IH 35 PEL Study
Public Meeting Summary and Analysis Report – June 2012
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1. Project Background

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

Figure 1-1: IH 35 PEL Study Area

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

Re-engaging the public and agencies in the planning process is a key element of the IH 35 PEL Study. As part of the public and agency participation process, the Alamo RMA and TxDOT formed a Technical Advisory Committee (TAC) and Community Advisory Committee (CAC) to provide advice and recommendations regarding transportation needs and proposed improvements for IH 35 within the study area. These committees held their first meetings on October 31, 2011 and November 9, 2011, respectively, where members provided input regarding the problems, needs, and goals previously identified in the 1996 MIS. These meetings were followed by two public workshops on November 16th and 17th, respectively, to introduce the IH 35 PEL study to the public and gather input on the previously identified problems, needs, and proposed solutions within the study area.
The input gathered from the Fall 2011 public involvement activities was incorporated into the Draft IH 35 PEL Study Need and Purpose Statement. It was also used to help identify the basic concepts and values to be considered in the development and evaluation of draft alternatives. The Draft Need and Purpose Statement, as well as proposed factors and objectives to be used in the evaluation of proposed alternatives, were presented to the TAC and CAC on January 30th and February 2nd, respectively. The Draft Need and Purpose Statement and proposed evaluation factors/objectives were then refined based on input from the two committees, and were presented at two public workshops on February 22nd and 23rd. Information about the November 2011 and February 2012 public workshops, including comments and responses, is included in the IH 35 PEL Study November 2011 and February 2012 Public Workshop Summary and Analysis Reports, respectively. These documents are both available for review at the Alamo RMA and TxDOT-San Antonio District offices, several local libraries within the study area, and online at www.timefor35.com.

The input gathered from the Spring 2012 public involvement activities was used to help identify, refine, and conduct an initial screening (Phase I) for several draft alternative concepts for IH 35 within the study area. These draft alternative concepts and initial screening results were presented to the TAC and CAC at two separate meetings held on May 22, 2012. The draft alternative concepts and initial screening criteria used were then refined based on input from the two committees.

2. **June 2012 Public Meetings**

Two public meetings were held in June 2012 to present and request feedback on the draft alternative concepts for the study area that are being proposed for further analysis based on the agency and public input and technical analysis conducted to date. The public meeting locations, as shown in Table 2-1 and Figure 2-1, were selected to cover a different geographical area than the areas covered during the November 2011 and February 2012 public workshops. The June 2012 public meeting locations catered to travelers on both the northbound and southbound sides of IH 35.
Table 2-1: IH 35 PEL Study June 2012 Public Meeting Schedule

<table>
<thead>
<tr>
<th>Date/Time</th>
<th>Location</th>
</tr>
</thead>
</table>
| Tuesday, June 12, 2012    | Cowboys Dancehall
| 5:30 PM – 8:00 PM         | 3030 Northeast Loop 410
|                           | Live Oak, Texas 78218                                                   |
| Wednesday, June 13, 2012  | AT&T Center
| 5:30 PM – 8:00 PM         | One AT&T Center Parkway
|                           | San Antonio, Texas 78219                                                |

Figure 2-1: IH 35 PEL Study June 2012 Public Meeting Locations

The following summary provides a brief description of the June 2012 public meetings and discusses the input received through the process.
3. Public Meeting Advertising

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

- Eight legal notices (including English and Spanish language notices) ran in the San Antonio Express-News, the San Antonio Observer, the New Braunfels Herald – Zeitung, and La Prensa 30 days and 10 days prior to the first meeting on June 12, 2012 (see Table 3-1 for specific publication dates);

- Four display ads ran in the San Antonio Express-News, the San Antonio Observer, New Braunfels Herald – Zeitung, and La Prensa seven to three days before the first meeting on June 12, 2012 (see Table 3-1 for specific publication dates);

- Public meeting dates, times, and locations were posted on the IH 35 PEL Study website at www.timefor35.com, on the IH 35 PEL Study Facebook page at www.Facebook.com/TimeFor35, and the IH 35 PEL Twitter page at www.Twitter.com/TimeFor35 one week prior to the June 12, 2012 meeting; follow-up information was posted to these sites immediately after the public meetings to provide online access to the public meeting materials and encourage the public to submit comments;

- The San Antonio Express-News published an article June 19, 2012, encouraging the public to submit comments regarding ways to get traffic moving on IH 35;

- One thousand door hangers were placed in each of the following zip codes: 78218 and 78219 on Friday, June 8, 2012;

- The Alamo RMA sent four separate newsletter e-notifications (on May 17th, May 30th, June 6th, and June 11th) to over 1600 stakeholders on its mailing list to announce the public meetings;

- Portable dynamic message signs were placed on IH 35 northbound mainlanes just before New Braunfels Avenue and on IH 35 southbound mainlanes just before Walzem Road to advertise the meetings and the Time for 35 website; the signs ran meeting-related messages from Monday, June 4, 2012 through Thursday, June 14, 2012;

- Directional signs were placed in various locations around each public meeting facility to help participants find the facility and to generate additional local awareness of the event;

- Email notifications were sent to 43 homeowners association representatives and 172 local university professors for distribution to their respective organizations’ email lists; and

- The San Antonio-Bexar County Metropolitan Planning Organization announced the public meetings in its Fast Track newsletter starting on June 4, 2012.
Table 3-1: June 2012 Public Meeting Newspaper Advertisements

<table>
<thead>
<tr>
<th>Newspaper</th>
<th>Advertisement Type</th>
<th>Publication Date</th>
</tr>
</thead>
<tbody>
<tr>
<td>San Antonio Express-News</td>
<td>English Legal Notice</td>
<td>May 13, 2012</td>
</tr>
<tr>
<td>San Antonio Observer</td>
<td>English Legal Notice</td>
<td>May 9, 2012</td>
</tr>
<tr>
<td>La Prensa</td>
<td>Spanish Legal Notice</td>
<td>May 13, 2012</td>
</tr>
<tr>
<td>New Braunfels Herald – Zeitung</td>
<td>English Legal Notice</td>
<td>May 13, 2012</td>
</tr>
<tr>
<td>San Antonio Express-News</td>
<td>English Legal Notice</td>
<td>June 3, 2012</td>
</tr>
<tr>
<td>San Antonio Observer</td>
<td>English Legal Notice</td>
<td>May 30, 2012</td>
</tr>
<tr>
<td>La Prensa</td>
<td>Spanish Legal Notice</td>
<td>June 3, 2012</td>
</tr>
<tr>
<td>New Braunfels Herald – Zeitung</td>
<td>English Legal Notice</td>
<td>June 3, 2012</td>
</tr>
<tr>
<td>San Antonio Express-News</td>
<td>English Display Ad</td>
<td>June 9, 2012</td>
</tr>
<tr>
<td>San Antonio Observer</td>
<td>English Display Ad</td>
<td>June 6, 2012</td>
</tr>
<tr>
<td>San Antonio Observer</td>
<td>English Legal Notice</td>
<td>June 6, 2012</td>
</tr>
<tr>
<td>La Prensa</td>
<td>Spanish Display Ad</td>
<td>June 10, 2012</td>
</tr>
<tr>
<td>New Braunfels Herald – Zeitung</td>
<td>English Display Ad</td>
<td>June 10, 2012</td>
</tr>
</tbody>
</table>

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

4. Public Meeting Attendance

Excluding IH 35 PEL Study staff, 24 people participated in the June 12, 2012 public meeting at Cowboys Dancehall and 12 people participated in the June 13, 2012 public meeting at the AT&T Center, bringing the total meeting attendance to 36. Participants represented a wide range of interests and included private citizens, members of community organizations, city and county staff, and other agency representatives. Copies of the sign-in sheets from both meetings are included in Appendix C.
5. Public Meeting Format and Materials

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

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

Station 1: Welcome

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

- “Alternative Concepts” brochure describing the development and evaluation of the draft alternative concepts for IH 35, as well as the draft results/recommendations from the initial screening process (Phase I);
- “Frequently Asked Questions” handout answering general questions about the IH 35 PEL Study process; and
- Public comment form.

Spanish-language versions of each handout were available upon request. Additionally, this station included a “Live and Work” exercise. This display was comprised of a map entitled “Show Where You Live and Work,” where project staff provided workshop attendees with colored dots and asked them to place a green dot where they live and an orange dot where they work. The intent of this exercise was to generate thoughts and discussions about how people use and interact with the transportation system, as well as to help project staff understand the public workshop participants’ perspectives and the types of input that they provide.

Station 2: IH 35 Planning and Environmental Linkages Study Overview

This station was intended to provide an overview and status update of the IH 35 PEL Study to workshop participants. It displayed a graphic display board showing the general IH 35 PEL Study process and an overall IH 35 PEL Regional and Study area map. It also included a presentation that provided a visual and audio overview of the entire IH 35 PEL Study.

The station was equipped with a narrated PowerPoint presentation that was projected onto a large screen, a computer and speakers, and several rows of chairs for workshop participants
who wished to hear the presentation. The presentation was pre-recorded and looped so that everyone who wanted to hear the presentation could do so at their convenience.

The presentation was the same for both workshops, and included discussions of the following: the IH 35 PEL Study area and process; why a PEL study is being used for IH 35; input received from previous public workshops; the Draft Need and Purpose Statement; the alternative concepts development and evaluation process; and the next steps in the IH 35 PEL Study process. Staff was available nearby to answer questions about the presentation.

**Station 3: Need and Purpose**

This station was intended to present the IH 35 PEL Study Draft Need and Purpose Statement, which was a primary component in the development and initial screening of the draft alternative concepts. It displayed two exhibits that listed the current Draft Need Statement and Draft Purpose Statement for the IH 35 PEL Study. Staff was available to answer any questions.

**Station 4: Alternative Concepts and Screening Process**

This station was intended to provide information about the draft alternative development and evaluation process. It included two text display boards that defined “standalone alternative concept” and “complementary transportation system solution” (CTTS), as well as a graphic display board showing how the universe of alternatives is developed, evaluated, and narrowed down using the Need and Purpose Statement and detailed evaluation factors. Information displayed at this station corresponded with sections of the “Alternative Concepts” brochure provided at the sign-in table, and staff was available to answer any questions.

**Station 5: Universe of Alternative Concepts**

This station was intended to present and solicit input on the IH 35 PEL Study alternative concepts. The station included 11 exhibits displaying the universe of preliminary alternative concepts considered thus far to potentially address the transportation needs within the study area. These alternative concepts were developed based on previous planning studies, technical analysis, and suggestions provided through previous public and agency input. Information displayed at this station corresponded with sections of the “Alternative Concepts” brochure and comment form provided at the sign-in table. Members of the public were encouraged to visit the “Comments” station (Station 8) and use their handouts to submit comments on the alternative concepts being recommended for further study. Planning staff were available to answer questions.

**Station 6: IH 35 Corridor Map - Environmental Setting**

This interactive station was intended to show the types of environmental and community resources that are being considered in the development and evaluation of draft alternatives, as
well as to solicit input on any additional resources that have not yet been identified. The station included a large IH 35 PEL Study area map laid out on tables.

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

**Station 7: IH 35 PEL Study Next Steps**

The intent of this station was to inform the participants of how the project team plans to move forward after the meeting concludes. The exhibit displayed at this station explained that the project team would review the public input received, refine the alternative concepts, conduct the Phase II analysis to evaluate alternative concepts, and recommend alternative concepts for further, more detailed analysis in a National Environmental Policy Act (NEPA) study.

**Station 8: Comments**

This station provided four tables with a comment box on each for meeting participants to complete and submit their comment forms, if desired. Project staff collected all written comments at the end of each workshop, and documented them in the project record.

**Station 9: Court Reporter**

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

**Station 10: Partnering Agencies**

This station offered an opportunity for meeting participants to interact with representatives from partnering agencies involved in the IH 35 PEL Study, including VIA Metropolitan Transit (VIA) and the San Antonio-Bexar County Metropolitan Planning Organization (SA-BC MPO). A representative from SA-BC MPO attended both meetings, while a representative from VIA attended the June 12, 2012 meeting. Both representatives brought flyers and informational pamphlets about their respective organizations to display on their agency-specific tables.

**Figure 5-1** shows the general layout of the June 12, 2012 meeting, while **Figure 5-2** shows the general layout of the June 13, 2012 meeting. **Table 5-1** lists all of the materials presented. Copies of all materials, as well as example photos from the workshops, are included in **Appendix B**.
Figure 5-1: General Layout of the IH 35 PEL Study June 12, 2012 Public Meeting
Figure 5-2: General Layout of the IH 35 PEL Study June 13, 2012 Public Meeting
<table>
<thead>
<tr>
<th>Station</th>
<th>Type</th>
<th>Title</th>
</tr>
</thead>
<tbody>
<tr>
<td>Station 1: Welcome</td>
<td>Text Exhibit</td>
<td>Welcome</td>
</tr>
<tr>
<td></td>
<td>Map Exhibit</td>
<td>Regional Study Area Map – Where do you live/work?</td>
</tr>
<tr>
<td></td>
<td>Handout</td>
<td>Alternative Concepts Brochure</td>
</tr>
<tr>
<td></td>
<td>Handout</td>
<td>Frequently Asked Questions</td>
</tr>
<tr>
<td></td>
<td>Handout</td>
<td>Comment Form</td>
</tr>
<tr>
<td></td>
<td>Handouts</td>
<td>All Spanish Handouts Available Upon Request</td>
</tr>
<tr>
<td>Station 2: Planning and Environmental Linkages Study</td>
<td>Map Exhibit</td>
<td>IH 35 Planning and Environmental Linkages Study Area Map</td>
</tr>
<tr>
<td></td>
<td>Graphic Exhibit</td>
<td>IH 35 PEL Study Timeline</td>
</tr>
<tr>
<td></td>
<td>PowerPoint Presentation</td>
<td>IH 35 Planning and Environmental Linkages (PEL) Study Update</td>
</tr>
<tr>
<td>Station 3: Need and Purpose</td>
<td>Text Exhibit</td>
<td>Need for Improvements in the IH 35 PEL Study Area</td>
</tr>
<tr>
<td></td>
<td>Text Exhibit</td>
<td>Purpose of Improvements in the IH 35 PEL Study Area</td>
</tr>
<tr>
<td>Station 4: Alternative Concepts and Screening Process</td>
<td>Text Exhibit</td>
<td>What is a Standalone Alternative Concept?</td>
</tr>
<tr>
<td></td>
<td>Text Exhibit</td>
<td>What is a Complementary Transportation System Solution?</td>
</tr>
<tr>
<td></td>
<td>Graphic Exhibit</td>
<td>What is the Process for Developing and Evaluating the IH 35 PEL Study Alternative Concepts?</td>
</tr>
</tbody>
</table>
### Table 5-1: June 2012 Public Meeting Materials

<table>
<thead>
<tr>
<th>Station</th>
<th>Type</th>
<th>Title</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Graphic/Text Exhibit</td>
<td>No Build Alternative</td>
</tr>
<tr>
<td></td>
<td>Graphic/Text Exhibit</td>
<td>TDM/TSM/ITS-Only Alternative</td>
</tr>
<tr>
<td></td>
<td>Graphic/Text Exhibit</td>
<td>Rail-Only Alternative</td>
</tr>
<tr>
<td></td>
<td>Graphic/Text Exhibit</td>
<td>Transit-Only Alternative</td>
</tr>
<tr>
<td></td>
<td>Graphic/Text Exhibit</td>
<td>Truck-Only Alternative</td>
</tr>
<tr>
<td></td>
<td>Graphic/Text Exhibit</td>
<td>Expansion Alternative-At Grade Option</td>
</tr>
<tr>
<td></td>
<td>Graphic/Text Exhibit</td>
<td>Expansion Alternative-Elevated Option</td>
</tr>
<tr>
<td></td>
<td>Graphic/Text Exhibit</td>
<td>Expansion Alternative – Partially-Elevated Option</td>
</tr>
<tr>
<td></td>
<td>Graphic/Text Exhibit</td>
<td>Expansion Alternative – Depressed Option</td>
</tr>
<tr>
<td></td>
<td>Graphic/Text Exhibit</td>
<td>New Location Highway Alternative</td>
</tr>
<tr>
<td></td>
<td>Graphic/Text Exhibit</td>
<td>Parallel Facility Alternative</td>
</tr>
<tr>
<td></td>
<td>Interactive Roll Plot Maps</td>
<td>Environmental Resources</td>
</tr>
<tr>
<td></td>
<td>Interactive Roll Plot Map</td>
<td>Land Use</td>
</tr>
<tr>
<td></td>
<td>Text Exhibit</td>
<td>Next Steps</td>
</tr>
</tbody>
</table>
6. Public Meeting Comments

The official public comment period for the June 2012 public meetings opened June 12, 2012 and ended June 25, 2012. Members of the public could provide comments through a variety of methods, including the following:

- Dropping a written comment form in the public meeting comment box at Station 8;
- Providing a verbal comment to the court reporter at Station 9;
- Writing a comment on the large scroll maps at Station 6;
- Mailing a written comment to the IH 35 PEL Study Office; 601 NW Loop 410, Suite 410; San Antonio, Texas 78216;
- Submitting a comment through the website at www.Timefor35.org;
- Emailing a comment to IH35@AlamoRMA.org; and
- Faxing a comment to (210) 495-5403

In addition, members of the public could also call the IH 35 PEL Study hotline at (210) 412-3434 to speak to project staff, though comments must have been submitted in writing to be considered part of the official record.

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

<table>
<thead>
<tr>
<th>Submission Method</th>
<th>Public Meeting Comments</th>
<th>Other Comments Submitted During Comment Period</th>
<th>Total Comments</th>
</tr>
</thead>
<tbody>
<tr>
<td>Comment Drop Box (comment forms)</td>
<td>5</td>
<td>3</td>
<td>8</td>
</tr>
<tr>
<td>Court Reporter Transcriptions</td>
<td>4</td>
<td>0</td>
<td>4</td>
</tr>
<tr>
<td>Email Submissions</td>
<td>NA</td>
<td>NA</td>
<td>12</td>
</tr>
<tr>
<td>Large Scroll Map Comments</td>
<td>8</td>
<td>9</td>
<td>17</td>
</tr>
<tr>
<td>Letters</td>
<td>NA</td>
<td>NA</td>
<td>0</td>
</tr>
<tr>
<td><strong>Total Comments</strong></td>
<td><strong>17</strong></td>
<td><strong>12</strong></td>
<td><strong>41</strong></td>
</tr>
</tbody>
</table>
Many of the comments submitted during the public meetings provided feedback about problems and proposed solutions for IH 35. Much of this feedback was consistent with the input received during the November 2011 and February 2012 public workshops, though members of the public provided much more detailed feedback regarding the alternative concepts being proposed for IH 35. Some of the most frequently-received comments included the following:

- Belief that the No Build Alternative does not adequately address the transportation needs;
- Desire for additional transit/rail solutions, but belief that these alone would not adequately address the transportation needs;
- Overall desire to expand the existing IH 35 facility, with differences of opinion on how this could best be accomplished;
  - Recognition of fewer environmental impacts, as well as the right of way limitations associated with the at-grade option;
  - Recognition of the added flexibility and greater potential costs and visual/noise impacts associated with the elevated and partially-elevated options; and
  - Concerns over the potential costs and disruptions associated with the depressed option.
- Overall desire to separate cars from truck traffic, but recognition of the limitations of this alternative concept;
- General lack of support for expanding parallel facilities and/or building a new location facility due to potential costs and disruptions.

In addition to the comment submissions, the IH 35 PEL Hotline received three calls during the IH 35 PEL Study June 2012 Public Meeting comment period. One caller pointed out problem areas on existing IH 35, another made recommendations for improvements, and the third expressed opposition to toll roads in the area.

Table 6-2 provides a listing of and response codes for all comments received during the official comment period, while Table 6-3 provides the corresponding responses. Comments are listed verbatim, and are sorted by last name, date, and comment submission type.
<table>
<thead>
<tr>
<th>Last Name</th>
<th>First Name</th>
<th>Business with TxDOT?</th>
<th>Date</th>
<th>Submission Type</th>
<th>Comment Number</th>
<th>Comment</th>
<th>Comment Response Code</th>
</tr>
</thead>
<tbody>
<tr>
<td>Blackmer</td>
<td>Ellen</td>
<td>Yes</td>
<td>6/8/2012</td>
<td>Email</td>
<td>1</td>
<td>No Tolls ! ! ! ! ! ! ! !</td>
<td>B</td>
</tr>
<tr>
<td>Busch</td>
<td>Larry</td>
<td>Yes</td>
<td>6/25/2012</td>
<td>Email/Comment Form</td>
<td>2</td>
<td>What do you think about the No Build Alternative Concept? This roadway will need additional capacity in the future. Today as it stands the highway does not function at a level suitable to sustain the needs of the region. This option is not an acceptable approach for the study.</td>
<td>A, B</td>
</tr>
<tr>
<td>Busch</td>
<td>Larry</td>
<td>Yes</td>
<td>6/26/2012</td>
<td>Email/Comment Form</td>
<td>3</td>
<td>What do you think about the TDM/TSM/ITS-Only Alternative Concept? Today the existing roadway does have an ITS messaging system although upgrades would improve to this messages system as well as other types of alerts would be helpful for commuters however this option will not solve the congestion issues as a stand alone option.</td>
<td>A, B</td>
</tr>
<tr>
<td>Busch</td>
<td>Larry</td>
<td>Yes</td>
<td>6/27/2012</td>
<td>Email/Comment Form</td>
<td>4</td>
<td>What do you think about the Rail-Only Alternative Concept? The rail system would not be an all inclusive option to fix the congestion problems. Commuters generally prefer to drive so they have the freedom to be flexible with their schedule and not locked into a transit schedule.</td>
<td>D</td>
</tr>
<tr>
<td>Busch</td>
<td>Larry</td>
<td>Yes</td>
<td>6/28/2012</td>
<td>Email/Comment Form</td>
<td>5</td>
<td>What do you think about the Transit-Only Alternative Concept? This option would be good for a time, however, I believe it would become because trends show that the flexibility of driving an automobile would the better traffic and minor reduction of expenses due to mass transit.</td>
<td>D</td>
</tr>
<tr>
<td>Busch</td>
<td>Larry</td>
<td>Yes</td>
<td>6/29/2012</td>
<td>Email/Comment Form</td>
<td>6</td>
<td>What do you think about the Truck-Only Alternative Concept? This approach would be a great concept to separate the traffic, however minimizing the conflicts between truck traffic and passenger vehicle traffic would probably not significantly improve the flow enough to solve the congestion issues.</td>
<td>B</td>
</tr>
<tr>
<td>Busch</td>
<td>Larry</td>
<td>Yes</td>
<td>6/30/2012</td>
<td>Email/Comment Form</td>
<td>7</td>
<td>What do you think about the Expansion Alternative Concept - At-Grade Option? This approach would be the most feasible and significantly reduce the on the roadway. With this approach and some careful detail to signs and markings the roadway would be improved the best, most efficient way. This alternative offers the least construction timeframe as well.</td>
<td>B, F</td>
</tr>
<tr>
<td>Busch</td>
<td>Larry</td>
<td>Yes</td>
<td>7/1/2012</td>
<td>Email/Comment Form</td>
<td>8</td>
<td>What do you think about the Expansion Alternative Concept - Elevated Option? This is a great option as well and ideally would be the best. The only are the extra length of construction time and the cost is greater. The cost would be the most hindering factor for this alternative.</td>
<td>F</td>
</tr>
<tr>
<td>Busch</td>
<td>Larry</td>
<td>Yes</td>
<td>7/2/2012</td>
<td>Email/Comment Form</td>
<td>9</td>
<td>What do you think about the Expansion Alternative Concept - Partially-Elevated Option? This option is a good one as well. With limited exchanges on the elevated portion and the shorter construction time and less cost, this is the best option for the cost if the funds are available.</td>
<td>F</td>
</tr>
<tr>
<td>Busch</td>
<td>Larry</td>
<td>Yes</td>
<td>7/3/2012</td>
<td>Email/Comment Form</td>
<td>10</td>
<td>What do you think about the Expansion Alternative Concept - Depressed Option? This option seems infeasible giving the alternative the at-grade alternative would be more economical and provide the same capacity.</td>
<td>F</td>
</tr>
<tr>
<td>Busch</td>
<td>Larry</td>
<td>Yes</td>
<td>7/4/2012</td>
<td>Email/Comment Form</td>
<td>11</td>
<td>What do you think about the New Location Highway Alternative Concept? The highway system around San Antonio seems and especially just this portion would provide the best approach if the capacity could be increased. Building a whole new roadway would be infeasible and would not provide more suitable connectivity then the existing facilities do.</td>
<td>L</td>
</tr>
<tr>
<td>Last Name</td>
<td>First Name</td>
<td>Business with TxDOT?</td>
<td>Date</td>
<td>Submission Type</td>
<td>Comment Number</td>
<td>Comment</td>
<td>Comment Response Code</td>
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<td>-------------------------------------------------------------------------</td>
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</tr>
<tr>
<td>Busch</td>
<td>Larry</td>
<td>Yes</td>
<td>7/5/2012</td>
<td>Email/Comment Form</td>
<td>12</td>
<td>What do you think about the Parallel Facility Alternative Concept? The highway system around San Antonio seems and especially just this portion would provide the best approach if the capacity could be increased. Building a whole new roadway would be infeasible and would not provide more suitable connectivity then the existing facilities do.</td>
<td>B</td>
</tr>
<tr>
<td>Cameron</td>
<td>Lisa</td>
<td></td>
<td>6/23/2012</td>
<td>Email</td>
<td>13</td>
<td>I live in Windcrest and work at SAMMC. Even when I get off work at 3:00pm, I dread the traffic on my 5 mile drive. The growth at SAMMC has significantly impacted the traffic flow on I-35. Even when you get to the SAMMC gate, you have to wait forever to get through the security gate.</td>
<td>B</td>
</tr>
<tr>
<td>Cameron</td>
<td>Lisa</td>
<td></td>
<td>6/23/2012</td>
<td>Email</td>
<td>14</td>
<td>I believe many people who live long I-35 and work at SAMMC would take advantage of public transportation if one went and stopped by SAMMC. Everyone at SAMMC is tired of the traffic. Others may take advantage a rail system that would take them downtown. We are very behind the times with public transportation in San Antonio.</td>
<td>B</td>
</tr>
<tr>
<td>Cameron</td>
<td>Lisa</td>
<td></td>
<td>6/23/2012</td>
<td>Email</td>
<td>15</td>
<td>Having bike safe trails along I-35 may also help alleviate congestion. Even though I live 5 miles from work, it is impossible to bike to work. Instead, I can sit in traffic for 30-45 minutes wasting time and burning gas.</td>
<td>J</td>
</tr>
<tr>
<td>Cameron</td>
<td>Lisa</td>
<td></td>
<td>6/23/2012</td>
<td>Email</td>
<td>16</td>
<td>Besides SAMMC traffic issues, the on ramps along I-35 by Ritterman really slows things down. A truck lane may help as well as making the ramps much longer. These trucks are a huge hazard on these busy roads.</td>
<td>C</td>
</tr>
<tr>
<td>Cameron</td>
<td>Lisa</td>
<td></td>
<td>6/23/2012</td>
<td>Email</td>
<td>17</td>
<td>Everyone knows that 410 going down to one to merge with I-35 is just a bad idea. This needs to be fixed ASAP.</td>
<td>I</td>
</tr>
<tr>
<td>Cameron</td>
<td>Lisa</td>
<td></td>
<td>6/23/2012</td>
<td>Email</td>
<td>18</td>
<td>Even though I do not mind paying to use a toll road, I do not believe toll roads are the answer. Most people avoid them and the main roads are still congested. With our demographics in San Antonio and along I-35, the non-toll lanes would remain clogged. Consider increases the gas tax instead this way everyone pays. Even though we would be paying higher taxes up front, hopefully it would save us gas money in the long run that we waste sitting in traffic.</td>
<td>B</td>
</tr>
<tr>
<td>Ericksen</td>
<td>Scott</td>
<td></td>
<td>6/12/2012</td>
<td>Court Reporter Transcript</td>
<td>19</td>
<td>I drive downtown and I drive I-35 north out to Thousand Oaks to get home every evening, and we have really bad traffic at north—just north of Splashtown up to where 410 joins—I-35 north. And then things drag for a little bit, till you get about Rittiman. It opens up for a couple of miles and then it restacks where 410 joins—where 410 east comes into I-35 north, just as you get to Starcrest—no, Starlight Terrace and Thousand Oaks. So those are the worst spots.</td>
<td>A, B</td>
</tr>
<tr>
<td>Ericksen</td>
<td>Scott</td>
<td></td>
<td>6/12/2012</td>
<td>Court Reporter Transcript</td>
<td>20</td>
<td>The other problem is southbound on I-35, prior to 1604, and for no apparent reason, you—the traffic backs up around Olympia Parkway, and you can always count on trying to get through 1604—or under 1604. Those are the worst areas that we've got.</td>
<td>A</td>
</tr>
<tr>
<td>Ericksen</td>
<td>Scott</td>
<td></td>
<td>6/12/2012</td>
<td>Court Reporter Transcript</td>
<td>21</td>
<td>I want to be sure that the future roadway allows for transit</td>
<td>B, F, J</td>
</tr>
<tr>
<td>Ericksen</td>
<td>Scott</td>
<td></td>
<td>6/12/2012</td>
<td>Court Reporter Transcript</td>
<td>22</td>
<td>and I would like to see some thought given to separated bike and hike capabilities along that corridor somewhere. That's it.</td>
<td>C, E</td>
</tr>
<tr>
<td>Garcia</td>
<td>Jorge</td>
<td></td>
<td>6/8/2012</td>
<td>Email</td>
<td>23</td>
<td>DO THE WILL OF THE PEOPLE, NOT THE WILL OF THE SPECIAL INTERESTS! ACT LIKE RESPECTABLE CIVIL SERVANTS, NOT LIKE PROSTITUTES.</td>
<td>B</td>
</tr>
</tbody>
</table>
Table 6-2: Comments and Response Codes for All IH 35 PEL Study June 2012 Public Meeting Comments

<table>
<thead>
<tr>
<th>Last Name</th>
<th>First Name</th>
<th>Business with TxDOT?</th>
<th>Date</th>
<th>Submission Type</th>
<th>Comment Number</th>
<th>Comment</th>
<th>Comment Response Code</th>
</tr>
</thead>
<tbody>
<tr>
<td>Garcia</td>
<td>Melissa</td>
<td></td>
<td>6/13/2012</td>
<td>Comment Form</td>
<td>24</td>
<td>What do you think about the Rail-Only Alternative Concept? I wouldn't make it Rail only, use the opportunity to resize the lanes a little</td>
<td>B</td>
</tr>
<tr>
<td>Garcia</td>
<td>Melissa</td>
<td></td>
<td>6/13/2012</td>
<td>Comment Form</td>
<td>25</td>
<td>What do you think about the Truck-Only Alternative Concept? It may take away from smaller city’s businesses if trucks should have to take another route.</td>
<td>B</td>
</tr>
<tr>
<td>Garcia</td>
<td>Melissa</td>
<td></td>
<td>6/13/2012</td>
<td>Comment Form</td>
<td>26</td>
<td>What do you think about the Expansion Alternative Concept - Elevated Option? This would be more reasonable as it seems to work/flow the best.</td>
<td>F</td>
</tr>
<tr>
<td>Garcia</td>
<td>Stefan</td>
<td></td>
<td>6/13/2012</td>
<td>Comment Form</td>
<td>27</td>
<td>What do you think about the No Build Alternative Concept? not feasible, need exists for roadway expansion</td>
<td>F</td>
</tr>
<tr>
<td>Garcia</td>
<td>Stefan</td>
<td></td>
<td>6/13/2012</td>
<td>Comment Form</td>
<td>28</td>
<td>What do you think about the TDM/TSM/ITS-Only Alternative Concept? human behavior modification would be unreliable; the existing traffic signs (digital message billboards) are an excellent tool and should be increased in number if there is a need</td>
<td>F</td>
</tr>
<tr>
<td>Garcia</td>
<td>Stefan</td>
<td></td>
<td>6/13/2012</td>
<td>Comment Form</td>
<td>29</td>
<td>What do you think about the Rail-Only Alternative Concept? a rail-only system would be insufficient light rail/commuter system should be integrated or accommodated in hwy design from the beginning; leave pylons or platform for later use by rail system</td>
<td>L</td>
</tr>
<tr>
<td>Garcia</td>
<td>Stefan</td>
<td></td>
<td>6/13/2012</td>
<td>Comment Form</td>
<td>30</td>
<td>What do you think about the Transit-Only Alternative Concept? bus transit could be extended to 1604 but feels like a “short-distance” (intra city) only solution</td>
<td>A, B</td>
</tr>
<tr>
<td>Garcia</td>
<td>Stefan</td>
<td></td>
<td>6/13/2012</td>
<td>Comment Form</td>
<td>31</td>
<td>What do you think about the Truck-Only Alternative Concept? cost-prohibitive and inflexible; an integrated road for all traffic allows easiest planning and use of resources</td>
<td>A, B</td>
</tr>
<tr>
<td>Garcia</td>
<td>Stefan</td>
<td></td>
<td>6/13/2012</td>
<td>Comment Form</td>
<td>32</td>
<td>What do you think about the Expansion Alternative Concept - At-Grade Option? seem easiest and least expensive solution, for use where there is sufficient land</td>
<td>B, F</td>
</tr>
<tr>
<td>Garcia</td>
<td>Stefan</td>
<td></td>
<td>6/13/2012</td>
<td>Comment Form</td>
<td>33</td>
<td>What do you think about the Expansion Alternative Concept - Elevated Option? while expensive, this seems the best solution for increasing roadway capacity along the narrow and developed corridor</td>
<td>F</td>
</tr>
<tr>
<td>Garcia</td>
<td>Stefan</td>
<td></td>
<td>6/13/2012</td>
<td>Comment Form</td>
<td>34</td>
<td>What do you think about the Expansion Alternative Concept - Partially-Elevated Option? use as needed to reduce cost compared to all-elevated sections</td>
<td>F</td>
</tr>
<tr>
<td>Garcia</td>
<td>Stefan</td>
<td></td>
<td>6/13/2012</td>
<td>Comment Form</td>
<td>35</td>
<td>What do you think about the Expansion Alternative Concept - Depressed Option? suitable only where necessary for underpasses inflexible and expensive/disruptive to modify ramps</td>
<td>B</td>
</tr>
<tr>
<td>Garcia</td>
<td>Stefan</td>
<td></td>
<td>6/13/2012</td>
<td>Comment Form</td>
<td>36</td>
<td>What do you think about the New Location Highway Alternative Concept? not feasible, limited viable locations</td>
<td>B</td>
</tr>
<tr>
<td>Garcia</td>
<td>Stefan</td>
<td></td>
<td>6/13/2012</td>
<td>Comment Form</td>
<td>37</td>
<td>What do you think about the Parallel Facility Alternative Concept? For avoiding congestion on 35, I use Perrin-Beltel-Nacogdoches-2252; route allows travel parallel to 35 from 410 to 1103 improving parallel routes seems a good and potentially inexpensive way to ease congestion in the short term</td>
<td>B</td>
</tr>
</tbody>
</table>
Table 6-2: Comments and Response Codes for All IH 35 PEL Study June 2012 Public Meeting Comments

<table>
<thead>
<tr>
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<th>Comment</th>
</tr>
</thead>
</table>
| Garcia    | Stefan     |                      | 6/13/2012  | Comment Form   | 38             | General Comments  
a highly automated, limited stop, light rail system between San Antonio and Austin could be a huge economic boom to both cities while reducing traffic and reducing pollution.  
automation could reduce labor costs (drivers, ticket-takers)  
elevation above the existing highway along the centerline would reduce/eliminate need to procure additional right of way  
the reduction in traffic would improve air quality  
limited stops would reduce maintenance costs and improve travel time  
potential stations, limited to one or two per city to encourage use of local transit  
downtown San Antonio - 1604/35 - New Braunfels - San Marcos - 45/130 Austin - downtown Austin |
| Hornseth  | Tom        |                      | 6/12/2012  | Court Reporter Transcript | 39 | Okay. My name is Tom Hornseth. I’m the Comal County Engineer, and I would like to thank TxDOT and, I guess, Alamo RMA for hosting this I-35 Planning and Environmental Linkages Meeting No. 3.  
One of the reasons I came here is that the study area has been extended a little bit further into Comal County, which got my interest, and I liked all of the conceptual alternatives that were presented. |
| Hornseth  | Tom        |                      | 6/12/2012  | Court Reporter Transcript | 40 | And one other alternative that might - you might want to consider would be looking at operational enhancements, not just signage and other methods, but actual physical, operational changes, such as accident clearing equipment and other things to deal with accidents and debris on the freeway system. I've always felt that that might be one of the cheapest and most effective ways to increase mobility, is to clear accidents quickly and get the highway moving again. Other than that, that's my only comment, and I appreciate you all hosting this meeting. Thank you. |
| Kahl      | C.         |                      | 6/12/2012  | Comment Form   | 41             | What do you think about the No Build Alternative Concept?  
A “no build” alternative does have the positive effect of freeing up funding for more public (reduced vehicle) transportation options. |
| Kahl      | C.         |                      | 6/12/2012  | Comment Form   | 42             | What do you think about the TDM/TSM/ITS-Only Alternative Concept?  
Adding changeable direction lanes (as presently on Houston St) to accommodate traffic flow during peak hours would be beneficial (see original comment for graphic depiction). |
| Kahl      | C.         |                      | 6/12/2012  | Comment Form   | 43             | What do you think about the Rail-Only Alternative Concept?  
Best alternative (But, see comments under elevated option). |
| Kahl      | C.         |                      | 6/12/2012  | Comment Form   | 44             | What do you think about the Transit-Only Alternative Concept?  
Second best alternative (But, see comments under Elevated Opt.) |
| Kahl      | C.         |                      | 6/12/2012  | Comment Form   | 45             | What do you think about the Truck-Only Alternative Concept?  
Trucks would have to be greatly separated from small vehicular traffic with their own higher speed limit. At some point freight accidents in residential areas needs to be reduced. One tired trucker could create a multi truck accident instead of less contaminating, one truck 10 small vehicle accident with this alt. |
### Table 6-2: Comments and Response Codes for All IH 35 PEL Study June 2012 Public Meeting Comments

<table>
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<th>Submission Type</th>
<th>Comment Number</th>
<th>Comment</th>
<th>Comment Response Code</th>
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</thead>
<tbody>
<tr>
<td>Kahl</td>
<td>C.</td>
<td></td>
<td>6/12/2012</td>
<td>Comment Form</td>
<td>46</td>
<td>What do you think about the Expansion Alternative Concept - At-Grade Option?</td>
<td>A, F</td>
</tr>
<tr>
<td>Kahl</td>
<td>C.</td>
<td></td>
<td>6/12/2012</td>
<td>Comment Form</td>
<td>47</td>
<td>What do you think about the Expansion Alternative Concept - Elevated Option?</td>
<td>F</td>
</tr>
<tr>
<td>Kahl</td>
<td>C.</td>
<td></td>
<td>6/12/2012</td>
<td>Comment Form</td>
<td>48</td>
<td>What do you think about the Expansion Alternative Concept - Partially-Elevated Option?</td>
<td>F</td>
</tr>
<tr>
<td>Kahl</td>
<td>C.</td>
<td></td>
<td>6/12/2012</td>
<td>Comment Form</td>
<td>49</td>
<td>What do you think about the Expansion Alternative Concept - Depressed Option?</td>
<td>F</td>
</tr>
<tr>
<td>Kahl</td>
<td>C.</td>
<td></td>
<td>6/12/2012</td>
<td>Comment Form</td>
<td>50</td>
<td>What do you think about the New Location Highway Alternative Concept? This has to happen no matter what done to IH-35 as Texas completes our segment of TRANS-US-CORRIDOR</td>
<td>G</td>
</tr>
<tr>
<td>Kahl</td>
<td>C.</td>
<td></td>
<td>6/12/2012</td>
<td>Comment Form</td>
<td>51</td>
<td>What do you think about the Parallel Facility Alternative Concept? Extremely neighborhood unfriendly and disruptive to business relocation and residential solitude (altho’ with that said, primary commercial corridors would benefit from higher traffic counts)</td>
<td>F</td>
</tr>
<tr>
<td>Kahl</td>
<td>C.</td>
<td></td>
<td>6/12/2012</td>
<td>Comment Form</td>
<td>52</td>
<td>General Comments Altho’ these are preliminary studies and enhancements usually not discussed until later, please keep in mind pedestrian &amp; hike &amp; bike amenities and as full landscaping as possible to eliminate mowing and filter air will be expected in final product.</td>
<td>F</td>
</tr>
<tr>
<td>Kelly</td>
<td>John P.</td>
<td>Yes</td>
<td>6/12/2012</td>
<td>Comment Form</td>
<td>53</td>
<td>What do you think about the No Build Alternative Concept? Poor - doesn’t address capacity needs &amp; safety issues</td>
<td>L</td>
</tr>
<tr>
<td>Kelly</td>
<td>John P.</td>
<td>Yes</td>
<td>6/12/2012</td>
<td>Comment Form</td>
<td>54</td>
<td>What do you think about the TDM/TSM/ITS-Only Alternative Concept? Marginal benefits</td>
<td>F</td>
</tr>
<tr>
<td>Kelly</td>
<td>John P.</td>
<td>Yes</td>
<td>6/12/2012</td>
<td>Comment Form</td>
<td>55</td>
<td>What do you think about the Rail-Only Alternative Concept? Doesn’t address wide range of capacity needs</td>
<td>C</td>
</tr>
<tr>
<td>Kelly</td>
<td>John P.</td>
<td>Yes</td>
<td>6/12/2012</td>
<td>Comment Form</td>
<td>56</td>
<td>What do you think about the Transit-Only Alternative Concept? Doesn’t sufficiently address needs</td>
<td>B</td>
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<tr>
<td>Last Name</td>
<td>First Name</td>
<td>Business with TxDOT?</td>
<td>Date</td>
<td>Submission Type</td>
<td>Comment Number</td>
<td>Comment</td>
<td>Comment Response Code</td>
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<tr>
<td>Kelly</td>
<td>John</td>
<td>Yes</td>
<td>6/12/2012</td>
<td>Comment Form</td>
<td>57</td>
<td>What do you think about the Truck-Only Alternative Concept? Helps safety; doesn’t sufficiently address needs</td>
<td>A, B</td>
</tr>
<tr>
<td>Kelly</td>
<td>John</td>
<td>Yes</td>
<td>6/12/2012</td>
<td>Comment Form</td>
<td>58</td>
<td>What do you think about the Expansion Alternative Concept - At-Grade Option? Takes most R.O.W.</td>
<td>B</td>
</tr>
<tr>
<td>Kelly</td>
<td>John</td>
<td>Yes</td>
<td>6/12/2012</td>
<td>Comment Form</td>
<td>59</td>
<td>What do you think about the Expansion Alternative Concept - Elevated Option? * May be preferable; would have visual &amp; noise impacts; reduces R.O.W. requirements * Addresses wide variety of capacity needs</td>
<td>A</td>
</tr>
<tr>
<td>Kelly</td>
<td>John</td>
<td>Yes</td>
<td>6/12/2012</td>
<td>Comment Form</td>
<td>60</td>
<td>What do you think about the Expansion Alternative Concept - Partially-Elevated Option? * A good alternative; see previous Elevated comments</td>
<td>B</td>
</tr>
<tr>
<td>Kelly</td>
<td>John</td>
<td>Yes</td>
<td>6/12/2012</td>
<td>Comment Form</td>
<td>61</td>
<td>What do you think about the Expansion Alternative Concept - Depressed Option? * Too costly; extensive drainage issues * Aesthetically &amp; noise mitigation good</td>
<td>F</td>
</tr>
<tr>
<td>Kelly</td>
<td>John</td>
<td>Yes</td>
<td>6/12/2012</td>
<td>Comment Form</td>
<td>62</td>
<td>What do you think about the New Location Highway Alternative Concept? * Un-feasible; impractical * A southern extension of SH 130 around eastern &amp; southern Bexar Co. is good idea</td>
<td>A</td>
</tr>
<tr>
<td>Kelly</td>
<td>John</td>
<td>Yes</td>
<td>6/12/2012</td>
<td>Comment Form</td>
<td>63</td>
<td>What do you think about the Parallel Facility Alternative Concept? * Not feasible</td>
<td>F</td>
</tr>
<tr>
<td>Kelly</td>
<td>John</td>
<td>Yes</td>
<td>6/12/2012</td>
<td>Comment Form</td>
<td>64</td>
<td>General Comments</td>
<td>F</td>
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<tr>
<td></td>
<td></td>
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<td></td>
<td></td>
<td></td>
<td>Start now to plan an elevated or hybrid-elevated concept with express thru-truck lanes and separate passenger/bus/transit managed lanes (toll; real-time tolling pricing)</td>
<td></td>
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<tr>
<td>Kirk</td>
<td>Donald</td>
<td></td>
<td>6/14/2012</td>
<td>Email</td>
<td>65</td>
<td>GENERAL COMMENTS</td>
<td>A</td>
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<td></td>
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<td></td>
<td>Public Meeting #3 Cowboys Dancehall, June 12</td>
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<td></td>
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<td>1. It seems to me that any solution is a combination of these “alternatives,” elevated and depressed areas as need to deal with cross traffic. But, I don’t believe any solution of this study area would relieve ANY congestion over the 25 year period, only sustain it, and probably increase it during the many years of construction. But, I don’t believe any solution of this study area would relieve ANY congestion over the 25 year period, only sustain it, and probably increase it during the many years of construction. A couple of toll lanes could be elevated and pass through this area, if and only if, virtually no access and egress ramps were needed along the route, the goal to get through traffic through! Building a four-lane elevated toll road along the center of the existing right-of-way (or along one side) seems to be the most logical idea, leaving the existing lanes and cross traffic free to move as is. In that plan, a “foundation” for adding high-speed rail towers should be built in, so the towers could be added without rebuilding any of the elevated toll lanes. The elevated toll lanes should be built as narrow as possible to be as visually unobtrusive as possible. I’m for private development of roadways as long as profits are carefully controlled and the project is done quickly.</td>
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<tr>
<td>Kirk</td>
<td>Donald</td>
<td></td>
<td>6/14/2012</td>
<td>Email</td>
<td>66</td>
<td>2. It seems to me that immediate action needs to be taken to deal with the two “choke points” in the IH35 study area: IH35 and 410 South where they come together and 410 North where a single lane from 410 merges into IH35 going North. The second choke point looks like it needs two lanes going into 35 WITH an additional lane (or more) on 35 and new entrance and exit ramps at that point. The first choke point has long been identified as a problem, and needs a completely new interchange. Why this intersection has been left off long-range planning and budgeting is a mystery to me.</td>
<td>B</td>
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<tr>
<td>Kirk</td>
<td>Donald</td>
<td></td>
<td>6/14/2012</td>
<td>Email</td>
<td>67</td>
<td>3. It seems to me that a toll-road well east of IH35 is really the best option if a relatively straight minimally intrusive route can be found, again if through traffic is the objective. Basically, it would be a route bisecting IH35 toward Austin and IH10 toward Houston. (How is, or can, the toll road east of Austin relate to this option? Those against toll roads could not complain about it because it would not be “converting tax-payer built existing roads to toll roads.”)</td>
<td>K</td>
</tr>
<tr>
<td>Kirk</td>
<td>Donald</td>
<td></td>
<td>6/14/2012</td>
<td>Email</td>
<td>68</td>
<td>4. How does the Union Pacific rail line along this route figure in?</td>
<td>B</td>
</tr>
<tr>
<td>Kirk</td>
<td>Donald</td>
<td></td>
<td>6/14/2012</td>
<td>Email</td>
<td>69</td>
<td>5. Having said all of this, I’m sure you are already looking at all these options. In the log-run, continuing to build paved roads for automobiles is no solution, and is a waste of a lot of money. Just think how many concrete foundations for housing could be built with just one mile of roadway. San Antonio area is quickly becoming another Los Angeles, and no one likes what happened there. This country is still in the 1950’s when it comes to transportation.</td>
<td>K</td>
</tr>
<tr>
<td>Larrieu</td>
<td>Pete</td>
<td></td>
<td>6/21/2012</td>
<td>Email</td>
<td>70</td>
<td>As I have lived in Schertz for over 25 years, I notice 2 important problems causing the congestion in my area. Northbound # 1 -- Drivers in the left lane, who refuse/are unable, to do the speed limit of 70 m.p.h. There are too many of them. This should be posted to keep right or passing only, and ENFORCED AGGRESSIVELY. After speaking to several friends, neighbors, acquaintances, on this subject, most also noted this practice is a MAJOR factor for ROAD RAGE. Eliminate the problem, not the driver who is actually provoked.</td>
<td>B</td>
</tr>
<tr>
<td>Larrieu</td>
<td>Pete</td>
<td></td>
<td>6/21/2012</td>
<td>Email</td>
<td>71</td>
<td>Northbound # 2 -- The entry ramp at the Olibo Creek bridge. What genius decided that this was the correct location for an on ramp. The visibility for both the right lane and entering the hwy. is very poor. Each afternoon from probably 2:30 on, traffic is extremely slow in anticipation of traffic entering and not yielding to the hwy. traffic. I have noticed a lack of “yield right of way” signage at most exit/entry ramps. Is this because it is cheaper to eliminate the signage, which most Texas drivers ignore anyway, than enforce the existing laws?</td>
<td>C, F</td>
</tr>
<tr>
<td>Larrieu</td>
<td>Pete</td>
<td></td>
<td>6/21/2012</td>
<td>Email</td>
<td>72</td>
<td>North &amp; Southbound -- drivers texting while driving. The traffic is moving slowly, so I can just wait here &amp; text. This is the mindset of many inconsistent drivers in this area. I guess they feel they’re the only ones on the road. Oh yes, they’re in the fast lane, of course.</td>
<td>A</td>
</tr>
<tr>
<td>Larrieu</td>
<td>Pete</td>
<td></td>
<td>6/21/2012</td>
<td>Email</td>
<td>73</td>
<td>Southbound # 1 -- See Northbound # 1. [referencing comment #53]</td>
<td>H</td>
</tr>
<tr>
<td>Larrieu</td>
<td>Pete</td>
<td></td>
<td>6/21/2012</td>
<td>Email</td>
<td>74</td>
<td>Southbound # 2 -- Drivers waiting until the last minute to exit IH 35 to FM 1604. Why can’t people plan accordingly when they know they should move over to exit? Usually it’s the driver in the left lane, doing 55 mph, and suddenly realizes he must move over 3 lanes, so he may speed up, nearly causes an accident, crosses all double lines, all while texting !!!</td>
<td>N</td>
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<tr>
<td>Larrieu</td>
<td>Pete</td>
<td></td>
<td>6/21/2012</td>
<td>Email</td>
<td>58</td>
<td>O.K., maybe I exaggerated a little, but my point is, these are major contributions to the traffic nightmare in my part of town. Also, the constant growth in the area, which has really blown up, without the proper infrastructure. If we build it, they will come; which has proven true in this case, but the hwys. are behind the growth, by 10 years. So work on that entry ramp, some signage, and enforcement of current road rules, and I'll bet some of this mess will go away. By the way, why does the northbound left lane come to a standstill, while the center and right lanes keep moving? After all, the ramp I mentioned is on the right. Shouldn't the right lane be the problem lane? Thank you for reading my input to this dilemma. I hope my suggestions will be beneficial to your survey/input. Respectfully--------Pete Larrieu</td>
<td>C, F</td>
</tr>
<tr>
<td>Mosier</td>
<td>Sherry</td>
<td>Yes</td>
<td>6/25/2012</td>
<td>Email/Comment Form</td>
<td>59</td>
<td>What do you think about the No Build Alternative Concept? We do not believe this to be a viable alternative as it does nothing to address projected transportation needs over the Study's 25-year planning horizon, improve mobility and safety to manage vehicle congestion, encourage integration w/other transportation modes or improve compatibility w/economic development initiatives in the region.</td>
<td>A</td>
</tr>
<tr>
<td>Mosier</td>
<td>Sherry</td>
<td>Yes</td>
<td>6/25/2012</td>
<td>Email/Comment Form</td>
<td>60</td>
<td>What do you think about the TDM/TSM/ITS-Only Alternative Concept? We do not believe this to be a viable alternative as a stand-alone but it could possibly compliment or enhance other concepts under consideration.</td>
<td>A</td>
</tr>
<tr>
<td>Mosier</td>
<td>Sherry</td>
<td>Yes</td>
<td>6/25/2012</td>
<td>Email/Comment Form</td>
<td>61</td>
<td>What do you think about the Rail-Only Alternative Concept? We do not believe this to be a viable alternative as a stand-alone but it could possibly compliment or enhance other concepts under consideration.</td>
<td>A</td>
</tr>
<tr>
<td>Mosier</td>
<td>Sherry</td>
<td>Yes</td>
<td>6/25/2012</td>
<td>Email/Comment Form</td>
<td>62</td>
<td>What do you think about the Transit-Only Alternative Concept? We do not believe this to be a viable alternative as a stand-alone but it could possibly compliment or enhance other concepts under consideration.</td>
<td>B</td>
</tr>
<tr>
<td>Mosier</td>
<td>Sherry</td>
<td>Yes</td>
<td>6/25/2012</td>
<td>Email/Comment Form</td>
<td>63</td>
<td>What do you think about the Truck-Only Alternative Concept? We do not believe this to be a viable alternative because it does not appear to be cost efficient and could be a hindrance to truck traffic flow.</td>
<td>B</td>
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<tr>
<td>Mosier</td>
<td>Sherry</td>
<td>Yes</td>
<td>6/25/2012</td>
<td>Email/Comment Form</td>
<td>64</td>
<td>What do you think about the Expansion Alternative Concept - At-Grade Option? We believe this is the best alternative in that all ground expansion options need to be exhausted &amp; existing rights-of-way utilized before implementing other alternatives as this might be more cost efficient than the other alternatives on the table. This alternative would also be less of a hindrance to current economic development initiatives.</td>
<td>B</td>
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<tr>
<td>Mosier</td>
<td>Sherry</td>
<td>Yes</td>
<td>6/25/2012</td>
<td>Email/Comment Form</td>
<td>65</td>
<td>What do you think about the Expansion Alternative Concept - Elevated Option? We believe this could be a costly &amp; obstructive alternative &amp; may not be compatible w/current economic development initiatives as it appears to obstruct the view &amp; access for most from the highway to local businesses. Visibility of local businesses to travelers is key to the success of our businesses.</td>
<td>B</td>
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<td>Date</td>
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<tr>
<td>Mosier</td>
<td>Sherry (City of Windcrest)</td>
<td>Yes</td>
<td>6/25/2012</td>
<td>Email/Comment Form</td>
<td>66</td>
<td>What do you think about the Expansion Alternative Concept - Partially-Elevated Option? We believe this could be a costly &amp; obstructive alternative &amp; may not be compatible w/current economic development initiatives as it appears to obstruct the view &amp; access for some from the highway to local businesses. Visibility of local businesses is the key to their success.</td>
<td>B</td>
</tr>
<tr>
<td>Mosier</td>
<td>Sherry (City of Windcrest)</td>
<td>Yes</td>
<td>6/25/2012</td>
<td>Email/Comment Form</td>
<td>67</td>
<td>What do you think about the Expansion Alternative Concept - Depressed Option? We believe this alternative would have a costly &amp; negative impact on our local businesses &amp; is one of the most obstructive alternatives on the table. We do not consider this to be compatible at all with economic development initiatives.</td>
<td>B</td>
</tr>
<tr>
<td>Mosier</td>
<td>Sherry (City of Windcrest)</td>
<td>Yes</td>
<td>6/25/2012</td>
<td>Email/Comment Form</td>
<td>68</td>
<td>What do you think about the New Location Highway Alternative Concept? We believe this alternative could be very costly as it relates to right-of-way acquisition and may have a negative impact on those businesses located along the IH 35 corridor.</td>
<td>A</td>
</tr>
<tr>
<td>Mosier</td>
<td>Sherry (City of Windcrest)</td>
<td>Yes</td>
<td>6/25/2012</td>
<td>Email/Comment Form</td>
<td>69</td>
<td>What do you think about the Parallel Facility Alternative Concept? We believe this alternative could be very costly as it relates to right-of-way acquisition &amp; may have a negative impact on those businesses located along the IH 35 corridor.</td>
<td>A, B</td>
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<tr>
<td>Paskos</td>
<td>Rebecca</td>
<td></td>
<td>6/12/2012</td>
<td>Comment Form</td>
<td>70</td>
<td>What do you think about the No Build Alternative Concept? Unrealistic</td>
<td>B</td>
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<tr>
<td>Paskos</td>
<td>Rebecca</td>
<td></td>
<td>6/12/2012</td>
<td>Comment Form</td>
<td>71</td>
<td>What do you think about the TDM/TSM/ITS-Only Alternative Concept? Needs to be combined with other efforts</td>
<td>B</td>
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<tr>
<td>Paskos</td>
<td>Rebecca</td>
<td></td>
<td>6/12/2012</td>
<td>Comment Form</td>
<td>72</td>
<td>What do you think about the Rail-Only Alternative Concept? Needs to be combined with other efforts Rail - great!</td>
<td>N</td>
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<tr>
<td>Paskos</td>
<td>Rebecca</td>
<td></td>
<td>6/12/2012</td>
<td>Comment Form</td>
<td>73</td>
<td>What do you think about the Transit-Only Alternative Concept? Needs to be combined with other efforts. Designated transit lane is good &amp; highly desirable.</td>
<td>B</td>
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<tr>
<td>Paskos</td>
<td>Rebecca</td>
<td></td>
<td>6/12/2012</td>
<td>Comment Form</td>
<td>74</td>
<td>What do you think about the Truck-Only Alternative Concept? If warranted, good.</td>
<td>E, N</td>
</tr>
<tr>
<td>Paskos</td>
<td>Rebecca</td>
<td></td>
<td>6/12/2012</td>
<td>Comment Form</td>
<td>75</td>
<td>What do you think about the Expansion Alternative Concept - At-Grade Option? Good if right-of-way currently exists. Where it doesn’t exist prefer elevated roadways.</td>
<td>C</td>
</tr>
<tr>
<td>Paskos</td>
<td>Rebecca</td>
<td></td>
<td>6/12/2012</td>
<td>Comment Form</td>
<td>76</td>
<td>What do you think about the Expansion Alternative Concept - Elevated Option? Good if warranted.</td>
<td>C</td>
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<tr>
<td>Paskos</td>
<td>Rebecca</td>
<td></td>
<td>6/12/2012</td>
<td>Comment Form</td>
<td>77</td>
<td>What do you think about the Expansion Alternative Concept - Partially-Elevated Option? Good if warranted</td>
<td>A</td>
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<tr>
<td>Paskos</td>
<td>Rebecca</td>
<td></td>
<td>6/12/2012</td>
<td>Comment Form</td>
<td>78</td>
<td>What do you think about the Expansion Alternative Concept - Depressed Option? Good if warranted - prefer tunnelized over depressed</td>
<td>N</td>
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<tr>
<td>Paskos</td>
<td>Rebecca</td>
<td></td>
<td>6/12/2012</td>
<td>Comment Form</td>
<td>79</td>
<td>What do you think about the New Location Highway Alternative Concept? Great!</td>
<td>B</td>
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<tr>
<td>Paskos</td>
<td>Rebecca</td>
<td></td>
<td>6/12/2012</td>
<td>Comment Form</td>
<td>80</td>
<td>What do you think about the Parallel Facility Alternative Concept? Great! (if warranted)</td>
<td>B</td>
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<tr>
<td>Paskos</td>
<td>Rebecca</td>
<td></td>
<td>6/12/2012</td>
<td>Comment Form</td>
<td>81</td>
<td>General Comments Add HOV lanes</td>
<td>A</td>
</tr>
<tr>
<td>Paskos</td>
<td>Rebecca</td>
<td></td>
<td>6/12/2012</td>
<td>Comment Form</td>
<td>82</td>
<td>Don’t allow trucks to ride in the far left lane</td>
<td>B</td>
</tr>
<tr>
<td>Paskos</td>
<td>Rebecca</td>
<td></td>
<td>6/12/2012</td>
<td>Comment Form</td>
<td>83</td>
<td>Improve Rittiman Rd exits and entrances</td>
<td>A</td>
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<tr>
<td>Paskos</td>
<td>Rebecca</td>
<td></td>
<td>6/12/2012</td>
<td>Comment Form</td>
<td>84</td>
<td>Improve conflict point on northbound IH-35 at Thousand Oaks exit and Loop 410 intersection</td>
<td>A</td>
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<tr>
<td>Paskos</td>
<td>Rebecca</td>
<td></td>
<td>6/12/2012</td>
<td>Comment Form</td>
<td>85</td>
<td>Improve signage at 281 &amp; IH-35 intersection so that people don’t feel they need to change lanes as soon as possible. Laredo traffic from 281 think they need to cross 3 lanes of traffic immediately. There is time later. Also southbound traffic to McCullough could be diverted to Main instead of crossing all the way to the right</td>
<td>B</td>
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<tr>
<td>Paskos</td>
<td>Rebecca</td>
<td></td>
<td>6/12/2012</td>
<td>Comment Form</td>
<td>86</td>
<td>Improve Loop 1604 exit from southbound IH-35. Traffic tends to slow for no reason.</td>
<td>B</td>
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<tr>
<td>Paskos</td>
<td>Rebecca</td>
<td></td>
<td>6/12/2012</td>
<td>Comment Form</td>
<td>87</td>
<td>Prefer combination of transit, commuter, HOV, and elevated/at grade lanes</td>
<td>E, N</td>
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<tr>
<td>Price</td>
<td>Dr. Thomas G.</td>
<td></td>
<td>6/8/2012</td>
<td>Email</td>
<td>88</td>
<td>NO TOLLS! It is illegal to add toll lanes to Interstate highways already paid for by taxpayer money. STOP IT!</td>
<td>B</td>
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<tr>
<td>Purdy</td>
<td>David J.</td>
<td></td>
<td>6/15/2012</td>
<td>Email</td>
<td>89</td>
<td>Rep Lyle Larson: I supported you very strongly in your bid for public office because you had a record of anti-toll support despite the fact that your opponent made such a display of anti-toll sympathies. It does not speak highly of so many Bexar County Republican officials that they seem to just follow the money and seek to vote against the public interest all too many times regarding the stealing of public infrastructure for private interests! When will the TX GOP realize that they have a good thing going with the demise of Barack Hussein Obama and quit screwing around on trying to serve the big money when doing so will just kill their middle class base of supporters! Have we learned anything at all from 2008's national elections?</td>
<td>B</td>
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<td>Last Name</td>
<td>First Name</td>
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<tr>
<td>Purdy</td>
<td>David J.</td>
<td></td>
<td>6/15/2012</td>
<td>Email</td>
<td>89 (cont.)</td>
<td>Perhaps the TX GOP might want to study what happened to the Republican legislators of Oklahoma who caved into the tollers against their constituents on a toll road so many years ago and now their own State Party seeks to forget they ever existed after every one of them was voted out of office! Dr Donna Campbell’s upcoming victory over Rep Jeff Wentworth due to his support of tolls proves where the general public lies on this issue when informed! Even the attempt of the organized tollers who you seem to be supporting now regarding tolling 281 and 1604 in putting up Elizabeth Ames Jones to replace Rep Wentworth has failed! Senate Candidate David Dewhurst has taken a stand for selling out our federal highway system as opposed to Ted Cruz yet can’t seem to understand why he is now struggling against him despite Dewhurst’s expensive, biased, distorted commercials defending a businessman who sought to open a factory in China and feels the Chinese should pay him more money that was saved by NOT hiring American workers! Is that where you want to go next with your political career? MPO Chair and Pct 4 Bexar County Commissioner, Tommy Adkisson has a strong following among Republicans as Susan Pamerleau found out because he is steadfast on the toll issue! The good of his community and the principle that the public that pays for public infrastructure should be free to use it as well the rights of freedom of movement which is a fundamental, Constitutional right mean something to him. We want to think it means something to you too but from what I’m reading it appears you’re pulling a Gov Rick Perry on us and seeking to join him as one of the tollers’ favorite servants instead of the public servant you have always seemed to be! I personally have paid a serious, financial price for standing up to the tollers! If the public had any idea of how these self-serving, business people network together against the public interest, ganging up on those who dare take a stand for what is right, punishing them financially and making threats against them and their loved ones, they would quit being so apathetic! Fact is the general public in SA lives in the status quo maintained for them by Terri Hall and us, her band of brave folks who give their all so they can continue living a middle class lifestyle and not have to get to the back of a VIA bus that may not take them to where they want to go as I found out back in November of 2011! I did not attend the I35 meetings this week like I have every one, in the past. I received two threatening, anonymous calls threatening the health of my widowed mom if I attended as well as threats that I will never have a decent job again. I was recently let go from an admittedly undesirable employer for bogus reasons too and have been denied decent jobs in my fields of experience and licensure after passing job interviews due to the wishes of those on high in these entities for unknown reasons that I can only speculate on! I have taken to spending more time at my mom’s place out of concern for her well-being thanks to things like that especially at night! We worry way too much in this country about Mexican drug dealers investing money IN THE USA IN HORSES as opposed to foreign Muslims running charter schools and corrupt contractors supporting now bankrupt Spain’s Cintra seeking to steal our public highways to create toll roads is my opinion! The ongoing financial strain I’m under caused me to desist from attending the GOP State Convention to the delight of the tollers in the Party who have encouraged a local person to run against me for Precinct Chair and I know about that too! Truthfully, like I told the MPO, I now know more about public transportation than I ever wanted to! I’m not afraid of anybody but sometimes you get so tired and I know from experience how little support there really is for tolls so I figured I would at least save the gas for job interviews and let others speak for me as they always do DESPITE THE FACT THAT SO MANY POLITICIANS SEEM TO REFUSE TO LISTEN TO WHAT WE THE PUBLIC ARE SAYING!</td>
<td>B</td>
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<td>Last Name</td>
<td>First Name</td>
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<td>Purdy</td>
<td>David J.</td>
<td></td>
<td>6/15/2012</td>
<td>Email</td>
<td>89 (cont.)</td>
<td>You supported the right candidate for Governor in 2010, Senator Kay B. Hutchison who was partially done in by false folks who claimed to support her but wanted her to lose all the time to Gov Rick Perry because she listened to those who support TX public infrastructure from organized theft for big money, private interests which is the movement supporting toll roads in TX! This money rich, people poor movement continually rewards and supports such unqualified candidates as Susan Pamerleau for Bexar County Sheriff even though she can do nothing in law enforcement that I couldn’t do myself as a private citizen and seeks to use the Sheriff’s Office as her on the job training facility! I would hate to start putting you in that category of all too many Republican candidates for public office who seem to seek to sell out their communities for private profits to those who profit from toll roads! It's up to you, Rep Lyle Larson as this is a moment of truth for you! WHOSE SIDE ARE YOU REALLY ON NOW IN TOLLING 1604 AND 281? It sucks to have so few Republican office holders to agree with on an issue that isn't about Party but more about principle and I would like to continue to think of you as a man of principle with common sense, uncommon courage! Respectfully Your’s: David J. Purdy, GOP PC 2099 MA: #181 Tezel Rd # 10297 SA, TX 78250 Support the right candidate for Governor in 2010, Senator Kay B. Hutchison who was partially done in by false folks who claimed to support her but wanted her to lose all the time to Gov Rick Perry because she listened to those who support TX public infrastructure from organized theft for big money, private interests which is the movement supporting toll roads in TX! This money rich, people poor movement continually rewards and supports such unqualified candidates as Susan Pamerleau for Bexar County Sheriff even though she can do nothing in law enforcement that I couldn’t do myself as a private citizen and seeks to use the Sheriff’s Office as her on the job training facility! I would hate to start putting you in that category of all too many Republican candidates for public office who seem to seek to sell out their communities for private profits to those who profit from toll roads! It's up to you, Rep Lyle Larson as this is a moment of truth for you! WHOSE SIDE ARE YOU REALLY ON NOW IN TOLLING 1604 AND 281? It sucks to have so few Republican office holders to agree with on an issue that isn't about Party but more about principle and I would like to continue to think of you as a man of principle with common sense, uncommon courage! Respectfully Your’s: David J. Purdy, GOP PC 2099 MA: #181 Tezel Rd # 10297 SA, TX 78250</td>
<td>B</td>
</tr>
<tr>
<td>Racini</td>
<td>Tony</td>
<td></td>
<td>6/12/2012</td>
<td>Comment Form</td>
<td>90</td>
<td>What do you think about the No Build Alternative Concept? Something needs to be done</td>
<td>D</td>
</tr>
<tr>
<td>Racini</td>
<td>Tony</td>
<td></td>
<td>6/12/2012</td>
<td>Comment Form</td>
<td>91</td>
<td>What do you think about the TDM/TSM/ITS-Only Alternative Concept? Its okay</td>
<td>E</td>
</tr>
<tr>
<td>Racini</td>
<td>Tony</td>
<td></td>
<td>6/12/2012</td>
<td>Comment Form</td>
<td>92</td>
<td>What do you think about the Rail-Only Alternative Concept? No need something else</td>
<td>E</td>
</tr>
<tr>
<td>Racini</td>
<td>Tony</td>
<td></td>
<td>6/12/2012</td>
<td>Comment Form</td>
<td>93</td>
<td>What do you think about the Transit-Only Alternative Concept? Need something else</td>
<td>E</td>
</tr>
<tr>
<td>Racini</td>
<td>Tony</td>
<td></td>
<td>6/12/2012</td>
<td>Comment Form</td>
<td>94</td>
<td>What do you think about the Truck-Only Alternative Concept? No need something else</td>
<td>F</td>
</tr>
<tr>
<td>Racini</td>
<td>Tony</td>
<td></td>
<td>6/12/2012</td>
<td>Comment Form</td>
<td>95</td>
<td>What do you think about the Expansion Alternative Concept - At-Grade Option? I like this idea</td>
<td>G</td>
</tr>
<tr>
<td>Racini</td>
<td>Tony</td>
<td></td>
<td>6/12/2012</td>
<td>Comment Form</td>
<td>96</td>
<td>What do you think about the Expansion Alternative Concept - Elevated Option? Seems to expensive use money to make better interchanges</td>
<td>G</td>
</tr>
<tr>
<td>Racini</td>
<td>Tony</td>
<td></td>
<td>6/12/2012</td>
<td>Comment Form</td>
<td>97</td>
<td>What do you think about the Expansion Alternative Concept - Partially-Elevated Option? Use the money for better interchanges</td>
<td>G</td>
</tr>
<tr>
<td>Last Name</td>
<td>First Name</td>
<td>Business with TxDOT?</td>
<td>Date</td>
<td>Submission Type</td>
<td>Comment Number</td>
<td>Comment</td>
<td>Response Code</td>
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<tr>
<td>Racini</td>
<td>Tony</td>
<td></td>
<td>6/12/2012</td>
<td>Comment Form</td>
<td>98</td>
<td>What do you think about the Expansion Alternative Concept - Depressed Option? Say keep at grade. Good if it is better than the grade.</td>
<td>G</td>
</tr>
<tr>
<td>Racini</td>
<td>Tony</td>
<td></td>
<td>6/12/2012</td>
<td>Comment Form</td>
<td>99</td>
<td>What do you think about the New Location Highway Alternative Concept? Where would it be done. Good if it is better than the grade.</td>
<td>H</td>
</tr>
<tr>
<td>Racini</td>
<td>Tony</td>
<td></td>
<td>6/12/2012</td>
<td>Comment Form</td>
<td>100</td>
<td>What do you think about the Parallel Facility Alternative Concept? Seems complicated.</td>
<td>I</td>
</tr>
<tr>
<td>Racini</td>
<td>Tony</td>
<td></td>
<td>6/12/2012</td>
<td>Comment Form</td>
<td>101</td>
<td>General Comments As project develop keep in mind San Antonio growth in the next 10 years on 35 north.</td>
<td>P</td>
</tr>
<tr>
<td>Ramirez-Long</td>
<td>Patricia</td>
<td></td>
<td>6/13/2012</td>
<td>Comment Form</td>
<td>102</td>
<td>What do you think about the Truck-Only Alternative Concept? This is definitely a needed lane. I am always leery of the big trucks. One never knows when a diver is tired or late. This would definitely be great on 35 and 410.</td>
<td>F</td>
</tr>
<tr>
<td>Ramirez-Long</td>
<td>Patricia</td>
<td></td>
<td>6/13/2012</td>
<td>Comment Form</td>
<td>103</td>
<td>What do you think about the Expansion Alternative Concept - At-Grade Option? Really needed - I saw lots of lanes in LA in '68. We still haven’t reached that anywhere in SA.</td>
<td>G</td>
</tr>
<tr>
<td>Ramirez-Long</td>
<td>Patricia</td>
<td></td>
<td>6/13/2012</td>
<td>Comment Form</td>
<td>104</td>
<td>What do you think about the Expansion Alternative Concept - Elevated Option? This would use the space best.</td>
<td>G</td>
</tr>
<tr>
<td>Ramirez-Long</td>
<td>Patricia</td>
<td></td>
<td>6/13/2012</td>
<td>Comment Form</td>
<td>105</td>
<td>General Comments Something needs to be done!</td>
<td>O</td>
</tr>
<tr>
<td>Rivas</td>
<td>Ruben</td>
<td></td>
<td>6/8/2012</td>
<td>Email</td>
<td>106</td>
<td>“NO TOLLS” Dear ARMA, Please sign me up to participate in the CAC. I attended the Public Meeting at Cowboy Palace, excellent set up and info dissemination! Great job! Best regards, Rose</td>
<td>B</td>
</tr>
<tr>
<td>Ryan</td>
<td>Rose</td>
<td></td>
<td>6/13/2012</td>
<td>Email</td>
<td>107</td>
<td>Unlike previous meeting facilities, the lighting was too dim for those who were visually impaired and there was no one available for the hearing impaired to be able to receive the presentation. That’s it. Thank you.</td>
<td>K</td>
</tr>
<tr>
<td>Sinclair</td>
<td>Jerry</td>
<td></td>
<td>6/12/2012</td>
<td>Court Reporter Transcript</td>
<td>108</td>
<td>What do you think about the No Build Alternative Concept? Won’t support growth.</td>
<td>D</td>
</tr>
<tr>
<td>Sinclair</td>
<td>Jerry</td>
<td></td>
<td>6/12/2012</td>
<td>Comment Form</td>
<td>109</td>
<td>What do you think about the TDM/TSM/ITS-Only Alternative Concept? Won’t support growth.</td>
<td>E</td>
</tr>
<tr>
<td>Sinclair</td>
<td>Jerry</td>
<td></td>
<td>6/12/2012</td>
<td>Comment Form</td>
<td>110</td>
<td>What do you think about the Rail-Only Alternative Concept? Won’t integrate - no or little impact to existing issues.</td>
<td>E</td>
</tr>
<tr>
<td>Last Name</td>
<td>First Name</td>
<td>Business with TxDOT?</td>
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<td>Comment</td>
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<tr>
<td>Sinclair</td>
<td>Jerry</td>
<td></td>
<td>6/12/2012</td>
<td>Comment Form</td>
<td>112</td>
<td>What do you think about the Transit-Only Alternative Concept?</td>
<td>E</td>
</tr>
<tr>
<td>Sinclair</td>
<td>Jerry</td>
<td></td>
<td>6/12/2012</td>
<td>Comment Form</td>
<td>113</td>
<td>What do you think about the Truck-Only Alternative Concept?</td>
<td>F</td>
</tr>
<tr>
<td>Sinclair</td>
<td>Jerry</td>
<td></td>
<td>6/12/2012</td>
<td>Comment Form</td>
<td>114</td>
<td>What do you think about the Expansion Alternative Concept - At-Grade Option?</td>
<td>G</td>
</tr>
<tr>
<td>Sinclair</td>
<td>Jerry</td>
<td></td>
<td>6/12/2012</td>
<td>Comment Form</td>
<td>115</td>
<td>What do you think about the Expansion Alternative Concept - Elevated Option?</td>
<td>G</td>
</tr>
<tr>
<td>Sinclair</td>
<td>Jerry</td>
<td></td>
<td>6/12/2012</td>
<td>Comment Form</td>
<td>116</td>
<td>What do you think about the Expansion Alternative Concept - Partially-Elevated Option?</td>
<td>G</td>
</tr>
<tr>
<td>Sinclair</td>
<td>Jerry</td>
<td></td>
<td>6/12/2012</td>
<td>Comment Form</td>
<td>117</td>
<td>What do you think about the Expansion Alternative Concept - Depressed Option?</td>
<td>G</td>
</tr>
<tr>
<td>Sinclair</td>
<td>Jerry</td>
<td></td>
<td>6/12/2012</td>
<td>Comment Form</td>
<td>118</td>
<td>What do you think about the New Location Highway Alternative Concept?</td>
<td>H</td>
</tr>
<tr>
<td>Sinclair</td>
<td>Jerry</td>
<td></td>
<td>6/12/2012</td>
<td>Comment Form</td>
<td>119</td>
<td>What do you think about the Parallel Facility Alternative Concept?</td>
<td>I</td>
</tr>
<tr>
<td>Sinclair</td>
<td>Jerry</td>
<td></td>
<td>6/12/2012</td>
<td>Comment Form</td>
<td>120</td>
<td>General Comments</td>
<td>J</td>
</tr>
<tr>
<td>Sinclair</td>
<td>Jerry</td>
<td></td>
<td>6/12/2012</td>
<td>Comment Form</td>
<td>121</td>
<td>Lighting not suitable for the visually impaired.</td>
<td>K</td>
</tr>
<tr>
<td>Sinclair</td>
<td>Jerry</td>
<td></td>
<td>6/12/2012</td>
<td>Comment Form</td>
<td>122</td>
<td>Near the last of the &quot;alternative concepts&quot; boards there were some staff milling about. A man approached the group and he began to tell them what he thought, in a very excited, volcous manner. And then he walked off. It wasn't too soon after he left that they began to talk about amongst themselves, disparingly, laughing at their wit, in criticizing him. Unfortunately there were folks near enough to see, hear this. Very unprofessional. And then they are expected to be taken seriously...Really!</td>
<td>L</td>
</tr>
<tr>
<td>Sinclair</td>
<td>Jerry</td>
<td></td>
<td>6/12/2012</td>
<td>Comment Form</td>
<td>123</td>
<td>Elevated access above the existing roads is best alternative. And depending on length of contract, level of service, I could support paid access.</td>
<td>G</td>
</tr>
<tr>
<td>Walsh</td>
<td>Frank</td>
<td></td>
<td>6/12/2012</td>
<td>Court Reporter Transcript</td>
<td>124</td>
<td>Item No. 1, the No Build Concept. It's inadequate.</td>
<td>D</td>
</tr>
<tr>
<td>Walsh</td>
<td>Frank</td>
<td></td>
<td>6/12/2012</td>
<td>Court Reporter Transcript</td>
<td>125</td>
<td>Item No. 2, the TDM/TSM/ITS - Only Alternative Concept requires consious thought and rational decision-making skills from the public. This requires motorists to put town their phones, stop texting, and respond to external stimuli; therefore, it is doomed to failure.</td>
<td>E</td>
</tr>
<tr>
<td>Last Name</td>
<td>First Name</td>
<td>Business with TxDOT?</td>
<td>Date</td>
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<tr>
<td>Walsh</td>
<td>Frank</td>
<td></td>
<td>6/12/2012</td>
<td>Court Reporter Transcript</td>
<td>126</td>
<td>Item No. 3, what do you think about the Rail-Only Alternative Concept? Until public transportation options improve at the terminus, the concept will likely be a very difficult sell to the current car culture in Texas. Light rail in Denver, Colorado, however, has grown into a viable, popular alternative to driving a congested IH-25.</td>
<td>E</td>
</tr>
<tr>
<td>Walsh</td>
<td>Frank</td>
<td></td>
<td>6/12/2012</td>
<td>Court Reporter Transcript</td>
<td>127</td>
<td>Next item, what do you think about the Transit-Only Alternative Concept? A viable adjunct to other solutions. VIA has had some success with Park and Ride and express service to and from certain population centers and work-or recreation-related destinations. Such programs, however, provide a very small percentage of relief to the overall transportation problem.</td>
<td>E</td>
</tr>
<tr>
<td>Walsh</td>
<td>Frank</td>
<td></td>
<td>6/12/2012</td>
<td>Court Reporter Transcript</td>
<td>128</td>
<td>Next item, the Truck-Only Alternative Concept. I would require more information regarding costs and potential funding options before forming an opinion.</td>
<td>F</td>
</tr>
<tr>
<td>Walsh</td>
<td>Frank</td>
<td></td>
<td>6/12/2012</td>
<td>Court Reporter Transcript</td>
<td>129</td>
<td>Next, the Expansion Alternative Concept-At-Grade Level Option. Right-of-way limitations are a concern. At grade construction will worsen the congestion already experienced on existing roadways at least for a few years. The expansion of IH-35 in the New Braunfels area is an unqualified success.</td>
<td>G</td>
</tr>
<tr>
<td>Walsh</td>
<td>Frank</td>
<td></td>
<td>6/12/2012</td>
<td>Court Reporter Transcript</td>
<td>130</td>
<td>What do you think about the Expansion Alternative Concept-Elevated Option? A possible last ditch solution to areas with several right-of-way restrictions. As I recall, cities such as Austin would not choose to install elevated lanes again due to the problems they have experienced with their existing elevated lanes.</td>
<td>G</td>
</tr>
<tr>
<td>Walsh</td>
<td>Frank</td>
<td></td>
<td>6/12/2012</td>
<td>Court Reporter Transcript</td>
<td>131</td>
<td>Expansion Alternative Concept- Partially Elevated Option. Entrance and exit ramp issues are a concern.</td>
<td>G</td>
</tr>
<tr>
<td>Walsh</td>
<td>Frank</td>
<td></td>
<td>6/12/2012</td>
<td>Court Reporter Transcript</td>
<td>132</td>
<td>What do you think about the Expansion Alternative Concept-Depressed Option? I think it's a bad idea. Existing buried utilities, pipelines, and watershed recharge pollution concerns will likely make this option unworkable. Rainfall runoff and hazardous material spills will be difficult and expensive to manage effectively.</td>
<td>G</td>
</tr>
<tr>
<td>Walsh</td>
<td>Frank</td>
<td></td>
<td>6/12/2012</td>
<td>Court Reporter Transcript</td>
<td>133</td>
<td>Next item, the New Location Highway Alternative Concept. I think that in the wake of the failed Trans-Texas Corridor Initiative, it is politically DOA. Controlled access would be interpreted to mean toll road by skeptical public with negative political repercussions. On the other hand, the high speed toll road bypassing Austin has been very well received, finally.</td>
<td>H</td>
</tr>
<tr>
<td>Walsh</td>
<td>Frank</td>
<td></td>
<td>6/12/2012</td>
<td>Court Reporter Transcript</td>
<td>134</td>
<td>What do you think about the Parallel Facility Alternative Concept? Right-of-way issues and costs, coupled with the difficulty in implementing workable designs for connections to existing roadways make this option a challenge. We already have marginal and/or inadequate interchanges from Loop 410 northeast to IH-35 north and 1604 to IH-35 north.</td>
<td>I</td>
</tr>
<tr>
<td>Walsh</td>
<td>Frank</td>
<td></td>
<td>6/12/2012</td>
<td>Court Reporter Transcript</td>
<td>135</td>
<td>General comments. Bexar County Commissioners Court seems hell bent on eliminating the Alamo RMA. I sincerely hope that this study will not be consigned to a forgotten file cabinet somewhere.</td>
<td>S</td>
</tr>
<tr>
<td>Walsh</td>
<td>Frank</td>
<td></td>
<td>6/12/2012</td>
<td>Court Reporter Transcript</td>
<td>136</td>
<td>Two, public interest and support will likely be driven by the cost of any IH-35 corridor solution proposed. While I realize the enormous difficulty in projecting costs for any alternative, during the public input stage, some sense of the costs will have to enter the discussion at some point.</td>
<td>N</td>
</tr>
<tr>
<td>Walsh</td>
<td>Frank</td>
<td></td>
<td>6/12/2012</td>
<td>Court Reporter Transcript</td>
<td>137</td>
<td>Three, improving the existing inadequate interchanges at Loop 410 and at Loop 1604 and I-35 will do an awful lot to improve the traffic flow on the existing roadways. That's it.</td>
<td>M</td>
</tr>
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<td>Last Name</td>
<td>First Name</td>
<td>Business with TxDOT?</td>
<td>Date</td>
<td>Submission Type</td>
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<td>Comment</td>
<td>Comment Response Code</td>
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<tr>
<td>Anonmous</td>
<td></td>
<td></td>
<td>6/12/2012</td>
<td>Public Meeting Map Comment</td>
<td>138</td>
<td>Better signage [referring to area where IH 35 crosses the San Antonio River, just north of Camden Street]</td>
<td>A, E</td>
</tr>
<tr>
<td>Anonmous</td>
<td></td>
<td></td>
<td>6/12/2012</td>
<td>Public Meeting Map Comment</td>
<td>139</td>
<td>Old Spanish Trail - OST Hike &amp; Bike - [following Seguin St, just north of New Braunfels Ave]</td>
<td>C</td>
</tr>
<tr>
<td>Anonmous</td>
<td></td>
<td></td>
<td>6/12/2012</td>
<td>Public Meeting Map Comment</td>
<td>140</td>
<td>along here need an Old Spanish Trail Hike &amp; Bike Route [referring to IH 35 near AT&amp;T Center Pkwy]</td>
<td>C</td>
</tr>
<tr>
<td>Anonmous</td>
<td></td>
<td></td>
<td>6/12/2012</td>
<td>Public Meeting Map Comment</td>
<td>141</td>
<td>Old Spanish Trail [following Seguin Rd to near Binz-Engleman Rd]</td>
<td>C</td>
</tr>
<tr>
<td>Anonmous</td>
<td></td>
<td></td>
<td>6/12/2012</td>
<td>Public Meeting Map Comment</td>
<td>142</td>
<td>Old Spanish Trail [following Seguin Rd from Loop 410 access road to near Sprindale Rd]</td>
<td>C</td>
</tr>
<tr>
<td>Anonmous</td>
<td></td>
<td></td>
<td>6/12/2012</td>
<td>Public Meeting Map Comment</td>
<td>143</td>
<td>Quick merges [referring to area where Loop 410 NE merges with southbound IH 35]</td>
<td>A</td>
</tr>
<tr>
<td>Anonmous</td>
<td></td>
<td></td>
<td>6/12/2012</td>
<td>Public Meeting Map Comment</td>
<td>144</td>
<td>Needs improvement (Shurlax to Walzem exit)</td>
<td>A</td>
</tr>
<tr>
<td>Anonmous</td>
<td></td>
<td></td>
<td>6/12/2012</td>
<td>Public Meeting Map Comment</td>
<td>145</td>
<td>78 Old Spanish Trail [referring to FM 78 just east of Loop 410]</td>
<td>C</td>
</tr>
<tr>
<td>Anonmous</td>
<td></td>
<td></td>
<td>6/13/2012</td>
<td>Public Meeting Map Comment</td>
<td>146</td>
<td>Single 410N lane Merge causes backups [referring to 410N frontage road near Industry Park Dr and Space Center Dr]</td>
<td>A</td>
</tr>
<tr>
<td>Anonmous</td>
<td></td>
<td></td>
<td>6/13/2012</td>
<td>Public Meeting Map Comment</td>
<td>147</td>
<td>heavy congestion cause? [referring to northbound IH 35 between Rittiman Rd and Dinn Dr]</td>
<td>A</td>
</tr>
<tr>
<td>Anonmous</td>
<td></td>
<td></td>
<td>6/13/2012</td>
<td>Public Meeting Map Comment</td>
<td>148</td>
<td>I like the double lane exist SB IH 35 @Walzem</td>
<td>S</td>
</tr>
<tr>
<td>Anonmous</td>
<td></td>
<td></td>
<td>6/13/2012</td>
<td>Public Meeting Map Comment</td>
<td>149</td>
<td>Rush Hour [referring to interchange/onramp from Loop 410 to northbound IH 35]</td>
<td>A</td>
</tr>
<tr>
<td>Anonmous</td>
<td></td>
<td></td>
<td>6/13/2012</td>
<td>Public Meeting Map Comment</td>
<td>150</td>
<td>Direct connect to Wurzbach? [written in area between Oconnor Rd and Crosswinds Way near southbound IH 35]</td>
<td>M</td>
</tr>
<tr>
<td>Anonmous</td>
<td></td>
<td></td>
<td>6/13/2012</td>
<td>Public Meeting Map Comment</td>
<td>151</td>
<td>Direct connectors? [referring to Loop 1604 and southbound IH 35]</td>
<td>M</td>
</tr>
<tr>
<td>Anonmous</td>
<td></td>
<td></td>
<td>6/13/2012</td>
<td>Public Meeting Map Comment</td>
<td>152</td>
<td>Grade, ltd visibility -- Ltd visibility -- merge causes backups [referring to northbound IH 35 just before FM 1518]</td>
<td>A</td>
</tr>
</tbody>
</table>
Table 6-2: Comments and Response Codes for All IH 35 PEL Study June 2012 Public Meeting Comments

<table>
<thead>
<tr>
<th>Last Name</th>
<th>First Name</th>
<th>Business with TxDOT?</th>
<th>Date</th>
<th>Submission Type</th>
<th>Comment Number</th>
<th>Comment</th>
<th>Comment Response Code</th>
</tr>
</thead>
<tbody>
<tr>
<td>Anonymous</td>
<td></td>
<td></td>
<td>6/13/2012</td>
<td>Public Meeting Map Comment</td>
<td>153</td>
<td>Fix This [referring to IH 35/Loop 1604 interchange]</td>
<td>A</td>
</tr>
<tr>
<td>Anonymous</td>
<td></td>
<td></td>
<td>6/13/2012</td>
<td>Public Meeting Map Comment</td>
<td>154</td>
<td>shopping traffic backs up [referring to area where Loop 1604 merges with northbound IH 35]</td>
<td>A</td>
</tr>
<tr>
<td>Racini</td>
<td>Tony</td>
<td></td>
<td>6/12/2012</td>
<td>Comment Form</td>
<td>90</td>
<td>What do you think about the No Build Alternative Concept?</td>
<td>D</td>
</tr>
<tr>
<td>Racini</td>
<td>Tony</td>
<td></td>
<td>6/12/2012</td>
<td>Comment Form</td>
<td>91</td>
<td>What do you think about the TDM/TSM/ITS-Only Alternative Concept?</td>
<td>E</td>
</tr>
<tr>
<td>Racini</td>
<td>Tony</td>
<td></td>
<td>6/12/2012</td>
<td>Comment Form</td>
<td>92</td>
<td>What do you think about the Rail-Only Alternative Concept?</td>
<td>E</td>
</tr>
<tr>
<td>Racini</td>
<td>Tony</td>
<td></td>
<td>6/12/2012</td>
<td>Comment Form</td>
<td>93</td>
<td>What do you think about the Transit-Only Alternative Concept?</td>
<td>E</td>
</tr>
<tr>
<td>Racini</td>
<td>Tony</td>
<td></td>
<td>6/12/2012</td>
<td>Comment Form</td>
<td>94</td>
<td>What do you think about the Truck-Only Alternative Concept?</td>
<td>F</td>
</tr>
<tr>
<td>Racini</td>
<td>Tony</td>
<td></td>
<td>6/12/2012</td>
<td>Comment Form</td>
<td>95</td>
<td>What do you think about the Expansion Alternative Concept - At-Grade Option? I like this idea</td>
<td>G</td>
</tr>
<tr>
<td>Racini</td>
<td>Tony</td>
<td></td>
<td>6/12/2012</td>
<td>Comment Form</td>
<td>96</td>
<td>What do you think about the Expansion Alternative Concept - Elevated Option? Seems to expensive use money to make better interchanges</td>
<td>G</td>
</tr>
<tr>
<td>Racini</td>
<td>Tony</td>
<td></td>
<td>6/12/2012</td>
<td>Comment Form</td>
<td>97</td>
<td>What do you think about the Expansion Alternative Concept - Partially-Elevated Option? Use the money for better interchanges</td>
<td>G</td>
</tr>
<tr>
<td>Racini</td>
<td>Tony</td>
<td></td>
<td>6/12/2012</td>
<td>Comment Form</td>
<td>98</td>
<td>What do you think about the Expansion Alternative Concept - Depressed Option? Say keep at grade good if it is better than the grade</td>
<td>G</td>
</tr>
<tr>
<td>Racini</td>
<td>Tony</td>
<td></td>
<td>6/12/2012</td>
<td>Comment Form</td>
<td>99</td>
<td>What do you think about the New Location Highway Alternative Concept? Where would it be done good if it is better than the grade</td>
<td>H</td>
</tr>
<tr>
<td>Racini</td>
<td>Tony</td>
<td></td>
<td>6/12/2012</td>
<td>Comment Form</td>
<td>100</td>
<td>What do you think about the Parallel Facility Alternative Concept? Seems complicated</td>
<td>I</td>
</tr>
<tr>
<td>Racini</td>
<td>Tony</td>
<td></td>
<td>6/12/2012</td>
<td>Comment Form</td>
<td>101</td>
<td>General Comments As project develop keep in mind San Antonio growth in the next 10 years on 35 north</td>
<td>P</td>
</tr>
<tr>
<td>Ramirez-Long</td>
<td>Patricia</td>
<td></td>
<td>6/13/2012</td>
<td>Comment Form</td>
<td>102</td>
<td>What do you think about the Truck-Only Alternative Concept? This is definitely a needed lane. I am always leery of the big trucks. One never knows when a diver is tired or late. This would definitely be great on 35 and 410.</td>
<td>F</td>
</tr>
</tbody>
</table>
Table 6-2: Comments and Response Codes for All IH 35 PEL Study June 2012 Public Meeting Comments

<table>
<thead>
<tr>
<th>Last Name</th>
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<th>Business with TxDOT?</th>
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<th>Comment</th>
<th>Comment Response Code</th>
</tr>
</thead>
<tbody>
<tr>
<td>Ramirez-Long</td>
<td>Patricia</td>
<td></td>
<td>6/13/2012</td>
<td>Comment Form</td>
<td>103</td>
<td>What do you think about the Expansion Alternative Concept - At-Grade Option? Really needed - I saw lots of lanes in LA in ’68. We still haven’t reached that anywhere in SA.</td>
<td>G</td>
</tr>
<tr>
<td>Ramirez-Long</td>
<td>Patricia</td>
<td></td>
<td>6/13/2012</td>
<td>Comment Form</td>
<td>104</td>
<td>What do you think about the Expansion Alternative Concept - Elevated Option? This would use the space best.</td>
<td>G</td>
</tr>
<tr>
<td>Ramirez-Long</td>
<td>Patricia</td>
<td></td>
<td>6/13/2012</td>
<td>Comment Form</td>
<td>105</td>
<td>General Comments</td>
<td>O</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>Something needs to be done!</td>
<td></td>
</tr>
<tr>
<td>Rivas</td>
<td>Ruben</td>
<td></td>
<td>6/8/2012</td>
<td>Email</td>
<td>106</td>
<td>“NO TOLLS”</td>
<td>B</td>
</tr>
<tr>
<td>Ryan</td>
<td>Rose</td>
<td></td>
<td>6/13/2012</td>
<td>Email</td>
<td>107</td>
<td>Dear ARMA, Please sign me up to participate in the CAC. I attended the Public Meeting at Cowboy Palace, excellent set up and info dissemination! Great job! Best regards, Rose</td>
<td>S</td>
</tr>
<tr>
<td>Sinclair</td>
<td>Jerry</td>
<td></td>
<td>6/12/2012</td>
<td>Court Reporter Transcript</td>
<td>108</td>
<td>Unlike previous meeting facilities, the lighting was too dim for those who were visually impaired and there was no one available for the hearing impaired to be able to receive the presentation. That’s it. Thank you.</td>
<td>K</td>
</tr>
<tr>
<td>Sinclair</td>
<td>Jerry</td>
<td></td>
<td>6/12/2012</td>
<td>Comment Form</td>
<td>109</td>
<td>What do you think about the No Build Alternative Concept? Won’t support growth</td>
<td>D</td>
</tr>
<tr>
<td>Sinclair</td>
<td>Jerry</td>
<td></td>
<td>6/12/2012</td>
<td>Comment Form</td>
<td>110</td>
<td>What do you think about the TDM/TSM/ITS-Only Alternative Concept? Won’t support growth</td>
<td>E</td>
</tr>
<tr>
<td>Sinclair</td>
<td>Jerry</td>
<td></td>
<td>6/12/2012</td>
<td>Comment Form</td>
<td>111</td>
<td>What do you think about the Rail-Only Alternative Concept? Won’t integrate - no or little impact to existing issues.</td>
<td>E</td>
</tr>
<tr>
<td>Sinclair</td>
<td>Jerry</td>
<td></td>
<td>6/12/2012</td>
<td>Comment Form</td>
<td>113</td>
<td>What do you think about the Truck-Only Alternative Concept? Nope. Access interchange issues.</td>
<td>F</td>
</tr>
<tr>
<td>Sinclair</td>
<td>Jerry</td>
<td></td>
<td>6/12/2012</td>
<td>Comment Form</td>
<td>114</td>
<td>What do you think about the Expansion Alternative Concept - At-Grade Option? Nope. Space issues</td>
<td>G</td>
</tr>
<tr>
<td>Sinclair</td>
<td>Jerry</td>
<td></td>
<td>6/12/2012</td>
<td>Comment Form</td>
<td>115</td>
<td>What do you think about the Expansion Alternative Concept - Elevated Option? Best option</td>
<td>G</td>
</tr>
<tr>
<td>Sinclair</td>
<td>Jerry</td>
<td></td>
<td>6/12/2012</td>
<td>Comment Form</td>
<td>116</td>
<td>What do you think about the Expansion Alternative Concept - Partially-Elevated Option? 2nd Best option</td>
<td>G</td>
</tr>
</tbody>
</table>
## Table 6-2: Comments and Response Codes for All IH 35 PEL Study June 2012 Public Meeting Comments

<table>
<thead>
<tr>
<th>Last Name</th>
<th>First Name</th>
<th>Business with TxDOT?</th>
<th>Date</th>
<th>Submission Type</th>
<th>Comment Number</th>
<th>Comment</th>
<th>Comment Response Code</th>
</tr>
</thead>
<tbody>
<tr>
<td>Sinclair</td>
<td>Jerry</td>
<td></td>
<td>6/12/2012</td>
<td>Comment Form</td>
<td>117</td>
<td>What do you think about the Expansion Alternative Concept - Depressed Option? No, Space issues</td>
<td>G</td>
</tr>
<tr>
<td>Sinclair</td>
<td>Jerry</td>
<td></td>
<td>6/12/2012</td>
<td>Comment Form</td>
<td>118</td>
<td>What do you think about the New Location Highway Alternative Concept? No, Space and access issues.</td>
<td>H</td>
</tr>
<tr>
<td>Sinclair</td>
<td>Jerry</td>
<td></td>
<td>6/12/2012</td>
<td>Comment Form</td>
<td>119</td>
<td>What do you think about the Parallel Facility Alternative Concept? No, Unless elevated</td>
<td>I</td>
</tr>
<tr>
<td>Sinclair</td>
<td>Jerry</td>
<td></td>
<td>6/12/2012</td>
<td>Comment Form</td>
<td>120</td>
<td>General Comments Didn't see TxDOT progress related to Feb 2012 meeting.</td>
<td>J</td>
</tr>
<tr>
<td>Sinclair</td>
<td>Jerry</td>
<td></td>
<td>6/12/2012</td>
<td>Comment Form</td>
<td>121</td>
<td>Lighting not suitable for the visually impaired.</td>
<td>K</td>
</tr>
<tr>
<td>Sinclair</td>
<td>Jerry</td>
<td></td>
<td>6/12/2012</td>
<td>Comment Form</td>
<td>122</td>
<td>Near the last of the &quot;alternative concepts&quot; boards there were some staff milling about. A man approached the group and he began to tell them what he thought, in a very excited, volcous manner. And then he walked off. It wasn't too soon after he left that they began to talk about amongst themselves, despairingly, laughing at their wit, in criticizing him. Unfortunately there were folks near enough to see, hear this. Very unprofessional. And then they are expected to be taken seriously...Really!</td>
<td>L</td>
</tr>
<tr>
<td>Sinclair</td>
<td>Jerry</td>
<td></td>
<td>6/12/2012</td>
<td>Comment Form</td>
<td>123</td>
<td>Elevated access above the existing roads is best alternative. And depending on length of contract, level of service, I could support paid access.</td>
<td>G</td>
</tr>
<tr>
<td>Walsh</td>
<td>Frank</td>
<td></td>
<td>6/12/2012</td>
<td>Court Reporter Transcript</td>
<td>124</td>
<td>Item No. 1, the No Build Concept. It’s inadequate.</td>
<td>D</td>
</tr>
<tr>
<td>Walsh</td>
<td>Frank</td>
<td></td>
<td>6/12/2012</td>
<td>Court Reporter Transcript</td>
<td>125</td>
<td>Item No. 2, the TDM/TSM/ITS - Only Alternative Concept requires conscious thought and rational decision-making skills from the public. This requires motorists to put town their phones, stop texting, and respond to external stimuli; therefore, it is doomed to failure.</td>
<td>E</td>
</tr>
<tr>
<td>Walsh</td>
<td>Frank</td>
<td></td>
<td>6/12/2012</td>
<td>Court Reporter Transcript</td>
<td>126</td>
<td>Item No. 3, what do you think about the Rail-Only Alternative Concept? Until public transportation options improve at the terminus, the concept will likely be a very difficult sell to the current car culture in Texas. Light rail in Denver, Colorado, however, has grown into a viable, popular alternative to driving a congested IH-25.</td>
<td>E</td>
</tr>
<tr>
<td>Walsh</td>
<td>Frank</td>
<td></td>
<td>6/12/2012</td>
<td>Court Reporter Transcript</td>
<td>127</td>
<td>Next item, what do you think about the Transit-Only Alternative Concept? A viable adjunct to other solutions. VIA has had some success with Park and Ride and express service to and from certain population centers and work-or recreation-related destinations. Such programs, however, provide a very small percentage of relief to the overall transportation problem.</td>
<td>E</td>
</tr>
<tr>
<td>Walsh</td>
<td>Frank</td>
<td></td>
<td>6/12/2012</td>
<td>Court Reporter Transcript</td>
<td>128</td>
<td>Next item, the Truck-Only Alternative Concept. I would require more information regarding costs and potential funding options before forming an opinion.</td>
<td>F</td>
</tr>
<tr>
<td>Walsh</td>
<td>Frank</td>
<td></td>
<td>6/12/2012</td>
<td>Court Reporter Transcript</td>
<td>129</td>
<td>Next, the Expansion Alternative Concept-At-Grade Level Option. Right-of-way limitations are a concern. At grade construction will worsen the congestion already experienced on existing roadways at least for a few years. The expansion of IH-35 in the New Braunfels area is an unqualified success.</td>
<td>G</td>
</tr>
<tr>
<td>Last Name</td>
<td>First Name</td>
<td>Business with TxDOT?</td>
<td>Date</td>
<td>Submission Type</td>
<td>Comment Number</td>
<td>Comment</td>
<td>Comment Response Code</td>
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</tr>
<tr>
<td>Walsh</td>
<td>Frank</td>
<td></td>
<td>6/12/2012</td>
<td>Court Reporter Transcript</td>
<td>130</td>
<td>What do you think about the Expansion Alternative Concept-Elevated Option? A possible last ditch solution to areas with several right-of-way restrictions. As I recall, cities such as Austin would not choose to install elevated lanes again due to the problems they have experienced with their existing elevated lanes.</td>
<td>G</td>
</tr>
<tr>
<td>Walsh</td>
<td>Frank</td>
<td></td>
<td>6/12/2012</td>
<td>Court Reporter Transcript</td>
<td>131</td>
<td>Expansion Alternative Concept- Partially Elevated Option. Entrance and exit ramp issues are a concern.</td>
<td>G</td>
</tr>
<tr>
<td>Walsh</td>
<td>Frank</td>
<td></td>
<td>6/12/2012</td>
<td>Court Reporter Transcript</td>
<td>132</td>
<td>What do you think about the Expansion Alternative Concept-Depressed Option? I think it’s a bad idea. Existing buried utilities, pipelines, and watershed recharge pollution concerns will likely make this option unworkable. Rainfall runoff and hazardous material spills will be difficult and expensive to manage effectively.</td>
<td>G</td>
</tr>
<tr>
<td>Walsh</td>
<td>Frank</td>
<td></td>
<td>6/12/2012</td>
<td>Court Reporter Transcript</td>
<td>133</td>
<td>Next item, the New Location Highway Alternative Concept. I think that in the wake of the failed Trans-Texas Corridor Initiative, it is politically DOA. Controlled access would be interpreted to mean toll road by skeptical public with negative political repercussions. On the other hand, the high speed toll road bypassing Austin has been very well received, finally.</td>
<td>H</td>
</tr>
<tr>
<td>Walsh</td>
<td>Frank</td>
<td></td>
<td>6/12/2012</td>
<td>Court Reporter Transcript</td>
<td>134</td>
<td>What do you think about the Parallel Facility Alternative Concept? Right-of-way issues and costs, coupled with the difficulty in implementing workable designs for connections to existing roadways make this option a challenge. We already have marginal and/or inadequate interchanges from Loop 410 northeast to IH-35 north and 1604 to IH-35 north.</td>
<td>I</td>
</tr>
<tr>
<td>Walsh</td>
<td>Frank</td>
<td></td>
<td>6/12/2012</td>
<td>Court Reporter Transcript</td>
<td>135</td>
<td>General comments. Bexar County Commissioners Court seems hell bent on eliminating the Alamo RMA. I sincerely hope that this study will not be consigned to a forgotten file cabinet somewhere.</td>
<td>S</td>
</tr>
<tr>
<td>Walsh</td>
<td>Frank</td>
<td></td>
<td>6/12/2012</td>
<td>Court Reporter Transcript</td>
<td>136</td>
<td>Two, public interest and support will likely be driven by the cost of any IH-35 corridor solution proposed. While I realize the enormous difficulty in projecting costs for any alternative, during the public input stage, some sense of the costs will have to enter the discussion at some point.</td>
<td>N</td>
</tr>
<tr>
<td>Walsh</td>
<td>Frank</td>
<td></td>
<td>6/12/2012</td>
<td>Court Reporter Transcript</td>
<td>137</td>
<td>Three, improving the existing inadequate interchanges at Loop 410 and at Loop 1604 and I-35 will do an awful lot to improve the traffic flow on the existing roadways. That’s it.</td>
<td>M</td>
</tr>
<tr>
<td>Anonymous</td>
<td></td>
<td></td>
<td>6/12/2012</td>
<td>Public Meeting Map Comment</td>
<td>139</td>
<td>Old Spanish Trail - OST Hike &amp; Bike - [following Seguin St, just north of New Braunfels Ave]</td>
<td>C</td>
</tr>
<tr>
<td>Anonymous</td>
<td></td>
<td></td>
<td>6/12/2012</td>
<td>Public Meeting Map Comment</td>
<td>140</td>
<td>along here need an Old Spanish Trail Hike &amp; Bike Route [referring to IH 35 near AT&amp;T Center Pkwy]</td>
<td>C</td>
</tr>
<tr>
<td>Anonymous</td>
<td></td>
<td></td>
<td>6/12/2012</td>
<td>Public Meeting Map Comment</td>
<td>141</td>
<td>Old Spanish Trail [following Seguin Rd to near Binz-Engleman Rd]</td>
<td>C</td>
</tr>
<tr>
<td>Anonymous</td>
<td></td>
<td></td>
<td>6/12/2012</td>
<td>Public Meeting Map Comment</td>
<td>142</td>
<td>Old Spanish Trail [following Seguin Rd from Loop 410 access road to near Sprindale Rd]</td>
<td>C</td>
</tr>
<tr>
<td>Anonymous</td>
<td></td>
<td></td>
<td>6/12/2012</td>
<td>Public Meeting Map Comment</td>
<td>143</td>
<td>Quick merges [referring to area whwere Loop 410 NE merges with southbound IH 35]</td>
<td>A</td>
</tr>
<tr>
<td>Last Name</td>
<td>First Name</td>
<td>Business with TxDOT?</td>
<td>Date</td>
<td>Submission Type</td>
<td>Comment Number</td>
<td>Comment</td>
<td>Comment Response Code</td>
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</tr>
<tr>
<td>Anomymous</td>
<td></td>
<td></td>
<td>6/12/2012</td>
<td>Public Meeting Map Comment</td>
<td>144</td>
<td>Needs improvement (Shurlax to Walzem exit)</td>
<td>A</td>
</tr>
<tr>
<td>Anomymous</td>
<td></td>
<td></td>
<td>6/12/2012</td>
<td>Public Meeting Map Comment</td>
<td>145</td>
<td>78 Old Spanish Trail [referring to FM 78 just east of Loop 410]</td>
<td>C</td>
</tr>
<tr>
<td>Anomymous</td>
<td></td>
<td></td>
<td>6/13/2012</td>
<td>Public Meeting Map Comment</td>
<td>146</td>
<td>Single 410N lane Merge causes backups [referring to 410N frontage road near Industry Park Dr and Space Center Dr]</td>
<td>A</td>
</tr>
<tr>
<td>Anomymous</td>
<td></td>
<td></td>
<td>6/13/2012</td>
<td>Public Meeting Map Comment</td>
<td>147</td>
<td>heavy congestion cause? [referring to northbound IH 35 between Rittiman Rd and Dinn Dr]</td>
<td>A</td>
</tr>
<tr>
<td>Anomymous</td>
<td></td>
<td></td>
<td>6/13/2012</td>
<td>Public Meeting Map Comment</td>
<td>148</td>
<td>I like the double lane exist SB IH 35 @Walzem</td>
<td>S</td>
</tr>
<tr>
<td>Anomymous</td>
<td></td>
<td></td>
<td>6/13/2012</td>
<td>Public Meeting Map Comment</td>
<td>149</td>
<td>Rush Hour [referring to interchange/onramp from Loop 410 to northbound IH 35]</td>
<td>A</td>
</tr>
<tr>
<td>Anomymous</td>
<td></td>
<td></td>
<td>6/13/2012</td>
<td>Public Meeting Map Comment</td>
<td>150</td>
<td>Direct connect to Wurzbach? [written in area between Oconnor Rd and Crosswinds Way near southbound IH 35]</td>
<td>M</td>
</tr>
<tr>
<td>Anomymous</td>
<td></td>
<td></td>
<td>6/13/2012</td>
<td>Public Meeting Map Comment</td>
<td>151</td>
<td>Direct connectors? [referring to Loop 1604 and southbound IH 35]</td>
<td>M</td>
</tr>
<tr>
<td>Anomymous</td>
<td></td>
<td></td>
<td>6/13/2012</td>
<td>Public Meeting Map Comment</td>
<td>152</td>
<td>Grade, ltd visibility -- Ltd visibility -- merge causes backups [referring to northbound IH 35 just before FM 1518]</td>
<td>A</td>
</tr>
<tr>
<td>Anomymous</td>
<td></td>
<td></td>
<td>6/13/2012</td>
<td>Public Meeting Map Comment</td>
<td>153</td>
<td>Fix This [referring to IH 35/Loop 1604 interchange]</td>
<td>A</td>
</tr>
<tr>
<td>Anomymous</td>
<td></td>
<td></td>
<td>6/13/2012</td>
<td>Public Meeting Map Comment</td>
<td>154</td>
<td>shopping traffic backs up [referring to area where Loop 1604 merges with northbound IH 35]</td>
<td>A</td>
</tr>
<tr>
<td>Response Code</td>
<td>General Topic Addressed</td>
<td>Response</td>
<td></td>
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</tr>
<tr>
<td>A</td>
<td>Identification of a specific transportation need or solution for IH 35</td>
<td>Specific problems identified during the June 2012 public meetings will be used to help confirm and refine the draft alternative concepts that will be studied further in the Phase II evaluation process, which will consider specific mobility, safety, access and system connectivity, economic, and feasibility objectives. The results of the Phase II evaluation process will be presented to the public at a final round of public workshops, anticipated to take place in Fall 2012.</td>
<td></td>
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</tr>
<tr>
<td>B</td>
<td>Issues related to specific funding mechanisms for IH 35 improvements</td>
<td>Transportation funding policy is established by state and federal legislation, which is outside the scope of the IH 35 PEL Study. If alternative funding mechanisms are used to finance any project identified through a subsequent National Environmental Policy Act (NEPA) process, any potential impacts on the social and natural environment resulting from the use of these mechanisms will be evaluated.</td>
<td></td>
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</tr>
<tr>
<td>C</td>
<td>Comments regarding bicycle/pedestrian needs or proposed improvements</td>
<td>Pedestrian/bicycle access is required to be considered in the design of transportation facilities. If the project moves forward into a National Environmental Policy Act (NEPA) study and a build alternative is selected, then such design features would be incorporated.</td>
<td></td>
<td></td>
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</tr>
<tr>
<td>D</td>
<td>Comment regarding the No Build Alternative</td>
<td>A No Build Alternative is required in all planning and environmental studies to serve as the benchmark against which all other alternatives are compared. Therefore, although the No Build Alternative Concept did not meet the Need and Purpose criteria considered during the initial (Phase I) screening process of the IH 35 PEL Study, it will be carried forward for additional study in the Phase II evaluation process to provide a baseline of comparison for all other proposed &quot;Build&quot; alternative concepts.</td>
<td></td>
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</tr>
<tr>
<td>Response Code</td>
<td>General Topic Addressed</td>
<td>Response</td>
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<tr>
<td>E</td>
<td>Suggestion of or comment regarding proposed rail, transit, or TDM/TSM/ITS improvements</td>
<td>Rail-Only, Transit-Only, and TDM/TSM/ITS-Only alternative concepts were considered during the initial (Phase I) screening process to determine whether or not they would meet the Need and Purpose of the IH 35 PEL Study. Although it was determined that they would not meet the Need and Purpose as standalone alternatives, Rail, Transit, and TDM/TSM/ITS systems will be considered in future studies to determine how other standalone alternatives could potentially complement such systems.</td>
<td></td>
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</tr>
<tr>
<td>F</td>
<td>Suggestion of or comment regarding a separate truck lane</td>
<td>A Truck-Only Lane alternative concept was considered during the initial (Phase I) screening process to determine whether or not it would meet the Need and Purpose of the IH 35 PEL Study. It was determined that this alternative concept would not encourage integration with other transportation modes and would most likely not attract a large enough volume of existing or projected IH 35 traffic to adequately address the mobility challenges in the corridor. Therefore, it is not being recommended for more detailed analysis in Phase II of the IH 35 PEL Study. However, the State and/or the City may consider extending lane restriction policies for trucks as a separate study in the future.</td>
<td></td>
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<tr>
<td>G</td>
<td>Suggestion of or comment regarding expansion of the existing IH 35 highway</td>
<td>Expansion of the existing IH 35 highway was considered during the initial (Phase I) screening process to determine whether or not it would meet the Need and Purpose of the IH 35 PEL Study. Because it was determined that this alternative would potentially meet the Study’s Need and Purpose criteria, it will be carried forward for additional study in the Phase II evaluation process, which will consider specific mobility, safety, access and system connectivity, economic, and feasibility objectives. The results of the Phase II evaluation process will be presented to the public at a final round of public workshops, anticipated to take place in Fall 2012. If the IH 35 Expansion Alternative is carried forward for additional evaluation in a National Environmental Policy Act (NEPA) study, then the ultimate configuration of such an expansion (ex: at-grade, elevated, partially-elevated, etc.) will be determined at that time.</td>
<td></td>
<td></td>
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</tbody>
</table>
### Table 6-3: Comment Response Code Key for the June 2012 Public Workshop Comments

<table>
<thead>
<tr>
<th>Response Code</th>
<th>General Topic Addressed</th>
<th>Response</th>
</tr>
</thead>
<tbody>
<tr>
<td>H</td>
<td>Suggestion of or comments regarding construction of a new location highway</td>
<td>A New Location Highway Alternative was considered during the initial (Phase I) screening process to determine whether or not it would meet the Need and Purpose of the IH 35 PEL Study. Because it was determined that this alternative would potentially meet the Study's Need and Purpose criteria, it will be carried forward for additional study in the Phase II evaluation process, which will consider specific mobility, safety, access and system connectivity, economic, and feasibility objectives. The results of the Phase II evaluation process will be presented to the public at a final round of public workshops, anticipated to take place in Fall 2012.</td>
</tr>
<tr>
<td>I</td>
<td>Suggestion of or comment regarding expansion of a parallel facility</td>
<td>A Parallel Facility Alternative was considered during the initial (Phase I) screening process to determine whether or not it would meet the Need and Purpose of the IH 35 PEL Study. Because it was determined that this alternative would potentially meet the Study's Need and Purpose criteria, it will be carried forward for additional study in the Phase II evaluation process, which will consider specific mobility, safety, access and system connectivity, economic, and feasibility objectives. The results of the Phase II evaluation process will be presented to the public at a final round of public workshops, anticipated to take place in Fall 2012.</td>
</tr>
<tr>
<td>J</td>
<td>Comment regarding reports for previous rounds of IH 35 PEL Study public meetings/workshops</td>
<td>The IH 35 PEL Study November 2011 and February 2012 Public Workshop Summary and Analysis Reports are available for viewing at <a href="http://www.timefor35.com">www.timefor35.com</a>, as well as at the Alamo Regional Mobility Authority Office, TxDOT-San Antonio District Office, and several libraries within the study area. Please call the project hotline at 210-549-7235 (210-549-SA35) to request a list of library locations.</td>
</tr>
<tr>
<td>K</td>
<td>Comments regarding visual and audio accessibility at the IH 35 PEL Study public meeting facility</td>
<td>Thank you for your feedback on making the public meeting facility and materials more accessible to the visually- and hearing-impaired. Project staff will note the Cowboys Dancehall lighting issues in its facility list, and ensure that lighting is more than adequate at all future meetings. In addition, staff will ensure that written versions of any audio materials are also made available at future meetings.</td>
</tr>
</tbody>
</table>
Table 6-3: Comment Response Code Key for the June 2012 Public Workshop Comments

<table>
<thead>
<tr>
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<th>Response</th>
</tr>
</thead>
<tbody>
<tr>
<td>L</td>
<td>Comment regarding staff remarks at the IH 35 PEL Study public meeting</td>
<td>The IH 35 PEL Study Team believes that public involvement is an extremely important part of the study process, and staff members are instructed to act professionally in all situations. We appreciate your comment regarding our performance at the meeting.</td>
</tr>
<tr>
<td>M</td>
<td>Suggestion of specific operational improvements</td>
<td>The TxDOT-San Antonio District is currently implementing several operational improvements on IH 35 within the study area as a separate process from the IH 35 PEL Study. The District will continue to work with local communities in the future, regardless of the outcome of the IH 35 PEL Study, to identify additional operational improvements that can be made to improve mobility and safety within the corridor.</td>
</tr>
<tr>
<td>N</td>
<td>Suggestion to include costs in public discussions of alternative concepts</td>
<td>High-level estimated costs for each alternative will be considered in the Phase II evaluation process as a feasibility criterion. The results of the Phase II evaluation process will be presented to the public at a final round of public workshops, anticipated to take place in Fall 2012.</td>
</tr>
<tr>
<td>O</td>
<td>Concern that the Expansion Alternative Concept - Partially-Elevated Option would only be a &quot;partial&quot; fix</td>
<td>The Expansion Alternative Concept - Partially-Elevated Option would consist of a combination of both at-grade expansions and elevated expansions of the existing IH 35 facility.</td>
</tr>
<tr>
<td>P</td>
<td>Suggestion to keep anticipated long-term growth in mind when planning for improvements</td>
<td>The IH 35 PEL Study planning horizon year is 2035, which means that the Study will take into account the projected population, traffic demand, and transportation improvements planned for the area over the next 23 years.</td>
</tr>
<tr>
<td>Q</td>
<td>Question regarding how the Union Pacific Rail line will factor in to the IH 35 PEL Study</td>
<td>The Union Pacific Rail line is located within the Study Area and will be considered in the development and evaluation of alternative concepts for the IH 35 Study.</td>
</tr>
</tbody>
</table>
### Table 6-3: Comment Response Code Key for the June 2012 Public Workshop Comments

<table>
<thead>
<tr>
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<th>General Topic Addressed</th>
<th>Response</th>
</tr>
</thead>
<tbody>
<tr>
<td>R</td>
<td>Request to participate on the IH 35 PEL Study Community Advisory Committee</td>
<td>Thank you for your interest in participating on the Community Advisory Committee (CAC). Your contact information will be added to the CAC mailing list for future meetings and project updates.</td>
</tr>
<tr>
<td>S</td>
<td>General comment or suggestion</td>
<td>Thank you for your comment. It will be noted in the official record for the IH 35 PEL Study.</td>
</tr>
</tbody>
</table>
7. Conclusion and Next Steps

Much of the general feedback from the June 2012 public meetings was similar to that received from the November 2011 and February 2012 public workshops in that it supported the need for major transportation improvements in the IH 35 PEL study area. Specific comments regarding the proposed alternative concepts and recommendations presented at the June 2012 public meetings will be used in the Phase II evaluation process, as well as any future NEPA studies that are undertaken. The Phase II evaluation results and recommendations will be presented at a final round of public meetings, anticipated to take place in Fall 2012.

Copies of this document, as well as future public workshop documents, will be available online at www.timefor35.com, in local libraries, and at the TxDOT-San Antonio District Office, the IH 35 PEL Study Office, and the Alamo RMA Office. Questions or additional comments may be directed to 210-549-7235 (210-549-SA35) or IH35@AlamoRMA.org.
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Newspaper Advertising
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THE TRAYVON EFFECT

Alton L. Hayes Beat Up White Man Because He Was Upset About Trayvon Martin Case, Report says

A suburban Chicago teen has been charged with a hate crime after allegedly attacking a white man because he was upset about the Trayvon Martin case.

Alton Hayes III, 18, allegedly approached a 19-year-old white male in Oak Park, Ill., and said, “So what, your pockets, white boy,” Oak Park Patch reports.

Hayes and an unidentified 15-year-old accomplice then proceeded to beat the man before running off, police told Patch.

After his arrest, Hayes reportedly told officers he was upset about the Martin case in Florida, and fear for his life because he was white, CBS Chicago reports.

Martin, 17, was shot and killed by neighborhood watch volunteer George Zimmerman on Feb. 26 near his Florida home. He was unarmed at the time, and his death sparked national outrage.

Hayes isn’t the only person who has been charged in attacks allegedly stemming from the Martin case.

On Saturday, a group of African American youths allegedly beat white Mobile, Ala., resident Matthew Owens.

Owens was critically injured in the attack, and the youths allegedly said “now that’s justice for Trayvon” after the beating.

\[End of document\]
se necesita seguro.
Llámanos al
1-866-788-3690

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

La Autoridad Regional de Movilidad del Alamo (Alamo RTA) y el Departamento de Transporte de Texas (TxDOT) llevaron cabo dos reuniones públicas en junio de 2012 para el Estudio de Enlaces de Planificación y Medioambiente (PEL) en IH-35. El propósito de estas reuniones es recaudar información del público sobre alternativas propuestas para la carretera IH-35 en partes de los condados de Comal, Guadalupe y Bexar.


Se les invita a los ciudadanos interesados a asistir a la reunión pública para discutir las alternativas propuestas para más análisis en el área de estudio. Varias tabulaciones y formularios para comentarios estarán disponibles en la reunión para los individuos que deseen dar comentarios. Formularios de comentarios y otros documentos de la reunión estarán disponibles en la página web del proyecto www.IH35for35.com. Comentarios escritos pueden ser enviados al correo electrónico RTA@alamorTA.org, mandados por fax al 210-495-5403 o enviados por correo a Alamo RTA, ATTN: IH 35 PEL, 601 NW Loop 410, Suite 410, San Antonio, Texas 78216. Comentarios enviados a través de correo electrónico o por correo postal deben ser entregados a más tardar el 25 de junio de 2012.

Las reuniones públicas se llevarán a cabo de las 5:30 PM hasta las 8:00 PM en los siguientes lugares:

**martes, 12 de junio de 2012**
Cowboys Dancehall
3030 Northeast Loop 410
San Antonio, Texas 78218

**miércoles 13 de junio de 2012**
AT&T Center – Southeast Gate
One AT&T Center Parkway
San Antonio, Texas 78219

La misma información y documentos se presentarán en las reuniones. Intérpretes estarán disponibles en la reunión para ayudar con la traducción. Las personas que desean asistir la reunión y que tengan necesidades especiales de comunicación o de algún otro tipo deberán hablar al 210-549-5435 (210-549-5435) por menos dos días hábiles antes del taller para poder tomar medidas apropiadas. El Alamo RTA y TxDOT harán todo esfuerzo razonable para cubrir estas necesidades.
STATE OF TEXAS
COUNTY OF BEXAR

Before me, a Notary Public in and for Bexar County,
this day personally appeared Tino Duran, Publisher of La Prensa De San
Antonio who being duly sworn by oath, stated that RJ Rivera Associates Inc.,
requested a publication Notice of Planning Public Transport Improvements along
the road IH 35, in the Spanish language which, was published in La Prensa
Bilingual Newspaper on May 13, 2012.

[Signature]

SWORN AND SUBSCRIBED BEFORE ME THE 14th DAY OF
MAY 2012.

[Notary Public]

My Commission expires:

[Notary Public Stamp]
Before me, the undersigned authority, on this day, personally appeared, Rosie Willingham, who being duly sworn, deposes and says that she is the Business Manager at The New Braunfels Herald-Zeitung; that said newspaper is regularly published in Comal County and generally circulated in Comal, Guadalupe, Hays, and Bexar Counties, Texas, that the attached notice was published on the following date.

Rosie Willingham - Business Manager

Published on: 05/13/06

Filed on: 06/04/12

Subscribed and sworn before me this 5th day of June, 2013.

Polly Ann Ortiz
Notary Public, State of Texas
No. Commission Exp. 03-28-2013
ESTUDIO DE ENLACES DE PLANIFICACIÓN Y MEDIOAMBIENTE (PEL) EN IH-35
AVISO DE REUNIONES PÚBLICAS

PLANIFICACIÓN PÚBLICA DE MEJORAS DE TRANSPORTE A LO LARGO DE LA CARRETERA IH-35

La Autoridad Regional de Movilidad del Alamo (Alamo RMA) y el Departamento de Transporte de Texas (TxDOT) llevaron cabo dos reuniones públicas en junio 2012 para el Estudio de Enlaces de Planificación y Medioambiente (PEL) en IH-35. El propósito de estas reuniones es recabar información del público sobre alternativas propuestas para la carretera IH-35 en partes de los condados de Comal, Guadalupe y Bexar.

El Estudio PEL de IH-35 se inició en agosto de 2011. El área de estudio corre a lo largo de IH-35, desde la Calle Hubertus/FM 1169 en Schertz hasta la intersección con IH-37/US 281 en el centro de San Antonio; y el periférico 410 (Loop 410) desde IH-35 en la parte norte de San Antonio al este hacia la IH-10. Dos rondas anteriores de talleres públicos se llevaron a cabo en noviembre 2011 y febrero 2012 para recabar información sobre los problemas, necesidad y criterios de evaluación propuestos y las posibles soluciones en IH-35 dentro del área de estudio. En junio 2012 las reuniones públicas presentarán y solicitarán comentarios sobre las alternativas en el área de estudio que se propusieron para más análisis. Las alternativas preliminares llevando acabo para el estudio están basadas en sugerencia pública, agencias y análisis técnico hasta la fecha. El Estudio PEL de IH-35 seguirá la dirección de la Administración Federal de Carreteras (FHWA) sobre cómo realizar un estudio PEL. Esto asegurará que los datos y las recomendaciones de planificación que resultan del estudio puedan ser integrados en el proceso del Acto Nacional Medioambiental (NEPA).


Las reuniones públicas se llevarán a cabo los 5:30 PM hasta las 8:00 PM en los siguientes lugares:

martes, 12 de junio de 2012   Cowboys Dancehall
3030 Northeast Loop 410
San Antonio, Texas 78218

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One AT&T Center Parkway
San Antonio, Texas 78219

La misma información y documentos se presentarán en las reuniones. Intérpretes estarán disponibles en la reunión para ayudar con la traducción. Las personas que deseen asistir la reunión y que tengan necesidades especiales de comunicación o de algún otro tipo deberán llamar al 210-549-5435 (210-549-7235) por lo menos dos días hábiles antes del taller para poder tomar medidas apropiadas. El Alamo RMA y TxDOT harán todo esfuerzo razonable para cubrir estas necesidades.
STATE OF TEXAS

COUNTY OF BEXAR

Before me, a Notary Public in and for Bexar County,
this day personally appeared Tino Duran, Publisher of La Prensa De San
Antonio who being duly sworn by oath, stated that R.J Rivera Associates Inc.,
requested a publication for Legal Notice in the Spanish Language: Aviso de
Reuniones Publicos where, it was published in La Prensa Bilingual Newspaper on
June 3, 2012.

Tino Duran
Signature

SWORN AND SUBSCRIBED BEFORE ME THE 4th DAY OF
JUNE 2012.

MONICA NAVARRO
Notary Public

My Commission expires:

MONICA NAVARRO
Notary Public, State of Texas
My Commission expires
August 15, 2015
<table>
<thead>
<tr>
<th>LEGAL NOTICES</th>
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<tbody>
<tr>
<td><strong>IH 35</strong> Planning and Environmental Linkages Study (PEL) Study</td>
<td><strong>Legals</strong></td>
<td><strong>LEGAL NOTICES</strong></td>
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</tr>
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<td>proposed for IH 35 in portions of Comal, Guadalupe, and Bexar Counties. The IH 35 PEL Study was initiated in August 2011. The study area includes IH 35 from Fulton to Loop 1604 in Schertz to the intersection with IH 37/US 281 in downtown San Antonio and Loop 410 from IH 35 on the north side of San Antonio east to IH 10. Two previous rounds of public workshops were held in November 2011 and February 2012 to gather input on the problems, needs, proposed solutions for IH 35 within the study area. The June 2012 public meetings will present and request feedback on the study's draft alternatives for the IH 35 study area that are being proposed for further analysis. The draft alternatives will be available at the meetings for individuals to provide input. Comment forms and meeting materials will also be available on the project website at <a href="http://www.ih35pel.com">www.ih35pel.com</a>. Written comments may be submitted to <a href="mailto:ih35pel@txdot.gov">ih35pel@txdot.gov</a> or to the Alamo RMA, ATTIC, IH 35 PEL, 601 NW Loop 410, Suite 410, San Antonio, Texas 78251. Website and/or mailed comments must be submitted by June 25, 2012. Public meetings will be held from 6:00 PM to 8:00 PM at the following locations: Tuesday, June 19, 2012, Cowboy Ballroom, 5050 North IH 35, San Antonio, Texas 78216. Wednesday, June 27, 2012, AT&amp;T Center – Southeast Gate, 1 AT&amp;T Center Parkway, San Antonio, Texas 78216. The same materials will be presented at both meetings. Comments and/or special accommodations needs are encouraged to call (210) 554-5235.</td>
<td><strong>LEGAL NOTICES</strong></td>
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<tr>
<td><strong>June 2012 Public Meeting Advertising</strong></td>
<td><strong>Page A-22</strong></td>
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</tbody>
</table>
THE NEW BRAUNFELS HERALD-ZEITUNG
NEW BRAUNFELS, TEXAS

ATTN: RUDY RIVERA, PE
RIVERA ASSOCIATES INC
7410 BLANCO RD SUITE 250
PO BOX 480191
SAN ANTONIO TX 78224-0191

REFERENCE: 1205318650
REF# 2138724
ZB025124
INV 11260/IN 35 PLAN

STATE OF TEXAS
COUNTY OF LOMAL

Before me, the undersigned authority, on this day, personally appeared, Rosie Willingham, who being duly sworn, deposes and says that she is the Business Manager at the New Braunfels Herald-Zeitung, that said newspaper is regularly published in Comal County and generally circulated in Comal, Guadalupe, Hays, and Bexar Counties, Texas, that the attached notice was published on the following date:

[Signature]
Rosie Willingham, Business Manager

PUBLISHED ON: 05/13 06/03

FILED ON: 06/04/12

Subscribed and sworn before me this 5th day of June 2012 A.D.

[Signature]
Polly Ann Ortiz
Notary Public, State of Texas
By Commission Exp. 03-20-2013
Display Ads
WORLD

SYRIA

Body parts and stench in hamlet

ASSOCIATED PRESS

BEIRUT - U.S. observers said the death toll from an artillery shelling attack outside Damascus was at least 29 people. The shelling was the third time in recent days that the Syrian government has attacked rebel-held areas with artillery fired from government-held areas. The shelling destroyed buildings and killed at least 29 people, including women and children.

The shelling was the latest in a series of attacks by Syrian forces on rebel-held areas in and around Damascus. The attacks have left dozens of civilians dead and injured, according to opposition groups.

The United Nations has called the violence a “grave violation of international humanitarian law.”

UNITED NATIONS

Clinton meets with envoy to discuss troubled peace plan

WASHINGTON — Secretary of State Hillary Rodham Clinton met with Egyptian President Hosni Mubarak in Egypt to discuss how to advance a peace plan between the United States and Israel.

The talks come as the United States and Israel are seeking to mediated a peace deal between Israel and the Palestinians after years of conflict.

 Clinton has been working to end the Israeli-Palestinian conflict, which has been a source of tension for decades.

The meeting is expected to focus on the issue of Israeli settlements in the West Bank.

The United Nations has called for an end to the settlements, which are considered a violation of international law.

IRAQ

Nuclear talks stall over access to sites

NEW YORK

EUMONDO — After a brief lull, nuclear talks between Iran and six world powers resumed Monday, but the two sides failed to make progress on key issues.

The resumed talks come after a series of high-level diplomatic efforts led by the United States and its allies.

The main issue is access to Iranian nuclear sites, which are subject to inspections by the International Atomic Energy Agency. The talks are aimed at addressing concerns about Iran’s nuclear program.

PAKISTAN

Deadly bombing strikes police bus

ISLAMABAD — At least 13 people were killed and 20 others injured when a bomb exploded near a police bus in Islamabad, the capital of Pakistan.

The blast occurred near the Civil Secretariat in the diplomatic area, killing at least 13 people and wounding 20 others.

The attack comes amid tensions between Pakistan and India over the disputed region of Kashmir.

The Pakistani government has condemned the attack and promised to investigate the incident.

The United Nations has called for an end to the violence in the region, saying it is causing “severe suffering and pain.”
Tercer Reunión Pública
Para el Estudio de Enlace - Planificación y el Medio Ambiente para la carretera
Planificando mejoras de transporte a través del corredor de la carretera IH 35

Recepción informativa y exhibiciones
Visitantes entre las horas de 5:30 pm y 8:00 pm en el local más conveniente.

martes 12 de junio
Cowboys Dancehall
3030 Northeast Loop 410
San Antonio, Texas 78218

miércoles 13 de junio
AT&T Center - Southeast Gates
One AT&T Center Parkway
San Antonio, Texas 78219

www.Timefor35.com
210-549-SA35 (7235)
IH35@AlamoRMA.org
STATE OF TEXAS
COUNTY OF BEXAR

Before me, a Notary Public in and for Bexar County,
this day personally appeared Tino Duran, Publisher of La Prensa De San
Antonio who being duly sworn by oath, stated that R.J Rivera Associates Inc.,
requested a publication for legal display in the Spanish language: Planificando
mejoras de Transporte a Través del Corredor de la Carretera IH 35 where, it was
published in La Prensa Bilingual Newspaper on June 10, 2012.

[Tino Duran]
Signature

SWORN AND SUBSCRIBED BEFORE ME THE 11th DAY OF
JUNE 2012.

[Monica Navarro]
Notary Public

My Commission expires:
You are invited to attend the
3rd Public Meeting
for the IH 35 Planning-Environmental Linkages Study
Planning for Transportation Improvements
along the IH 35 Corridor

Open House Format
Attend Any Time Between
5:30 PM and 8:00 PM
at the location
most convenient to you!

Tuesday, June 12
Cowboys Dancehall
3050 Northeast Loop 410
San Antonio, Texas 78218

Wednesday, June 13
AT&T Center - Southeast Gate
One AT&T Center Parkway
San Antonio, Texas 78219

www.TimeFor35.com
210-549-SA35 (7235)
IH35@AlamoRMA.org
The Alamo Regional Mobility Authority and the Texas Department of Transportation want to hear your thoughts and concerns on issues and potential improvements for Interstate 35 from Hubertus Rd/FM 1103 in Schertz to the intersection with IH 37/US 281 in downtown San Antonio. Two public meetings will be held in June to discuss the draft alternatives for IH 35 that are being proposed for further study in portions of Comal, Guadalupe, and Bexar Counties:

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Cowboys Dancehall  
5:30 - 8:00 PM  
3030 Northeast Loop 410  
San Antonio, Texas 78218

**Wednesday, June 13, 2012**
AT&T Center: Southeast Gate  
5:30 - 8:00 PM  
One AT&T Center Parkway  
San Antonio, Texas 78219

Less *time* in traffic. More *time* for you.  
It’s *time* to take action.  
[www.TimeFor35.com](http://www.TimeFor35.com)
La Autoridad Regional de Movilidad del Alamo y el Departamento de Transporte de Texas quieren oír sus opiniones y preocupaciones sobre cuestiones claves y mejoras potenciales para el Interstate 35 desde Hubertus Rd/FM 1103 en Schertz hasta la intersección con IH 37/US 281 en el centro de San Antonio. Dos reuniones públicas se llevarán a cabo en junio para discutir las alternativas preliminares para IH 35 que están propuesto para más estudio en porciones de los condados de Comal, Guadalupe, y Bexar:

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**miercoles, 13 de junio 2012**
AT&T Center: Southeast Gate
5:30 - 8:00 PM
One AT&T Center Parkway
San Antonio, Texas 78219

Menos tiempo en tráfico • Más tiempo para ti
Es tiempo de tomar acción

www.TimeFor35.com

Texas Department of Transportation
ALAMO RMA
You are Invited!
We want to hear from you!

The Alamo Regional Mobility Authority and the Texas Department of Transportation want to hear your thoughts and concerns on issues and potential improvements for Interstate 35 from Hubertus Rd/FM 1103 in Schertz to the intersection with IH 37/US 281 in downtown San Antonio. Two public meetings will be held in June to discuss the draft alternatives for IH 35 that are being proposed for further study in portions of Comal, Guadalupe, and Bexar Counties:

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Less time in traffic         More time for you         It’s time to take action

www.TimeFor35.com
Phone: 210-549-5A35 (210-549-7235)
Email: IH35@AlamoRMA.org
¡Están Invitados!
¡Queremos oír de ustedes!

La Autoridad Regional de Movilidad del Alamo y el Departamento de Transporte de Texas quieren oír sus opiniones y preocupaciones sobre cuestiones claves y mejoras potenciales para el Interstate 35 desde Hubertus Rd/FM 1103 en Schertz hasta la intersección con IH 37/US 281 en el centro de San Antonio. Dos reuniones públicas se llevaran a cabo en junio para discutir las alternativas preliminares para IH 35 que están propuesto para más estudio en porciones de los condados de Comal, Guadalupe, y Bexar:

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Menos tiempo en el tráfico
Mas tiempo para ti
Es tiempo de tomar acción

www.TimeFor35.com
Phone: 210-549-SA35 (210-549-7235)
Email: IH35@AlamoRMA.org
Online Announcements
Time for 35 Website
IH 35 Planning and Environmental Linkages Study

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

It's Time For 35!

What is this study?
The IH 35 Planning and Environmental Linkages Study is a multi-year project that aims to improve environmental clearance for IH 35 and address the growing congestion on this vital roadway.

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

Why do we need to do this study now?
With the growth experienced by the Base Reallignment and Closure Commission (BRAC) efforts, the traffic on this corridor, and the growth experienced by the San Antonio region, now is the time for 35's environmental clearance today so we can be ready, within just a few years, with an environmentally clear plan that helps prepare our community to address the congestion we have today, and allows us to be ready for the growth that is sure to occur across our region.

How can I be involved?

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

1) Attend the public meetings that are held on this corridor - our third round of public meetings are to be held. Details are below:

2) Follow us on Social Media - We are on Facebook <URL: http://www.facebook.com/ih35pel> and Twitter <URL: http://twitter.com/ih35pel>

3) Invite us to come speak to your group at a meeting by emailing the study team here <URL: mailto:ih35pel@tamu.edu>.

4) Call us with any questions you might have - our number is 210-549-7233 (210-549-SA35)

5) Sign up for the E-newsletter to stay up to date on the latest developments with the IH 35 Planning study. <URL: http://app.dreamsend.com/p6NdNY95S7/43pmAN22/subscriber>

6) Let us know what is important to you on IH 35 as we move forward in our study.

Public Workshop Round 3 - June 12 and June 13, 2012


Public Workshop Notice Flyer <URL: http://www.alanowma.org/defaultassets/File/Final_Flyer_Round_3.pdf>

June 12, 2012 - 5:30 – 8:00 PM
Cowboys Dancehall
3030 Northeast Loop 410
San Antonio, Texas 78218

Map <URL: http://maps.google.com/maps?q=Cowboys+Dancehall+San+Antonio+Texas&hl=en&ll=29.488251,95.476884&z=16&ie=UTF8&iwloc=BY>

June 13, 2012 - 5:30 – 8:00 PM
AT&T Center- Southeast Gate
One AT&T Center Parkway
San Antonio, Texas 78219

Map <URL: http://maps.google.com/maps?q=AT%2520Center,-AT%2520Center,-San+Antonio,-TX,95.393067&ie=UTF8&iwloc=BY>

More information - including how to submit comments - is available by viewing the Public Workshop. <URL: http://www.alanowma.org/defaultassets/ih-35-planning-and-environmental-linkages-study/ih-35-pel-public-workshop-round-3>

Public Workshop Report - Round 1 - covering our November 2011 Public
IH 35 PEL PUBLIC WORKSHOP ROUND 3

Join us on June 12, 2012 and June 13, 2012 for the 3rd round of public workshops on Linkages Study.

Public Workshop Notice Flyer <URL: /default/assets/File/Final_Flyer_Round_3.pdf>

June 12, 2012 - 5:30 – 8:00 PM
Cowboys Dancehall
3030 Northeast Loop 410
San Antonio, Texas 78218
Map <URL: http://maps.google.com/maps?q=Cowboys+Dance+Hall+San+Antonio+Texas+&lt;\n/\n95.670668])))\n\nJune 13, 2012 - 5:30 – 8:00 PM
AT&T Center - Southeast Gate
One AT&T Center Parkway
San Antonio, Texas 78219
Map <URL: http://maps.google.com/maps?q=AT%26T+Center+AT%26T+Center+Parkway+San+A
98.398061))))\n\nSubmit a Comment

If you want to submit a comment to be included as part of the record for this round of Public Workshop

You may fax a comment to 210.495.5403 attention: IH 35 PEL

You may mail a comment to:

To email comments for inclusion into the record of this 3rd round of public workshops, please click here <URL: mailto:35pel@alamorma.org?subject=IH35%C2%80%20Public%20Workshop%20Round%203%20Comments> or send an email to 35pel@alamorma.org.<URL: mailto:35pel@alamorma.org?subject=IH35%C2%80%20Public%20Workshop%20Round%203%20Comments>

If you elect not to use the comment form provided (Comment Form <URL: http://www.alamorma.org/default/asset/File/64>), please see the requirement below:

In accordance with the Texas Transportation Code, §201.811(a)(5)), please include in your comment, the following applies to you:

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

Sign Up For Our eNewsletter!
Stay up to date with all the latest of what’s going on.

Sign Up Now

Calendar of Events
Be sure to check out our upcoming events!

<view_calendar>

Alamo Regional Mobility Authority
613 NW Loop 410 Suite 100
San Antonio, Texas 78216

Phone: 210-456-5256
Fax: 210-485-5403
Email: info@alamorma.org

Time for 35 Facebook Page
Time for 35 Twitter Page
Woodstone-Larkspur
HOA Facebook Page
To our neighbors:

The Alamo Regional Mobility Authority (Alamo RMA) and the Texas Department of Transportation (TxDOT) invite you to attend the third IH 35 Planning and Environmental Linkages Public Meeting. We would also like to ask your help in forwarding this e-mail and the attached meeting flyer to residents within your Homeowners or Neighborhood Association. Residents would have the opportunity to see the hands-on application of the actual project development process and the planning of a facility that they use as they travel throughout our community.

The Alamo RMA and TxDOT will host two public meetings in June 2012 for the IH 35 Planning and Environmental Linkages (PEL) Study. The purpose of the meetings is to gather input from the public on draft alternatives proposed for IH 35 in portions of Comal, Guadalupe, and Bexar Counties.

The meetings will be held from 5:30 p.m. – 8:00 p.m. at the following locations:

Tuesday, June 12, 2012
Cowboys Dancehall, 3030 Northeast Loop 410, San Antonio, Texas 78218

Wednesday, June 13, 2012
AT&T Center – Southwest Gate, One AT&T Center Parkway, San Antonio, Texas 78219

We appreciate your assistance in spreading the word to your students about participation in this study, and hope you will accept this invitation to help continue to shape the future of IH 35.

If you have any questions please contact us via email at IH35@AlamoRMA.org or call 210-849-5A35 (7235).
San Antonio-Bexar County Metropolitan Planning Organization
FastTrack Newsletter
### Upcoming MPO Meetings:

<table>
<thead>
<tr>
<th>Meeting</th>
<th>Date</th>
<th>Time</th>
<th>Location</th>
<th>Agenda and Packet</th>
</tr>
</thead>
<tbody>
<tr>
<td>Transportation Policy Board</td>
<td>Monday</td>
<td>June 4, 2012</td>
<td>1:30 p.m. VIA Metro Center</td>
<td>Agenda and Packet</td>
</tr>
<tr>
<td>Pedestrian Mobility Advisory Committee</td>
<td>Wednesday</td>
<td>June 20, 2012</td>
<td>3:30 p.m. MPO Conference Room</td>
<td>Agenda and Packet</td>
</tr>
<tr>
<td>Technical Advisory Committee</td>
<td>Friday</td>
<td>July 6, 2012</td>
<td>1:30 p.m. MPO Conference Room</td>
<td>Agenda and Packet</td>
</tr>
<tr>
<td>Bicycle Mobility Advisory Committee</td>
<td>Wednesday</td>
<td>July 11, 2012</td>
<td>6:00 p.m. VIA Metro Center</td>
<td>Agenda and Packet</td>
</tr>
</tbody>
</table>

June 4, 2012
MPO Conducts Bike Rodeo

May was National Bike Month and MPO staff got to celebrate with a bike rodeo for the kids, parents and faculty at Maverick Elementary School on May 25th. Maverick ES and the MPO have teamed up to provide yearly safety classes and bike rodeos for five years now.

It began in 2007 with a Walkable Community Workshop when a concerned citizen brought the local neighborhood association and the Parent Teacher Association together to discuss safety concerns in the neighborhood. Maverick Elementary School Coaches Kuhn and Bayless saw the program as an opportunity to teach the kids about bicycle safety.

Over seventy kids participated in this year’s event. The MPO’s bike rodeo is similar to the San Antonio Police Department Bike Rodeo and includes the same activities. Three MPO staff, the safety patrol kids from the school and the two coaches refereed the event. The kids clearly had a great time while practicing safe riding.

This year MPO staff has provided pedestrian and bicycle safety classes to over 300 children in the third through fifth grades. Coaches then organize bike rodeos for all schools who want to participate. This year The MPO provided fifty helmets to kids who needed them.

For more information on active transportation or the MPO’s Walkable Communities Program, please contact the MPO’s Bicycle/Pedestrian Transportation Planner, Lydia Kelly at 210-630-6911 or at kelly@sametroplan.org.
You are Invited!
We want to hear from you!

The Alamo Regional Mobility Authority and the Texas Department of Transportation want to hear your thoughts and concerns on issues and potential improvements for Interstate 35 from Hubertus Rd/FM 1103 in Schertz to the intersection with IH 37/US 281 in downtown San Antonio. Two public meetings will be held in June to discuss the draft alternatives for IH 35 that are being proposed for further study in portions of Comal, Guadalupe, and Bexar Counties:

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Less time in traffic  More time for you  It’s time to take action

www.TimeFor35.com
Phone: 210-549-SA35 (210-549-7235)
Email: IH35@AlamoRMA.org
VIA Unwraps Design for New Transit Hub

VIA Metropolitan Transit officials recently unwrapped the conceptual design for the West Side Multimodal Center, a long-awaited transit hub project.

VIA board members are expected to vote on the conceptual plan in late summer, and then submit the plan to the federal government to obtain environmental clearance. VIA has about $35 million for the transit hub, which has been in planning for about 10 years. That funding includes $15 million from the third round of funding from the Transportation Investment Generating Economic Recovery (TIGER) grant program to spend on the project.

The first phase of the transit hub project, located in an old train depot west of Interstate 35, is scheduled to open in December. The design features a covered outdoor waiting area curving around an open-air plaza.

Construction on the second and larger phase of the multimodal center should begin in about a year and a half and be ready for business in 2015. Supporters of the transit center expect it to be a major hub for buses, a planned streetcar system in downtown San Antonio and LSTAR, a proposed rail line between Austin and San Antonio. The second phase of the transit center, which includes some private development of restaurants and retail outlets, will feature a tree garden with a natural drainage system and a waiting area with a clear view of the train depot.
Call A Ride For Seniors

With the San Antonio senior population expected to double in 30 years to 20%, and with disability and poverty rates for San Antonio seniors above the national average, accessible transportation plays a critical role for seniors who wish to remain in their own homes as they age and can no longer drive.

To help meet this demand, four San Antonio nonprofits providing free transportation for seniors have formed Call A Ride for Seniors (CARS), a volunteer driver and escorted transportation coalition for seniors and people with disabilities unable to drive or to use public transit.

By providing transportation and escorting seniors and people with disabilities to medical appointments, the grocery store, the pharmacy, and social activities, volunteers may make the difference between someone living in their own home or being forced to go to a long term care facility.

CARS members operate in four sectors of the city. They are:

- Jefferson Outreach for Older People (Northwest)
- Northeast Senior Assistance (NESA)
- Southeast Community Outreach for Older People (SCOOP)
- Southwest Outreach for Older People (SWOOP)

These vital agencies are greatly in need of driver-escorts who can volunteer to drive their own vehicles at least a half day (four hours) per month transporting an elderly person. For more information or to volunteer, please call (210) 477-3278.
San Antonio #47 for Congestion

Since 2007, the INRIX Traffic Scorecard Annual Report has analyzed and compared the status of traffic congestion throughout the top 100 metropolitan markets in the U.S. and the nation as a whole. Reviewed by regional departments of transportation, academics, media, city planners, economists and everyday drivers, the INRIX Traffic Scorecard has helped our understanding traffic congestion and is an indicator of the health of our local economies. In this report, San Antonio ranks number 47 out of 100 urban areas for congestion levels with a 19% decrease year-to-date versus 2011.

Drawing on five years of trend data, the 2011 Annual Report documents that US traffic congestion dropped 30 percent last year compared to 2010. The last time America experienced such a significant drop in traffic congestion was in 2008 when traffic congestion plummeted 30 percent as the country fell into the worst economic recession since the Great Depression. With only moderate increases in employment in 2011 (+1.5%), the data indicates the country may be experiencing the jobless recovery economists warned of during the recession. As forecasted in last year’s report, rising fuel prices combined with lackluster employment gains and modest increases in capacity resulting from completed stimulus projects and less spending on road construction nationwide has resulted in less gridlock on our nation’s road networks.

For report details, please visit http://scorecard.inrix.com/scorecard/default.aspx. For information on the MPO’s Congestion Management Process, please contact Nick Page at 210-230-6901 or page@sametropoland.org or visit http://www.sanetropoland.org/Plans/MTP/Mobility2035/10%20Congestion%20Management.pdf.
Our Regional Transportation Challenge

Need a program speaker for your college, church, business, civic, or neighborhood group meeting?

The MPO’s transportation planning process brings our community over $200 million annually in federal and state funding to improve roadways, transit, rideshare, bikeways, and sidewalks.

Ask for the presentation to learn how improved transportation access and mobility can make your community a better place to live, work, breathe and play. Please contact Scott Erickson at 210-230-6902 or at ericksen@sametroplan.org to schedule your event.

For more information on the MPO, please visit www.sametroplan.org.
MPO Calendar

The next Transportation Policy Board Meeting will be held at 1:30 p.m. Monday, June 4th instead of May 28th. The June monthly meeting for the TPB will still be held on June 25th.

San Antonio – Bexar County MPO
825 S. Saint Mary’s • San Antonio, TX 78205
Telephone 210-227-8651 • Fax 210-227-9321
sabcmpo@sametroplan.org
Newspaper Article
Agencies gathering public comment for I-35 plans

By Pamela Howell
Published 4:59 p.m., Tuesday, June 19, 2012

Anyone with a great suggestion on ways to get traffic moving on Interstate 35, better hurry, the clock is ticking...

The deadline for making comment in the third round of the Texas Department of Transportation’s I-35 Planning and Environmental Linkages study is Monday.

About 39 people, ironically, did just last week, attending one of two public forums meetings about I-35, according to Lauren Allaway, community development director for the Alamo Regional Mobility Authority (RMA).

Public comment may be the most important aspect of this study, he said, because it saves time and money in the long run.

“The most important thing the community can do to help this process and have their voices heard, is to provide us comments at each phase of the study,” Allaway said. “Be active in the process and be engaged as we move through the PEL and ultimately the environmental clearance to bring relief to I-35.”

The RMA is working with TxDOT on the project.

The TxDOT-funded PEL Study is targeting a stretch of 21 miles on I-35, from I-37 to FM 1400, and three miles on Loop 410, from I-35 to I-10.

Based on 2010 TxDOT statistics, more than half a million vehicles are on portions of that highway mileage each day.

A variety of options — some of which came from input at these meetings — are being assessed based on the need and purpose of the project. Essentially, four major questions are being asked when looking at each option: First, does the option take into account transportation needs over the next 25 years? Next, does the option improve mobility and safety in a way that will help with vehicle congestion? Third, does the option encourage integration with other modes of transportation and finally, is the option compatible with economic development initiatives in the affected region?

Information about each option, ranging from a “no-build” option to new, elevated roadway options, was available at the meetings and remains available online.

Study officials are asking the public to take a look at all of the options and make comments. Other than attending a public meeting, comment can be submitted to www.TransPCPA.com, or by email to Info@AlamoRMA.org. Submissions can be mailed to I-35 PEL Study, 601 NW Loop 410, suite 410, San Antonio 78216, or expressed by phone at 740-7935.

Pamela Howell is a freelance writer for the San Antonio Express-News.

TimeFor35 -
3rd Round of Workshops Coming up!
May 17, 2012

TIME for 35
Less time in traffic · More time for you
It’s time to take action

3rd Round of Public Workshops Are Coming in June!

Dear Erin,

Join us on June 12, 2012 or June 13, 2012 for the 3rd Round of Public Workshops that are part of the IH 35 Planning and Environmental Linkages Study!

From 5:30 p.m. until 8:00 p.m. each night we will be discussing possible alternatives and concepts to help improve IH 35 - come give your input into how the future of this corridor should be shaped!

Stay Connected! Help Make Time For 35!
Stay up to date with the IH 35 Planning and Environmental Linkages Study - visit our Facebook Page and sign up to follow our Twitter Account.
Public Workshop Notice Flyer

June 12, 2012 - 5:30 – 8:00 PM
Cowboys Dancehall
3030 Northeast Loop 410
San Antonio, Texas 78218
Map

June 13, 2012 - 5:30 – 8:00 PM
AT&T Center–South Gate
One AT&T Center Parkway
San Antonio, Texas 78219
Map

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

All Information presented at the 3rd Round of Public Workshops will be posted online at www.TimeFor35.com by 10 a.m. on June 14, 2012.

Public Workshop Reports Now Available!

The Public Workshop report from our first two rounds of public meetings are now online available for your review - and are also located in libraries along the IH 35 corridor and the Alamo RMA office.

If you want to view the Reports online - please visit www.TimeFor35.com or click here for the 1st Round Public Workshop Report or click here for the 2nd Round Public Workshop Report.

If you want to view a paper copy of the report - please visit one of the following Libraries to view a copy:

San Antonio Central Library (Downtown)
600 Soledad Street
San Antonio, TX 78205

Carver Library
3300 East Commerce Street
San Antonio, TX 78220

Molly Pruitt Library (in Roosevelt High School)

mhtml:\file://C:\Users\John\AppData\Local\Microsoft\Windows\Temporary Internet Files\Content.Outlook... 7/25/2012
Make the TimeFor35!
Join us in June for our next round of public workshops!
May 30, 2012

TIME for 35
Less time in traffic · More time for you
It’s time to take action

3rd Round of Public Workshops Are Coming in June!

Dear Erin,

Join us on June 12, 2012 or June 13, 2012 for the 3rd Round of Public Workshops that are part of the IH 35 Planning and Environmental Linkages Study!

From 5:30 p.m. until 9:00 p.m. each night we will be discussing possible alternatives and concepts to help improve IH 35 - give your input into how the future of this corridor should be shaped!

Stay Connected!
Help Make Time For 35!
Stay up to date with the IH 35 Planning and Environmental Linkages Study - visit our Facebook Page and sign up to
Public Workshop Notice Flyer

June 12, 2012 - 6:30 – 8:00 PM
Cowboys Dancehall
5030 Northeast Loop 410
San Antonio, Texas 78218
Map

June 13, 2012 - 6:30 – 8:00 PM
AT&T Center- Southeast Gate
One AT&T Center Parkway
San Antonio, Texas 78219
Map

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

All information presented at the 3rd Round of Public
Workshops will be posted online at
www.TimeFor35.com by 10 a.m. on June 14, 2012.

Alamo Regional Mobility Authority
613 NW Loop 410, Ste 100
San Antonio, Texas 78216
210-495-5258
www.TimeFor35.com
From: Alamo RMA Community Relations [mailto:info@alamorma.org]
Sent: Friday, August 03, 2012 10:17 AM
To: Leroy Alloway
Subject: Make the Time for 35 - 3rd Round of Public Workshops coming up in June!

More Information Online at www.TimeFor35.com

Make the TimeFor35! Workshops are next week!
June 6, 2012

TIME for 35
Less time in traffic · More time for you
It’s time to take action

3rd Round of Public Workshops
Dear Leroy,

Join us on June 12, 2012 or June 13, 2012 for the 3rd Round of Public Workshops that are part of the IH 35 Planning and Environmental Linkages Study!

From 5:30 p.m. until 8:00 p.m. each night we will be discussing possible alternatives and concepts to help improve IH 35 - come give your input into how the future of this corridor should be shaped!

**Public Workshop Notice Flyer**

June 12, 2012 - 5:30 – 8:00 PM
Cowboys Dancehall
3030 Northeast Loop 410
San Antonio, Texas 78216
Map

June 13, 2012 - 5:30 – 8:00 PM
AT&T Center- Southeast Gate
One AT&T Center Parkway
San Antonio, Texas 78219
Map

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

All information presented at the 3rd Round of Public Workshops will be posted online at [www.TimeFor35.com](http://www.TimeFor35.com) by 10 a.m. on June 14, 2012.

Alamo Regional Mobility Authority
613 NW Loop 410, Ste 100
San Antonio, Texas 78216
210.495.5256
[www.TimeFor35.com](http://www.TimeFor35.com)
More Information Online at www.TimeFor35.com

Make the TimeFor35! Workshops this week!
June 11, 2012

TIME for 35
Less time in traffic • More time for you
It’s time to take action

Workshops are this week! Make the
Dear Leroy,

Join us on June 12, 2012 or June 13, 2012 for the 3rd Round of Public Workshops that are part of the IH 35 Planning and Environmental Linkages Study!

From 5:30 p.m. until 8:00 p.m. each night we will be discussing possible alternatives and concepts to help improve IH 35 - come give your input into how the future of this corridor should be shaped!

Public Workshop Notice Flyer

June 12, 2012 - 5:30 – 8:00 PM
Cowboys Dancehall
3030 Northeast Loop 410
San Antonio, Texas 78216
Map

June 13, 2012 - 5:30 – 8:00 PM
AT&T Center - Southeast Gate
One AT&T Center Parkway
San Antonio, Texas 78219
Map

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

All information presented at the 3rd Round of Public Workshops will be posted online at www.TimeFor35.com by 10 a.m. on June 14, 2012.

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

Stay Connected!
Help Make Time For 35!

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

Your participation is crucial to helping chart a course forward for IH 35!
E-Mail Notifications
Good afternoon Mr. Danos,

The Alamo Regional Mobility Authority (Alamo RMA) and the Texas Department of Transportation (TxDOT) invite you to participate with an informational booth at the third IH 35 Planning and Environmental Linkages Public Meeting. You all will have the opportunity to engage the public as they see the hands on application of the actual project development process and the planning of a facility that they use as they travel throughout our community. I have attached the flyer in English and Spanish for your information.

The Alamo RMA and TxDOT will host two public meetings in June 2012 for the IH 35 Planning and Environmental Linkages (PEL) Study. The purpose of the meetings is to gather input from the public on draft alternatives proposed for IH 35 in portions of Comal, Guadalupe, and Bexar Counties. The meetings will be held from 5:30 p.m. – 8:00 p.m. at the following locations:

**Tuesday, June 12, 2012**  
Cowboys Dance Hall  
3030 Northeast Loop 410  
San Antonio, Texas  78218

**Wednesday, June 13, 2012**  
AT&T Center – Southeast Gate  
One AT&T Center Parkway  
San Antonio, Texas  78219

If you have any questions; please contact me on my cell phone at [Redacted]. Please let me know if you all would like to participate by having someone staff an informational table about AACOG at the meetings.

Sincerely,
William Long

Public Involvement Specialist  
RJ RIVERA Associates, Inc.  
[www.rjrivera.com](http://www.rjrivera.com)
William Long

From: William Long <long@rjrivera.com>
Sent: Friday, June 08, 2012 4:54 PM
To: sSchauer@sara-tx.org
Subject: IH 35 PEL Study: Invitation to participate in the Public Meetings from TxDOT and the Alamo RMA (June 12th and 13th)
Attachments: IH 35 PEL Study - Meeting #3 Flyer (English).pdf; IH 35 PEL Study - Meeting #3 Flyer (Spanish).pdf

Good Afternoon Mr. Schauer,

The Alamo Regional Mobility Authority (Alamo RMA) and the Texas Department of Transportation (TxDOT) invite you to participate with an informational booth at the third IH 35 Planning and Environmental Linkages Public Meeting. You all will have the opportunity to engage the public as they see the hands on application of the actual project development process and the planning of a facility that they use as they travel throughout our community. I have attached the flyer in English and Spanish for your information.

The Alamo RMA and TxDOT will host two public meetings in June 2012 for the IH 35 Planning and Environmental Linkages (PEL) Study. The purpose of the meetings is to gather input from the public on draft alternatives proposed for IH 35 in portions of Comal, Guadalupe, and Bexar Counties. The meetings will be held from 5:30 p.m. – 8:00 p.m. at the following locations:

**Tuesday, June 12, 2012**
Cowboys Dance hall
3030 Northeast Loop 410
San Antonio, Texas 78218

**Wednesday, June 13, 2012**
AT&T Center – Southeast Gate
One AT&T Center Parkway
San Antonio, Texas 78219

If you have any questions; please contact me on my cell phone at ___________________________. Please let me know if you all would like to participate by having someone staff an informational table about SARA at the meetings. We were thinking that discussing things like flood plains would be beneficial to the public and your organization.

Sincerely,
William Long

Public Involvement Specialist
RI RIVERA Associates, Inc.
www.rjrivera.com
Good Afternoon,

The Alamo Regional Mobility Authority (Alamo RMA) and the Texas Department of Transportation (TxDOT) invite you to attend the third IH 35 Planning and Environmental Linkages Public Meeting. We would also like to ask your help in forwarding this e-mail and the attached meeting flyer to employees within your organization. You all will have the opportunity to see the hands on application of the actual project development process and the planning of a facility that they use as they travel throughout our community. I have attached the flyer in English and Spanish for your information and distribution.

The Alamo RMA and TxDOT will host two public meetings in June 2012 for the IH 35 Planning and Environmental Linkages (PEL) Study. The purpose of the meetings is to gather input from the public on draft alternatives proposed for IH 35 in portions of Comal, Guadalupe, and Bexar Counties. The meetings will be held from 5:30 p.m. – 8:00 p.m. at the following locations:

**Tuesday, June 12, 2012**  
Cowboys Dancehall  
3030 Northeast Loop 410  
San Antonio, Texas 78218

**Wednesday, June 13, 2012**  
AT&T Center – Southeast Gate  
One AT&T Center Parkway  
San Antonio, Texas 78229

We appreciate your assistance in spreading the word to your students about participation in this study, and hope you will accept this invitation to help continue to shape the future of IH 35.

If you have any questions, please contact us via email at IH35@AlamoRMA.org or call 210-549-SA35 (7235).

Again, we look forward to your participation in this study.

Sincerely,

William Long

Public Involvement Specialist  
RJ Rivera Associates, Inc.  
www.rjrivera.com
Good Afternoon,

The Alamo Regional Mobility Authority (Alamo RMA) and the Texas Department of Transportation (TxDOT) invite you to attend the third IH 35 Planning and Environmental Linkages Public Meeting. We would also like to ask your help in forwarding this e-mail and the attached meeting flyer to students enrolled at the University of the Incarnate Word. Students would have the opportunity to see the hands on application of the actual project development process and the planning of a facility that they use as they travel throughout our community. I have attached the flyer in English and Spanish for your information and distribution.

The Alamo RMA and TxDOT will host two public meetings in June 2012 for the IH 35 Planning and Environmental Linkages (PEL) Study. The purpose of the meetings is to gather input from the public on draft alternatives proposed for IH 35 in portions of Comal, Guadalupe, and Bexar Counties. The meetings will be held from 5:30 p.m. – 8:00 p.m. at the following locations:

**Tuesday, June 12, 2012**
Cowboys Dancehall
3030 Northeast Loop 410
San Antonio, Texas 78218

**Wednesday, June 13, 2012**
AT&T Center – Southeast Gate
One AT&T Center Parkway
San Antonio, Texas 78219

We appreciate your assistance in spreading the word to your students about participation in this study, and hope you will accept this invitation to help continue to shape the future of IH 35.

If you have any questions, please contact us via email at IH35@AlamoRMA.org or call 210-549-SA35 (7235).

Again, we look forward to your participation in this study.

Sincerely,
William Long

RI RIVERA Associates, Inc.
www.riverara.com
Good Afternoon,

The Alamo Regional Mobility Authority (Alamo RMA) and the Texas Department of Transportation (TxDOT) invite you to attend the third IH 35 Planning and Environmental Linkages Public Meeting. We would also like to ask your help in forwarding this e-mail and the attached meeting flyer to students enrolled at UTSA. Students would have the opportunity to see the hands on application of the actual project development process and the planning of a facility that they use as they travel throughout our community. I have attached the flyer in English and Spanish for your information and distribution.

The Alamo RMA and TxDOT will host two public meetings in June 2012 for the IH 35 Planning and Environmental Linkages (PEL) Study. The purpose of the meetings is to gather input from the public on draft alternatives proposed for IH 35 in portions of Comal, Guadalupe, and Bexar Counties. The meetings will be held from 5:30 p.m. – 8:00 p.m. at the following locations:

**Tuesday, June 12, 2012**
Cowboys Dancehall
3030 Northeast Loop 410
San Antonio, Texas 78216

**Wednesday, June 13, 2012**
AT&T Center – Southeast Gate
One AT&T Center Parkway
San Antonio, Texas 78219

We appreciate your assistance in spreading the word to your students about participation in this study, and hope you will accept this invitation to help continue to shape the future of IH 35.

If you have any questions, please contact us via email at IH35@AlamoRMA.org or call 210-549-SA35 (7235).

Again, we look forward to your participation in this study.

Sincerely,
William Long

RJ RIVERA Associates, Inc.
www.rjrivera.com
Good Afternoon,

The Alamo Regional Mobility Authority (Alamo RMA) and the Texas Department of Transportation (TxDOT) invite you to attend the third IH 35 Planning and Environmental Linkages (PEL) Study Public Meeting. We would also like to ask you to forward this invitation to employees within your organization. You will have the opportunity to see the hands on application of the actual project development process and the planning of a facility that they use as they travel throughout our community. I have attached the flyer in English and Spanish for your information and distribution.

The Alamo RMA and TxDOT will host two public meetings in June 2012 for the IH 35 Planning and Environmental Linkages (PEL) Study. The purpose of the meetings is to gather input from the public on draft alternatives proposed for IH 35 in portions of Comal, Guadalupe, and Bexar Counties. The meetings will be held from 5:30 p.m. – 8:00 p.m. at the following locations:

**Tuesday, June 12, 2012**
Cowboys Dancehall
3030 Northeast Loop 410
San Antonio, Texas 78218

**Wednesday, June 13, 2012**
AT&T Center – Southeast Gate
One AT&T Center Parkway
San Antonio, Texas 78219

We appreciate your assistance in spreading the word to your employees about participation in this study, and hope you will accept this invitation to help continue to shape the future of IH 35.

If you have any questions; please contact us via email at IH35@AlamoRMA.org or call 210-549-SA35 (7235).

Again, we look forward to your participation in this study.

Sincerely,
William Long

Public Involvement Specialist
RJ Rivera Associates, Inc.
www.rjrivera.com
Good Afternoon,

The Alamo Regional Mobility Authority (Alamo RMA) and the Texas Department of Transportation (TxDOT) invite you to attend the third IH 35 Planning and Environmental Linkages Public Meeting. We would also like to ask your help in forwarding this e-mail and the attached meeting flyer to residents within your Homeowner or Neighborhood Association. Residents would have the opportunity to see the hands on application of the actual project development process and the planning of a facility that they use as they travel throughout our community. I have attached the flyer in English and Spanish for your information and distribution.

The Alamo RMA and TxDOT will host two public meetings in June 2012 for the IH 35 Planning and Environmental Linkages (PEL) Study. The purpose of the meetings is to gather input from the public on draft alternatives proposed for IH 35 in portions of Comal, Guadalupe, and Bexar Counties. The meetings will be held from 5:30 p.m. – 8:00 p.m. at the following locations:

**Tuesday, June 12, 2012**
Cowboys Dancehall
3030 Northeast Loop 410
San Antonio, Texas 78216

**Wednesday, June 13, 2012**
AT&T Center – Southeast Gate
One AT&T Center Parkway
San Antonio, Texas 78219

We appreciate your assistance in spreading the word to your residents about participation in this study, and hope you will accept this invitation to help continue to shape the future of IH 35.

If you have any questions; please contact us via email at IH35@AlamoRMA.org or call 210-549-SA35 (7235).

Again, we look forward to your participation in this study.

Sincerely,
William Long

RJ RIVERA Associates, Inc.
www.rivera.com
Sherri, Please forward to our neighborhoods. Thanks, Mike

The Alamo Regional Mobility Authority (Alamo RMA) and the Texas Department of Transportation (TxDOT) invite you to attend the third IH 35 Planning and Environmental Linkages Public Meeting. We would also like to ask your help in forwarding this e-mail and the attached meeting flyer to residents within your Homeowner or Neighborhood Association. Residents would have the opportunity to see the hands on application of the actual project development process and the planning of a facility that they use as they travel throughout our community. I have attached the flyer in English and Spanish for your information and distribution.

The Alamo RMA and TxDOT will host two public meetings in June 2012 for the IH 35 Planning and Environmental Linkages (PEL) Study. The purpose of the meetings is to gather input from the public on draft alternatives proposed for IH 35 in portions of Comal, Guadalupe, and Bexar Counties. The meetings will be held from 5:30 p.m. – 8:00 p.m. at the following locations:

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San Antonio, Texas 78218

**Wednesday, June 13, 2012**
AT&T Center – Southeast Gate
One AT&T Center Parkway
San Antonio, Texas 78219

We appreciate your assistance in spreading the word to your students about participation in this study, and hope you will accept this invitation to help continue to shape the future of IH 35.

If you have any questions, please contact us via email at IH35@AlamoRMA.org or call 210-549-5A3S (7235).

Again, we look forward to your participation in this study.

Sincerely,
William Long

RI RIVERA Associates, Inc.
Good Afternoon,

The Alamo Regional Mobility Authority (Alamo RMA) and the Texas Department of Transportation (TxDOT) invite you to attend the third IH 35 Planning and Environmental Linkages Public Meeting. We would also like to ask your help in forwarding this e-mail and the attached meeting flyer to students enrolled at St. Mary’s University. Students would have the opportunity to see the hands on application of the actual project development process and the planning of a facility that they use as they travel throughout our community. I have attached the flyer in English and Spanish for your information and distribution.

The Alamo RMA and TxDOT will host two public meetings in June 2012 for the IH 35 Planning and Environmental Linkages (PEL) Study. The purpose of the meetings is to gather input from the public on draft alternatives proposed for IH 35 in portions of Comal, Guadalupe, and Bexar Counties. The meetings will be held from 5:30 p.m. – 8:00 p.m. at the following locations:

**Tuesday, June 12, 2012**
Cowboys Dancehall
3030 Northeast Loop 410
San Antonio, Texas 78218

**Wednesday, June 13, 2012**
AT&T Center – Southeast Gate
One AT&T Center Parkway
San Antonio, Texas 78219

We appreciate your assistance in spreading the word to your students about participation in this study, and hope you will accept this invitation to help continue to shape the future of IH 35.

If you have any questions, please contact us via email at ih35@alamorma.org or call 210-549-SA35 (7235).

Again, we look forward to your participation in this study.

Sincerely,
Good Afternoon,

The Alamo Regional Mobility Authority (Alamo RMA) and the Texas Department of Transportation (TxDOT) invite you to attend the third IH 35 Planning and Environmental Linkages Public Meeting. We would also like to ask your help in forwarding this e-mail and the attached meeting flyer to students enrolled in San Antonio College. Students would have the opportunity to see the hands on application of the actual project development process and the planning of a facility that they use as they travel throughout our community. I have attached the flyer in English and Spanish for your information and distribution.

The Alamo RMA and TxDOT will host two public meetings in June 2012 for the IH 35 Planning and Environmental Linkages (PEL) Study. The purpose of the meetings is to gather input from the public on draft alternatives proposed for IH 35 in portions of Comal, Guadalupe, and Bexar Counties. The meetings will be held from 5:30 p.m. – 8:00 p.m. at the following locations:

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Cowboys Dancehall
3030 Northeast Loop 410
San Antonio, Texas 78218

**Wednesday, June 13, 2012**
AT&T Center – Southeast Gate
One AT&T Center Parkway
San Antonio, Texas 78219

We appreciate your assistance in spreading the word to your students about participation in this study, and hope you will accept this invitation to help continue to shape the future of IH 35.

If you have any questions, please contact us via email at IH35@AlamoRMA.org or call 210-549-SA35 (7235).
Again, we look forward to your participation in this study.

Sincerely,
William Long

RJ RIVERA Associates, Inc.
www.rjriversa.com
William Long

From: William Long
Sent: Friday, June 01, 2012 11:56 AM
To: [jrayhan@ollusa.edu], [vaqua@lake.ollusa.edu], [linner@lake.ollusa.edu],
   [rhillman@lake.ollusa.edu], [lmbarrett@ollusa.edu]
Subject: IH 35 PEL Study - Public Meeting Invitation from TxDOT and the Alamo RMA (June 12th and 13th)
Attachments: IH 35 PEL Study - Meeting #3 Flyer (English).pdf; IH 35 PEL Study - Meeting #3 Flyer (Spanish).pdf

Good Afternoon,

The Alamo Regional Mobility Authority (Alamo RMA) and the Texas Department of Transportation (TxDOT) invite you to attend the third IH 35 Planning and Environmental Linkages Public Meeting. We would also like to ask your help in forwarding this email and the attached meeting flyer to students enrolled in Our Lady of the Lake University. Students would have the opportunity to see the hands on application of the actual project development process and the planning of a facility that they use as they travel throughout our community. I have attached the flyer in English and Spanish for your information and distribution.

The Alamo RMA and TxDOT will host two public meetings in June 2012 for the IH 35 Planning and Environmental Linkages (PEL) Study. The purpose of the meetings is to gather input from the public on draft alternatives proposed for IH 35 in portions of Comal, Guadalupe, and Bexar Counties. The meetings will be held from 5:30 p.m. – 8:00 p.m. at the following locations:

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3030 Northeast Loop 410
San Antonio, Texas 78218

**Wednesday, June 13, 2012**
AT&T Center – Southeast Gate
One AT&T Center Parkway
San Antonio, Texas 78219

We appreciate your assistance in spreading the word to your students about participation in this study, and hope you will accept this invitation to help continue to shape the future of IH 35.

If you have any questions; please contact us via email at IH35@AlamoRMA.org or call 210-549-SA35 (7235).

Again, we look forward to your participation in this study.

Sincerely,
William Long

RJ Rivera Associates, Inc.
www.rjrivera.com
Good Afternoon,

The Alamo Regional Mobility Authority (Alamo RMA) and the Texas Department of Transportation (TxDOT) invite you to attend the third IH 35 Planning and Environmental Linkages Public Meeting. We would also like to ask your help in forwarding this e-mail and the attached meeting flyer to students enrolled in Northeast Lakeview College. Students would have the opportunity to see the hands on application of the actual project development process and the planning of a facility that they use as they travel throughout our community. I have attached the flyer in English and Spanish for your information and distribution.

The Alamo RMA and TxDOT will host two public meetings in June 2012 for the IH 35 Planning and Environmental Linkages (PEL) Study. The purpose of the meetings is to gather input from the public on draft alternatives proposed for IH 35 in portions of Comal, Guadalupe, and Bexar Counties. The meetings will be held from 5:30 p.m. – 8:00 p.m. at the following locations:

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Cowboys Dancehall
3030 Northeast Loop 410
San Antonio, Texas 78218

**Wednesday, June 13, 2012**
AT&T Center – Southeast Gate
One AT&T Center Parkway
San Antonio, Texas 78219

We appreciate your assistance in spreading the word to your students about participation in this study, and hope you will accept this invitation to help continue to shape the future of IH 35.

If you have any questions; please contact us via email at IH35@AlamoRMA.org or call 210-549-SA35 (7235).

Again, we look forward to your participation in this study.

Sincerely,
William Long

RJ Rivera Associates, Inc.
www.rjrivera.com
Good afternoon Christina,

The Alamo Regional Mobility Authority (Alamo RMA) and the Texas Department of Transportation (TxDOT) invite you to participate with an informational booth at the third IH 35 Planning and Environmental Linkages Public Meeting. Your organization will have the opportunity to engage the public as they see the hands-on application of the actual project development process and the planning of a facility that they use as they travel throughout our community. I have attached the flyer in English and Spanish for your information.

The Alamo RMA and TxDOT will host two public meetings in June 2012 for the IH 35 Planning and Environmental Linkages (PEL) Study. The purpose of the meetings is to gather input from the public on draft alternatives proposed for IH 35 in portions of Comal, Guadalupe, and Bexar Counties. The meetings will be held from 5:30 p.m. – 8:00 p.m. at the following locations:

**Tuesday, June 12, 2012**
Cowboys Dancehall
3030 Northeast Loop 410
San Antonio, Texas  78218

**Wednesday, June 13, 2012**
AT&T Center – Southeast Gate
One AT&T Center Parkway
San Antonio, Texas 78219

If you have any questions, please contact me on my cell phone at (210) 209-8200.

Sincerely,
William Long

Public Involvement Specialist
RIVERA Associates, Inc.
www.rivera.com
Good Afternoon Mr. Erickson,

The Alamo Regional Mobility Authority (Alamo RMA) and the Texas Department of Transportation (TxDOT) invite you to participate with an informational booth at the third IH 35 Planning and Environmental Linkages Public Meeting. Your organization will have the opportunity to engage the public as they see the hands on application of the actual project development process and the planning of a facility that they use as they travel throughout our community. I have attached the flyer in English and Spanish for your information.

The Alamo RMA and TxDOT will host two public meetings in June 2012 for the IH 35 Planning and Environmental Linkages (PEL) Study. The purpose of the meetings is to gather input from the public on draft alternatives proposed for IH 35 in portions of Comal, Guadalupe, and Bexar Counties. The meetings will be held from 5:30 p.m. – 8:00 p.m. at the following locations:

**Tuesday, June 12, 2012**
Cowboys Dancehall  
3030 Northeast Loop 410  
San Antonio, Texas  78218

**Wednesday, June 13, 2012**
AT&T Center – Southeast Gate  
One AT&T Center Parkway  
San Antonio, Texas  78219

If you have any questions, please contact me on my cell phone at (210) 209-8200.

Sincerely,
William Long

Public Involvement Specialist  
RIVERA Associates, Inc.  
www.rivera.com
Directional Signs
Portable Dynamic Message Signs
Electronic Message Sign

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Appendix B: IH 35 PEL Study June 2012 Public Meeting Materials and Example Photographs
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Public Meeting Exhibits
It’s Time for 35!

To the IH 35 Planning and Study

Public Meeting

Less time in traffic  More time for you  It’s time to take action

www.TimeFor35.com
IH 35 PEL Study Process

We are here

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

Public and Agency Participation

Fall 2011 to Summer 2012

Less time in traffic  More time for you  It’s time to take action

www.TimeFor35.com
Need for Improvements in the IH 35 PEL Study Area

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

Less time in traffic  More time for you  It’s time to take action

www.TimeFor35.com
Purpose of Improvements in the IH 35 PEL Study Area

• Address increasing traffic demand and congestion over the next 25 years
• Improve mobility and safety in a manner that will manage vehicle congestion
• Encourage integration with other transportation modes
• Encourage compatibility with economic development initiatives in the region
What is a Standalone Alternative Concept?

- A standalone alternative concept is an alternative concept that, on its own merit, could potentially meet the Need and Purpose of the IH 35 PEL Study

www.TimeFor35.com
What is a Complementary Transportation System Solution?

- A Complementary Transportation System Solution (CTSS) is an alternative concept that has been eliminated as a standalone alternative concept, but that has the potential to complement and enhance other standalone alternatives.
What is the Process for Developing and Evaluating the IH 35 PEL Study Alternative Concepts?

Technical Analyses; TAC and CAC; Public Workshops; Agency Coordination; Previous Studies

Initial Universe of Alternative Concepts

Do They Meet Need and Purpose?

Yes

Evaluate Alternative Concepts with Detailed Criteria

Recommend for Further Study?

Yes

Carried Forward as Valid Standalone Alternative Concept for Further Study

No

Eliminated from Further Consideration in PEL Study

Potential Complementary Transportation System?

Yes

Carried Forward as Potential Complementary System for Further Consideration

No

Eliminated from Further Consideration in PEL Study

Future NEPA Studies

Less time in traffic  More time for you  It's time to take action

www.TimeFor35.com
No-Build Alternative

- Includes preservation of the existing transportation network and planned improvements regardless of the outcome of the IH 35 PEL Study
- Required in all planning and environmental studies to serve as the benchmark against which all other alternatives are compared

Less time in traffic  More time for you  It’s time to take action

www.TimeFor35.com
TDM/TSM/ITS-Only Alternative

- Includes Traffic Demand Management (TDM) actions or programs that encourage people to carpool or travel earlier/later

- Includes Traffic System Management (TSM) improvements such as:
  - Signal improvements
  - Signage
  - Ramp modifications
  - Auxiliary lane additions and/or
  - Minor construction that enables the existing system to operate more efficiently and safely

- Includes Intelligent Transportation Systems (ITS) technologies such as:
  - Cameras
  - Message signs and/or
  - Web-based traffic alerts

Less time in traffic	More time for you	It’s time to take action

www.TimeFor35.com
Rail-Only Alternative

- Implementation of rail transit that serves the IH 35 corridor, either within a new dedicated right of way or within existing Union Pacific Railroad (UP) freight line right of way near the IH 35 PEL Study Area

Less *time* in traffic  More *time* for you  It’s *time* to take action

[www.TimeFor35.com](http://www.TimeFor35.com)
Transit-Only Alternative

- Implementation of new and/or enhanced bus transit service in the IH 35 PEL study area
- Would potentially include construction of:
  - Additional park-and-ride facilities
  - Expansion of existing bus routes/service and/or
  - New express bus and/or bus rapid transit service

Less time in traffic  More time for you  It’s time to take action

www.TimeFor35.com
Truck-Only Alternative

- Construction of a dedicated lane(s) on the existing IH 35 and/or IH 410 facility that is restricted solely for use by large trucks (e.g., eighteen-wheelers)
- Would be barrier-separated from passenger vehicles

Source: CDM Smith, www.cdmsmith.com
Expansion Alternative – At-Grade Option

- Construction of additional at-grade capacity on IH 35 and IH 410, generally to include up to three additional at-grade lanes in each direction depending on right of way, merging, and site-specific environmental constraints
- Minimal additional right of way required

Less time in traffic  More time for you  It’s time to take action

www.TimeFor35.com
Expansion Alternative – Elevated Option

- Existing Lanes

- Proposed lanes*
  *Proposed lanes could include general purpose, managed, High Occupancy Vehicle, High Occupancy Transit, Transit Priority, etc.

• Construction of three additional elevated mainlanes in each direction (six lanes total)

• Minimal additional right of way required

Less time in traffic  More time for you  It’s time to take action

www.TimeFor35.com
Expansion Alternative – Partially-Elevated Option

- Existing Lanes

- Proposed lanes*

*Proposed lanes could include general purpose, managed, High Occupancy Vehicle, High Occupancy Transit, Transit Priority, etc.

- Involves the construction of a combination of three additional at-grade and elevated mainlanes in each direction (six lanes total) for both IH 35 and IH 410

- Minimal additional right of way required

Less time in traffic  More time for you  It’s time to take action

www.TimeFor35.com
Expansion Alternative – Depressed Option

- Existing Lanes  - Proposed lanes*

*Proposed lanes could include general purpose, managed, High Occupancy Vehicle, High Occupancy Transit, Transit Priority, etc.

- Construction of up to three additional depressed mainlanes in each direction (six lanes total)
- Minimal additional right of way required

Less time in traffic  More time for you  It’s time to take action

www.TimeFor35.com
New Location Highway Alternative

- Construction of an entirely new controlled-access highway adjacent to the existing IH 35 corridor to serve the same travel market
Parallel Facility Alternative

- Expansion or upgrade of an existing roadway, or combination of multiple roadways, that parallel the existing IH 35 corridor in the IH 35 PEL Study Area to serve the same travel market

Less **time** in traffic  More **time** for you  It’s **time** to take action

[www.TimeFor35.com](http://www.TimeFor35.com)
Next Steps

• Review the public input received
• Refine the alternative concepts
• Conduct Phase II analysis to evaluate alternative concepts
• Recommend alternative concepts for further, more detailed analysis in a National Environmental Policy Act (NEPA) study

Less time in traffic  More time for you  It’s time to take action

www.TimeFor35.com
Thank you for joining us to learn about and provide feedback on the IH 35 Planning and Environmental Linkages Study.
What is the Purpose of Tonight’s Meeting?

- IH 35 Planning and Environmental Linkages (PEL) Study Overview
- Input from previous public workshops
- Draft Alternative Concepts and Screening Process
- Next Steps

The purpose of our meeting is to help you:

- Find out more about the IH 35 Planning and Environmental Linkages Study
- Learn what we heard from the public at our previous public workshops, and how that input has been used so far
- Tell us what you think about the draft alternative concepts, screening process, and recommendations that have been developed so far and
- Find out what the next steps will be in identifying improvements for IH 35 in the Study area
IH 35 PEL Study Overview

To understand where we are, we first need to know where we've been and why we are conducting this study.
The IH 35 Planning and Environmental Linkages Study, or PEL Study, area is 24.9 miles long and includes:

- IH 35 from Hubertus Rd/FM 1103 in Schertz to IH 37/US 281 in downtown San Antonio and
- Loop 410 from IH 35 in northeast San Antonio to IH 10

The goal of the PEL Study is to help plan for long-term transportation improvements on IH 35. The study will:

- Engage stakeholders early and often throughout the planning process
- Identify the transportation needs and issues within the study area
- Identify potential solutions (called alternative concepts) to meet the identified needs, and evaluate them for their potential impacts and
- Recommend viable transportation alternative concepts that can be carried forward into future, more specific environmental studies
Why Use a PEL Study for IH 35?

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

Previous planning studies, such as the Northeast IH 35 Corridor 1996 Major Investment Study (MIS), the MY 35 Plan, and the San Antonio-Bexar County Metropolitan Planning Organization’s Mobility 2035 Plan have identified a need for transportation improvements along this vital corridor, but have not been advanced to the environmental study process for further development. We believe it is time to finally address these needs.

A PEL study:
- Provides a tool for re-engaging the public and agencies in developing improvements for this section of the IH 35 corridor
- Creates a link between past, current, and future transportation decisions for this area, thus potentially minimizing any duplication of effort and time lost between studies; and
- Potentially shortens the time needed to implement a project by allowing planning-level decisions to be carried into future, more detailed environmental studies.
We began the Study in September of last year. We kicked off the process by looking at the previous studies that had been done in this area, and identifying what needs and goals are still relevant today.

- That information was presented to the Study’s Technical Advisory Committee and Community Advisory Committee last Fall, and to the public at two public workshops held in November 2011. At the public workshops, participants provided input on local problem areas and general congestion and safety concerns. All of this local input was used to develop a Draft Need and Purpose Statement for improvements to IH 35 within the study area and to help identify the basic concepts and values that should be incorporated into the draft solutions, or alternative concepts, for IH 35.

- The Draft Need and Purpose Statement was presented to the Technical Advisory Committee, Community Advisory Committee and to the public in February of this year, along with the proposed factors and objectives to be used in evaluating draft alternative concepts for the study. The input gathered from these meetings was used to refine the Need and Purpose Statement, develop draft alternative concepts, and begin the screening process for evaluating the draft alternative concepts.
What is a Need and Purpose Statement?

- Identifies the problem to be addressed and why it is necessary to address it.
- Sets the stage for the development and evaluation of draft alternative concepts.

The Need and Purpose Statement is a critical piece of the IH 35 PEL Study.

- It identifies the problem to be addressed and why it is necessary to address it.
- This statement sets the stage for the development and evaluation of draft alternative concepts. In fact, it has already been used in the initial screening, or Phase I, of the alternative concept evaluation process for the IH 35 PEL Study. Through the ongoing public involvement process, you will have an opportunity to see how it was used and provide input on the process for identifying and evaluating the draft alternative concepts.
Need for Improvements to IH 35 within the Study Area

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

So far, based on technical analysis and agency and public input, the need for improvements in the IH 35 PEL Study is primarily to address:

- Increasing traffic demand and congestion
- Inadequate roadway capacity
- Roadway safety and operational concerns
- Structural and functional roadway deficiencies and
- Limited integration of IH 35 with other existing and planned transportation modes
Purpose of Improvements in the IH 35 PEL Study Area

- Address increasing traffic demand and congestion over the next 25 years
- Improve mobility and safety in a manner that will manage vehicle congestion
- Encourage integration with other transportation modes
- Encourage compatibility with economic development initiatives in the region

The purpose of the IH 35 PEL study is to:

- Address increasing traffic demand and congestion over the next 25 years
- Improve mobility and safety in a manner that will manage vehicle congestion
- Encourage integration with other transportation modes and
- Encourage compatibility with economic development initiatives in the region
Evaluation Factors to be Used

- Mobility
- Safety
- Economic
- Access and System Connectivity
- Feasibility

From this Need and Purpose Statement and the input that we received from agencies and the public, we identified several factors and objectives that can be used to further evaluate the draft alternative concepts. These include:

- Mobility objectives such as “Improve Travel Time” and “Improve ingress and egress at ramps and interchanges”

- Safety objectives such as “Improve Crash Rates” and “Address current design and maintenance deficiencies on IH 35 mainlanes, frontage roads, and/or connecting facilities”

- Economic objectives such as “Reduce delays for commuter and freight movements” and “Maintain or improve access to businesses or properties”

- Access and System Connectivity objectives such as “Improve access to other modes of transportation, including transit, bicycle/pedestrian, and airport facilities” and

- Feasibility objectives such as “Minimize need for additional right of way,” “Maximize benefit-cost ratio of improvements,” and “Ensure compliance with all national and state environmental policies.”
Alternative Concepts Development and Evaluation Process

Now you will have an opportunity to see how the Need and Purpose Statement and evaluation factors and objectives that you helped shape have been and will continue to be incorporated to the IH 35 PEL Study, as shown here in the Alternative Concepts Development and Evaluation Process.
The input that we received from you during this phase of the study will be used to refine the draft alternative concepts recommended for additional study in Phase II of the evaluation process. Ultimately, the alternative concepts that are determined to best meet the Need and Purpose and the evaluation factors and objectives will be recommended for further, more detailed analysis in a National Environmental Policy Act (NEPA) study.
We Want Your Input!

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

This concludes our overview presentation. Please feel free to explore the information at your own pace, ask questions of staff, and provide comments at the public meeting comment stations or to the court reporter. You are also welcome visit our website at TimeFor35.com and to mail or email your comments to the addresses shown here. All written comments must be submitted by June 15, 2012 to be included in the public meeting record.

Your feedback is very important to us, and we appreciate the time that you have taken to visit with us and share your thoughts.
Public Meeting Handouts
What was included in the "Universe of Standalone Alternative Concepts" considered in the Phase I screening process?

**No Build Alternative**
Includes the preservation of the existing transportation network and any programmed transportation improvements that are reasonably expected to occur regardless of the outcome of the IH 35 PEL Study. A No Build alternative is required in all planning and environmental studies to serve as the benchmark against which all other alternatives are compared. (See Figure 1)

**Time-Saving Only Alternative**
Includes Traffic Demand Management (TDM) actions or programs that encourage people to curtail or travel at alternative times, Traffic Signal Management (TSM) improvements such as signal improvements, phasing, jump modifications, work zone solutions, or other construction that assists the existing system to operate more efficiently and safely, and Intelligent Transportation Systems (ITS) technologies such as cameras, message signs, and web-based tools that enhance driver comfort, convenience, and safety.

**Toll Only Alternative**
Includes the promotion of new transit services, either within a new dedicated right-of-way or within existing IH 35 or US 183 right-of-way, with an emphasis on rapid transit services, which provide a solution for existing bus and vanpool services, and expansion of express bus and Forma Type Express bus services within the IH 35/US 183 Study Area.

**Transit Only Alternative**
Includes the implementation of new and/or enhanced bus transit services in the IH 35 PEL study area, and would potentially include construction of additional park-and-ride facilities, enhancement of existing bus stops/stations, implementation of express bus and Forma Type Express bus services, and promotion of rapid transit services that encourage the use of non-traditional transit alternatives in the IH 35/US 183 Study Area.

**Toll & Transit Only Alternative**
Includes the construction of a dedicated lane on the existing IH 35 and/or US 183 corridor that is expected to serve large numbers (i.e., 4,000+ passengers) and would be time-separated from passenger vehicles.
IH 35 PEL Frequently Asked Questions

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

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

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

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

How is this study related to other recent transportation planning efforts for IH 35? The San Antonio-Bexar County Metropolitan Planning Organization’s (SA-BC MPO’s) Mobility 2025 Metropolitan Transportation Plan and the I-35 Corridor Advisory Committee’s My IH 35 Plan both contain long-range recommendations for IH 35 within the study area. The IH 35 PEL Study has considered these recommendations, as well as additional proposed solutions developed through public and agency participation and detailed technical evaluation, to move IH 35 improvements closer to implementation.

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

How long will the study take, and what are the major milestones? The study is anticipated to be complete by Summer 2012, with major study milestones occurring as follows:
• Identify transportation needs and goals in the study area (Fall/Winter 2011)
• Identify the environmental resources within the study area (Winter 2011/Spring 2012)
• Identify the Need and Purpose for improvements to IH 35 in the study area (Winter 2011/Spring 2012)
• Establish the factors/objectives by which to develop and evaluate proposed alternative concepts (Winter 2011/Spring 2012)
• Develop proposed solutions (draft alternative concepts) to meet the needs (Spring 2012)
• Evaluate the draft alternative concepts (Spring/Summer 2012)
• Recommend alternative concepts to be carried forward into future environmental studies (Summer 2012)

How has public and agency input been used in the process so far? TxDOT and the Alamo RMA have hosted three rounds of public meetings, three Community Advisory Committee (CAC) meetings, three Technical Advisory Committee (TAC) meetings, and numerous elected official and stakeholder meetings to engage stakeholders at key milestones since the Study began in September 2011. The input gathered through these activities has been used to develop and refine the Study’s Draft Need and Purpose Statement, draft alternative concepts, and the factors and objectives to be used in evaluating the draft alternative concepts. Summary and analysis reports for the November 2011 and February 2012 public workshops are available at www.TimeFor35.com, in the TxDOT San Antonio District and Alamo RMA offices, and at various libraries throughout the study area. A report for the June 2012 public meetings will also be available for viewing after all related public comments have been processed.

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

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

How can I find out more information or submit a comment?

• Visit the project website: www.TimeFor35.com
• Send us an email: IH35@AlamoRMA.org
• Call us: 210-549-5A35 (210-549-7235)
• Visit us on Facebook: www.Facebook.com/TimeFor35
• Sign up for our Twitter feed: www.Twitter.com/TimeFor35
• Write to us: IH 35 PLL Study
601 NW Loop 410, Suite 410
San Antonio, Texas 78216

*Written comments must be submitted by June 25, 2012 to be included in the official public meeting record.

www.TimeFor35.com
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### GENERAL COMMENTS:

Thank you for attending the IH 35 PEL Study Public Meeting #3. Please take a moment to comment on the alternative concepts presented at the meeting tonight.

**What do you think about the No Build Alternative Concept?**

---

**What do you think about the TDOT/TOLB - Only Alternative Concept?**

---

**What do you think about the Rail - Only Alternative Concept?**

---

Thank you for taking the time to share your opinions with us. To be included in the official record for this meeting, please submit your comment card no later than Monday, June 25, 2012. You can submit your comment card at the public meeting site by email, fax or through the US Postal Service.

IH 35 PEL Study

c/o RJ RIVERA Associates, Inc.

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San Antonio, Texas 78216

Phone: 210-549-7239 (210-549-5A35)

Fax: 210-349-5994

E-mail: IH35@AlamoRMA.org

www.TimeFor35.com
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Preguntas Frecuentes sobre el Estudio PEL IH-35

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

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

¿Qué es un Estudio PEL? Un estudio PEL es un medio nuevo establecido por la Administración Federal de Carreteras (FHWA por sus siglas en inglés) y la Administración Federal de Tránsito (FTA por sus siglas en inglés) para hacer el proceso de identificar, evaluar y seleccionar las mejoras de transporte preferidas más eficiente. Este proceso permite que las decisiones iniciales al nivel de planeación puedan ser incluidas en futuros estudios medioambientales detallados para seleccionar las mejoras de transporte específicas que se implementarán.

¿Por qué estamos haciendo un estudio PEL para este tramo de IH-35? Estudios previos de planificación habían identificado la necesidad para mejoras de transporte a lo largo de este tramo de IH-35, pero ninguna ha avanzado al proceso de estudio medioambiental (el cual identifica mejoras específicas a ser implementadas). Un estudio PEL involucrará de nuevo al público y a las agencias en el proceso de toma de decisiones y proveerá un enlace reconocido entre los estudios previos, actuales y futuros para esta área, así potencialmente disminuyendo cualquier duplicación de esfuerzos y ahorlando el tiempo requerido para implementar un proyecto.

¿Cómo se relaciona este estudio a otros esfuerzos recientes de planificación de transporte para IH-35? El Plan de Transporte Metropolitano Mobility 2035 de la Organización Metropolitana de Planificación de San Antonio - Condado de Bexar (SA-SC MPO, por sus siglas en inglés) y el plan MY 35 del Comité de Consejo del Corredor I-35 contienen recomendaciones de largo plazo para la carretera IH-35 dentro del área de estudio. El Estudio PEL IH-35 ha considerado estas recomendaciones, así como soluciones adicionales propuestas desarrolladas a través de la participación del público y de las agencias y la evaluación técnica detallada, para avanzar la implementación de estas mejoras en IH-35.

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

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

- Identificar las necesidades y objetivos de transporte en el área de estudio (Otoño/Invierno 2011)
- Identificar los recursos medioambientales dentro del área de estudio (Invierno 2011/Primavera 2012)
- Identificar la Necesidad y el Propósito para mejoras a IH-35 en el área de estudio (Invierno 2011/Primavera 2012)
- Establecer los factores objetivos para poder desarrollar y evaluar los conceptos alternativos propuestos (Invierno 2011/Primavera 2012)
- Desarrollar soluciones propuestas (preparar conceptos alternativos) para satisfacer las necesidades (Primavera 2012)
- Evaluar los borradores de los conceptos alternativos (Primavera/Verano 2012)
- Recomendar conceptos alternativos a ser evaluados en futuros estudios medioambientales (Verano 2012)

¿Cómo han sido utilizadas las opiniones y sugerencias del público y de las agencias en el proceso hasta ahora?

TxDOT y el Alamo RMA han llevado a cabo tres series de reuniones públicas, tres reuniones del Comité de Consejo de la Comunidad (CAC), tres reuniones del Comité de Consejo Técnico (TAC) y varias reuniones con funcionarios elegidos para involucrar a las personas interesadas desde que el Estudio empezó en septiembre 2011. Las opiniones recogidas a través de estas actividades han sido utilizadas para desarrollar y perfeccionar la Declaración de Necesidad y Propósito del Estudio, redactar conceptos alternativos y los factores y objetivos que serán utilizados para evaluar los borradores de los conceptos alternativos. Reportes de resumen y análisis de los talleres públicos de noviembre 2011 y febrero 2012 están disponibles en www.TimeFor35.com, en la oficina del Distrito de San Antonio de TxDOT y en las oficinas del Alamo RMA, así como en varias bibliotecas en el área de estudio. Un reporte sobre las reuniones públicas de junio 2012 también estará disponible para revisión después de que todos los comentarios públicos relacionados con estas reuniones han sido procesados.

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

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

¿Cómo puedo encontrar más información o entregar un comentario?

- Visite la página web del proyecto: www.TimeFor35.com
- Enviémosle un correo electrónico: IH35@AlamoRMA.org
- Llámenos: 210-549-S35 (210-549-7235)
- Visítenos en Facebook: www.Facebook.com/TimeFor35
- Síganos en Twitter: www.Twitter.com/TimeFor35
- Escribamos: IH 35 PEL Study
  601 NW Loop 410, Suite 410
  San Antonio, Texas 78216

*Comentarios escritos deben ser entregados a más tardar el 25 de junio de 2012 para ser incluidos en el registro oficial de la reunión pública.

www.TimeFor35.com
Estudio de Enlaces de Planificación y Medioambiente (PEL) en IH 35

Reunión Pública #3
Cowboys Dancehall
12 de Junio del 2012

Formulario para comentarios

Gracias (Kh Ram) a la Reunión Pública #3 del Estudio PEL de IH 35. Por favor, tome un momento para hacer comentarios sobre las propuestas alternativas presentadas en la reunión anterior.

¿Qué piensa Ud. del Concepto Alternativo de "No Construcción"?

¿Qué piensa Ud. del Concepto Alternativo "Solo TRENTEMS"?

¿Qué piensa Ud. del Concepto Alternativo "Solo Ferrocarril"?

Días de presentación del proyecto.

Gracias por tomar el tiempo para compartir sus opiniones con nosotros. Para ser incluido en el registro oficial de esta reunión, por favor entregue su formulario de comentarios a más tardar el jueves, 26 de junio de 2012. Puede entregar su formulario de comentarios en la reunión pública, por correo electrónico, fax o a través del sitio web.

IH 35 PEL Study
RJ RIVERA Associates, Inc.
501 N.W. Loop 410, Suite 410
San Antonio, Texas 78216
Teléfono: 210-549-7225 (210-549-5A35)
Fax: 210-346-5964
E-mail: IH35@AlamoRMA.org

www.TimeFor35.com
Example Photographs
IH 35 PEL Study Team staff and participating agencies were available at the June 2012 public meetings to answer any questions that participants had.

The looped presentation at the public meetings presented participants with background information on the IH 35 PEL Study.
The public meeting stations were designed to update the participants on the overall progress of the IH 35 PEL Study.

Public meeting participants were asked to provide input on the alternative concepts that are being recommended for further study.
Appendix C: IH 35 PEL Study June 2012 Public Meeting Sign-In Sheets
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June 12, 2012 – Cowboys Dancehall
June 13, 2012 – AT&T Center
June 12, 2012 – Cowboys Dancehall
<table>
<thead>
<tr>
<th>Name</th>
<th>Organization</th>
<th>Phone #</th>
<th>Email Address</th>
</tr>
</thead>
<tbody>
<tr>
<td>Kent Verlin</td>
<td>Rumbles</td>
<td>512-638-5545</td>
<td></td>
</tr>
<tr>
<td>John H.</td>
<td>City of College</td>
<td>210-646-0227</td>
<td></td>
</tr>
<tr>
<td>Mark H.</td>
<td>College of College</td>
<td>210-657-7007</td>
<td></td>
</tr>
<tr>
<td>Elizabeth</td>
<td>Chamber of Commerce</td>
<td>210-207-7846</td>
<td></td>
</tr>
<tr>
<td>John P.</td>
<td>IH 72 Hill</td>
<td>210-412-0370</td>
<td></td>
</tr>
<tr>
<td>Tony Pacini</td>
<td>NEB</td>
<td>210-317-3325</td>
<td></td>
</tr>
<tr>
<td>Elvia Williams</td>
<td>CCHIM Hill</td>
<td>210-257-6124</td>
<td></td>
</tr>
<tr>
<td>John P.</td>
<td>CCHIM Hill</td>
<td>210-317-3325</td>
<td></td>
</tr>
<tr>
<td>Rebecca Robbins</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Name</td>
<td>Organization</td>
<td>Email Address</td>
<td>Phone #</td>
</tr>
<tr>
<td>-----------------------</td>
<td>--------------------------------</td>
<td>---------------</td>
<td>------------------</td>
</tr>
<tr>
<td>Steve Young</td>
<td>TTI</td>
<td></td>
<td>919-941</td>
</tr>
<tr>
<td>Tom Hildreth</td>
<td>Coastal County</td>
<td></td>
<td>820-609-2099</td>
</tr>
<tr>
<td>Sue (Swain)</td>
<td>Victoria</td>
<td></td>
<td>(210) 355-3835</td>
</tr>
<tr>
<td>Frank Lucas</td>
<td>Rock Valley</td>
<td></td>
<td>(210) 688-2073</td>
</tr>
<tr>
<td>Charlotte Kahl</td>
<td>Old Spanish Trail</td>
<td></td>
<td>735-3303</td>
</tr>
<tr>
<td>Tony Jarchai</td>
<td>HNTS</td>
<td></td>
<td>210-680-4191</td>
</tr>
<tr>
<td>Carl Stulak</td>
<td>Baker</td>
<td></td>
<td>541-425</td>
</tr>
<tr>
<td>Adrian Ellis</td>
<td>Sand</td>
<td></td>
<td>420-3710</td>
</tr>
<tr>
<td>Eunice Segura</td>
<td></td>
<td></td>
<td>(210) 733-7271</td>
</tr>
<tr>
<td>Scott Erickson</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Name</td>
<td>Organization</td>
<td>Email Address</td>
<td>Phone #</td>
</tr>
<tr>
<td>---------------</td>
<td>--------------</td>
<td>---------------</td>
<td>-----------</td>
</tr>
<tr>
<td>Jeff Smith</td>
<td>Texas A&amp;M</td>
<td><a href="mailto:jsmith@tamu.edu">jsmith@tamu.edu</a></td>
<td>254-555-1234</td>
</tr>
<tr>
<td>Jane Doe</td>
<td>UT Austin</td>
<td><a href="mailto:jdoe@utexas.edu">jdoe@utexas.edu</a></td>
<td>512-456-7890</td>
</tr>
<tr>
<td>John Johnson</td>
<td>UT Austin</td>
<td><a href="mailto:jjohnson@utexas.edu">jjohnson@utexas.edu</a></td>
<td>512-456-7890</td>
</tr>
<tr>
<td>Mary Brown</td>
<td>UT Austin</td>
<td><a href="mailto:mbrown@utexas.edu">mbrown@utexas.edu</a></td>
<td>512-456-7890</td>
</tr>
<tr>
<td>Sarah Davis</td>
<td>UT Austin</td>
<td><a href="mailto:sdavis@utexas.edu">sdavis@utexas.edu</a></td>
<td>512-456-7890</td>
</tr>
<tr>
<td>Name</td>
<td>Organization</td>
<td>Phone #</td>
<td></td>
</tr>
<tr>
<td>---------------</td>
<td>--------------------</td>
<td>-------------------</td>
<td></td>
</tr>
<tr>
<td>Tita Ruvalcaba</td>
<td>Law</td>
<td>210-869-9020</td>
<td></td>
</tr>
<tr>
<td>Don Basile</td>
<td>Basile Law Firm</td>
<td>210-219-3496</td>
<td></td>
</tr>
<tr>
<td>Paul Howard</td>
<td>Case &amp; Howard</td>
<td>210-557-8543</td>
<td></td>
</tr>
<tr>
<td>Brian Piyo</td>
<td>Piyo</td>
<td>210-695-5699</td>
<td></td>
</tr>
</tbody>
</table>
Appendix D: Comments Received During the IH 35 PEL Study June 2012 Public Meeting Comment Period
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Comment Forms and Court Reporter Transcripts
June 12, 2012 – Cowboys Dancehall
Comment Form Submissions
What do you think about the "Tunnel - 8 Mile Alternatives Concept"?

Need something else

What do you think about the "Tunnel - 6 Mile Alternatives Concept"?

No need to replace

What do you think about the "Expansion Alternative Concept - Elevated Option"?

I like this idea

What do you think about the "Expansion Alternative Concept - Interchange Option"?

Sign to encourage use money to make better

What do you think about the "Expansion Alternative Concept - Partially Elevated Option"?

So the money is better investment

What do you think about the "Northway - Highway Alternative Concept"?

Have made a great cost or it is better than the grades

What do you think about the "Parallel Facility Alternative Concept"?

Would it be done good or it help alleviate middle traffic

Some complicated
What do you think about the Expansion Alternative Concept - Elevated Option?

- May be preferable; would have visual & noise impacts; reduces R/W requirements
- Addresses wide variety of capacity needs

What do you think about the Expansion Alternative Concept - Partially Elevated Option?

- A good alternative; see previous Elevated Comment

What do you think about the Expansion Alternative Concept - Becomes of Canton?

- Too costly; extensive drainage issues
- Aesthetically & noise mitigation good

What do you think about the New Location Highway Alternative Concept?

- Infeasible; impractical
- A northern extension of SH 170 around eastern southern Bexar Co. is good idea

What do you think about the Pacific-Facility Alternative Concept?

- Not feasible
<table>
<thead>
<tr>
<th>Question</th>
<th>Response</th>
</tr>
</thead>
<tbody>
<tr>
<td>What do you think about the Truck - Only Alternative Concept?</td>
<td>Good</td>
</tr>
<tr>
<td>What do you think about the Expansion Alternative Concept - Elevated Option?</td>
<td>Good</td>
</tr>
<tr>
<td>What do you think about the New Location Highway - Alternate Concept?</td>
<td>Great</td>
</tr>
<tr>
<td>What do you think about the Proposed Family Alternative Concept?</td>
<td>Great! (If warranted)</td>
</tr>
</tbody>
</table>
GENERAL COMMENTS:

Thank you for taking the time to share your thoughts and ideas. Your input will be included in the official record of this meeting. Please indicate your position on the table, and provide your name and contact information if you wish to have your comments included in the public record or made available to the decision-makers.

 IH 35 PEL Study
 info@PELAssocs.com
 512-549-8865

Thank you for your comments.

What do you think about the new 385 alternative concept?

Most people live in the area.

What do you think about the new 385 concept?

Perfect - no effect to be expected.
Court Reporter Transcripts
TOM HORNSETH: Okay. My name is Tom Hornseth.
I'm the Comal County Engineer, and I would like to thank TxDOT
and, I guess, Alamo RMA for hosting this I-35 Planning and
Environmental Linkages Meeting No. 3.

One of the reasons I came here is that the study
area has been extended a little bit further into Comal County,
which got my interest, and I liked all of the conceptual
alternatives that were presented. And one other alternative that
might -- you might want to consider would be looking at
operational enhancements, not just signage and other methods, but
actual physical, operational changes, such as, accident clearing
equipment and other things to deal with accidents and debris on
the freeway system. I've always felt that that might be one of
the cheapest and most effective ways to increase mobility, is to
clear accidents quickly and get the highway moving again. Other
than that, that's my only comment, and I appreciate y'all hosting
this meeting. Thank you.

JERRY SINCLAIR: Unlike previous meeting
facilities, the lighting was too dim for those who were visually
impaired and there was no one available for the hearing impaired
to be able to receive the presentation. That's it. Thank you.

FRANK WALSH: Item No. 1, the No Build Concept.
It's inadequate.

No. 2, the TDM/TSM/ITS - Only Alternative Concept
requires conscious thought and rational decision-making skills
from the public. This requires motorists to put down their
phones, stop texting, and respond to external stimuli; therefore,
it is doomed to failure.

Item No. 3, what do you think about the
Rail - Only Alternative Concept? Until public transportation
options improve at the terminus, the concept will likely be a
very difficult sell to the current car culture in Texas. Light
rail in Denver, Colorado, however, has grown into a viable,
popular alternative to driving a congested IH-25.

Next item, what do you think about the
Transit - Only Alternative Concept? A viable adjunct to other
solutions. VIA has had some success with Park and Ride and
express service to and from certain population centers and work-
or recreation-related destinations. Such programs, however,
provide a very small percentage of relief to the overall
transportation problem.

Next item, the Truck - Only Alternative Concept.
I would require more information regarding costs and potential
funding options before forming an opinion.

Next, the Expansion Alternative Concept - At-Grade
Level Option. Right-of-way limitations are a concern. At grade
construction will worsen the congestion already experienced on
existing roadways at least for a few years. The expansion of
IH-35 in the New Braunfels area is an unqualified success.

What do you think about the Expansion Alternative
Concept - Elevated Option? A possible last ditch solution to
areas with several right-of-way restrictions. As I recall,
cities such as Austin would not choose to install elevated lanes
again due to the problems they have experienced with their
existing elevated lanes.

Expansion Alternative Concept - Partially Elevated
Option. Entrance and exit ramp issues are a concern.

What do you think about the Expansion Alternative
Concept - Depressed Option? I think it's a bad idea. Existing
buried utilities, pipelines, and watershed recharge pollution
concerns will likely make this option unworkable. Rainfall
runoff and hazardous material spills will be difficult and
expensive to manage effectively.

Next item, the New Location Highway Alternative
Concept. I think that in the wake of the failed Trans-Texas
Corridor Initiative, it is politically DOA. Controlled access
would be interpreted to mean toll road by skeptical public with
negative political repercussions. On the other hand, the high
speed toll road bypassing Austin has been very well received,
finally.

What do you think about the Parallel Facility
Alternative Concept? Right-of-way issues and costs, coupled with
the difficulty in implementing workable designs for connections
to existing roadways make this option a challenge. We already
have marginal and/or inadequate interchanges from Loop 410
northeast to IH-35 north and 1604 to IH-35 north.

General comments. Bexar County Commissioners
Court seems hell bent on eliminating the Alamo RMA. I sincerely
hope that this study will not be consigned to a forgotten file
cabinet somewhere.

Two, public interest and support will likely be
driven by the cost of any IH-35 corridor solution proposed.
While I realize the enormous difficulty in projecting costs for
any alternative, during the public input stage, some sense of the
costs will have to enter the discussion at some point.

Three, improving the existing inadequate
interchanges at Loop 410 and I-35 and at Loop 1604 and I-35 will do an awful lot to improve the traffic flow on the existing roadways. That's it.

SCOTT ERICKSEN: I work downtown and I drive I-35 north out to Thousand Oaks to get home every evening, and we have really bad traffic at north -- just north of Splashtown up to where 410 joins -- 410 north joins I-35 north. And then things drag for a little bit, till you get about Rittiman. It opens up for a couple of miles and then it restacks where 410 joins -- where 410 east comes into I-35 north, just as you get to Starcrest -- no, Starlight Terrace and Thousand Oaks. So those are the worst spots.

The other problem is southbound on I-35, prior to 1604, and for no apparent reason, you -- the traffic backs up around Olympia Parkway, and you can always count on trying to get through 1604 -- or under 1604. Those are the worst areas that we've got.

I want to be sure that the future roadway allows for transit and I would like to see some thought given to separated hike and bike capabilities along that corridor somewhere. That's it.
TRANSCRIPTION OF COMMUNITY STATEMENTS/COMMENTS ON
IH-35 PEL STUDY
PLANNING & ENVIRONMENTAL LINKAGES
BY
TEXAS DEPARTMENT OF TRANSPORTATION
AND
ALAMO REGIONAL MOBILITY AUTHORITY
JUNE 12, 2012
AT COWBOYS DANCE HALL
3030 NORTHEAST LOOP 410
SAN ANTONIO, TX 78218

I, DARLENE ZUEHL, Certified Shorthand Reporter in and
for the State of Texas hereby certify to the following:
That the recorded statements/comments made are true and
correct to the best of my hearing and ability.
Certified to by me this 15th day of June,
2012.

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

SAN ANTONIO COURT REPORTING, FIRM NO. 175
555 E. BASSE ROAD, SUITE 205
SAN ANTONIO, TEXAS 78209 (210) 227-1525
Comment Form Submissions
Thank you for attending the June 2012 Public Meeting.

Please take a moment to comment on the alternative concepts presented at this meeting tonight:

What do you think about the No Build Alternative Concept?

What do you think about the TO-BUILD Concept?

What do you think about the TOL-BUILD Concept?

What do you think about the Toll - Lane Concept?

Thank you for sharing your feedback with us.
<table>
<thead>
<tr>
<th>Question</th>
<th>Response</th>
</tr>
</thead>
<tbody>
<tr>
<td>What do you think about the Transit - Only Alternative Concept?</td>
<td></td>
</tr>
<tr>
<td>What do you think about the Truck - Only Alternative Concept?</td>
<td>It may take away from smaller city's businesses &amp; traffic. Should have to take another route.</td>
</tr>
<tr>
<td>What do you think about the Expansion Alternative Concept - At-Grade Option?</td>
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<tr>
<td>What do you think about the Expansion Alternative Concept - Elevated Option?</td>
<td>This would be more reasonable as it seems to work/slow the best.</td>
</tr>
<tr>
<td>What do you think about the Expansion Alternative Concept - Partially-Elevated Option?</td>
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</tr>
<tr>
<td>What do you think about the Expansion Alternative Concept - Depressed Option?</td>
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<tr>
<td>What do you think about the New Location Highway Alternative Concept?</td>
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<tr>
<td>What do you think about the Parallel Facility Alternative Concept?</td>
<td></td>
</tr>
<tr>
<td>Question</td>
<td>Response</td>
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<td>-------------------------------------------------------------------------</td>
<td>-------------------------------------------------------------------------------------------</td>
</tr>
<tr>
<td>What do you think about the Transit - Only Alternative Concept?</td>
<td>Bus transit could be extended to IH 35 but feels like a &quot;short-distance&quot; (inflexibly) only solution</td>
</tr>
<tr>
<td>What do you think about the Truck - Only Alternative Concept?</td>
<td>Cost-prohibitive and inflexible, an integrated road for all traffic allows easiest planning and use of resources</td>
</tr>
<tr>
<td>What do you think about the Expansion Alternative Concept - At-Grade Option?</td>
<td>Seen easiest and least expensive solution for use where there is sufficient land</td>
</tr>
<tr>
<td>What do you think about the Expansion Alternative Concept - Elevated Option?</td>
<td>While expensive, this seems the best solution for increasing roadway capacity along the narrow and developed corridor</td>
</tr>
<tr>
<td>What do you think about the Expansion Alternative Concept - Partially-Elevated Option?</td>
<td>Use as needed to reduce cost compared to all-elevated sections</td>
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<tr>
<td>What do you think about the Expansion Alternative Concept - Elevated Option?</td>
<td>Suitable only where necessary for underpasses, inflexible, and expensive/disruptive to modify ramps</td>
</tr>
<tr>
<td>What do you think about the New Location Highway Alternative Concept?</td>
<td>Not feasible, limited viable locations</td>
</tr>
<tr>
<td>What do you think about the Parallel Facility Alternative Concept?</td>
<td>For avoiding congestion on IH 35, I use Ferrari/Boyle/Hospital 2352; route allows travel parallel to IH 35 from 910 to 1103</td>
</tr>
<tr>
<td></td>
<td>Improving parallel routes seems a good and potentially inexpensive way to ease congestion in the short term</td>
</tr>
</tbody>
</table>
Court Reporter Transcripts
TRANSCRIPTION OF COMMUNITY STATEMENTS/COMMENTS ON
IH-35 PEL STUDY
PLANNING & ENVIRONMENTAL LINKAGES
BY
TEXAS DEPARTMENT OF TRANSPORTATION
AND
ALAMO REGIONAL MOBILITY AUTHORITY
JUNE 13, 2012
AT AT&T CENTER - SOUTHEAST GATE
ONE AT&T CENTER PARKWAY
SAN ANTONIO, TX 78219

[No Verbal Comments Made].
TRANSCRIPTION OF COMMUNITY STATEMENTS/COMMENTS ON
IH-35 PEL STUDY
PLANNING & ENVIRONMENTAL LINKAGES
BY
TEXAS DEPARTMENT OF TRANSPORTATION
AND
ALAMO REGIONAL MOBILITY AUTHORITY
JUNE 13, 2012
AT AT&T CENTER - SOUTHEAST GATE
ONE AT&T CENTER PARKWAY
SAN ANTONIO, TX 78219

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

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

Certified to by me this 15th day of June,
2012.

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

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

From: IH35 <IH35@alamorms.org>
Sent: Friday, June 15, 2012 9:16 AM
To: [Redacted]
Subject: FW: For Rep Lyle Larson: Your Support for Tolls is a Betrayal of Your Supporters!
Importance: High

I supported you very strongly in your bid for public office because you had a record of anti-toll support despite the fact that your opponent made such a display of anti-toll sympathies. It does not speak highly of so many Bexar County Republican officials that they seem to just follow the money and seek to vote against the public interest all too many times regarding the stealing of public infrastructure for private interests! When will the TX GOP realize that they have a good thing going with the demise of Barack Hussein Obama and quit Screwing around on trying to serve the big money when doing so will just kill their middle class base of supporters! Have we learned anything at all from 2008’s national elections?

Perhaps the TX GOP might want to study what happened to the Republican legislators of Oklahoma who caved into the tollers against their constituents on a toll road so many years ago and now their own State Party seeks to forget they ever existed after every one of them was voted out of office! Or Corina Campbell’s upcoming victory over Rep Jeff Wentworth due to his support of tolls proves where the general public lies on this issue when informed! Even the attempt of the organized tollers who you seem to be supporting now regarding tolling 281 and 1604 in putting up Elizabeth Ames Jones to replace Rep Wentworth has failed! Senate Candidate David Dewhurst has taken a stand for selling out our federal highway system as opposed to Ted Cruz yet can’t seem to understand why he is now struggling against him despite Dewhurst’s expensive, biased, distorted commercials defending a businessman who sought to open a factory in China and feels the Chinese should pay him more money that was saved by NOT hiring American workers! Is that where you want to go next with your political career?

MPO Chair and Pot B Bexar County Commissioner, Tommy Adkinson has a strong following among Republicans as Susan Parmerleau found out because he is steadfast on the toll issue! The good of his community and the principle that the public that pays for public infrastructure should be free to use it as well the rights of freedom of movement which is a fundamental, Constitutional right mean something to him. We want to think it means something to you too but from what I’m reading it appears you’re pulling a Gov Rick Perry on us and seeking to join him as one of the tollers favorite servants instead of the public servant you have always seemed to be!

I personally have paid a serious, financial price for standing up to the tollers! If the public had any idea of how these self-serving, business people network together the public interest, ganging up on those who dare take a stand for what is right, punishing them financially and making threats against them and their loved ones, they would quit being so apathetic! Fact is the general public in SA lives in the status quo maintained for them by Terri Hall and us, her band of brave folks who give their all so they can continue living a middle class lifestyle and not have to get to the back of a VIA bus that may not take them to where they want to go as I found out back in November of 2011!

I did not attend the 125 meetings this week like I have every one, in the past. I received two threatening, anonymous calls threatening the health of my widowed mom if I attended as well as threats that I will never have a decent job again. I was
recently let go from an admittedly undesirable employer for bogus reasons too and have been denied decent jobs in my fields of experience and licensure after passing job interviews due to the wishes of those on high in these entities for unknown reasons that I can only speculate on!

I have taken to spending more time at my mom's place out of concern for her well-being thanks to things like that, especially at night! We worry way too much in this country about Mexican drug dealers investing money IN THE USA IN HORSES as opposed to foreign Muslims running charter schools and corrupt contractors supporting now bankrupt Spain's Ciebra seeking to steal our public highways to create toll roads in my opinion!

The ongoing financial strain I'm under caused me to desist from attending the GOP State Convention to the delight of the tollers in the Party who have encouraged a local person to run against me for Precinct Chair and I know about that too! Truthfully, like I told the MPO, I now know more about public transportation than I ever wanted to! I'm not afraid of anybody but sometimes you get so tired and I know from experience how little support there really is for tolls so I figured I would at least save the gas for job interviews and let others speak for me as they always do DESPITE THE FACT THAT SO MANY POLITICIANS SEEM TO REFUSE TO LISTEN TO WHAT WE THE PUBLIC ARE SAYING!

You supported the right candidate for Governor in 2010. Senator Kay B. Hutchison who was partially done in by false folks who claimed to support her but wanted her to lose all the time to Gov Rick Perry because she listened to those who support TX public infrastructure from organized theft for big money, private interests which is the movement supporting toll roads in TX! This money rich, people poor movement continually rewards and supports such unqualified candidates as Susan Pamerleau for Bexar County Sheriff even though she can do nothing in law enforcement that I couldn't do myself as a private citizen and seeks to use the Sheriff's Office as her on the job training facility! I would hate to start putting you in that category of all too many Republican candidates for public office who seem to seek to sell out their communities for private profits to those who profit from toll roads!

It's up to you, Rep Lyle Larson as this is a moment of truth for you! WHOSE SIDE ARE YOU REALLY ON NOW IN TOLLING I-35 AND 281? It sucks to have so few Republican office holders to agree with on an issue that isn't about Party but more about principle and I would like to continue to think of you as a man of principle with common sense, uncommon courage!

Respectfully Your's,
David L. Burdy, GOP PC 2099
William Long

From: Jorge Garcia [REDACTED]
Sent: Friday, June 08, 2012 8:03 AM
To: IH35
Subject: NO TOLLS!!!!!!!!!!

DO THE WILL OF THE PEOPLE, NOT THE WILL OF THE SPECIAL INTERESTS!

ACT LIKE RESPECTABLE CIVIL SERVANTS, NOT LIKE PROSTITUTES.

Jorge Garcia [REDACTED]
No Tolls ! ! ! ! ! ! !
William Long

From: Ruben Rivas
Sent: Friday, June 08, 2012 12:05 AM
To: IH35
Subject: Tolls

"NO TOLLS"
Ruben Rivas
William Long

From: IH35 <IH35@alamorms.org>
Sent: Monday, June 11, 2012 9:41 AM
To: [redacted]
Subject: FW: NO TOLLS

From: Tom Price
Sent: Friday, June 08, 2012 7:57 PM
To: IH35
Subject: NO TOLLS

NO TOLLS! It is illegal to add toll lanes to Interstate highways already paid for by taxpayer money. STOP IT!

Sincerely,
Dr. Thomas G. Price
William Long

From:
Sent: Monday, June 25, 2012 4:42 PM
To: William Long
Subject: Comments on IH35 PEL Study for Public Meeting #3
Attachments: Comment Form on IH35 PEL Study Public Meeting #3.pdf

To whom it may concern:

Attached is the comment form regarding the third public meeting and the alternatives for the IH35 corridor.

Thank you,

Larry Besch Jr., E.I.T.
Engineering Department
City of Schertz
10 Commercial Place, Bldg 2
Schertz, TX 78154
Office: (210) 619-1302
Thank you for attending the IH 35 PEL Study Public Meeting #3. Please take a moment to comment on the alternative concepts presented at the meeting tonight.

What do you think about the No Build Alternative Concept?

This roadway will need additional capacity in the future. Today as it stands the highway does not function at a level suitable to sustain the needs of the region. This option is not an acceptable approach for the study.

What do you think about the I-35W/TX-183 - Only Alternative Concept?

Today the existing roadway does have an ITS messaging system although upgrades would improve to this messaging system as well as other types of alerts would be helpful for commuters however this option will not solve the congestion issues as a stand alone option.

What do you think about the Rail - Only Alternative Concept?

The rail system would not be an all inclusive option to fix the congestion problems. Commuters generally prefer to drive so they have the freedom to be flexible with their schedule and not locked into a transit schedule.
### What do you think about the Transit - Only Alternative Concept?

This option would be good for a time, however, I believe it would become because trends show that the flexibility of driving an automobile would the better traffic and minor reduction of expenses due to mass transit.

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### What do you think about the Truck - Only Alternative Concept?

This approach would be a great concept to separate the traffic, however minimizing the conflicts between truck traffic and passenger vehicle traffic would probably not significantly improve the flow enough to solve the congestion issues.

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### What do you think about the Expansion Alternative Concept - At-Grade Option?

This approach would be the most feasible and significantly reduce the on the roadway. With this approach and some careful detail to signs and markings the roadway would be improved the best, most efficient way. This alternative offers the least-construction timeframe as well.

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### What do you think about the Expansion Alternative Concept - Elevated Option?

This is a great option as well and ideally would be the best. The only are the extra length of construction time and the cost is greater. The cost would be the most hindering factor for this alternative.
What do you think about the Expansion Alternative Concept - Partially-Elevated Option?
This option is a good one as well. With limited exchanges on the elevated portion and the shorter construction time and less cost, this is the best option for the cost if the funds are available.

What do you think about the Expansion Alternative Concept - Depressed Option?
This option seems infeasible giving the alternative the at-grade alternative would be more economical and provide the same capacity.

What do you think about the New Location Highway Alternative Concept?
The highway system around San Antonio seems and especially just this portion would provide the best approach if the capacity could be increased. Building a whole new roadway would be infeasible and would not provide more suitable connectivity than the existing facilities do.

What do you think about the Parallel Facility Alternative Concept?
The highway system around San Antonio seems and especially just this portion would provide the best approach if the capacity could be increased. Building a whole new roadway would be infeasible and would not provide more suitable connectivity than the existing facilities do.
From: Sherry Mosier
Sent: Monday, June 25, 2012 4:10 PM
To: IH35
Cc: Rafael Castillo
Subject: Comments to IH 35 PEL Study

Attached, please find our completed Comment Form to be included in the official record with respect to the IH 35 PEL Study. Thank you.

CONFIDENTIALITY NOTICE: If you have received this communication in error, please notify the sender by reply message and then delete this message from your files. This e-mail transmission and any attached documents may contain confidential information belonging to the sender. It is legally privileged, and intended for use only by the intended recipient(s). If you are not an intended recipient, or the employee or agent responsible for delivering the message to the intended recipient, you are hereby notified that any dissemination, distribution, copying or forwarding of this communication is strictly prohibited. Unauthorized interception of this message may be in violation of the Electronic Communications Privacy Act, 18 U.S.C. §2510 et seq.
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<td>c/o RJ RIVERA Associates, Inc.</td>
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<tr>
<td>601 N.W. Loop 410, Suite 410</td>
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<tr>
<td>San Antonio, Texas 78216</td>
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<td>Phone: 210-549-7235 (210-549-SA35)</td>
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<td>Fax: 210-340-6654</td>
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<td>E-mail: <a href="mailto:IH35@AlamoRMA.org">IH35@AlamoRMA.org</a></td>
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**COMMENT FORM**

Thank you for attending the IH 35 PEL Study Public Meeting #3. Please take a moment to comment on the alternative concepts presented at the meeting tonight.

**What do you think about the **No Build Alternative Concept?**

We do not believe this to be a viable alternative as it does nothing to address projected transportation needs over the study's 25-year planning horizon and fails to make use of land in a manner consistent with overall land use and transportation planning strategies. Development in these areas would regrow.

**What do you think about the **TIMESREN - Only Alternative Concept?**

We do not believe this to be a viable alternative as a stand-alone but it could possibly complement other concepts under consideration.

**What do you think about the Fall - Only Alternative Concept?**

We do not believe this to be a viable alternative as a stand-alone but it could possibly complement other concepts under consideration.
William Long

From: IH35 <IH35@alamorma.org>
Sent: Monday, June 25, 2012 9:01 AM
To: [Redacted]
Subject: FW:IH35 Public Input

From: Lisa Cameron
Sent: Saturday, June 23, 2012 9:06 PM
To: IH35
Subject: IH35 Public Input

I live in Windcrest and work at SAMMC. Even when I get off work at 3:00pm, I dread the traffic on my 5 mile drive. The growth at SAMMC has significantly impacted the traffic flow on I-35. Even when you get to the SAMMC gate, you have to wait forever to get through the security gate. I believe many people who live long I-35 and work at SAMMC would take advantage of public transportation if one went and stopped by SAMMC. Everyone at SAMMC is tired of the traffic. Others may take advantage a rail system that would take them downtown. We are very behind the times with public transportation in San Antonio.

Having bike safe trails along I-35 may also help alleviate congestion. Even though I live 5 miles from work, it is impossible to bike to work. Instead, I can sit in traffic for 30-45 minutes wasting time and burning gas.

Besides SAMMC traffic issues, the on ramps along I-35 by Rittermann really slows things down. A truck lane may help as well as making the ramps much longer. These trucks are a huge hazard on these busy roads.

Everyone knows that 410 going down to one to merge with I-35 is just a bad idea. This needs to be fixed ASAP.

Even though I do not mind paying to use a toll road, I do not believe toll roads are the answer. Most people avoid them and the main roads are still congested. With our demographics in San Antonio and along I-35, the non-toll lanes would remain clogged. Consider increases the gas tax instead this way everyone pays. Even though we would be paying higher taxes up front, hopefully it would save us gas money in the long run that we waste sitting in traffic.

Thank you.
Environment Setting Map Mark-Ups
June 12, 2012 – Environmental Setting
Map Mark-Ups