) Comments March 2015 Dear Sirs: I submit comments on behalf of the Alamo Group, Lone Star Chapter of the Sierra Club. We support the No Build Alternative. We have reviewed the materials concerning the NESAP in detail. These include the I-35 PEL Study Final Report and Appendices. We do not believe the Project will meet the stated goal: "To develop transportation alternatives that improve mobility and safety in the IH 35 corridor in a manner that will manage vehicle congestion for the projected 25-year planning horizon, promote efficient use of existing transportation facilities, minimize impacts to the natural and built environment, and complement other modes of transportation and economic development initiatives in the region." Phase I: "The transportation issues identified in the Study Area, as discussed in the IH 35 PEL Need and Purpose Technical Report, include: •?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 were used to develop the following broad screening criteria that were used in the Phase I screening. The criteria sought to answer the following questions for each alternative concept: •?Does the alternative concept have the potential to address the projected transportation needs over the 25-year planning horizon of the study? •?Does the alternative concept have the potential to improve mobility and safety in a manner that will manage vehicle congestion? •?Does the alternative concept have the potential to encourage integration with other transportation modes? •?Does the alternative concept have the potential to be compatible with economic development initiatives in the region?" Of the eleven alternatives considered in Phase I, all those involving other than independent motor vehicle traffic were rejected. For example, "The Rail-Only Alternative Concept is not recommended for further consideration as a standalone alternative concept in the IH 35 PEL Study. ...This alternative would not attract a large enough volume of existing or projected IH 35 traffic to adequately address the mobility challenges in the corridor over the planning horizon of the study...According to the 1996 MIS, the local rail transit alternative (utilizing the existing UP rail paralleling the PEL Study Area) was determined to be an ineffective solution to address mobility issues on IH 35 in the Study Area. It was determined this system would be underutilized, with projected ridership approximately one-third of a typical new start-up system." It is to be noted that this decision was based on a study (MIS) completed in 1996, with a 2016 horizon. The current NESAP has a 2035 horizon, and won't even begin until beyond the MIS time frame. I-35 corridor planning has gone on for a long time! MIS predictions of rail ridership are a generation out of date, especially in failing to consider changes in Millenial lifestyle preferences etc. In contrast, all of the roadway expansion alternatives have included in their Phase I comments: 1)?This alternative would implement major capacity improvements in the study area capable of addressing the projected future transportation needs." We view this as wishful thinking. We need only to look at the results of the elevated section of I-35 through Austin. There is no evidence that we know of anywhere that additional roadway lanes relieve congestion for any significant period of time. Instead they encourage more traffic, more sprawl and again result in more congestion. Table ES-1: Summary of 2035 Traffic Forecasts for the Alternatives Analyzed, shows increased traffic volumes with increased lanes, supporting our conclusion. And it is noted that these are "excluding frontage roads". 2)?Historic traffic growth trends show: "After 2007 the section north of Loop 1604 continued to grow annually at over four percent. Between 2007 and 2010, northern sections showed a positive growth while the southern sections showed negative growth rates. In 2010, the highest daily volume on IH 35 within the project limits was observed north of SL 368, this location reached 200,000 vehicles per day. IH 410 generally saw declines in volume from 2000 to 2007 while the locations north of IH 35, IH 10 area and north of FM 78 showed positive growth. From 2007 to 2010, strong growth appeared in the sections from IH 10 to US 281 where traffic in 2010 exceeded 200,000 vehicles per day likely due the completion of the expansion project [emphasis added]. Other than the location north of FM 78, all other locations in the project study area showed a reduction in volumes from 2007 to 2010." These data show traffic declining in some of the study area, not increasing, as well as showing that adding roadway encourages more traffic. 3)?This alternative could potentially encourage integration with other transportation modes (e.g., managed lanes integrated with transit system, etc.)." There is no evidence found in support of this wishful thinking. There is mention of possible "Complementary Transportation System Solution (CTSS)" that have "the potential to complement and enhance other alternative concepts". No information is given to suggest real viability of implementation of these CTSS. Most importantly these CTSS need to be evaluated in conjunction with the No Build Alternative. "4.0 Phase II Alternative Concept Evaluation Method and Results "The criteria and measures used to compare the alternative concepts include the following: •?Mobility o Average Speed o Travel Time o Total Vehicle Volume •?Potential Impacts o Potential Impacts to Residents o Potential Impacts to Businesses o Potential Impacts to the Environment " "The alternative concept recommended for further study is a capacity expansion of the existing IH 35 facility. As mentioned previously, the majority of project-specific decisions regarding the various configuration options of the recommended alternative concept (e.g., number of lanes, construction approaches, project financing), are being deferred to NEPA". 5.2.1 Number of Lanes "[T]he 0-5 lane alternative concept ...has very little impacts to the natural and built environment but does not address long term corridor transportation needs. In contrast, the IH 35 expansion concepts which included 6 or more lanes of additional capacity would meet mobility needs of the 2035 planning horizon." Only 6 lanes are shown to achieve mobility improvements of 33-49% vs. No Build. Nothing provides even 50%

							improvement, this for a cost estimated at $1.3 Billion. We believe this project has a large number of serious flaws: 1) All non-roadway options were excluded too early, and multimodal integration is given only the briefest "potential" mention. Serious consideration should be given to multimodal transit options and how to build such options so as to draw mobility off of the I-35 roadway. We cannot keep adding more lanes forever, and recently we are seeing traffic decreases. The study shows that adding even five more lanes will not provide adequate mobility. The conclusion of the study should be that adding more lanes will NEVER be enough. Furthermore, TxDOT's own 2040 highway maintenance cost study shows that even just four lanes can cost $100 million a year to maintain. There will be no way to maintain such a huge system as is proposed. 2) The study area includes only 0.25 miles on each side of I-35. This is totally inadequate. The area affected by this freeway, and the traffic flowing in and out of it involves a much larger surrounding area which must be evaluated for impacts. The fact that Lone Star Rail could be built beyond this 0.25 boundary in some areas disqualified it from potential consideration. This is wrong and it clearly could have a major impact on I-35 traffic if built. Furthermore, project design features can enhance traffic by providing more free traffic lanes, or enhance rail by enabling connectivity, price competitiveness, etc. These are important design choices not in the NESAP. 3) The Project assumes the region will remain in attainment for ozone. However, attainment is currently borderline, and the region will fail attainment under proposed new ozone standards. If non-attainment happens, roadway expansion projects such as NESAP may not be permitted. Even if congestion is temporarily reduced, increased traffic volumes and speeds could result in greater emissions and negatively impact our already marginal air quality. 4) Nothing is included in Phase II that addresses traffic composition, especially the large proportion of Single Occupancy Vehicles (SOV). Current roadway could be adequate with improved ride sharing. 5) The TDM/TSM/ITS-Only Alternative Concept was rejected but did not include new technologies under development. In a few years, and certainly way before 2035, there will be many standard automated vehicle movement systems in place that will allow driverless control, vehicle avoidance signaling, etc. It is entirely possible that with these technologies density of roadway traffic could be enhanced substantially while improving safety. 6) There is virtually no mention of how any of these projects improve safety. It is assumed that reduced congestion reduces accidents. However increased speeds create more dangerous accidents, and elevated roadways may produce more dangerous accidents. Rail, by contrast, is far safer per passenger mile. 7) No alternative was given to combine rail with bus transit and TDM/TSM/ITS. 8) There is nothing in NESAP that meets regulatory requirements for multimodal approaches to transportation. No mention of bicycle and pedestrian mobility is given. 9) The lack of funding has impeded any solution to the I-35 corridor problem for 20 years. If funding finally develops it must include design that facilitates smart growth and not unabated sprawl, and that facilitates multimodal transit including bicycle and pedestrian modes. It must include funding mechanisms such as tolls that reflect the true burden of these costly projects. The idea that a toll is "double taxation" is fallacious. If so, then each remote and rarely traveled roadway should be funded only by the dollars collected from taxes for the vehicle miles traveled on its surfaces. The fact is that I-35 traffic does not pay for its upkeep, just as many remote roads in the Eagle Ford and elsewhere do not. The taxes are spread over all the roads. The heavily traveled roads suffer from heavy impacts that taxes have not kept up with maintaining. Tolls are user fees. In the same way, state parks and many other facilities are funded by a combination of taxes and user fees. 10) The No-Build Alternative is the best choice, because $1.3 Billion will be much better spent on longer lasting solutions that combine rail with bus transit, bicycle and pedestrian mobility and TDM/TSM/ITS, to achieve more livable communities, cleaner air, more sustainable economic development and safer travel. Thank you, Terry Burns, M.D., Co-Chair Alamo Group, Lone Star Chapter, Sierra Club
3/9/2015 11:42	Steve Bonnette	[redacted]	FALSE	TRUE	FALSE	FALSE	On behalf of the San Antonio Chamber's Transportation Committee, I would like to express our support for the IH-35 improvements. We need to properly plan for the accelerated growth in this corridor, not only with new pavement, but also with the proper tools to manage that pavement to its most efficient use in moving the most persons in the least amount of time. Please continue to move forward with this project!
3/7/2015 20:00	Chuck Shine	[redacted]	FALSE	TRUE	FALSE	FALSE	I support TxDOT and its work along IH 35. The IH 35 Corridor must be expanded to relieve traffic in the area, to update the freeway, and to improve safety. I also completely support the use of Managed Lanes for the corridor, as I know it will help to relieve traffic and is a completely fair way to add revenue. I know that the Manage Lanes will not only add revenue but will also allow for higher occupancy vehicles like buses, van pools and 2-person or more cars. This is the right thing to do and has been proven to be effective in Houston, Dallas and most other cities in Texas. Keep up the good work and keep moving forward with this project.
3/6/2015 8:11	Michael R. Capone	[redacted]	FALSE	FALSE	FALSE	FALSE	On behalf of several businesses who provide long-term care services, such as nursing homes and assisted living facilities, along the proposed expansion project, please allow this correspondence to serve as opposition on their behalf. These businesses include Senior Care of Windcrest, Mesa Vista Inn Health Center, Sundance Inn Health Center, Senior Care of Wurzbach, and Senior Care Center Lakeside. The proposed expansion project will negatively impact these nursing homes and their residents in several ways, including potential surrendering of the property under right-of-way acquisitions by the TxDOT as well as significant property devaluation due to increased construction and proximity to high-speed traffic areas. Furthermore, the increased noise and traffic will have an adverse impact on our elderly residents who have earned the right to enjoy peace and tranquility while they are recovering or living in our healthcare facilities. The proposed solutions to these issues, i.e., that "TxDOT would provide relocation resources to all individuals, families, businesses, farmers, and non-profit organizations displaced," is insufficient security to ensure that not only our nursing homes, but more importantly, their residents, are adequately cared for and able to obtain the needed healthcare resources that informed their decisions to enter into our facilities in the first place. The notion that the TxDOT will be able to satisfactorily replace the residents' choices for healthcare facilities as well as the choices of their respective physicians is circumspect, at best. As such, the nursing homes that would be negatively impacted by this expansion project are asking that such be denied at this time on their own behalf and on behalf of their residents.
3/3/2015 11:01	Laura		FALSE	FALSE	FALSE	FALSE	The costs associated for individuals using these lanes is unacceptable. Our legislature and TxDot need to use the dollars dedicated to roadways for just that...roads, not garages, not "light rail" and certainly not toll roads that the average person can not afford. When every TxDot employee, and politician has to pay for these roads the same as the average citizen, I'm sure alternatives to tolls will be found. I am adamantly opposed to the expansion of tolls...they are simply not cost effective.
3/2/2015 9:36	Kenneth Bode	[redacted]	FALSE	FALSE	FALSE	FALSE	2 lanes is not enough. It will be full as soon as it's built
3/2/2015 8:34	Isaac Caballero	[redacted]	FALSE	FALSE	TRUE	FALSE	As a daily commuter from New Braunfels to downtown San Antonio I think this would be great for the congestion on the highway. I hate thinking about construction because with that there are always problems but once the project is complete it will be a great addition. I am up for either a tollway or HOV lane.
3/2/2015 7:57	Terry Treadwell	[redacted]	FALSE	FALSE	FALSE	FALSE	As a representative of Northeast Methodist Hospital, I am concerned about the healing environment required to provide patient care and the potential disruption to that environment that may be caused by the project. Specifically, I am concerned about construction noise, additional lighting, and disruption to the access road on the west side of the highway since it is the only access point to the facility. Although I was assured at the public meeting that each of these concerns has been addressed in the project plan - no specific details were available. Please provide information concerning these issues and how access to the hospital will be maintained.

2/27/2015 13:57	Jovanna Kenney	[redacted]	FALSE	FALSE	TRUE	FALSE	Having done some more reading, I think the project would greatly change the traffic flow to become smoother; but I do think it would be nice to have the option to pay or not to pay for a toll by having alternative routes available at the interchanges proposed. It would be nice to see how other cities in Texas have done this and if it was successful or not.
2/27/2015 13:42	Jovanna Kenney	[redacted]	TRUE	FALSE	FALSE	FALSE	I cannot support this expansion project for toll roads on IH 35. I am a daily commuter and it is not in my budget to start paying for tolls daily, whether it is with a toll express pass or not. This is a true inconvenience for those of us that commute into San Antonio every day and especially on the weekends. Driving from Cibolo is a giant pain by itself with the traffic that already occurs during rush hour; I can only imagine how much worse it would become with a toll road. If there is no option but to put a "managed" toll road somewhere in San Antonio, shouldn't it be where a higher volume of tourists pass through on IH 10 instead? I think that putting a toll road would decrease that amount of people that currently travel to San Antonio regularly and that could have an impact on business revenue. Just a suggestion; either way I am not a fan of this plan becoming a reality.
2/27/2015 11:51	Mark Tirpak	[redacted]	FALSE	FALSE	FALSE	FALSE	The I35 corridor from San Antonio to Schertz and further north (to Austin and beyond) would benefit from an existing lanes north and south being designated and enforced as HOV lanes, including to support through $300 fines the development of regional mass and active transit options (including ride sharing, bus, and intercity pedestrian networks) along this corridor from San Antonio to New Braunfels, San Marcos and Austin. Currently there are extremely limited mass and active (walking and biking) transit options along this corridor - despite growing residential development from New Braunfels south, major tourism attractions and the presence of Randolph AFB and other major motor vehicle traffic generators along this corridor. It currently takes well over an hour - close to bicycle speed - to travel from Randolph AFB to the Alamo (16mi) or SAT airport (16mi) by public bus, and there are no public options north - including into downtown New Braunfels or San Marcos Premium outlets - beyond the occasional private regional bus to downtown San Marcos from downtown San Antonio and Austin, necessitating car-based travel to points between San Antonio and San Marcos that should be frequently and easily reached by mass transit. Potential I35 widening will not address the absolute lack of alternatives to driving along this long populated and growing I35 corridor from San Antonio to Cibolo and further north. Designating current I35 lanes HOV as a revenue stream for new mass and active transit options along this corridor - along with directing anyadditional funds earmarked for transport improvement along along this corridor to new public transit services and public transit and active transport infrastructure (walking and cycling) - would be the best and most cost-effective investment for TXDOT to make at this time for this corridor.

APPENDIX H

CERTIFIED PUBLIC HEARING TRANSCRIPT

TEXAS DEPARTMENT OF TRANSPORTATION
PUBLIC HEARING
I-35 NORTHEAST SAN ANTONIO EXPANSION PROJECT
Morgan's Wonderland Event Center
5223 David Edwards Drive
San Antonio, Texas 78233

February 26,2015

COURT REPORTER: CHRISTINE M. SITZES, TX CSR# 8756

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22 ********

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24

25

1 (February 26,2015 at 6:00 p.m.)
2 MR. BEAN: Okay. So the time is
3 6:00 o'clock. It's time to start our public hearing. Our
4 presentation tonight is on the I-35 Northeast San Antonio
5 Expansion Project.
6 My name is Jonathan Bean. I'm the director
7 of transportation planning and development for the San
8 Antonio District of TxDOT and I'm the public hearing
9 officer for tonight's proceeding.
10 TxDOT welcomes you to this public hearing
11 for the proposed improvements of I-35 from the I-35/I-410
12 South interchange in San Antonio to FM 1103 in Schertz,
13 Texas. Tonight's hearing will be divided into two parts:
14 An introductory presentation and a public comments section.
15 During the introductory presentation, I will
16 first introduce our project team and discuss the meeting
17 format. We will then provide an overview of the project
18 history and proposed improvements. And we'll dive into a
19 more detailed discussion of the project's design, function
20 and access points, enviromental considerations, funding and
21 construction.
22 We will next discuss how you can find
23 additional information and provide info about the project
24 as well as what the next steps are in the process.
25 Finally, we will open up the floor for public comments as

1 part of the public hearing.
2 Before we proceed any further, I'd like to
3 introduce the elected officials that were -- that are
4 present tonight. Mike Gallagher, councilman for District
5 10 is here tonight.
6 (Applause)
7 MR. BEAN: Thank you for being here. Scott
8 Haag, he's a Comal County Commissioner is also here
9 tonight. I don't know if he is still in the audience but
10 he was here. I shook hands with him earlier. And then
11 City of Schertz Councilman Azzoz is also here tonight.
12 Thank you for being here. We really appreciate it.
13 I'd like to introduce the -- just in general
14 the staff -- we have staff here from TxDOT, the Alamo RMA.
15 We have our consultant HNTB team as well. There's also
16 staff members here from -- from VIA. And so we're well
17 represented by the local transportation community here.
18 We hope you'll have a chance to visit with
19 these individuals. Either if you had a chance beforehand
20 or you'll have a chance afterwards. We'll hang around and
21 answer questions as you have them after my presentation.
22 So now let's start the official public
23 hearing. TxDOT is conducting this public hearing for the
24 I-35 Northeast San Antonio Expansion Project to present the
25 proposed improvements and receive public feedback.

1 After the presentation, there will be an
2 opportunity for you to present verbal comments for the
3 official record. If you wish to make verbal comments, you
4 can step over to the area there and sign up if you have not
5 already done so.
6 Once we start the verbal comments, we can
7 call your name and ask that you please come to the
8 microphone and state your name and who you represent if
9 applicable. Each speaker will be limited to a period of
10 three minutes.
11 It is standard protocol at public hearings
12 for us not to answer questions during the formal
13 presentation or comment periods. However, private team
14 members will be available to answer project-related
15 questions in this room following the formal verbal comment
16 period. The questions will be answered in our public
17 hearing report. It will be posted online after the comment
18 period closes.
19 If you have comments but do not wish to
20 speak at tonight's public hearing session, there are many
21 additional ways to provide feedback. There are comment
22 forms available in English and Spanish at the sign-in table
23 at the back. And they may be placed in any of the comment
24 boxes available or mailed to the address on the form.
25 You may also have your comment recorded

1 tonight by a court reporter in the open house room next
2 door. So make a comment by e-mail, through the online open
3 house or via e-mail to the project office address shown on
4 the slides here.
5 Information about how to submit your
6 comments including mailing address, e-mail and website can
7 be found on the meeting brochure at the registration table.
8 Please note that all of the comments must be postmarked or
9 e-mailed by March 9,2015, in order to be included in the
10 public record.
11 Finally, we will post the public hearing
12 report on the project website and we will notify you by
13 e-mail to let you know when it is available.
14 The I-35 Northeast San Antonio Expansion
15 Project is a culmination of a decades long series of
16 studies conducted for the I-35 corridor in Northeast Bexar
17 County and portions of Comal and Guadalupe Counties.
18 Efforts to address the ever growing population and traffic
19 congestion in this area began in 1996 with a major
20 investment study and gained momentum with the I-35 Corridor
21 Council -- sorry -- Corridor Advisory Committee's 2011 I-35
22 Plan and the planning and environmental or PEL study that
23 was completed in 2012. Based on the results of these
24 studies and additional technical analysis, TxDOT is
25 recommending transportation improvements to I-35 from

1 I-35/I-410 South interchange in San Antonio to FM 1103 in
2 Schertz.
3 Before we discuss the specific improvements
4 that are being proposed, let's first assess the process by
5 which the improvements have been evaluated and recommended
6 for further development. The I-35 Northeast San Antonio
7 Expansion Project is being evaluated through an
8 enviromental assessment or EA study which must meet
9 specific guidelines established by the National
10 Enviromental Policy Act known as NEPA.
11 An EA identifies a need and purpose for
12 improvements and examines project alteratives, costs and
13 funding, regional and project total analysis, traffic data
14 and potential enviromental impacts. Late last year we
15 completed development of the project schematics and draft
16 EA.
17 Recently, TxDOT assumed federal authority
18 for all enviromental review for transportation projects
19 funded through the Federal Highway Administration. Public
20 input is an important part of the enviromental study
21 process. Tonight we are asking for your input on the
22 analysis results and recommendations included in the draft
23 EA document.
24 The purpose of the proposed project is to
25 implement a transportation alternative that improves

1 mobility in the I-35 corridor in a manner that will manage
2 vehicle congestion, promote efficient use of existing
3 transportation facilities, minimize impacts to the natural
4 and built environment and complement other modes of
5 transportation and economic development initiatives in the
6 region. The proposed project is needed to address
7 increasing traffic demand and congestion, inadequate
8 roadway capacity and limited integration of I-35 and other
9 existing planned transportation modes. The ability to meet
10 this purpose and need is one of the measures by which
11 project alternatives are evaluated in the EA.
12 Population growth is one of the biggest
13 contributing factors to the increasing congestion within
14 the project area. Over the next 25 years, the three
15 counties in which the project is located are projected to
16 experience significant growth. The population of Comal
17 County and Guadalupe County is anticipated to increase
18 100 percent or more during this time.
19 This population growth closely relates to
20 the traffic growth in the area as shown in this slide.
21 Between 1995 and 2012, traffic along the project corridor
22 increased by over 60 percent according to TxDOT
23 Transportation Planning and Programming Division traffic
24 data. By 2035, it is expected to increase by an additional
25 47 percent based on traffic modeling conducted by the I-35

1 Northeast San Antonio Expansion Project studies.
2 Three segments of the project area are
3 already among the most congested roadways in Texas as
4 ranked by the Texas A&M Transportation Institute and TxDOT.
5 We anticipate congestion along these segments will only
6 continue to worsen in the future as population and traffic
7 continue to increase in the area.
8 As mentioned, a number of previous studies
9 and plans were used to develop the alternatives proposed in
10 the draft EA. These studies included the I-35 planning and
11 environmental linkage study completed in December 2012.
12 This study incorporated input from four rounds of public
13 meetings and technical community advisory committee
14 meetings and regularly evaluating a build alternative to
15 adding capacity to the existing I-35 and a no-build
16 alternative.
17 The I-35 Corridor Advisory Committee Plan
18 released in August 2011 also recommended adding capacity to
19 I-35 in the area while the Alamo Area MPO Metropolitan
20 Transportation Plan more specifically recommended adding
21 toll lanes to this section of I-35 due to the lack of
22 traditional funding sources for funding improvements.
23 Since the PEL study was complete, TxDOT took
24 a closer look at I-35 traffic, engineering and
25 environmental data for the recommendations from the PEL

1 study to add capacity to I-35. TxDOT identified a project
2 alternative that would meet the need and purpose and
3 coordinate with the Federal Highway Administration to
4 officially identify the project and an appropriate level of
5 the environmental documentation required.
6 Based on determination with FHWA, it was
7 discovered that an environmental assessment or an EA would
8 be the appropriate classification for the project. Sorry.
9 My throat's closing up.
10 All projects developed under NEPA must
11 consider a build and no-build alternative. A no-build
12 alternative serves as a benchmark against which the build
13 alternative is compared. In the no-build alternative, no
14 transportation improvements are made within the project
15 limits except those that are already programmed and
16 reasonably expected to occur regardless of the outcome of
17 this project.
18 This slide depicts what the no-build
19 alternative would generally look -- what the general --
20 what the project would look like in the project area in the
21 no-build alternative. Through the EA study, we have
22 determined that the no-build alternative would not meet the
23 purpose and need for improvements because existing and
24 planned improvements alone would not adequately address
25 mobility and capacity expansions in the area.

1 Now, let's look at the build alternative.
2 The build alternative for the I-35 Northeast San Antonio
3 Expansion Project has two elevated managed lanes in each
4 direction on I-35 from I-410 South to FM 1103 with
5 direction anchors at I-410 South, I-410 West and Loop 1604.
6 Operational improvements are also proposed as well as
7 interim access to the proposed managed lane facilities
8 between Loop 1604 and FM 1103.
9 A managed lane is a travel lane which
10 operates separately from the main lanes. Travel on these
11 lanes is managed through a combination of pricing, vehicle
12 eligibility and access control strategies so that you move
13 at faster, more reliable speeds. The elevated managed
14 lanes would provide additional more reliable capacity on
15 I-35 as minimal -- with as minimal right of way
16 construction and traffic control impact as possible. All
17 existing main lanes and frontage roads would remain.
18 Managed lanes also complement other
19 transportation modes thus providing a more reliable route
20 for transit and by encouraging high-occupancy vehicle use.
21 According to a study conducted by the American Public
22 Transportation Association, almost 70 percent of people
23 between the ages of 18 and 34 use multiple travel options
24 several times or more each week. The I-35 Northeast San
25 Antonio Expansion Project is being planned with the

1 transportation needs of future generations in mind.
2 The configuration of proposed managed lanes
3 in relation to the existing main lanes would vary south and
4 north of FM 3009. For the sections south of FM 3009, the
5 proposed elevated managed lanes would generally be
6 constructed between the existing main lanes and frontage
7 roads.
8 However, north of FM 3009, the managed lanes
9 would cross over the I-35 general purpose main lanes and
10 drop down into the middle of the northbound and southbound
11 general purpose lanes -- general purpose main lanes. This
12 is where the managed lanes would go from an elevated to
13 at-grade continuing down the middle of I-35 until they tie
14 into the I-35 main lanes and end just north of FM 1103.
15 The proposed improvements would require
16 reconstruction of the bridges and intersections at FM 2252,
17 Old Wiederstein Road and FM 1103. North of FM 3009, the
18 existing main lanes would also need to be moved farther out
19 to make room for the at-grade section of the managed lanes
20 in the middle.
21 This widening would require some additional
22 right of ways as well as relocation of existing I-35
23 entrance and exit ramps in this area but would also allow
24 us to reconfigure the interchange ramps to a pattern that
25 improves mobility. All existing main lanes and frontage

1 roads would remain free for all traffic.
2 The display board and schematics available
3 in the open house room -- actually, they're in this room --
4 provide more detail about these proposed improvements. And
5 we would be happy to answer any questions about them after
6 the closing of the public comment period. Much of what I
7 just described to you is very visual so I encourage you to
8 go back and look at the materials we have in the back of
9 the room.
10 Now, let's move on to a discussion of the
11 potential impacts associated with the build alternative.
12 Along with determining whether or not proposed alternatives
13 meet the purpose and need for improvements, an EA examines
14 potential environmental impacts associated with those
15 proposed improvements. These include potential impacts to
16 natural resources such as air, water and vegetation, to
17 cultural resources such as historic sites and structures,
18 to socioeconomic resources such as neighborhoods,
19 businesses and parks.
20 The EA also looks at how much additional
21 right of way may be required for the project as well as the
22 potential changes to local and regional traffic patterns
23 that may result from implementation of any improvements. I
24 will briefly cover some of the potential impacts that were
25 done prior to the draft I-35 Northeast San Antonio

1 Expansion Project EA though I encourage you also to visit
2 the website and to view the project display board in the
3 open house section of this room for more detailed
4 information.
5 This slide shows some of the specific
6 potential impacts that we're gonna find through the EA.
7 The proposed project would require approximately 26 acres
8 of additional right of way which would affect approximately
9 68 parcels in the study area. A total of one residence,
10 two businesses, portions of two parking facilities, two
11 signs, 11 billboards and one sewage lift station are
12 anticipated to be displaced by the proposed project. We'll
13 discuss remediation for these potential right of way
14 impacts in just a moment.
15 Other anticipated impacts include changes to
16 the way the existing roadway looks due to the addition of
17 the elevated managed lanes. The EA also identifies
18 specific areas where the proposed project may create
19 additional noise. The areas where a potential noise wall
20 may be considered reasonable and feasible to save project
21 development are shown on the schematic drawings we have
22 displayed tonight.
23 Additional potential impacts include those
24 that typically occur during construction such as temporary
25 changes in traffic movements and increased sliding and

1 noise impacts associated with construction. There are no
2 disproportionate impacts on minority or low income
3 populations anticipated for this project.
4 TxDOT offers relocation assistance for the
5 owners of all parcels that would be affected by the
6 proposed project. Acquisition and relocation assistance
7 would be in accordance with the TxDOT Relocation Assistance
8 Program which is consistent with U.S. Department of
9 Transportation policy. All property owners from properties
10 needed are entitled to receive just compensation for their
11 land and property.
12 TxDOT held meetings with potentially
13 affected property owners in October 2014 and will continue
14 to coordinate with these individuals should the project
15 move forward to construction. Additional information about
16 the potential right of way impacts and TxDOT's relocation
17 and reimbursement programs available in the room next door
18 as well as the TxDOT San Antonio District Office.
19 TxDOT will also offer the opportunity for
20 adjacent property owners within the areas identified for
21 potential noise abatement to participate in a noise
22 workshop to determine if abatement measures are desired.
23 The workshop will be held after the EA is complete.
24 The proposed improvements are anticipated to
25 cost approximately $1.3 billion. TxDOT does not currently

1 have funding available to construct the project using
2 traditional funding sources and the MPO has listed it as a
3 managed lanes project in its long range transportation
4 plan. This is one of the reasons why the project is being
5 proposed as managed lanes.
6 The managed lanes would operate separately
7 from the main lanes. Travel on these lanes would be
8 managed through a combination of pricing, vehicle
9 eligibility and access control strategies to achieve
10 faster, more reliable speeds.
11 Prices and eligibility requirements would be
12 set based on the regional toll policy. The current Alamo
13 Regional Mobility Authority toll policy states that transit
14 vehicles, registered car pool users with a tag account and
15 vehicles exempted by state law, such as emergency and
16 military vehicles, could use the managed lanes for no
17 charge. All other vehicle types such as single occupancy
18 vehicles would be charged a toll fee ranging from 17 cents
19 to 50 cents per mile. All existing main lanes and frontage
20 roads would remain free for all traffic.
21 The project would most likely be constructed
22 in phases and a financial plan and a project management
23 plan are currently being developed. If you would like
24 additional project information following this presentation,
25 please visit www.TxDOT.gov, keyword search I-35 Northeast

1 San Antonio. There you can view general project
2 information and the same presentation displays and
3 handouts from this public hearing in the open house here
4 tonight.
5 If you would like to review a draft EA, we
6 have several copies of the document available at the open
7 house in the back of the room. Hard copies of the maps,
8 drawings, reports and documents concerning the project will
9 also be available for viewing at the TxDOT San Antonio
10 District Office 4615 Northwest Loop 410, San Antonio,
11 Texas, 78229 from 8:00 a.m. to 5:00 p.m. Monday through
12 Friday.
13 After the formal comment period is closed
14 and all input has been reviewed and addressed, a final EA
15 schematic will be prepared and submitted for approval. We
16 anticipate that this will happen sometime this summer.
17 Once the final EA is approved, we can then move forward
18 with the specific plans for design and construction of the
19 project.
20 We are now ready to hear from you. All
21 verbal and written comments and questions presented tonight
22 will be addressed and made part of the public hearing
23 summary report. If you would like to make a verbal comment
24 tonight and have not signed up, please take a moment to do
25 so.

1 Each speaker will be allowed three minutes
2 and we ask that you stick to that time limit. Any time
3 remaining in a three minute period after you have finished
4 providing your comments cannot be donated to another
5 speaker.
6 Remember we will not address your questions
7 while you have the floor during the comment period. This
8 rule will allow everyone an opportunity to speak and is
9 standard protocol for public hearings. Questions will be
10 answered in our public hearing report that will be posted
11 online after the comment period closes. We will be
12 available to visit one on one during the period at the back
13 of the room and -- and, of course, after the public comment
14 period is done.
15 Please remember if you choose to submit your
16 comments later by mail, they must be postmarked or e-mailed
17 no later than March 9,2015. All of your statements,
18 comments and questions will be given careful consideration
19 before the final design features are determined.
20 This concludes our introductory
21 presentation. If you have questions about any information
22 presented or on display tonight, please visit with one of
23 our staff members in the open house section of the room.
24 They will be available during and after the comment session
25 to make sure questions are answered.

1 Right now, we're gonna take a five minute
2 recess in case there's a few folks that want to slip out
3 and we'll gather the cards for those who have signed up to
4 speak. And, again, if you would like to speak and you
5 haven't signed up, please do so right now. Thank you.
6 PUBLIC COMMENTS
7 MR. BEAN: Okay. We're gonna begin our
8 formal comment period -- public comment period. And
9 before we begin, I wanted to just remind you that we have
10 multiple ways to comment.
11 You can comment tonight. You have three
12 minutes each to comment tonight. But we also tonight have
13 a court reporter right next door and you can leave as long
14 a comment as you want there. There's -- I believe,
15 multiple court reporters there.
16 So you also have an online mechanism, the
17 e-mail, and you can go online with your comments. So
18 please do so.
19 We will start our comment period. If you'll
20 just -- when I call your name, if you'll just walk up to
21 the mic and we'll start.
22 Our first speaker tonight is Jack Finger.
23 Is Jack here? What I'll do is I'll just move him to the
24 back and we can call again. Here he is. Okay. All right.
25 MR. FINGER: Hello, everybody and TxDOT

1 staff, my name is Jack L. Finger. I have been fighting
2 toll roads for many years. That's what you're planning.
3 But I really don't like the fact that you
4 call it "managed lanes", a euphemism. Quite frankly, we
5 don't want tax dollars that we pay through gas taxes going
6 to something that you, the government, are going to, once
7 again, manage. And only those who pay extra, a double tax,
8 are going to use those so-called managed lanes for maybe
9 mass transit or so forth.
10 I'm sorry. We paid for those roads. We
11 want to use them. We don't like to be restricted on them
12 if we don't have a toll tag on our windshield.
13 The fact is that even after those roads are
14 paid for, that long after they're paid for, we'll still be
15 paying tolls on them. Another thing, see.
16 And also the idea, the fact that, you know,
17 Houston, Dallas, yes, they have toll roads but they got a
18 chance to vote on it, sir. We, San Antonians, we don't
19 like that.
20 We want a chance to say yes or no to them
21 before you, the government, say well, we'll just slap this
22 on. I guess nobody will notice. Huh-uh. I'm sorry.
23 What is this -- this -- you say 70 cents or
24 50 cents a mile? Huh-uh. No.
25 And the fact that you have toll roads

1 established along I-35, where are these on and off exits
2 going to be? How many are you going to eliminate that
3 already exist? How are people going to easily get on and
4 off these lanes when they need to go communities all around
5 up and down that area?
6 No, sir. This is wrong. This must be
7 stopped. We've elected new people to the state government
8 that say toll roads are a bad idea unless the people
9 actually want them. No, you must stop it and heed them.
10 And if you're -- if your new commissioners
11 don't see that, then you need to remind them, speak in
12 their ear and say we, the people, said no to this stuff.
13 You don't understand. Thank you.
14 (Applause)
15 MR. BEAN: Next speaker is Rob Killeen --
16 or Killen. Excuse me.
17 MR. KILLEN: Good evening. I am Rob
18 Killen. I am chairman of North San Antonio Chamber of
19 Commerce Board of Directors. On behalf of our 1,200
20 business members representing 160,000 employees in the San
21 Antonio area, thank you for the opportunity to make these
22 comments this evening.
23 Our chamber has a long history of supporting
24 transportation initiatives and actively involved in a
25 number of these throughout the San Antonio region. We

1 support both changes and improvements to I-35.
2 I-35 is the economic artery of our region.
3 Many of our region's industries will rely on the corridor
4 to connect our people to points in Texas, the U.S, Mexico
5 and Canada. Toyota, HEB, military bases, med -- Medical
6 Center and many others rely on the corridor for goods,
7 material and personnel. Regional residents will travel
8 along the same route daily for school and for work.
9 Several points along I-35 are already
10 experiencing high levels of congestion. By 2040, the Alamo
11 MPO is projecting over 1.4 million residents in Bexar,
12 Comal and Guadalupe Counties. This continued growth will
13 continue to create congestion unless we invest in our
14 infrastructure.
15 The North Chamber supports staying with the
16 existing right of way as much as possible, using elevated
17 lanes to add capacity, managed lanes to provide alternate
18 funding options, managed lanes to complement other
19 transportation modes and encouraging high-occupancy vehicle
20 usage. Pricing and eligibility requirements to be
21 consistent with Alamo RMA which means no charge for transit
22 vehicles, registered car pool users with a tag and vehicles
23 exempted by state laws such as emergency and military
24 vehicles and charging a fee for utilization of managed
25 lanes for all other vehicle types including single

1 occupancy vehicles.
2 Again, I thank you for the opportunity to
3 make these comments and hope that you'll support this
4 needed improvement to our community.
5 MR. BEAN: Thank you, sir.
6 (Applause)
7 MR. BEAN: Next speaker, Terri Hall.
8 (Applause)
9 MS. HALL: Good evening. My name's Terri
10 Hall. I'm the director of Texas TURF as well as Texans
11 for Toll-Free Highways. So I guess the name of our group
12 reveals that we're definitely opposed to the toll road.
13 We think that this is a traffic nightmare,
14 an engineering nightmare. What we're creating is an
15 elevated toll road that only has three exits and at those
16 exits are the interchanges of all the main highways. That
17 means building special interchanges which is extremely
18 expensive, at least $100 million, in order to access these
19 special lanes that very few people will ever be able to get
20 on and off.
21 Today, I-35 has roughly 40 exits on both
22 sides of the highway. We're going from 40 exits to three
23 exits. This is totally unworkable.
24 Not to mention, it's unaffordable. When
25 you're looking at the cost of 50 cents a mile, the toll

1 rates change based on time of day, how congested the road
2 is. So in the peak hours, when you actually have to get to
3 work, you're going to be paying close to 50 cents a mile.
4 And that's 7.50 one way or 15 bucks a day in new toll
5 costs. This is totally inaccessible to the average working
6 person in San Antonio.
7 So whose this really gonna benefit? We
8 already know that State Highway 130 is a failure. That
9 this is not -- the trucks are not gonna take these toll
10 roads. They can't afford the toll any more than you can.
11 Plus truck rates are usually double or triple what the auto
12 rates are.
13 And all of this cost gets passed on to you
14 and I regardless of -- of whether you take this toll road
15 or not. The only identified funding source for the current
16 IPO plan for this project is called a CBA. That means a
17 foreign consortium similar to the one that Cintra owns
18 on the southern stretch of State Highway 130. It's already
19 near bankruptcy.
20 When private toll roads take over in urban
21 areas, you'll see tolls as high as 80 cents a mile when a
22 private company takes over. We've seen this happen in the
23 Metroplex and that's what they're doing today.
24 That means if Cintra got their hands on this
25 road, they'd now control all routes north and south through

1 the whole state of Texas. And we sense that that's what
2 they're doing. That they would control State Highway 130
3 and I-35. And they are known to language in their
4 particular contract that would preclude expansion of the
5 free lanes on I-35 for our lifetime.
6 So you aren't gonna have any free options.
7 You're gonna be stuck in congestion or you're gonna have to
8 take these elevated toll lanes and good luck trying to find
9 the entrance ramp. There's only gonna be three of them.
10 We elected a new governor of the state of
11 Texas. Governor Greg Abbott campaigned against toll roads
12 and announced just a week ago that $4 billion was coming
13 for non-toll roads. Just put this project on hold. We
14 have new funds coming.
15 Follow the message sent by the voters. We
16 do not want more toll roads in Texas. $4 billion so we can
17 get this done. That's on an annual basis.
18 So let's tell them. We want a workable,
19 practical solution that is not going to rule out the
20 reasonable alternatives which is an at-grade, one lane each
21 direction, simple plain vanilla, and we're gonna reduce our
22 costs so much by not going elevated 15 miles. And we can
23 do this without tolls with the new funding that's coming
24 from the Legislature.
25 If you want updates and if you want to keep

1 in touch with the grassroots on this, please go to our
2 table outside and sign up for our e-mail alerts. Thank you
3 so much.
4 (Applause)
5 MR. BEAN: Robert Colunga.
6 MR. COLUNGA: My name is Robert Colunga.
7 Thank you for the opportunity to speak. I am the
8 Executive Director for the Windcrest Economic Development
9 Corporation and I'm -- on behalf of our Windcrest City
10 Manager, he apologizes that he's not able to be here as
11 well.
12 We want to thank TxDOT, first of all, for
13 working with us especially with the expansion of 35 and the
14 creation of the two lanes, one on each side. And it's
15 gonna spur our economic development and working and
16 communicating with the cities and helping us find
17 solutions.
18 I understand I'm not here to speak on behalf
19 of our council or my board. But we feel that the work
20 that's being done by TxDOT is looking at a lot of the
21 alternatives, takes into account economic development and
22 the growth of the cities and they're looking at solutions.
23 They're not just saying hey, you're gonna have a project.
24 So we welcome -- they'll continue to debate
25 with us and hopefully, we can be supportive. And once our

1 council is able to look at it, I hope that they will come
2 to the conclusion that this is for our benefit. I
3 appreciate your time.
4 MR. BEAN: Thank you, Mr. Colunga. Vic
5 Boyer.
6 (Applause)
7 MR. BOYER: Good evening. I'm Vic Boyer,
8 president of the San Antonio Mobility Coalition, otherwise
9 known as SAMCo, I'm representing a number of public and
10 private sector entities that support additional
11 transportation funding for our region.
12 Our leadership and our organization fully
13 supports moving forward with I-35 improvements for the
14 following reasons: First, I-35 is the economic artery or
15 lifeline of our region. The vast majority of the region's
16 international trade, manufacturing and distribution,
17 military missions, tourism and healthcare using this
18 corridor as the primary way to connecting our people to
19 other points in Texas, the United States, Mexico, Canada
20 and beyond.
21 Two, companies such as Toyota, HEB and the
22 military missions, including Fort Sam Houston and San
23 Antonio Military Medical Center and many others, all rely
24 on the IH-35 corridor to move goods, services, material and
25 personnel.

1 Third, several points along the corridor
2 already experience high levels of congestion complete
3 segments between downtown and Fort Sam Houston and IH-410
4 South cutoff, interchange at Loop 1604 and points north to
5 Schertz, Cibolo, New Braunfels, et cetera. Congestion at
6 peak hours has been visibly growing in recent years. As
7 the economy goes up, there's more people moving into the
8 region.
9 Fourth, as the Alamo MPO region, there's
10 1.4 million more residents by 2014. The I-35 corridor no
11 doubt continues to be steady if not exponential growth in
12 traffic and congestion. We simply believe it's time to act
13 and get ahead on congestion now before more serious
14 congestion issues occur that would have an adverse impact
15 on the local economy and quality of life. Thank you very
16 much for the opportunity to be heard tonight.
17 MR. BEAN: Thank you, Mr. Boyer.
18 (Applause)
19 MR. BEAN: Don Durden.
20 MR. DURDEN: Thank you. My name is Don
21 Durden. I am the Chairman of San Antonio Mobility
22 Coalition. I'm also the president of Civil Engineering
23 Consultants, a firm here in San Antonio that employs a
24 little over 100 people. And I also serve as a founding
25 board member of Transportation Advocates of Texas.

1 And I know that TxDOT is short on money and
2 that if you had the money to build this any other way
3 without managed lanes that you would be doing that. But
4 the fact is the governor can't alone just put $4 million in
5 your pocket. That it takes the Legislature, all the
6 members, to vote for that and we've got to move forward and
7 solve this problem.
8 Current projections are that we're gonna
9 have about 2.2 million citizens here in Bexar County by
10 2035. The Alamo Area MPO, which now includes Guadalupe and
11 Comal County, that's gonna -- they're gonna have another
12 1.4 million people in here in the next 20 or 25 years.
13 That's a city the size of Austin shoehorned in here. If we
14 don't do something about our transportation facilities,
15 it's gonna get even worse.
16 You know, as far as the express lanes, I
17 kinda like the fact that there aren't a bunch of entrance
18 and exit ramps because those create congestion and
19 bottlenecks. And the fact that you can get on if you're
20 coming from south of San Antonio to get all the way to the
21 north side without all those points of conflict, I think
22 that's a good idea. So I encourage you to continue with
23 that design.
24 Truck traffic, you know, associated with
25 NAFTA has increased by 800 percent. And that's the people

1 who are gonna use those express lanes, I believe. We've
2 got about 195,000 vehicles a day right now and that's gonna
3 go up to 286,000. That's just a lot of traffic and we've
4 got to do something.
5 As the chairman of SAMCo, as the owner of a
6 business, as a grandfather, as a parent, I urge you to move
7 forward with the project as fast as possible. It'll
8 enhance the mobility of our citizens, our businesses and
9 our grandkids.
10 And I want to take the last remaining time
11 and thank TxDOT for the wonderful job that they do, not
12 just in planning this, but picking up the dead animals off
13 the road, deicing the bridges, picking up the trash and
14 sweeping roadways. Thank you very much for everything you
15 do and the opportunity to make a comment.
16 MR. BEAN: Thank you, Mr. Durden.
17 (Applause)
18 MR. BEAN: Next up is Paul
19 Henson(phonetic).
20 MR. HENSON: Thank you. My first question,
21 I don't understood why the subtle -- subtlety. You say
22 "managed lanes" and not toll roads. Although, I
23 understand what will pay for this will be EZ TAGs, which
24 is a toll collection.
25 Today -- I got my notice in the newspaper a

1 month ago and it said go to www.TxDOT.gov for further
2 information. And today when I went to that site, on the
3 main page, there were mentions of many meetings, Dallas,
4 all the way -- meetings back to 2013 and nothing about
5 today's meeting. So I went to this one. It wasn't there.
6 This week, it wasn't there.
7 When I typed in the date, it showed up. And
8 I don't understand that why it's not there. But that's
9 just a little thing for y'all to take care of.
10 The I-20 -- the toll road I-20 -- 120, as we
11 know, is going bankrupt. And this -- you call it the
12 highway to hog heaven with all the hogs roaming out there.
13 And we're supposed to trust TxDOT to build this toll road
14 when they built that one with private funding and private
15 companies and they want out. Okay? Horrible, from Spain
16 and -- exactly.
17 Next, I have this question. I live right off
18 O'Connor Road. And I talked to a few gentleman back here
19 looking at the maps. And the first one, I asked we -- I
20 got some good information about managed lanes and such or
21 toll lanes.
22 And I asked is there a plan to go to Austin
23 for this. And he said not that I know of and the next
24 gentleman said no, there is not. And then as we talked, he
25 says well, down the road, that may -- logically that may

1 happen. Okay. All right.
2 Second gentleman, when I talked to him and I
3 mentioned toll roads wouldn't talk to me anymore. So then
4 I moved on.
5 I talked to a third gentleman. I said is
6 there a plan to go all the way to Austin? He said oh,
7 that's correct, definitely.
8 So basically, we're building that corridor
9 to Austin. I'm sure this is planned for all the way to
10 Dallas, maybe all the way through Texas and we're gonna be
11 the butt end here in San Antonio.
12 And my question is what benefit to me if
13 all -- there are no entrances, there are no exits, I have
14 to go -- I'd have to go way the other way on 410 to get on
15 and that would be during traffic hour and this is the time
16 it's supposed to benefit me. My daughter works in New
17 Braunfels. If she gets on, she'd have to go way past 410
18 or, I don't know, all the way down close to the AT&T Center
19 and turn around.
20 There's no benefit. We're just going to
21 have the headache of construction, noise, bright lights.
22 And if we're gonna go through the headache, I don't
23 understand why y'all can't build a couple of additional
24 lanes with the money that we already pay.
25 Everybody in this room pays 30.4 cents for

1 every gallon of gas -- 38.4 cents. 18.4 goes to the
2 federal government. 20 cents goes to the state. Anybody
3 who drives whose driving -- taking diesel gas pays 44.
4 28.4 goes to the federal government. 20 cents goes to the
5 state.
6 No matter the price of gas, they get that
7 money. That money was set aside to build roads and
8 maintain roads in Texas. So I don't understand why that
9 additional funding can't handle this. Thank you.
10 MR. BEAN: Thank you.
11 (Applause)
12 MR. BEAN: Next up is Charles
13 Womack(phonetic).
14 MR. WOMACK: Thank you for the opportunity
15 to visit with you tonight and I appreciate your
16 presentation very much.
17 In full disclosure, I must admit that myself
18 and my company, Treadmill Inc., own some property on
19 Interstate 35 here in this area. And, of course, I was
20 interested in how it's going to affect my property.
21 And I must commend you on the plan. It's
22 really truly amazing that you can add 50 percent more space
23 and more availability of roads while not impinging at all
24 on the existing highway that's there. The four lanes that
25 are there in each direction and the access road are not

1 gonna change as I've been answered by the people here
2 tonight. Everybody I asked has the exact same story so I
3 tend to believe them.
4 But the truth of the matter is this road is
5 going to become the busiest road in Bexar County. All the
6 numbers point to the fact that between Wurzbach or the
7 Wurzbach Parkway frontage road exit and 1604 is gonna be
8 the singular heaviest trafficked road in San Antonio or in
9 Bexar County.
10 If we don't do something, we don't plan for
11 it, the congestion that exists now, the slowdown and the
12 frustration that people put up with now is only going to be
13 worse. I'd really like to take the opportunity to thank
14 you as a stakeholder in planning this where it doesn't
15 affect anything and doesn't force us to have to sell pieces
16 of property that we've spent our, you know, a major part of
17 our lives trying to put together as an investment for
18 ourselves and for our family.
19 Last point I'd like to say is I was very
20 fortunate, February the 1st, 2001, I became an American
21 citizen. I came to this country because of the freedom and
22 because of the opportunity that we all get to share.
23 What you're offering here is really just
24 freedom; isn't it. You can stay on the exact same roads
25 that we've driven on for years, the exact same highway, the

1 exact same access roads, without any an expense whatsoever.
2 But if you choose to use a managed, toll, whatever you want
3 to call it, if it's your choice, you get to do it and you
4 get to pay.
5 Isn't that why this country's the greatest
6 country in the world because of the freedom we have? Thank
7 you.
8 (Applause)
9 MR. BEAN: Thank you, Mr. Womack. Next up
10 is Richard Perez.
11 MR. PEREZ: Good evening. My name is
12 Richard Perez. I'm the President and CEO of the San
13 Antonio Chamber of Commerce and I'm here to speak in favor
14 of this project.
15 As the former chairman of the Bexar County
16 MPO, I understand very, very well the growing needs for
17 transportation in this community. And I have examined this
18 project very, very well.
19 And I think you all have done a fantastic
20 job, as TxDOT, in engineering a project that does exactly
21 what it is we need to let us move people efficiently from
22 San Antonio all the way to Schertz or from Schertz to San
23 Antonio in a quick and efficient manner. That's what we
24 need.
25 We need to move goods and services from one

1 place to another as quickly as we can. That is going to be
2 a delineator between us and all the other areas of this
3 state so that we can complete for economic development
4 opportunities.
5 Our citizens deserve to move from one place
6 to another in an efficient manner. They deserve to have
7 the opportunity to do so after a choice, which is what
8 we're providing here, is a choice.
9 And although, some would believe that --
10 that toll roads or managed lanes have concerns and some of
11 them do, I can tell you that there are toll systems in
12 Houston, in Fort Worth, in Austin, that are doing very,
13 very well. And they're doing exactly what they were
14 designed to do and that is to move goods and services and
15 people efficiently and effectively and to save time and
16 money.
17 And so for those reasons, the San Antonio
18 Chamber of Commerce -- and I represent 2,000 different
19 businesses that together employ half a million people in
20 San Antonio, Bexar County, Comal County, Guadalupe County
21 and all the area around it -- and we are here to lend our
22 voice to urge TxDOT to proceed with this project as quickly
23 as possible. Thank you.
24 (Applause)
25 MR. BEAN: Our next commenter, Richard

1 Medellin. I'm not sure if I got that right.
2 MR. MEDELLIN: Hello. Thank you for the
3 opportunity. My name is Richard Medellin.
4 I'd like to disclose that I'm here at my own
5 expense, on my own time. I'm not being paid overtime. I'm
6 not being paid. I don't have any business interest in
7 this.
8 This is my personal opinion as a taxpayer.
9 I'm strongly opposed to the use of tax dollars for the
10 purpose of promoting and collecting fees from motorists.
11 It results in a double taxation.
12 I'm opposed to the diverting of the gas tax
13 from transportation -- transportation-related costs such as
14 road building. You know, I'd like to believe that -- I
15 believe that that 38.4 cents per gallon of gas is
16 sufficient for Texas to build and maintain the roads.
17 I'm very opposed to TxDOT's efforts to
18 conceal the promotion of toll projects under the new speak
19 title of managed lanes as all free lanes are also managed.
20 But a toll road's a toll road, no matter what you call it.
21 You cannot make a silk purse from a sow's ear, you know,
22 it's a toll road.
23 I'm also opposed to the TxDOT concealment of
24 toll plans, their unclear or difficult to navigate --
25 navigation on the website. I'm pretty Internet savvy and I

1 had a very difficult time finding information for this
2 meeting and for other aspects for this project.
3 I'm very opposed to the acquisition of
4 public right of way for projects that will never be
5 returned to the public domain and will forever charge a fee
6 to the taxpayers and the former property owners. There's
7 no turning back on this.
8 I see toll roads as a benefit to the rich.
9 It's gonna force the poor into gridlock. Recent toll
10 projects have been shunned by the public.
11 I'd like to relate experience that I had
12 with toll roads. I'm very proud of San Antonio for not
13 having toll roads within the metropolitan area so far.
14 But on a recent trip to Houston, I paid
15 tolls. I paid two tolls within about 2 miles of each
16 other. I transitioned from one toll road to another, not
17 by choice, I didn't know where I was going.
18 Then I got lost. I wound up running out of
19 coinage after hitting so many toll booths that I had to pay
20 with cash and go through the -- the extreme right lane
21 where they have a cashier that could exchange bills for
22 your toll. And I wound up paying the same cashier twice
23 within about 20 minutes because I was lost. I went in a
24 big circle.
25 And I just want to say that I have a feeling

1 that this is falling on deaf ears. We're probably gonna
2 get the toll road anyway even though the citizens oppose
3 it. And I guess, the only thing I can thank you for is
4 I'll be sitting in the shade in gridlock. Thank you.
5 (Applause)
6 MR. BEAN: Thank you. Next commenter is
7 Ross Milloy.
8 MR. MILLOY: I'm Ross Milloy, President of
9 the Austin-San Antonio Corridor Council. And my executive
10 committee recently passed a resolution in support of the
11 I-35 Northeast project I think largely because we see
12 we're right now doing about a trillion dollars in trade
13 between U.S., Mexico and Canada.
14 About 80 percent of Mexico's trade with the
15 U.S. and Canada passes through Texas and about 75 percent
16 of that goes by truck up Interstate 35. In order to
17 sustain the businesses in this area that rely on that
18 traffic, we think we're gonna have to build some
19 alternative lanes and this may be the best way to do it.
20 The other thing my executive committee
21 wanted to recommend is that TxDOT examine the idea of
22 expediting the completion of a freight rail bypass around
23 San Antonio and Austin that could be used to move some of
24 that freight during the construction period that's upcoming
25 for 35. As you know, we're gonna have this project in San

1 Antonio. We have a large project closing the road in San
2 Marcos and downtown construction of I-35 in Austin is
3 probably no more than two or three years away.
4 So with that, with those comments, we have a
5 printed series of comments and resolutions to submit for
6 the record. And thank you very much.
7 MR. BEAN: You're welcome.
8 (Applause)
9 MR. BEAN: Next speaker is Jesse Uresti.
10 THE WITNESS: Good evening, my name is
11 Jesse Uresti. I own two retail stores here in the San
12 Antonio area, both on I-35, one on the south side, one on
13 the north side. Been in business for about 50 years so
14 I-35 has been good to me.
15 I'd like to begin by saying that I think
16 everybody in here is a typical driver. We like to get from
17 A to B as easy as possible without any regret or any
18 problem. I don't think it's anybody's fault here that
19 there are problems with the government in terms of how they
20 spend their money. But I do believe that there is an
21 ongoing problem with traffic.
22 I'm a typical driver that has to suffer
23 going from my south store to my north store in gridlock
24 traffic every time I go. And -- and it seems that I have a
25 choice, if this comes up, this toll road comes up, and I

1 want to get there quicker and want to pay a few bucks extra
2 to get there, it'd be my choice. If I don't, again, it'd
3 be my choice as well as everybody in this room or people
4 who use that road.
5 I would like to thank TxDOT for this
6 opportunity to let me speak and to point out that there's
7 nobody gonna be going broke on this road. You don't have
8 to drive that elevated road if you don't want to.
9 The only thing I'd like to reiterate on is
10 the fact that if there are typical drivers in there that
11 get on the interstate and want to get off on the interstate
12 for business purposes or going home purposes, we need
13 exits. So I think everybody in this room would agree that
14 if they're gonna build this toll road, that we need to
15 consider exits to get to our homes and businesses easier
16 than having to drive two miles to make a u-turn or come
17 back because of an error we made in judgment, how we drive,
18 what we did or where we're going.
19 So I think everybody here would like to have
20 less congestion in traffic and just more ways to get home
21 easier and quicker. Thank you for your time.
22 MR. BEAN: Thank you.
23 (Applause)
24 MR. BEAN: Mike Whitman.
25 MR. WHITMAN: I'm Mike Whitman and I'm

1 retired. I've been going to these meetings, talking to
2 these people for years now. I've been working with the
3 toll, with Terri Hall and her group, been working with
4 them.
5 But what I don't understand is what don't
6 you understand about the word no? We don't want toll
7 roads.
8 (Applause)
9 MR. WHITMAN: We don't want them five years
10 ago. We didn't want them ten years ago. We don't want
11 them now.
12 You people, this government, can't do
13 anything right. Tell me one thing that you have. I want
14 to hear it. I mean, this is going for all the government,
15 not just you, not just the federal government, state,
16 local. Local, you ought to come to District 8 and see what
17 I gotta put up with but that's another story.
18 All I'm trying to say is this is plain BS.
19 All I'm hearing is your plan to build a what -- let me -- I
20 only got a couple minutes. So I got a lot to say in a
21 couple minutes.
22 You -- you advertise in a New York City area
23 and you say we have no unemployment. Come on down. I
24 gotta friend of mine that lives in Allentown, Pennsylvania.
25 I am from New Jersey. So I do know what's going on.

1 People are coming down here from
2 Pennsylvania, New Jersey, 'cause they don't like the snow.
3 They're coming down here but you got no place to put them.
4 You didn't build -- when I came here, 1604 -- I've been
5 here 26 years -- 1604 was two lanes.
6 And by the way, I didn't come here. I was
7 ordered to come here by my boss. He said you will move. I
8 worked for Amtrak then. So I moved over here 'cause I had
9 to. I was told to.
10 And I've watched the traffic get worse every
11 day. Thank God we got Terri Hall. Thank God we got
12 somebody like her --
13 (Applause)
14 MR. WHITMAN: -- and all the people that
15 are outside right now giving up their time. I can't
16 believe what I'm seeing.
17 I gotta fight every day. Fight with -- I
18 gotta fight these idiots in Washington. Now I gotta fight
19 the idiots -- oh, this is -- this is getting too much.
20 Tolls.
21 By the way, I haven't had a raise in three
22 years. How many of you guys are retired in here? Well,
23 look at the hands. I gotta 1 percent raise in three years.
24 Where am I gonna pay for these stupid tolls
25 that I'm gonna get? No. You use the money that I pay at

1 the gas pump. That's where it goes.
2 (Applause)
3 MR. BEAN: Thank you. Next comment is from
4 Michael Good, I think.
5 MR. GOODWIN: Good evening, my name is
6 Michael Goodwin. I'm a taxpayer. I live here formerly
7 District 10, I just switched over to District 2, city
8 council.
9 My first question is if this plan is put
10 into effect, we're talking about over a billion -- billion
11 with a "b" dollars. If this plan fails, who is on the hook
12 for that billion dollars? Because that money's coming from
13 somewhere, obviously.
14 I'm a big follower of Dave Ramsey. Don't
15 borrow, don't extend. So that is a big concern of mine.
16 And also, if it does fail, will the payback be equitable or
17 will people from Bexar County be on the hook for that
18 money? Will it be spread?
19 Because I've got this problem. I live on
20 the northeast side right off near Northeast Baptist
21 Hospital and I drive this area all the time. The big
22 issue, in my opinion, is the traffic -- people that are
23 living in New Braunfels that are commuting to San Antonio.
24 They live out there.
25 Because we can go out there right now and

1 traffic is not gonna be -- it'll be negotiable. I mean,
2 traffic, rush hour traffic during the work hours, is where
3 the issue is. So will it be equitable for the folks that
4 live in Guadalupe County and also in Comal County if this
5 thing does go belly up?
6 I looked at the I-30 corridor. I've heard
7 the stories that it's not sustaining itself. That's a big
8 concern to me. Just where -- where is this money gonna
9 come from and whose gonna be responsible for paying it
10 back?
11 Because the government's already -- I
12 believe we've already breached the $18 trillion. And this
13 is just -- it's unacceptable for me to be borrowing this
14 money and doing thing for a temporary situation. Traffic
15 is bad during the peak hours but I think there are other
16 possibilities.
17 I don't like the idea of limitations on
18 expanding the lanes for people that don't want to pay the
19 tolls. I think we're going down that slippery slope and we
20 won't be coming back.
21 So I guess my questions are whose on the
22 hook for this money, where is this money coming from and
23 will it be equitable on a pay back basis between the three
24 counties. Because I think the big issue is the traffic
25 that's coming in from Comal County and Guadalupe County.

1 The people that come into San Antonio to work and then they
2 return to Comal County and Guadalupe County at the end of
3 the day. That's all I've got.
4 MR. BEAN: Thank you for your comments.
5 (Applause)
6 MR. BEAN: Next commenter is Austin Michael
7 Garza.
8 MR. GARZA: How are you doing? My name's
9 Michael Garza and I actually feel -- I came here today to
10 learn as much as I could about the project because I feel
11 like I've got a lot invested in this with my family.
12 My wife has family up in the Cibolo/Schertz
13 area and she traverses this with my one-year-old son almost
14 on a daily basis. And for me, I know my biggest concern is
15 this corridor is just getting worse and worse and worse.
16 And I think I'm -- every day she drives it,
17 I worry that something bad might happen. I always send her
18 text messages making sure that she got there safely. And
19 even when I drive it, it's just -- it gets frustrating
20 sitting in traffic.
21 So I, you know, I came here to learn about
22 the project. I'm very impressed with what you guys have
23 done. I think it's nice to have a choice.
24 I think -- you know, I'm not saying that I
25 have all the money in the world and I'm not saying I'm dirt

1 broke, but at the end of day to have a choice when -- when
2 she needs to get there quickly or when she needs to get
3 there safely, we have the opportunity now to have an
4 alternative route. I think that's beautiful.
5 And, you know, I wasn't planning on speaking
6 but the more and more I hear some of the other folks talk,
7 I felt like I needed to go up here and put in my two cents.
8 Because I feel like these people that are against it just
9 don't realize that, you know, we're not gonna get any
10 future roads any other way. That's the bottom line.
11 There's -- the money that is going towards
12 improving -- the money that's going to the government's
13 going towards improving what we have in place right now.
14 As fast as we're growing, everything's going towards
15 maintenance.
16 So to give us a choice to -- to -- to make,
17 not only what I feel like my family have a safer
18 environment, I think that's the best thing y'all can do and
19 I appreciate y'all's efforts. Thank you.
20 (Applause)
21 MR. BEAN: Thank you, Mr. Garza. Next is
22 Councilman Azzoz.
23 MR. AZZOZ: Good evening, everybody. I
24 listened to all the folks, some for, some against. I
25 listen to what -- wants, pretty much it's not manageable.

1 I listen to folks that didn't want it before and this time
2 around.
3 This is like hard to say. If you look at
4 the cities and I looked at that map, if that would come to
5 our city, that would absolutely make it look terrible.
6 That will be a traffic nightmare on 3009 and 35.
7 You're looking at businesses and I'm
8 surprised, really surprised, that there's a lot of them not
9 here representing themselves probably because it will take
10 away value. You will not be able -- as I'm looking at the
11 map -- not be able to see all the businesses.
12 If we looked at an ideal how to take some of
13 the pressure off that, why don't we do an HOV lane where
14 it's free to the taxpayers. They're already paying taxes
15 for the roads. Why should they? I understand you have a
16 choice.
17 Now, we have already had a choice. We paid
18 for the roads. The governor promised $4 billion towards
19 the roads. So this is really not needed.
20 This is absolutely, absolutely something
21 that the private businesses are gonna get money of out it,
22 that taxpayers will continue to pay for and -- and
23 cosmetically, it is terrible. It will look absolutely
24 terrible.
25 If I look at my city and I look at that, at

1 that entrance and exit, right now. And now you only have
2 options for four versus multiple choices? That's a traffic
3 nightmare.
4 I really want see you take this off of the
5 table, use the taxpayers' money to either do a HOV lane or
6 expand a lane where people don't have to pay. I don't have
7 to get on the lane. I'm not going to. Why?
8 Because I've already paid for the roads.
9 And we continue paying for them every day. That means if I
10 get on the managed lane and I go to the gas pump, am I
11 gonna get credit for the tax back? I'm not using these
12 roads. You're charging people for that.
13 I'm not gonna use it so why should I pay
14 taxes? I'm already giving them money for that lane which
15 is a travesty. So I'm doubly taxed.
16 I really think you oughta consider a no to
17 this issue. And let's look for another alternative where
18 everybody is opting out of it and looking at the matter
19 also. Because for the people in businesses on both sides,
20 it's not gonna work for them. I thank you so much.
21 (Applause)
22 MR. BEAN: Thank you. Our last commenter
23 that I have up here right now is Dave Perkins, David
24 Perkins.
25 MR. PERKINS: Yes, I appreciate it. I was

1 looking at this beautiful picture of this -- of these
2 roads that, you know, of this platform that you're
3 building or the roads.
4 I don't see any area where a person's having
5 a heart attack or having a problem, they can pull off. And
6 doesn't that create a public danger. And I'm just looking
7 at all of this just from a standpoint of liability.
8 Let's just say hypothetically, some guy's
9 driving a truck and he -- he -- something happens to him.
10 He has a heart attack and that truck crashes against the
11 side here and flips down and lands on top of these people
12 at the bottom. Based on this picture that your
13 organization has put out, it looks like there's gonna be
14 somebody killed.
15 Also, I just can't -- you know, being a
16 managed lane, this private company, their only interest is
17 keeping that lane going. There's not gonna be a lot of
18 interest in shutting down the lanes and repairing them and
19 maintaining them. And that really goes against our
20 financial interest.
21 So I mean, I see a lot of liability and a
22 lot of public safety concerns which I think they need to
23 really study here. It seems to me that inevitably there's
24 gonna be an accident. A car is gonna fall down, down at
25 the bottom, and they're gonna have to remove some of these

1 free lanes just because of safety. In which case, there's
2 gonna be fewer free lanes.
3 In which case, there'll be less choice. And
4 people will be forced to use this managed lane which,
5 again, doesn't look to me like it's very safe. And I just
6 think there's a lot of safety factors that need to be
7 considered and beyond the other issues that other folks
8 have so adequately spoken about.
9 But it just seems to me like, man -- and
10 also, let's just say hypothetically a terrorist gets in a
11 -- you know we got them -- they get in a big van or
12 something. They just go there and they park in the middle
13 with a bomb and whose gonna be liable for that?
14 I mean, there's just things that are gonna
15 happen. Because it just doesn't seem like there's a lot of
16 ways for people -- I mean, it just doesn't look like a very
17 safe situation to me. And I do think that some of these
18 lanes that are supposedly free will have to be compromised
19 just inevitably because of some of these concerns, in which
20 case, there will be less choice.
21 It just doesn't look to me like a very good
22 situation. And I just invite these organizations that are
23 concerned about it to really get involved and maybe do some
24 liability studies and find out, you know, who -- who pays
25 for all this sort of liability. And that's gonna have to

1 be passed on to somebody. Anyway, I appreciate it. Thank
2 you.
3 (Applause)
4 MR. BEAN: Thank you for your time. Okay.
5 David McAllister.
6 MR. MCALLISTER: I thank you. I'm coming
7 tonight as a representative of the Real Estate Council of
8 San Antonio which is San Antonio's trade organization that
9 represents and advocates for commercial real estate
10 development. I also come as a board member of SAMCo, San
11 Antonio Mobility Coalition.
12 On behalf of both of those organizations, we
13 speak in favor of the project from the standpoint of it
14 is -- appears to be the best option right now for us to
15 reduce congestion in an already congested freeway. And we
16 look no further than the west side of Houston with the Katy
17 Freeway as a good example of more lanes, more free lanes,
18 additional managed lanes as a good example of how to make a
19 very congested freeway into a much easier and freer flowing
20 freeway.
21 So we encourage TxDOT to look at all
22 options, free as well as managed, to do anything you can
23 for that stretch of roadway to decrease congestion. We
24 thank you.
25 (Applause)

1 MR. BEAN: Thank you for your comment. Do
2 we have any others? Okay. Looks like that's our last
3 comment for tonight.
4 Again, I'd like to thank you for your
5 attendance tonight. And our staff is still here if you
6 have a few more questions that you would like to ask, then
7 we can answer those.
8 Also, feel free to visit our website
9 www.TxDOT.gov and do a keyword search for I-35 Northeast
10 San Antonio. And then just note that any comments that you
11 submit after tonight, we need to receive them before
12 March 9,2015 so that we can include them in the public
13 hearing report.
14 Thank you for coming tonight. I appreciate
15 it.
16 (Meeting concluded at 7:20 p.m.)
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1 CERTIFICATE

2

3 STATE OF TEXAS)

4 COUNTY OF BEXAR)

5

6

7 I, Christine M. Sitzes, Certified Shorthand Reporter,

8 do hereby certify that the foregoing is a correct

9 transcript, to the best of my ability, from the record of

10 proceedings in the above matter.

11

12

13 Certified to by me this 11th of March, 2015.

14

15 /s/Christine M. Sitzes
Christine M. Sitzes

16 TX CSR #8756, Expires 12/31/15
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