

#	Name	Date	Source	Comment	Response
1	Richard Camero	5/19/2015	Comment Card	I agree with improvements on Interstate Roads in San Antonio and I agree with alternative means for funding projects. Otherwise, San Antonio and other cities in Texas will get further behind. Just another avenue to fund roads!	Comment noted.
2	Beverly Adams	5/19/2015	Comment Card	As a concerned citizen, I feel we are taxed on just about everything – this is a tax on our freedom of movement. Just build the lanes with money designated for roads. Managed lanes are for the elite and many are exempt from fees. The cost will not be covered anyway – They, most often, will not be self-sustainable. Eliminate other taxes – gas, registration, purchase, driver’s licenses, etc. and maybe you have good reason. As long as citizen freedoms are assaulted by taxes, and none have been eliminated there is little reason to be taxed again. Tolls are a war on the poor and small business and benefit the elite. “Use road money for Roads.” Thank you Beverly Adams – a concerned citizen.	Comment noted. Due to a change in policy by the Alamo Area MPO, the project is being modified to remove all tolling components and will now add one additional general-purpose (GP) lane and one high-occupancy vehicle (HOV) lane in each direction.
3	Chuck Gregory	5/19/2015	Comment Card	Great video in entry room. Makes it much easier to visit/see in the other room. Much better set up than at the recent meeting at FUMC near Fair Oaks Parkway.	Comment noted.

4	Carol Condos	5/19/2015	Comment Card	<p>Your nice 3-D rendering shows crowded existing lanes and much less use of the “managed”, IE toll, lanes. Sure looks like using all the lanes would level out the usage. Keep in mind, there is no alternate route to get from Boerne to San Antonio and back. I have lived in an area that utilized HOV lanes. Those lanes were very underutilized. Face it, people want to drive their own cars in their own time frame. Maybe a toll road would work, but it sure galls lots of folks to pay extra to get to work and back home. I am also concerned about the potential loss of two way traffic on the frontage roads. There is no clamor for buses to San Antonio to Boerne and back.</p>	<p>Comment noted. Due to a change in policy by the Alamo Area MPO, the project is being modified to remove all tolling components and will now add one additional general-purpose (GP) lane and one high-occupancy vehicle (HOV) lane in each direction.</p> <p>The conversion of frontage roads from two-way to one-way is being undertaken as part of different projects (currently under construction or proposed) to improve operations and safety. These project will reduce head on collisions and eliminate the yield conditions at entrance and exit ramps.</p> <p>According to a Texas Transportation Institute Study, this corridor has an 11-13% HOV eligibility rate during the peak hours. These results were validated by a DEC traffic survey conducted in March 2016.</p>
5	Malloy Gould	5/19/2015	Comment Card	<p>I have too many comments for this space. My main objection to the toll (managed lanes) project is that it will not allow HOV lanes only registered car pools with annual fees. Additionally the new enter/exit ramps combined with one-way frontage roads will create extra-long travel distances just to get to the other side of I 10. Ex. To get to the Presbyterian Church in Leon Springs from Ralph Fair Rd it will be necessary to drive all the way to Dominion Dr. to turn around to get back to the church.</p>	<p>Comment noted. Due to a change in policy by the Alamo Area MPO, the project is being modified to remove all tolling components and will now add one additional general-purpose (GP) lane and one high-occupancy vehicle (HOV) lane in each direction.</p> <p>The conversion of frontage roads from two-way to one-way is being undertaken as part of different projects (currently under construction or proposed) to improve operations and safety. These project will reduce head on collisions and eliminate the yield conditions at entrance and exit ramps.</p> <p>In regard to the example provided, access to Leon Springs Presbyterian Church from FM 3351 may be reached by going from FM 3351 to the east bound frontage road, then going to Boerne Stage Road, turning left onto Boerne Stage Road, and then turning right onto Old US 87.</p>

6	Kelly Watson	5/19/2015	Comment Card	<ul style="list-style-type: none"> <li>• Cookies are always welcome</li> <li>• The presenters and presentation was great. I greatly appreciate the presenters staying calm in the face of grumpy people and politically grumbling.</li> <li>• Why isn't there public/tax funding for this improvement? Why fund it with tolls?</li> <li>• Concerns – access to managed lanes from Ralph Fair Rd many people join I 10 from Ralph Fair Rd but under the current plan they will not be able to enter until significantly down the road. Please, please add an entry point for us.</li> <li>• Set the tolls so there is some accountability to prevent greed from raising tolls. This is NOT a revenue stream it is an infrastructure improvement.</li> <li>• Texans don't carpool. Don't expect it. We are not in CA, VA, MD (they carpool).</li> </ul>	<p>Comment noted. Due to a change in policy by the Alamo Area MPO, the project is being modified to remove all tolling components and will now add one additional general-purpose (GP) lane and one high-occupancy vehicle (HOV) lane in each direction.</p> <p>Entrance and exit points to the HOV lanes have been carefully determined based upon traffic analysis in order to meet design criteria. The design of entrance/exit points to the HOV lanes is dependent on weaving distances and the length of the lanes themselves. Although eastbound traffic entering from FM 3351 (Ralph Fair Road) will not have access to the first eastbound HOV entrance, the revised concept, including the new general purpose lane will still benefit traffic conditions.</p> <p>According to a Texas Transportation Institute Study, this corridor has an 11-13% HOV eligibility rate during the peak hours. These results were validated by a DEC traffic survey conducted in March 2016.</p>
7	Jim Dykes	5/19/2015	Comment Card	<p>Three comments:</p> <p>1) TxDOT, Bexar County, Alamo RMA, SA, and VIA should pay as much of the cost as possible rather than burdening our kids and grandkids with debt. The Dallas toll way has been a great revenue generator for Dallas because citizens paid for it up front.</p> <p>2) The east/west managed lanes should be constructed to allow switching lanes from morning (east) and evening (west)</p> <p>3) There should be controlled access lights for on ramps and controlled mixing between managed lanes and general purpose lanes.</p>	<p>Comment noted. Due to a change in policy by the Alamo Area MPO, the project is being modified to remove all tolling components and will now add one additional general-purpose (GP) lane and one high-occupancy vehicle (HOV) lane in each direction.</p> <p>The traffic analysis indicates that the use of reversible lanes or ramp metering will not be required. Ramp metering was not included in AAMPO's Congestion Mitigation Plan.</p>
8	Abel Guzman	5/19/2015	Comment Card	<p>This is a much needed project and will positively benefit all drivers in the area. I would gladly pay to not have to sit in traffic (i.e. managed lanes or tolls).</p>	<p>Comment noted.</p>

9	ML Dottrel	5/19/2015	Comment Card	I am in support of the managed lane proposal to relieve congestion of IH-10 and 1604 corridors.	Comment noted.
10	Steven G. Lea	5/19/2015	Comment Card	Very much in favor! Extend to Boerne Hwy 46.	Comment noted. The eventual expansion of the mainlanes towards the Bexar County line is identified in the long-range plan of the AAMPO "Mobility 2040". Currently, this expansion is shown as managed lanes in the latest version.
11	James M. LoPresti	5/19/2015	Comment Card	I live off Boerne Stage Rd. What will the speed limit be for Boerne Stage Rd? Concerned about traveling from Boerne to H-E-B at Leon Springs – exit needs to be closer than Scenic Loop. There needs to be firm, logical plans for traffic light coordination. When will Boerne State Rd be completed? What if anything is planned for Leon Creek next to Boerne Stage Rd.? Why was the City of San Antonio not here at this meeting? Where was Ron Nirenberg for this important meeting?	<p>Comment noted. The majority of your remarks deal with the construction of the Boerne Stage Road Project by Bexar County. .</p> <p>The current ramp layout will require one to exit at Ralph Fair Road if continuing onto the Leon Springs H-E-B at Boerne Stage Road.</p> <p>Councilman Nirenberg did participate in our initial Project Stakeholder Meeting; however, he had a conflict and could not attend this open-house public meeting.</p>
12	JM Startzell	5/19/2015	Comment Card	PLEASE, work with Bexar Co. to make all lights at Ralph Fair overpass/frontage roads and at Old Stage Coach underpass (under IH-10) operate with traffic sensors, not on preset times. IE at 0530 coming south on Ralph Fair, we shouldn't have to sit on a red light when there is not frontage road traffic. Same for Old Stage Coach. It will help with exhaust pollution too. AND, you are going to need an exit light onto O.S.C. from H-E-B lot.	Comment noted. All of your comments refer to ongoing construction projects by TxDOT and Bexar County rather than the subject project.
13	Don Dixon	5/19/2015	Comment Card	Do not build any toll roads or managed lanes no more fees or toll taxes to get on state road. All interstate highways should always be free. Interstates were never intended to be tolled. All the presentations were very deceptive since toll roads words were not used, only toll lanes. Toll lanes increase congestion since the tolls price drivers off the interstate freeway.	<p>Comment noted. Due to a change in policy by the Alamo Area MPO, the project is being modified to remove all tolling components and will now add one additional general-purpose (GP) lane and one high-occupancy vehicle (HOV) lane in each direction.</p> <p>We apologize, there was no intent to be deceptive. There are technical and informal differences in lane types.</p>

					Technically, priced managed lanes were proposed which do include a tolling component.
14	Regina M. Bessee	5/19/2015	Comment Card	<p>Regarding 15 minute presentation: volume fluctuation of presentation is sometime difficult to follow, size of display too small for room size, can't be read easily.</p> <p>Not covered and why not:</p> <ul style="list-style-type: none"> <li>• Cost to use managed lanes</li> <li>• Who gets these fees?</li> <li>• Show street level view of start and finish/on-off special lanes for those of us with no prior experience.</li> <li>• Is this a done deal; no alternate plan?</li> </ul>	<p>Comment noted. Due to a change in policy by the Alamo Area MPO, the project is being modified to remove all tolling components and will now add one additional general-purpose (GP) lane and one high-occupancy vehicle (HOV) lane in each direction.</p> <p>At the time of the public meeting, the project was in the planning phase and had not been finalized. Subsequently the AAMPO and TxDOT Commission approved the HOV lanes and elimination of any tolling components.</p>
15	Rob Hill	5/19/2015	Comment Card	<p>I would rather see an increase in gas taxes to pay for roadways rather than the increased cost of creating managed lanes and the expense to administer them. A vehicle's use of roads and wear and tear on roads by that vehicles are almostly directly proportional to the fuel pumped into that vehicle. Letting project contracts without competitive bids is a wasteful, corruption-prone way of spending public funds.</p>	<p>Comment noted. Due to a change in policy by the Alamo Area MPO, the project is being modified to remove all tolling components and will now add one additional general-purpose (GP) lane and one high-occupancy vehicle (HOV) lane in each direction.</p> <p>This project will be let using a competitive bidding process as is standard with TxDOT lettings. Bid documents will be done by TxDOT, and then the project will be let and awarded to the lowest responsive bidder (Contractor) for construction.</p>
16	Kevin Liu	5/19/2015	Comment Card	<p>This project seems targeted at the concentrations of wealth in the area. One of the representatives even said a main purpose of this was to pay for a new interchange. Why should residents along I-10 be footing the bill to help 1604 traffic. Furthermore, there is NO SUPPORT IN San Antonio for toll roads. It doesn't seem like anyone besides the contractors want this to happen.</p>	<p>Comment noted. Due to a change in policy by the Alamo Area MPO, the project is being modified to remove all tolling components and will now add one additional general-purpose (GP) lane and one high-occupancy vehicle (HOV) lane in each direction.</p>

17	Michael Fields	5/19/2015	Comment Card	No toll roads! Spend the money on light rail!	<p>Comment noted. Due to a change in policy by the Alamo Area MPO, the project is being modified to remove all tolling components and will now add one additional general-purpose (GP) lane and one high-occupancy vehicle (HOV) lane in each direction.</p> <p>The proposed project is required to be consistent with MPOs regional plan and light rail transit is not in the plan for this area.</p>
18	Sheryl Huff	5/19/2015	Comment Card	I am NOT in favor of toll roads at all! This is double taxation – gas tax is more economical. I will be voting against anyone supporting these toll roads. Stop diverting the gas tax money. I thought Prop 1 funding was supposed to support this.	<p>Comment noted. Prop 1 (approved Nov 2014) is funding frontage road and ramp revisions between 3351 and Fair Oaks, including new overpass at Old Fred.</p> <p>The current MTP shows state and federal funding and no tolling componet. The passage of Proposition 7 in November 2015 has provided the MPO and TxDOT with additional revenues to fund transportation projects.</p> <p>Due to a change in policy by the Alamo Area MPO, the project is being modified to remove all tolling components and will now add one additional general-purpose (GP) lane and one high-occupancy vehicle (HOV) lane in each direction.</p>
19	John Heye	5/19/2015	Comment Card	Need to extend new access road, westbound north of Boerne Stage Rd past Willie’s.	<p>TxDOT understands that public meeting participants have important concerns and needs that are not specifically related to the proposed I-10 Project. The extension of the west bound frontage road is not currently part of this project.</p> <p>Frontage Road revisions are currently under construction and are separate from proposed improvements to main lanes. The ongoing projects did not include a FR extension in this area. This would have required another bridge over Leon Creek and additional floodplain fill. The area is served by an existing 2 way road (former US 87) and bridge which was recently replaced to address hydraulic conditions.</p>

20	Donald Aulner	5/19/2015	Comment Card	<p>Website had no information/notice that toll roads would be a topic of conversation tonight. Hmmm! We don't want toll roads out here, why do you insist on shoving them down our throat. Why don't we just increase car registration rates to take up the slack? Texas has one of the lowest registration rates in the U.S. All my friends living in this area said they would be willing to pay double their current registration rate vs. paying a toll (it requires no additional people, equipment, services, etc.) Don't cost anything to cash a bigger check!!</p>	<p>Comment noted. Due to a change in policy by the Alamo Area MPO, the project is being modified to remove all tolling components and will now add one additional general-purpose (GP) lane and one high-occupancy vehicle (HOV) lane in each direction.</p> <p>Transportation funding is established by state and federal legislation. The current MTP shows state and federal funding and no tolling. The passage of Proposition 7 in November 2015 has provided the MPO and TxDOT with additional revenues to fund transportation projects.</p>
21	Miles Rickard	5/19/2015	Comment Card	I support!	Comment noted.
22	Jim Branaum	5/19/2015	Comment Card	<p>The west bound exit from managed lanes at the Dominion will cause worse congestion as now there is a problem when there are three lanes squashed into two. What is going to be the result when TxDOT tries to squash five lanes into two?</p>	<p>Due to a change in policy by the Alamo Area MPO, the project is being modified to remove all tolling components and will now add one additional general-purpose (GP) lane and one high-occupancy vehicle (HOV) lane in each direction.</p> <p>The HOV lane will merge into the general purpose lanes then the additional general purpose lane will merge with the existing two lanes. All merging and weaving movements have been laid out in accordance with the design guidelines.</p> <p>The HOV lane will not end at the Dominion and will extend to FM 3351. Future extension of the additional lanes to the west will alleviate the merging at FM 3351 (Ralph Fair Rd). At the terminus of the additional general purpose lane, the projected LOS will match the current LOS.</p>
23	Martha Grant	5/19/2015	Comment Card	You've done a fine job outlining this project. It is so necessary out here!	Comment noted.

24	Ken Marquardt	5/19/2015	Comment Card	No managed lanes, no toll roads. I10 and interstate roads should not be tolled. Use sales tax or vehicle registration to create more \$\$, no tolls!	<p>Comment noted. Due to a change in policy by the Alamo Area MPO, the project is being modified to remove all tolling components and will now add one additional general-purpose (GP) lane and one high-occupancy vehicle (HOV) lane in each direction.</p> <p>Transportation funding is established by state and federal legislation. The current MTP shows state and federal funding and no tolling. The passage of Proposition 7 in November 2015 has provided the MPO and TxDOT with additional revenues to fund transportation projects.</p>
25	Homer Gonzalez	5/19/2015	Comment Card	Hard to understand, to small.	Comment noted.
26	David Jureczki	5/19/2015	Comment Card	Double taxation, get back to gasoline taxes that were appropriated for roads and road maintenance. No Managed (TOLL) Roads.	Comment noted. Due to a change in policy by the Alamo Area MPO, the project is being modified to remove all tolling components and will now add one additional general-purpose (GP) lane and one high-occupancy vehicle (HOV) lane in each direction.
27	Paul Fulmer	5/19/2015	Comment Card	Very concerned with these proposals not knowing the proposed toll rates. Not sure we should toll at all for these corridors.	Comment noted. Due to a change in policy by the Alamo Area MPO, the project is being modified to remove all tolling components and will now add one additional general-purpose (GP) lane and one high-occupancy vehicle (HOV) lane in each direction.
28	Tom Jones	5/19/2015	Comment Card	Exciting project.	Comment noted.
29	David Anderson	5/19/2015	Comment Card	I noticed the right of way on the Dominion side of I-10 still includes the old railroad right of way. I'd love to see a hike and bike trail along the railroad right of way to allow safe bicycle commuting connecting with the current greenbelt system. This would be an affordable way to remove cars from I-10 and make cycling safer, saving lives and increasing the quality of life and health of those in the area.	Comment noted. TxDOT and the City will consider your suggestion on future projects.

30	Adeline Gonzalez	5/19/2015	Comment Card	Information (screen) too small and too high up to clearly see all information. • Good project schematics.	Comment noted.
31	Joseph Borenstein	5/19/2015	Comment Card	Absolutely unquestionable YES	Comment noted.
32	Mitch Huff	5/19/2015	Comment Card	I am against any toll roads. I will vote against anyone running for office that is for toll roads. Speaker Joe Straus should be ashamed to not let HB 13 and 20 to go to vote. HB 122 does not allow mobility fund to toll roads.	Comment noted. Due to a change in policy by the Alamo Area MPO, the project is being modified to remove all tolling components and will now add one additional general-purpose (GP) lane and one high-occupancy vehicle (HOV) lane in each direction.  Transportation funding is established by state and federal legislation. The current MTP shows state and federal funding and no tolling. The passage of Proposition 7 in November 2015 has provided the MPO and TxDOT with additional revenues to fund transportation projects.
33	Gloria LoPresti	5/19/2015	Comment Card	It's a travesty that people living in this area were unable to give input prior to the public meeting and \$ is spent on graphics that don't work in many cases. I inquired with TxDOT and the county if traffic study done on Boerne Stage Rd. prior to graphics. TxDOT representative didn't know and sent me to the county representative that told me one was done about one year ago but no one knows if study shared with City or TxDOT. REALLY – again how can you engineer something without accurate, up to date information? Why doesn't TxDOT add 1-2 more lanes in the medians and not have Toll pay for it (managed lanes = Toll Rd.) What buses or carpools will use it - ?? VIA doesn't have any plans yet per VIA rep. Why pay a Toll - ?? You will force people to continue using existing two lanes – nothing resolved unless maybe Toll is free for HOV traffic. Entering I-10 west off Boerne Stage Rd. should not have to go thru the Rudy's intersection up past Ralph Fair Rd. to go on I-10 West (requires going thru 3 stop lights. There	Comment noted. Due to a change in policy by the Alamo Area MPO, the project is being modified to remove all tolling components and will now add one additional general-purpose (GP) lane and one high-occupancy vehicle (HOV) lane in each direction. Project specific traffic studies are performed based on the purpose of the project.  VIA has included multiple facilities between Loop 1604 and Boerne in their long range plan; the operation of these facilities will be enhanced with the proposed project.  With regard to the I-10W entrance ramp, there is insufficient room to provide an entrance ramp (at grade or grade - separated) between Boerne Stage Road and FM 3351 while providing an exit ramp to FM 3351. Traffic studies indicate the exit volume off I-10W at Ralph Fair Rd (FM3351) is almost three times greater than the volume of traffic entering I-10W at this location.

				should be ability to access I-10 west after going under bridge at I-10 and Boerne Stage Rd. No city rep. at meeting – where was Ron Nirenberg for this important meeting?	Councilman Nirenberg attended the Project Stakeholder Meeting; however, he had a conflict and could not attend this open-house public meeting.
34	Eddie Muhlenberg	5/19/2015	Comment Card	I'm in favor of this construction of managed lanes on I-10 and Loop 1604.	Comment noted.
35	Clint Ray	5/19/2015	Comment Card	Upon speaking with TxDOT reps it is anticipated that traffic may double in the next 20 yrs. With funding challenges what they are I support the expansion of IH-10 and commend authorities for thinking outside the box to address the funding challenges. This project needs to happen sooner rather than later in order to keep this corridor open and moving at acceptable level.	Comment noted.
36	Rochelle Lopez	5/19/2015	Comment Card	<p>████████████████████</p> <p>Will disabled Texas veterans be exempt from tolls? Please reply.</p>	<p>Comment noted. Due to a change in policy by the Alamo Area MPO, the project is being modified to remove all tolling components and will now add one additional general-purpose (GP) lane and one high-occupancy vehicle (HOV) lane in each direction.</p> <p>In regards to your concerns regarding disabled veterans, they are not currently eligible for free use of all toll facilities by the Texas Transportation Commission. At this time, only certain Texas toll roads have been approved to grant free passage for disabled veterans. Given the use of HOV lanes in this project, utilization will be exclusive to vehicles with a minimum of two occupants.</p>
37	David J. Purdy	5/19/2015	Comment Card	The public is again being ripped off by Governor Rick Perry's TxDOT employees and staff operating on behalf of private interests who seek to steal public infrastructure from the public and have them tolled for what they use now and have paid for. I especially feel sympathy for the good folks of Kendall County since I use I10 less than they do! However, I will have	Comment noted. Due to a change in policy by the Alamo Area MPO, the project is being modified to remove all tolling components and will now add one additional general-purpose (GP) lane and one high-occupancy vehicle (HOV) lane in each direction.

				to take an alternate route to see my ailing mom to avoid paying a toll and don't like it. <u>No tolls on I10!</u>	No private entities will have any financial say in this project as it will not be developed utilizing a public/private partnership.
38	Pat Dossey	5/19/2015	Comment Card	Toll roads discriminate – are a regressive tax on the poor.	Comment noted. Due to a change in policy by the Alamo Area MPO, the project is being modified to remove all tolling components and will now add one additional general-purpose (GP) lane and one high-occupancy vehicle (HOV) lane in each direction.
39	Justin Cain	5/19/2015	Comment Card	I strongly support the upgrades and improvements to both IH-10 and Loop 1604. I also support any process that will accelerate the construction of these projects.	Comment noted.
40	Susan Vogel	5/30/2015	Comment Card	I sent these same questions via email; however, here they are again. Q1 At the meeting it was said that drivers could use the managed lanes or the regular I 10 highway. I am a single driver and I go into San Antonio 3-4 times a week. Will I be forced to use the managed lanes or will I be able to continue to use non-managed I 10 highway lanes? Will we have a choice? Q2: The fee structure ranged between \$0.17 to \$0.50/mile. How will the fee be determined when the managed lanes become operational? For 10 miles, the difference between \$1.70 vs \$5.00 several days a week can add up. So how and who makes the decision? Thanks for your consideration of my questions. Please send me a written or email answer.	Comment noted. Due to a change in policy by the Alamo Area MPO, the project is being modified to remove all tolling components and will now add one additional general-purpose (GP) lane and one high-occupancy vehicle (HOV) lane in each direction.  There will be no cost associated with the use of the general purpose or HOV lanes, but utilization of the HOV lane will require a minimum of two occupants.
41	Bill Owens	5/19/2015	Comment Card	Taxpayer funds should be used for free lanes instead of “managed lanes!” 1. Using taxes to construct toll (“managed”) lanes are	Comment noted. Due to a change in policy by the Alamo Area MPO, the project is being modified to remove all tolling components and will now add one additional

				<p>“double taxation,” charging the public twice for the same rd.</p> <p>2. “Managed Lanes” area an inefficient use of taxpayer funds. Toll lanes generally have far less traffic than free lanes. If funds were used to construct free “non-toll) lanes, the relief from congestion would be much greater.</p> <p>a) “Encouraging use of car pooling or use of public transit” does not generally occur in practice. It is a theoretical, rather than practical solution – just observe the many virtually empty busses on the roads.</p> <p>3. The gasoline tax should be totally dedicated to road construction and not diverted to other uses before toll road construction is considered. Otherwise, the tolls are, in effect, being used to finance projects other than road construction.</p>	<p>general-purpose (GP) lane and one high-occupancy vehicle (HOV) lane in each direction.</p> <p>With this change to non-toll lanes, the addition of a third general purpose lane and a HOV lane should alleviate traffic conditions in the area. Although HOV lanes generally have less traffic than General Purpose lanes, they will reliably move more people during congested hours.</p> <p>Public awareness campaigns will help encourage the use of HOV lanes. These campaigns can include efforts from advertising to implementing carpool incentive programs with employers.</p> <p>Transportation funding is established by state and federal legislation. The current MTP shows state and federal funding and no tolling. The passage of Proposition 7 in November 2015 has provided the MPO and TxDOT with additional revenues to fund transportation projects.</p>
42	Mary MacWithey	5/19/2015	Email	<p>I live off I 10 and Boerne Stage. Traffic is horrible during rush hours. Much better when school is out and on holidays.</p> <p>We don't need a toll way in the middle of I 10 - just more lanes on the existing road. AND better on and off ramps. Put lights on Dominion drive at the service road intersections. Way too many cars for stop signs. Dangerous to add a lane and then take it away too. Dominion Drive on and off ramps cause a big slow down on I 10.</p>	<p>Comment noted. Due to a change in policy by the Alamo Area MPO, the project is being modified to remove all tolling components and will now add one additional general-purpose (GP) lane and one high-occupancy vehicle (HOV) lane in each direction.</p> <p>Traffic signals are being installed at Dominion Drive as part of the current Boerne Stage Road/Leon Springs project.</p>

43	John Griffin	5/20/2015	Email	<p>I live off Boerne Stage Road and IH10 in San Antonio - right between 1604 and Fair Oaks. I just learned of the proposed expansion of the toll lanes in this area. I live in Two Creeks which recently saw a big increase in property taxes (\$500+ per year). Plus, San Antonio is going to annex us, so there will be new city taxes (+\$1500 per year). So obviously, the thought of having to shell out \$30 more per week to get back and forth to work - or sit in the normal lanes - doesn't sit very well with me.</p> <p>You need to consider people who live within the corridor and give us free or greatly reduced tolls. I mean, I'm against them totally but I realize that doesn't matter - they're going to happen. But with all these things converging at once, there will be an exodus of people like me who originally moved to this area to get AWAY from city taxes, etc.</p> <p>Thank you, John Griffin The Park at Two Creeks</p>	<p>Comment noted. Due to a change in policy by the Alamo Area MPO, the project is being modified to remove all tolling components and will now add one additional general-purpose (GP) lane and one high-occupancy vehicle (HOV) lane in each direction.</p> <p>Transportation funding is established by state and federal legislation. The current MTP shows state and federal funding and no tolling. The passage of Proposition 7 in November 2015 has provided the MPO and TxDOT with additional revenues to fund transportation projects.</p>
44	Dyer Greer, CFA	5/20/2015	Email	<p>I live in Fair Oaks Ranch, work in San Antonio and attended the meeting last night. Thanks for the meeting and for doing something to help get us out of traffic. Coincidentally, I analyze municipal bonds (including toll roads) for a living and have looked at over a dozen toll road bond issues. I am writing in my capacity as a private citizen and not as an employee of my company. Also coincidentally, my great-Uncle Dewitt Greer's name is on the TxDOT headquarters building in Austin.</p> <p>How was a managed lane format chosen over a regular flat rate toll format? Will a public-private partnership be used as in several other managed lane projects and, if so, has a private developer or investor been chosen yet?</p> <p>Finally, I hope TxDOT comes up with a better public</p>	<p>Comment noted. Due to a change in policy by the Alamo Area MPO, the project is being modified to remove all tolling components and will now add one additional general-purpose (GP) lane and one high-occupancy vehicle (HOV) lane in each direction.</p> <p>No private entities will have any financial say in this project, as it will not be developed utilizing a public/private partnership.</p>

				relations campaign to battle TURF than it has in the past. Thank you.	
45	Beau Ratliff	5/20/2015	Email	<p>I'm expressing my concern about the I 10 Managed Lane Project. The current proposal does nothing to alleviate the already heavy congestion that this area is currently dealing with. All that is being proposed is the addition of two toll lanes, which will do nothing but force the user to either sit in traffic, or pay the exorbitant "tax" per mile. A better plan would be to build one tolled/HOV lane and an additional freeway lane utilizing the recently passed state highway fund (proposition 1) as a funding source.</p> <p>The area in question is currently on its way to being annexed by the city of San Antonio. In addition to much higher property taxes, residents don't want another usage tax to get to and from work, with the alternative solution being sitting in bumper to bumper traffic from the RIM to Ralph Fair Road.</p> <p>In addition, there are no construction plans posted, so exactly how are the managed lanes going to merge with the existing lanes and exit at Ralph Fair Road without causing a pile-up of traffic at that point on I 10?</p>	<p>Comment noted. Due to a change in policy by the Alamo Area MPO, the project is being modified to remove all tolling components and will now add one additional general-purpose (GP) lane and one high-occupancy vehicle (HOV) lane in each direction.</p> <p>Entrance and exit points to the HOV lanes have been carefully determined based upon traffic analysis in order to meet design criteria.</p> <p>The facility will operate at the current LOS "C" until planned improvements identified in the 2040 plan are built. These capacity conditions should see additional improvements in future years as the corridor expansion is extended further.</p> <p>The HOV lanes will terminate in the westbound direction with a merge into the general purpose lanes; the eventual expansion of the HOV lanes towards the Bexar County line is identified in the long-range plan of the AAMPO "Mobility 2040".</p>

46	Michael Michniad owicz	5/21/2015	Email	<p>I 10 Managed Lanes Public Meeting  COMMENT CARD  REPRESENTING: SELF  I'm not employed by TxDOT. I'll not benefit in any way monetarily from this project or either item on which I'm commenting.  COMMENTS:  As it's known for the years now, that part of IH-10 and its surrounding neighborhood are contributing lion share of property taxes to the Bexar county. We are already paying substantially for the privilege of residing in that superb location of our beautiful City. As permits for new homes are allowing humongous growth in this location, and by that allowing for or rather triggering great influx of tax money coming into the County's Treasury we don't understand why there are no more funds appropriated for TOLL-LESS expansion by adding of the discussed part of IH-10? This is not acceptable. This is unpopular. This is not just.  If there are no funds for adding 4 lanes, just add two of them where absolutely necessary. Look for alternate solutions. We just don't want to be paying TOLLS for going home and for going shopping, sending our children to school, caring about our elderly parents.</p>	<p>Comment noted. Due to a change in policy by the Alamo Area MPO, the project is being modified to remove all tolling components and will now add one additional general-purpose (GP) lane and one high-occupancy vehicle (HOV) lane in each direction.</p> <p>Transportation funding is established by state and federal legislation. The current MTP shows state and federal funding and no tolling. The passage of Proposition 7 in November 2015 has provided the MPO and TxDOT with additional revenues to fund transportation projects.</p>
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47	Pat & Alana Kemmy	5/21/2015	Email	<ul style="list-style-type: none"> <li>• Managed Lanes (BS) = Toll Roads = More taxes. Let me see if we have the story straight.</li> <li>• We pay property tax, this supposedly goes to the school, hospitals, and roads in our district.</li> <li>• We pay sales tax this supposedly funds the municipalities where we shop.</li> <li>• We pay income tax this DOES go to Washington politicians so they can create useless programs, support failed agencies, enjoy expensive vacations and retirements, and give freebee (i.e. cell phones, discounted rents, cash for clunkers, health care, bail out corporations that are too big to fail, and on and on) to those that don't earn them. All of this is in order to buy favor and votes, that will ensure they can continue this process, that is destroying the economy and country.</li> <li>• And every time I fill up my tank, I am paying taxes to build and maintain the interstate highway system, that was enacted in a bill with less than 200 pages shortly after WW II.</li> <li>• Now I am being asked to accept a government mandate that, if we wish to enjoy the roads we have already paid for, we will have to pay another tax (a TOLL). Does this make sense to anyone?</li> <li>• The expensive PR firm (that our tax dollars undoubtedly paid for), that put the dog &amp; pony show a couple of night ago, might throw this response in the trash. But I will find someone that will help us pick up the flag and say, "Enough is Enough".</li> </ul>	<p>Comment noted. Due to a change in policy by the Alamo Area MPO, the project is being modified to remove all tolling components and will now add one additional general-purpose (GP) lane and one high-occupancy vehicle (HOV) lane in each direction.</p> <p>Transportation funding is established by state and federal legislation. The current MTP shows state and federal funding and no tolling. The passage of Proposition 7 in November 2015 has provided the MPO and TxDOT with additional revenues to fund transportation projects.</p>
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48	Karen Walsh	5/22/2015	Email	<p>I recently attended a TxDOT Open House regarding managed lanes on IH-10 between Ralph Fair Road and La Cantera Parkway, and have several concerns. I live in the Boerne area. The tolls would primarily affect people living north of Loop 1604, mostly in the Boerne area. There is no alternate route to downtown, UTSA, USAA and the Medical Center. Most residents here must use IH-10 to get to work, school, or medical services. Despite the infamous comment by a city council member that ‘those people’ can afford it, the tolls would impose a significant burden on some in this area. One has only to volunteer at one of the many social ministries in Boerne to realize the onus tolls would place on a sizeable portion of the people.</p> <p>Access to the Medical Center is critical for many people. Toll could limit or slow access to this area. While I understand the idea is to get people to use the bus, the bus is not feasible for a lot of patients. I have driven patients to the Medical Center on many occasions, and for the individuals I have transported, the bus is not an option for various reasons (chemo, medical procedures requiring anesthesia, etc.). It is also not feasible to take a bus during a medical emergency.</p> <p>The presentation said there would still be two ‘free lanes’ on this stretch of IH-10. While I understand this is required by state law, I disagree with the characterization of these lanes as ‘free’, since I pay taxes for these roads. Toll is an additional tax beyond what the citizens are already paying.</p> <p>One resident asked the TxDOT representative if there were any plans to expand the managed lanes from Ralph Fair Road to Boerne. His response was not at this time, but when pressed, he was noncommittal for the future.</p> <p>Collecting tolls from cars with foreign plates is</p>	<p>Comment noted. Due to a change in policy by the Alamo Area MPO, the project is being modified to remove all tolling components and will now add one additional general-purpose (GP) lane and one high-occupancy vehicle (HOV) lane in each direction.</p> <p>In regards to concern with access to areas such as the Medical Center, the revised HOV lane concept and general purpose lane improvements will not impede access to this area. The projections show that the HOV and additional GP lanes would aid the commute to areas such as the Medical Center from Boerne by decrease travel time and offer reliable transit options from FM 3351 to La Cantera.</p> <p>In this growing region, the MPO’s MTP has identified additional expansion of the I-10 mainlanes to SH46. The most current AAMPO’s MTP shows the expansion as managed lanes along with future road conversions and ramp modifications.</p>
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			<p>difficult, if not impossible. It may also be difficult to collect from out of state drivers. The TxDOT representative said the state could prevent these individuals from registering their car in Texas, but if they don't live here, this is not an issue for them. The representative did acknowledge that a certain percentage of tolls is not collectible.</p> <p>I asked the TxDOT representative about the return on investment. He said their models, studies and financial experts assured them of the financial benefits of toll roads. However, the state's experience with SH 130 (Austin bypass) calls into question the validity of these models and studies. The SH 130 project has been a financial disaster, despite the state's extensive advertising to get people to use this highway. The TxDOT representative acknowledged the problems with SH 130.</p> <p>I am not convinced that managed lanes will solve the problem. If IH-10 had been expanded to three lanes all the way to Boerne during the last major construction on IH-10, we might not have this problem now.</p> <p>As a retiree, I will not be impacted as much as most of the residents of this area. But the impact on many people in this area will be significant.</p>	
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49	James Branaum	5/23/2015	Email	<p>I went to the 'town hall' presentation of the I10 Managed Lanes Project Tuesday night and came out very distressed by some totally unexpected reasons. While I don't like the idea of toll roads as I have already paid taxes and pay more each time I fuel my vehicles, I understand the drive of the organization to create more ways to increase the income. That issue has nothing to do with this communication, as it is a philosophical conversation that no one in appointed authority wishes to have, rather they wish to force it on the user base that has no recourse.</p> <p>The purpose of this communication is simply to point out what appear to be two very glaring design errors that totally negate any potential good this overly expensive project was conceived of to bring to the table. It appears that at least one of errors would directly deliver more bad congestion to the users than currently exists.</p> <p>Currently the congestion on the west bound lanes is worse right at the point where the Camp Bullis entrance ramp meets the main lanes. Shortly after that point, traffic thins out as significant portions of it exits at FM 3351. The folks at the town hall knew and understood that the "X" ramp approach has effectively created another (third) lane to the main traffic lanes and merging three down to two lanes of traffic creates congestion as some drivers are aggressive about getting into a lane of traffic and others are more gracious.</p> <p>The Managed Lane exit for the Ralph Fair (FM 3351) is right at that point which clearly will add to the congestion there rather than reduce it as there will be at least four lanes being merged to two. That is contrary to the purpose of the improvements as presented.</p> <p>Someone needs to spend an afternoon (from 2 to 7</p>	<p>Comment noted. Due to a change in policy by the Alamo Area MPO, the project is being modified to remove all tolling components and will now add one additional general-purpose (GP) lane and one high-occupancy vehicle (HOV) lane in each direction.</p> <p>Entrance and exit points, including weaving distances to the HOV lanes, have been carefully determined based upon traffic analysis in order to meet design criteria. TxDOT is aware of the "queue jumpers" that you are describing at the entrance/exit ramps near Camp Bullis Rd. With the proposed additional general purpose lane and new HOV lane in each direction, traffic congestion is anticipated to decrease enough so that drivers do not resort to these movements.</p> <p>The traffic analysis report reveals the Level of Service (LOS) for the mainlanes at FM 3351, after the merging of the HOV, will remain at an acceptable level "C" through the year 2039. These capacity conditions should see additional improvements in future years as the HOV lanes are extended further.</p> <p>Transitions and distance between ramps are designed in accordance to design criteria and operations are confirmed by traffic analyses. The design of entrance/exit points to the HOV lanes is dependent on weaving distances and the length of the lanes themselves. Although eastbound traffic entering from FM 3351 (Ralph Fair Road) will miss the first eastbound HOV entrance, improvements including the new general purpose lane will still benefit traffic conditions. Using the new eastbound ramp from Old Fredericksburg Road will provide access the first HOV entrance.</p>
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				<p>pm) parked on the far side of the west bound frontage road (to not provide a cause for congestion) at that point and observe what is happening. Simple number counts frequently used for traffic studies won't show what will be seen.</p> <p>The inbound lanes (I10 E) have a similar problem with congestion by the addition of traffic from Ralph Fair Road and Boerne Stage road. Once inbound traffic passes those points and gets to the Dominion area the congestion has abated. Providing the first access to the inbound Managed Lanes for Ralph Fair traffic past the Dominion area is a total waste of money and effort.</p> <p>Parking on the far side of the east bound frontage road (from 6:30 to 10 am) on the hill south of the Boerne Stage entrance ramp will show how the traffic flows in prime time and possibly lead to a more intelligent design.</p> <p>Sincerely, Jim Branaum</p>	
50	Tootie Simpson	5/23/2015	Email	<p>I oppose the managed lanes on I10. There is no benefit to Fair Oaks Ranch and will be difficult to get on the managed lanes. The bottle necks on I10 will remain the same as it is now. The only benefit are west Texas travelers going through San Antonio. Traffic will be just as bad as it is now. Building more overpasses does not help. We need more lanes that everyone can use.</p>	<p>Comment noted. Due to a change in policy by the Alamo Area MPO, the project is being modified to remove all tolling components and will now add one additional general-purpose (GP) lane and one high-occupancy vehicle (HOV) lane in each direction.</p> <p>The new grade separations are constructed/under construction to mitigate adverse travel associated with the one-way frontage roads, which will improve safety. These improvements are set to benefit all users of I-10. This project will not include the building of new overpasses. The design has been modified to include an additional general purpose lane and one HOV lane that will help alleviate traffic conditions.</p>

					Transitions and distance between ramps are designed in accordance to design criteria and operations are confirmed by traffic analyses. The design of entrance/exit points to the HOV lanes is dependent on weaving distances and the length of the lanes themselves. Although eastbound traffic entering from FM 3351 (Ralph Fair Road) will miss the first eastbound HOV entrance, improvements including the new general purpose lane will still benefit traffic conditions. Using the new eastbound ramp from Old Fredericksburg Road will provide access the first HOV entrance.
51	Eric M. Schlegel, Ph.D.	5/24/2015	Email	<p>Good day -- Regarding the I-10 managed lanes project:</p> <ul style="list-style-type: none"> <li>• I do not think the managed lanes project is a necessity, nor a desired approach, nor will it relieve congestion. The project comes across as a gift to developers rather than actually solving a problem.</li> <li>• Few road projects actually work: given the lead and construction times, all road projects are essentially obsolete on the day the roads open for general use.</li> <li>• Adding managed lanes to I 10 will lead to the same result: few will be able to afford the tolls, so the managed lanes will essentially be private lanes for the wealthy. TxDOT should be ashamed for even proposing something so transparent. If TxDOT really wants to eliminate much of the congestion on I 10 West, then try closing the on-ramp at the Dominion between 4 and 6 pm.</li> <li>• The congestion that occurs at present does so because drivers cresting the peak at Camp Bullis see a backup, too often cut across several lanes of traffic to exit I 10 at Camp Bullis, and then re-enter at the dominion. Because the on-ramps have a limited merge area and because Texas drivers do not seem to know how to merge, the traffic becomes stop-and-go.</li> <li>• Closing the on-ramp will eliminate the stop-and-go and traffic will flow, albeit at a reduced speed, but it</li> </ul>	<p>Comment noted. Due to a change in policy by the Alamo Area MPO, the project is being modified to remove all tolling components and will now add one additional general-purpose (GP) lane and one high-occupancy vehicle (HOV) lane in each direction.</p> <p>Entrance and exit points to the HOV lanes have been carefully determined based on design criteria and operation confirmed by traffic operations. TxDOT is aware of the “queue jumpers” that you are describing at the entrance/exit ramps near Camp Bullis Rd. With the proposed additional general purpose lane and new HOV lane in each direction, traffic congestion is anticipated to decrease enough so that drivers do not resort to these movements. The traffic analysis indicates that the use of reversible lanes or ramp metering will not be required. Ramp metering was not included in AAMPO’s Congestion Mitigation Plan.</p>

				<p>will flow, as the bernoulli principle says it will.  The lack of stop-and-go plus the slower speeds plus the closed on-ramp will also reduce accidents. The cost will also be considerably reduced relative to trying to pave your way out of a problem. Finally, the center area will remain green.</p>	
52	Tim Stoner	5/27/2015	Email	<p>To Whom it May Concern,</p> <p>I was unable to attend the public meeting due to travel out of state, but I have seen the presentation online, and I have kept up with progress on the project along the way. As a 13+ year resident of Boerne/Fair Oaks Ranch, I have experienced the growth and greatly increased traffic along I 10. I am in favor of the addition of managed lanes, and I am glad to see that two lanes will be added in each direction. I would hope that the project may eventually extend beyond Ralph Fair Road to at least Fair Oaks Parkway and possibly Boerne as well. I'm also hopeful that the construction timeline can be expedited.</p> <p>I would encourage you to include carpools with two plus people in a vehicle (not only registered vanpools as described) as able to access the managed lanes free of charge. This would match the managed lane system on I 10 in Houston, and it would be a much better incentive to encourage carpooling. I also hope</p>	<p>Comment noted. Due to a change in policy by the Alamo Area MPO, the project is being modified to remove all tolling components and will now add one additional general-purpose (GP) lane and one high-occupancy vehicle (HOV) lane in each direction.</p> <p>There will be no cost associated with the use of the general purpose or HOV lanes, but utilization of the HOV lane will require a minimum of two occupants.</p> <p>Entrance and exit points to the HOV lanes have been carefully determined based upon design criteria (limited or restricted access to the ML was established to serve the highest volume ramps) , and operations are confirmed by traffic analysis.</p> <p>The eventual expansion of the mainlanes towards the Bexar County line is identified in the long-range plan of the AAMPO "Mobility 2040". Currently, this expansion is shown as managed lanes in the latest version.</p>

				<p>that there will be several areas to access the managed lanes. For example, I enter I 10 from Ralph Fair Road coming into San Antonio for the morning commute; it would obviously be beneficial if there was a way to enter the managed lanes in this immediate area.</p> <p>I'm happy to answer any questions you may have regarding my feedback.</p> <p>Thank you, Tim Stoner</p>	
53	Susan Vogel	5/27/2015	Email	<p>Dear Sirs:</p> <p>I went to the presentation at Leon Springs Baptist Church on May 19. Thanks for hosting that meeting. I wanted to ask 2 questions....first question: do drivers have the choice of using the regular IH 10 versus the managed lanes, even if the driver is a single person? For example, I drive by myself at least 3-4 times a week into the medical center for work. Will I be forced to use the managed lanes since I am a single driver or will I be able to stay on 10 on the regular non managed lanes of the highway?</p> <p>Question 2: how will you determine the fee structure? I heard at the meeting that it will range between 17 cents to 50 cents a mile....or \$1.70 vs \$5.00 for 10 miles.</p> <p>Please let me know.... I may have other questions based on your response. Thanks Susan Vogel</p>	<p>Comment noted. Due to a change in policy by the Alamo Area MPO, the project is being modified to remove all tolling components and will now add one additional general-purpose (GP) lane and one high-occupancy vehicle (HOV) lane in each direction.</p> <p>There will be no cost associated with the use of the general purpose or HOV lanes, but utilization of the HOV lane will require a minimum of two occupants.</p>
54	Gilmer Gaston	5/30/2015	Email	<p>I believe that construction of Managed Lanes on I 10 will be in the best interest of the San Antonio community. Even if the option were to build additional non-managed lanes, I am pretty sure we would see those additional lanes become congested, so instead of 2 or 4 lanes of slow moving congested traffic, we would have 6 or 8 lanes of slow moving congested traffic. Other Metropolitan areas seem to be having success with the construction of Managed Lanes. Based on research I have read, one of the</p>	<p>Comment noted.</p> <p>ITS Components are being included in the planning for this project.</p>

				<p>primary benefits of Managed Lanes is that the lanes provide a reliable trip time that any user can achieve by paying a premium charge. This can be important for getting to a business meeting on time or for a parent to make it to their child's school function on time. I discount the idea that Managed Lanes represent a good revenue stream for the construction of additional transportation infrastructure. One day it may come to pass that managed lanes will have the daily traffic volumes or the mileage rates to generate significant levels of revenue, but I believe that in the initial years, you will only see significant usage during the peak periods. Thus, the use of variable pricing throughout the day, decreasing the managed lane rates dramatically in the off-peak periods should be considered as we move forward.</p> <p>Additionally, if any public dollars, i.e., gas tax dollars, are used for Managed Lane construction, I hope that the agencies will consider using the Managed Lanes to assist with Incident Management, should the need arise. What I mean by that is that I would hope that there is a provision for TransGuide to make an executive decision to say, we are going to have to turn off the tolling aspects of the Managed Lanes for a short period of time, due to an incident in the General Purpose lanes. Granted, this would be intended as a PR move to generate good will with the taxpayers versus looking at overall payment for the system.</p>	
55	James Kloza	5/31/2015	Email	<p>I understand that this project is NOT being funded with bonds backed by the future toll revenues, it's being funded with MY tax money, but you're going to charge me a toll to drive on it! I don't think so!!! That is called double taxation and also TxDOT staff and consultants flat out LIED to me at the public</p>	<p>Comment noted. Due to a change in policy by the Alamo Area MPO, the project is being modified to remove all tolling components and will now add one additional general-purpose (GP) lane and one high-occupancy vehicle (HOV) lane in each direction.</p>

				<p>'open house', telling me it has to be tolled in order to pay for the project, or else it'll be delayed 10 years to fund it with traditional funding.</p> <p>What a bunch of lies!</p> <p>Use MY tax money for the NO TOLLS option.</p> <p>NO TOLLS whatsoever!</p>	<p>There will be no cost associated with the use of the general purpose or HOV lanes, but utilization of the HOV lane will require a minimum of two occupants.</p> <p>There was no intent to mislead anyone at the public meeting. Only a brief overview of the MTP and 825M plan was presented because the focus of the public meeting was to gather input on the project itself. Prior to the 825 M Plan, the project was an unfunded project on the region's long range plan. In order to fully implement the 825M plan, Adding a tolling component to managed lanes was necessary to fund the project. Since passage of Proposition 7 in Nov 2015, the availability of additional funding has resulted in the elimination of any tolling component on this roadway.</p>
56	Bryan McKinley, PhD	5/31/2015	Email	<p>Josh,</p> <p>A couple of suggestions regarding:</p> <p>1) Dead road or right turn into many and growing neighborhoods on Ralph Fair approaching I 10. Can we open a turn lane so that 1000s of homes can be accessed that way? The road is not being used by either the construction or by residents of the area. Therefore, it is a DEAD ROAD. I see no valid reason why this cannot be temporarily modified, at least until you guys are nearing completion on the overpass. A temporary right-turn only on barrier would be cheap enough to erect.</p> <p>A physical concrete barrier would cost a little more to erect and remove, but what about the cost in time to people living and working in this area?</p> <p>2) The proposed overpass at Old Fred. First, I like the idea, but...There are currently 2-3 routes to the 1000s of homes on the west side of I 10 between Tarpon and Ralph Fair: (1) Ralph Fair to Old Fred, (2) I 10 to Ralph Fair/Frontage, and (3) retrograde from Tarpon on I 10 frontage. Making the road one-way will reduce the route count to the typical home to one</p>	<p>Thank you for your comments. Your remarks deal primarily with the construction of the Ralph Fair Road bridge at I-10 and access routes to the subdivisions north of Ralph Fair Road. With the upcoming construction of the overpass at Old Fredericksburg Road, a new exit ramp will be built just west of Ralph Fair Road and the frontage roads will be converted to one-way. This will reduce some of the demand on the current Ralph Fair Road exit. The new overpass will provide a new access route for residents that live off of Old Fredericksburg Road as you suggested. This project is currently under construction and anticipated to be completed in 2018.</p>

				<p>(frontage is retrograde).  The plan is to put the exit just past Old Fred at the frontage road. Why not dump traffic at Old Fred, lessening exit traffic on Ralph Fair? Old Fred IS the main road to ALL neighborhoods between Ralph Fair and Tarpon. This won't change when frontage goes to one-way. We have multiple routes now, so why not maximize these? Why is TxDOT NOT considering that in the exit plans? Why not back the Old Fred exit up a 100 yards or so to allow resident two routes, instead of just one from Ralph Fair? It just misses Old Fred, based on what I saw. Old Fred is and will likely have to remain two-way indefinitely. This approach would allow two points of entry to 1000s of homes and many neighborhoods, thus lessening traffic that would otherwise go only through Ralph Fair. Multiple routes, independent on lane size, would be more valuable (wrecks, light breakage, etc.). Perhaps this is adjustment to the exit is already being considered and I'm unaware of it.  Can you let me know what the current plan is on this particular point? I was at the managed lane meeting and did mention it to one of the representatives. I said I would write in to ensure it was recorded.</p>	
57	Chris Anderson	6/1/2015	Email	<p>No toll roads on IH 10, especially if our tax money will be used instead of bonds. Plus HOV lanes should also include CAR POOLS of 2+ people to travel FREE if it is done. Not just buses and vans. Many of us carpool. Please seen a confirmation email that this was received and directed to the correct individuals, committees, etc.</p>	<p>Comment noted. Due to a change in policy by the Alamo Area MPO, the project is being modified to remove all tolling components and will now add one additional general-purpose (GP) lane and one high-occupancy vehicle (HOV) lane in each direction.</p>
58	Terri Hall	6/1/2015	Email	<p>Please acknowledge receipt of comments. By law, you're supposed to ask if commenters could potentially profit off the project or whether they are employed by or do business with TxDOT. I answer 'no' to all questions.  TxDOT and RMA plans to add two tolled managed</p>	<p>Comment noted. Due to a change in policy by the Alamo Area MPO, the project is being modified to remove all tolling components and will now add one additional general-purpose (GP) lane and one high-occupancy vehicle (HOV) lane in each direction.</p>

			<p>lanes each direction on I 10 from Loop 1604 to Ralph Fair Rd (FM 3351) is an ill-conceived double tax on residents and users of this vital interstate corridor. The cost is \$180 million (\$70 million to add the managed lanes, \$110 million for new tolled direct connect ramps at the Loop 1604 interchange). According to the current MPO TIP, the actual managed lanes are being completely funded with Category 12 (which is TAX MONEY). The ONLY part of the project that lacks funding is the INTERCHANGE (however most of it is also funded with TAX MONEY. It's short \$38 million and 100% of it will come from taxpayers through a supposed State Infrastructure Bank loan or federal TIFIA loan, not toll revenue bonds). So out of \$180 million, 80% is already paid for with taxes, yet TxDOT is purposely misleading the public through its information provided at the Open House that the project would be delayed 10 years unless they toll it. This is patently false. The expansion of I 10 is 100% funded with existing tax money. Not ONE lane should be or needs to be tolled to pay for this expansion. This is a toll tax scheme, a targeted tax on I 10 residents and commuters simply to make money. It's the height of fiscal irresponsibility to charge tolls in perpetuity to recoup a mere 20% of the project cost, especially when there is already an interchange at Loop 1604 and I 10 and the need for direct connect ramps is NOT as pressing as expanding the general purpose lanes. With the \$5 billion in new road funding made available by the legislature, that remaining 20% of borrowed money can easily be replaced with new non-toll funds and complete this project without imposing toll managed lanes on taxpayers.</p> <p>Congestion pricing is a big government attempt at traffic management which amounts to nothing more than social engineering. HOV lanes have been an</p>	<p>Transportation funding is established by state and federal legislation. The current MTP shows state and federal funding and no tolling. The passage of Proposition 7 in November 2015 has provided the MPO and TxDOT with additional revenues to fund transportation projects.</p> <p>There will be no cost associated with the use of the general purpose or HOV lanes, but utilization of the HOV lane will require a minimum of two occupants.</p> <p>There was no intent to mislead anyone at the public meeting. Only a brief overview of the MTP and 825M plan was presented because the focus of the public meeting was to gather input on the project itself. Prior to the 825 M Plan, the project was an unfunded project on the region's long range plan. In order to fully implement the 825M plan, Adding a tolling component to managed lanes was necessary to fund the project. Since passage of Proposition 7 in Nov 2015, the availability of additional funding has resulted in the elimination of any tolling component on this roadway.</p> <p>Entrance and exit points, including weaving distances to the HOV lanes, have been carefully determined based upon traffic analysis in order to meet design criteria. Access will remain limited or restricted to HOV lanes to maintain the LOS and reliability.</p> <p>According to a Texas Transportation Institute Study, this corridor has an 11-13% HOV eligibility rate during the peak hours. These results were validated by a DEC traffic survey conducted in March 2016. The traffic analysis modeling used a 10% HOV utilization rate.</p>
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			<p>abysmal failure in California where they've been implemented and tried for over 20 years. Research by University of California at Berkeley shows HOV lanes DO NOT reduce congestion or incentivize drivers to carpool. Free lanes carry more capacity than a toll or managed lane. Even this HOV moniker is misleading. Only registered vanpools can use the managed lanes for free. There's going to be a LOT of upset commuters or couples who think they can jump in the carpool lane only to find out they have to be a registered vanpool in order to use the lanes without paying the extra tax. Even those who can't afford or refuse to use the toll lanes are paying for this corridor with their tax money to build the toll lanes - so TxDOT and the RMA are again misleading the public when they say you'll have a 'choice' whether to pay or not. No you won't, your tax money already paid for the managed lanes. The toll is simply a revenue generating, targeted tax, big government travel 'management' scheme. Everyone also pays through the higher cost of goods.</p> <p>The relatively few entrances and exits to the toll managed lanes and the exclusive access to the interchange for toll users only will greatly diminish the utility and efficiency of the corridor, will not meet the ultimate purpose and need, and will not appreciably improve overall congestion in the corridor like a non-toll general purpose lane and direct connect alternative. Scrap this controversial double tax toll plan and expand this freeway without imposing a new confiscatory tax scheme not because you lack funds to do it without tolls as you've misled the public into thinking, but because TxDOT is imposing its big government attempt to 'manage' our daily commutes through punitive taxation and social engineering.</p> <p>TxDOT's Director of Planning even stated they can't</p>	
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				possibly build enough non-toll capacity any longer and supposedly after over 50 years of road building the ONLY way to solve congestion is to manipulate people out of their cars through punitive tolls and onto impractical, unworkable alternatives Texans don't want, can't practically utilize, and won't use (hence leaving congestion at current levels even after the managed toll lanes are added). TxDOT is trying to California-ize Texas by NOT building any additional non-toll capacity (despite BILLIONS in gas taxes and other new tax revenues pouring into the state highway fund), and their solution will forever more be -- get out of your car and into a bus or carpool or stay hopelessly gridlocked for the rest of your life. Californians and many in the northeast are sick of it and moving out of these state in droves. Quality of life diminishes to such a degree, commuters will leave rather than be forced to pay punitive taxes to get to work every day. The same will happen in Texas unless we get a more balanced approach back in the highway department. New non-toll general purpose lane capacity is not the enemy. Indeed, it's a means of travel freedom and liberty that Texans cherish and continue to demand. No amount of PR, social engineering gimmicks, and propaganda will change it.	
59	Peggy Shipman	6/1/2015	Email	We do not want a tolled alternative. Go back to the complete NON-TOLL EXPRESSWAY alternative studied earlier using the new money the legislature has made available to fund it fully without tolls. Please confirm that you received our comments.	Comment noted. Due to a change in policy by the Alamo Area MPO, the project is being modified to remove all tolling components and will now add one additional general-purpose (GP) lane and one high-occupancy vehicle (HOV) lane in each direction.
60	Charlene Vanderpooten	6/1/2015	Email	I do not want existing freeways/roads to be changed and existing lanes used for toll roads. The people have already paid for these roads once, we do not want to pay again each time we use it. The majority of people do not want existing roads to be changed to toll roads. Toll roads favor the wealthy.	Comment noted. Due to a change in policy by the Alamo Area MPO, the project is being modified to remove all tolling components and will now add one additional general-purpose (GP) lane and one high-occupancy vehicle (HOV) lane in each direction.

				'We do not want a tolled alternative. Go back to the complete NON-TOLL EXPRESSWAY alternative studied earlier using the new money the legislature has made available to fund it fully without tolls.'	
61	Debbie Smith	5/19/2015	Court Reporter	You have three tables for the same information, which gives multiple people the opportunity to look, and you're probably going to get inundated from all of our various subdivisions. You have a lot of retirees out here, people who have lived here their whole life, you know, who are going to be very opinionated about how things go. But when they started on the Boerne Stage Road changes, what they're doing out there, it was a mess. They were not organized. They didn't coordinate well. They didn't have enough information, you know, laid out for us to see. And it was, you know, like five or six people deep trying to get to the info. One of the things that we do know is that there are multiple entities/organizations that are working concurrently with each other. For instance, TxDOT, Bexar County, San Antonio -- they're all working together, plus they're building Walmart. Some of us feel like building Walmart is going to make this like DeZavala Road. It's going to make the traffic horrible. And if you go further down towards Ralph Fair Road, there is a bunch of new restaurants and businesses that are going to be coming in. So the blessing in all that is right past Ralph Fair Road is Two Creeks, which you can come from I-10 up Two Creeks and you dead end at Aue Elementary School. So it gives us another entrance/exit point. A lot of us who have lived here a long time go Scenic Loop to Boerne to do a lot of our shopping because the traffic is just horrendous right now with the Boerne Stage, you know, only down to one lane.	<p>Comment noted.</p> <p>The Boerne Stage Rd Project is a Bexar County Project and therefore TxDOT has no control over their progress or construction activity.</p>

62	Maria Klebunde	5/19/2015	Court Reporter	This is mainly dealing with the building, that they should make this road like all the other managed roads and toll roads in the state and give it free to disabled veterans. This is Military City, USA, and we can drive on Houston roads, Dallas roads, and Austin roads without cost. And right now they're saying that we will be paying, and I think that's a disservice to what San Antonio stands for.	Comment noted. Due to a change in policy by the Alamo Area MPO, the project is being modified to remove all tolling components and will now add one additional general-purpose lane and one high-occupancy vehicle (HOV) lane in each direction. Utilization of the HOV lane will require at least two individuals in your vehicle and will not cost anything. In regards to your concerns regarding disabled veterans, they are not currently eligible for free use of all toll facilities. At this time, only certain Texas toll roads have been approved to grant free passage for disabled veterans by the Texas Transportation Commission.
63	Victor Boyer	5/19/2015	Court Reporter	I'm Victor Boyer. I'm president of the San Antonio Mobility Coalition. We're very supportive of moving forward with additional lanes, new capacity on IH-10. The growth in north San Antonio and Fair Oaks Ranch and Boerne is exponential at this point. We need a solution as quickly as possible. So we applaud the efforts by TxDOT and RMA to move this project forward.	Comment noted.
64	Jeannine Klem	5/19/2015	Court Reporter	San Antonio has a long history of rejecting various plans and proposals for toll roads, whether they were for 281 or for 1604. This latest submission for the I-10 corridor from La Cantera up through 3351, Ralph Fair Road, is another example of misuse of taxpayer developmental dollars. Again and again, let me just say it, we do not want toll roads. Managed lane is another euphemism for toll roads. Managed lane roads in large cities, such as Houston and Dallas, in the format that it is currently presented for the I-10 corridor have not been successful. That is not to say that toll roads -- straight toll roads, as traditionally defined, have not been useful. They have been, especially in Dallas. However, I think that citizens along this corridor would be more than happy to wait than to have the provisional funding for more lanes	Comment noted. Due to a change in policy by the Alamo Area MPO, the project is being modified to remove all tolling components and will now add one additional general-purpose (GP) lane and one high-occupancy vehicle (HOV) lane in each direction.

				<p>rather than to do a managed lane/toll road option. You are going to run into quite a bit of citizen opposition just as you have on 1604 and 281 projects. This is not the time economically to put something like this on citizens of the city.</p>	
65	Brian McKinley	5/19/2015	Court Reporter	<p>I have a concern regarding the ethical surveys conducted by TxDOT with regards to toll roads. I encountered a survey with loaded survey questions a couple of years ago, and I want to be sure that the method and the ethics that TxDOT is using to survey with are appropriate. And I'm a Ph.D. I'm a researcher. That's why I'm saying this because I saw questions that were not fair and balanced. Regarding the overpass at Old Fredericksburg Road, can the exit northbound be altered to allow all the neighborhood residents access to this exit? Why can TxDOT not fund the expansion of I-solely through federal dollars? Why introduce a toll road when federal dollars can do the same thing and keep the road public for all? Considering the managed the lanes that have been implemented across the country over the last decade, what are people's perception of the improvement of traffic flow compared to expectations for the improvement of that flow?</p>	<p>Comment noted. Due to a change in policy by the Alamo Area MPO, the project is being modified to remove all tolling components and will now add one additional general-purpose (GP) lane and one high-occupancy vehicle (HOV) lane in each direction.</p> <p>Transportation funding is established by state and federal legislation. The current MTP shows state and federal funding and no tolling. The passage of Proposition 7 in November 2015 has provided the MPO and TxDOT with additional revenues to fund transportation projects.</p> <p>Entrance and exit points, including weaving distances to the HOV lanes, have been carefully determined based upon traffic analysis in order to meet design criteria. The westbound exit ramp to Old Fredericksburg Road has been moved to the east (closer to Ralph Fair Road) to provide additional access for residences and businesses.</p>

66	Gary Klebunde	5/19/2015	Court Reporter	<p>I am not in favor of toll roads no matter what you call it, even if you want to call it managed roads. It's a toll road. I'm not in favor of that at all for San Antonio; but if you're going to have it, I'm not in favor of the way they're implementing this at all. Three things that I have wrong with it. Number one, there is no on ramp at Ralph Fair Road. If I wanted to get on this toll road, I would have to get on at Ralph Fair Road. I would have to drive through the most congested areas, which is Ralph Fair Road through Boerne Stage Road, all the way to the Dominion; and, finally, one to two miles later after the Dominion I would be allowed to get on the managed lanes. But if anybody looks at the traffic to begin with, they'll notice that it thins out there anyway in the morning. I talked to a gentleman over there, and he says it will be better because a lot of people from Boerne will be on the managed toll road; and, therefore, it will be less traffic, but there is no guarantee of that. We don't know how many people are going to be using it from the Boerne area. So there is no on ramp at Ralph Fair Road. That's a problem. They can solve that with an elevated T at the new bridge that they're putting in at Ralph Fair Road. I've seen this on HOV lanes in Washington, D.C. It works very well. From the main lanes going to Boerne, you would have a ramp up to the bridge where you could turn left to right to get onto Ralph Fair Road. Same thing from the bridge you would have a ramp down that would take you straight in to the managed lane from the bridge. So there are ways of getting around it. There are other solutions you can have for on ramps and off ramps. The second issue I have with this is that I'm having to pay for it twice. My tax dollars are being used to build this managed toll road; and if I wanted to ride on it, I've got to pay a second time to ride on it. So I'm being taxed twice to drive on the roads. Why they</p>	<p>Comment noted. Due to a change in policy by the Alamo Area MPO, the project is being modified to remove all tolling components and will now add one additional general-purpose (GP) lane and one high-occupancy vehicle (HOV) lane in each direction.</p> <p>Transportation funding is established by state and federal legislation. The current MTP shows state and federal funding and no tolling. The passage of Proposition 7 in November 2015 has provided the MPO and TxDOT with additional revenues to fund transportation projects.</p> <p>Entrance and exit points to the HOV lanes have been carefully determined based upon traffic analysis in order to meet design criteria. Adding an entrance point at Ralph Fair Road would require drivers to weave through three general purpose lanes to obtain access which is not ideal for safety purposes. Also, limitations in space on the mainlanes and the current bridge configuration on FM 3351 do not allow for the design of a ramp.</p> <p>The various corridor improvements that were implemented in early 2000s were priorities considering the amount of money available at the time. At that moment, the mainlanes were not cleared environmentally for additional capacity.</p> <p>In regards to your concerns regarding disabled veterans, they are not currently eligible for free use of all toll facilities. At this time, only certain Texas toll roads have been approved to grant free passage for disabled veterans by the Texas Transportation Commission.</p>
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67	Clarence Zach	5/19/2015	Court Reporter	<p>My concern is Boerne Stage Road entrance at I-10 going north access through a light -- one light, two lights, three lights in order to get on I-10 going north. You have to go through three lights. Now in looking at the overall plan that I went around in all of these different locations, nothing has been addressed to that problem. The congestion that's building up on Boerne Stage Road and the flow of people coming into that intersection -- they have to go through those lights in order to go north to get on I-10. And this is the number one issue that I see. And nothing has been stated, talking to several gentleman and they told me the same thing. They understand what I'm saying, but it wasn't in the budget. First of all, they need to build a bridge across Leon Springs -- Leon Creek right there at I-10 going north. They need to have a turnaround also on the north side of Boerne Stage Road where it crosses underneath the bridge of I-10 that crosses. They need to have a</p>	<p>Comment noted. The coordination of the traffic signals along Boerne Stage Road will improve as construction is completed and video detection is implemented. This project does not include any additional bridges across Leon Creek.</p>

				turnaround there in order to feed that traffic off of -- relieve that traffic.	
68	Judy Jordan	5/19/2015	Court Reporter	Two comments. One is that I think the toll roads should be -- should recognize Texas tag decals. That's my comment because right now I don't know that they do. And, secondly, in Houston their -- what do you call these -- their managed lanes -- they have two in each direction, and one is a toll lane and the other is an HOV lane. HOV lane is defined as two or more people -- not registered vehicles but two or more people. And so I think that one of those lanes -- one of the managed care lanes needs to be an HOV lane, not just simply for registered vehicles	Comment noted. Due to a change in policy by the Alamo Area MPO, the project is being modified to remove all tolling components and will now add one additional general-purpose (GP) lane and one high-occupancy vehicle (HOV) lane in each direction.

69	Lloyd Swartz	5/19/2015	Court Reporter	<p>My concern is walking around so far I've probably talked to ten other people at the desk, and that seems like the first thing out of everybody's mouth is toll road. I don't know that that's going to work in this area. Most of the people that live in this area moved out here to get away from things like toll roads. Another idea that's being expressed or idea being considered is high-occupancy lane. I'm one of these people that get stuck in the heavy traffic out there, and it is rare that I ever see two people in a car. I don't think a high-occupancy lane is going to have any effect on the problem whatsoever. It's going to be very costly, and it will not. The traffic patterns out here -- we have two types of traffic. We have people that are trying to get to the local places, getting on and off the expressway, mixing with people that are going longer distance. We have problems with the traffic that the people that are going to be getting off always seem to be in the left lane and have to slow down, which causes everything else to slow down. Adding extra lanes isn't going to solve the problem if the local people -- this is the main street through town. I-10 is the main street. I have to go -- either cross it or drive on a short -- on one exit to another exit to get almost anywhere. Something that I have not heard considered is the idea of having a dedicated lane or several dedicated lanes for traffic like leaving the city. If you get in this lane, this lane is going to take you beyond Ammann Road. In other words, once you're in that lane, you can't get out of it. That would eliminate a lot of the traffic that currently gets to the Ammann Road, and we want to get off here. And so they just slow down and bring the whole highway to a standstill. Possibly moving an express lane also -- potentially that could pull some of the trucks out of the slow lane and let them loop and get out of the area. Right now there is no way to get</p>	<p>Comment noted. Due to a change in policy by the Alamo Area MPO, the project is being modified to remove all tolling components and will now add one additional general-purpose (GP) lane and one high-occupancy vehicle (HOV) lane in each direction.</p> <p>According to a Texas Transportation Institute Study, this corridor has an 11-13% HOV eligibility rate during the peak hours. These results were validated by a DEC traffic survey conducted in March 2016.</p> <p>According to VIA, the location beneath the I-10 and 1604 interchange averages 524 boardings per workday. This does not take into account the number of people using the Park –N –Carpool lot. In general, the Park and Ride locations throughout San Antonio District have been well utilized in the past and are expected to continue to be used as VIA expands service in this area.</p>
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				<p>through the area. And guess I have to say that most of the people moved out here to get away from things like toll roads. In fact, some settled here because they heard rumors that 1604 was going to be a -- get a toll road. So rather than build a home over there, they built it over here. That's part of the boom that we have going on. There's been rumors about 281. Those people came over here because there hasn't been any rumors about toll road over here. But I question the feasibility of putting in a toll road. And then they're talking about, well, they're going to have all these carpools. Well, they tried that when 1604 -- the intersection with 10 was first built. They put all of these beautiful parking lots to park there, take a bus. Carpools could meet there, all sorts of things. It never worked out. The people out here live out -- and this is a rural area. Homes have acreage. It's not like in the city. I just -- I think toll roads aren't going to work, and I don't think high-occupancy lanes are going to work.</p>	
70	Carol Swartz	5/19/2015	Court Reporter	<p>I was just wondering where they're the putting the one access lane with -- up there at Leon Springs is a drainage ditch. You're putting the access lane down the middle of a drainage ditch. Last rain it was a lake out there. The road was flooded. Of course, it's only dirt right now, but the road was flooded. I don't know if they're going to address that or not.</p>	<p>Comment noted. This comment is for a different project.</p>
71	Naji Tabet	5/19/2015	Court Reporter	<p>I want to let them know that I do not support this project. And I also -- part of me is very mad. Now, I'm not typically the person who is like blind against government. I just want to let you know that because Texas -- you have people who thinks government are inherently bad. That's not me. But in this particular case, I am not convinced. Like they had I-10 torn up right here about four, five years ago. The entire stretch was torn up, okay, and it was miserable. So at</p>	<p>Comment noted. Due to a change in policy by the Alamo Area MPO, the project is being modified to remove all tolling components and will now add one additional general-purpose (GP) lane and one high-occupancy vehicle (HOV) lane in each direction.</p> <p>Since the early 2000s, there has been work done to the corridor including projects such as the Dominion overpass, Camp Bullis overpass, frontage road</p>

			<p>about two years then they were done. We thought we were getting the third lane. It would have cost more money, but incrementally not too much to add a lane at that point. And to everybody's big surprise, we found out, hey, we ended up with the same old two lanes. They just added an exit. We couldn't figure out how they had the whole damn place torn up just to add an exit, and it was a lengthy project and it was wasted opportunity and wasted money. Whoever did that should be fired. Now, in addition to that, why do they have to have toll roads? I've been to Austin. I've been to Houston. I don't see the toll roads have solved anything. In fact, everybody hates them, and I live here. I don't want to have to -- every time I go in and out, because what's going to happen people avoid the toll roads, and you end up with the same two lanes; and then if we're going somewhere, you end up having to pay the money. The politicians have been elected to govern. The first priority has been so far figuring out how to get people more guns, so you have bikers come and fight in towns. But they should actually be sitting down and figuring out how to fund roads. And if they're out of money, they ought to be here in this room, which I don't see anybody, instead of engineers. The money that they already wasted on plans and whatever else they spent on consulting is wasted until they explain to people why do we need to do this. I am not convinced about the money situation. I haven't seen anything that convinces me that says why don't we have money for roads. And if it's true that we don't and they were getting it from the gas tax, okay, come up with a plan because -- you do a toll road here. What about all the other roads? Are you going to toll road the entire state? It doesn't work. And besides we already have enough taxes. Just this year alone the county -- it's a separate issue. The county went crazy raising everybody's property</p>	<p>widening/conversions, ramp reversals/revisions, etc. These corridor improvements were priorities considering the amount of money available at the time.</p> <p>Public involvement is an integral part of the project development process. Public meetings are held as early as is feasible to allow for public input to be incorporated in project planning, location, design alternatives, and potential mitigation.</p> <p>Transportation funding is established by state and federal legislation. The current MTP shows state and federal funding and no tolling. The passage of Proposition 7 in November 2015 has provided the MPO and TxDOT with additional revenues to fund transportation projects.</p>
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72	Shree Zinsitz	5/19/2015	Court Reporter	<p>My concern is the exit number 550. It currently has a button turnback is what it's called I guess. I'm not sure. It's the exit for Ralph Fair, but it has a turnback on the frontage road where it's going to be still two way. And the proposal is to close that button, but the problem is that little turnback gets us on to Aue Road and bypassing Boerne Stage Road to get into the north entrance into the Dominion. Now, when y'all had this meeting here before, it was told that they were going to keep that turnback. So it doesn't look like it's scheduled to stay in existence Right now. Please, please, please keep that little turnback onto the frontage road at the two-way area. It's helpful for</p>	<p>Comment noted. The conversion of frontage roads from two-way to one-way is being undertaken as part of different projects (currently under construction or proposed) to improve operations and safety. These projects will reduce head on collisions and eliminate the yield conditions at entrance and exit ramps. Access to the area described will be provided through the Boerne Stage Road exit.</p> <p>TxDOT is aware of the "queue jumpers" that you are describing at the entrance/exit ramps near Camp Bullis Rd. With the proposed additional general purpose lane and new HOV lane in each direction, traffic congestion is</p>

				<p>the businesses there. I forget the name of that -- where Willie's is. But it's also our way to get into the north entrance into the Dominion. I have one more concern. One more concern is there is a problem right now where traffic going towards Boerne -- they get off at the exit right there at The Rim. Right past La Cantera Boulevard they exit off, then they hop back on before Camp Bullis to avoid this -- where it goes down. Then they come back on at Camp Bullis, then they hop off past Camp Bullis, and then they hop back on before Dominion Drive. So they're going like this: Exit, on, off, on, off. So it causes congestion -- I mean huge congestion all the way back from right after Dominion Drive to I guess La Cantera Boulevard. It's huge congestion right now. So my suggestion is to close that ramp that is right before Dominion Drive going north so there is no hopping on and hopping off the access road.</p>	<p>anticipated to decrease enough so that drivers do not resort to these movements.</p>
73	Bruce Zilbert	5/19/2015	Court Reporter	<p>My comment is we have been living with construction out here for three years now, longer than that if you include the portion that took place with the Dominion overpass -- or underpass where they missed the estimate by six times the original bid amount. They can't finish what they start out here. Why do they need to tear something else up? They can't even manage the lights at Ralph Fair and Leon Springs. How is this going to do -- be any improvement? Lack of completion. I'm opposed to it.</p>	<p>Thank you for your comments on the proposed project. The construction of projects on a corridor are constrained by the amount of available funds at any given time. As development along I-10 out to the west continues, the traffic demands increase and additional projects are required to respond to the resulting congestion.</p>
74	Rochelle Lopez	5/19/2015	Court Reporter	<p>My question is on these managed lanes. Are they going to exempt disabled veterans from paying tolls?</p>	<p>Comment noted. Due to a change in policy by the Alamo Area MPO, the project is being modified to remove all tolling components and add one additional general-purpose lane and one HOV lane in each direction.</p> <p>In regards to your concerns regarding disabled veterans, they are not currently eligible for free use of all toll facilities. At this time, only certain Texas toll roads have</p>

					been approved to grant free passage for disabled veterans by the Texas Transportation Commission.
75	Bennetta Crawford	5/19/2015	Court Reporter	For the merged lanes, the comment I have is will the disabled veterans be exempt from toll?	<p>Comment noted. Comment Noted. Due to a change in policy by the Alamo Area MPO, the project is being modified to remove all tolling components and add one additional general-purpose lane and one HOV lane in each direction.</p> <p>In regards to your concerns regarding disabled veterans, they are not currently eligible for free use of all toll facilities. At this time, only certain Texas toll roads have been approved to grant free passage for disabled veterans by the Texas Transportation Commission.</p>
76	Kathy Burkholder	5/19/2015	Court Reporter	The Ralph Fair buttonhook, which y'all are taking out, is really impacting us because we live back in the back on the other side of the Dominion, and so I'm going to have to get off way past -- to get off at Boerne Stage, I'm going to have to go all the way through a busy intersection. I'm going to have to get off and turn right. I can't get to my house anymore. I can't get to my house, and I can't get out of my house because y'all have essentially cut that off, that little buttonhook. Like you're having your park and ride. You have like 2- or 300 feet. You're making it a one way right past the shopping center instead of keeping that buttonhook back and letting me get back to Aue Road. I can't get back to Aue Road from the freeway. And we're completely ignored, the residents, that use that every day from that area. You cut us off. I mean we can't -- even if there is an accident on the freeway right now, you exit everybody off the freeway. We can't even get out anymore. You should see it backed up. At McDonald's on some busy mornings,	<p>Comment noted. On a separate project, TxDOT is converting the two-way frontage roads to a one-way operation to improve operations and enhance safety. Part of this conversion is to reconfigure the existing entrance/exit ramps accordingly. The completion of construction within this area will improve circulation on the frontage roads. The buttonhook ramp you are referring to was removed due to safety issues with having a yield movement located along a proposed high-speed exit ramp (any back-up could impact the exit ramp traffic). Access to Aue Road will be available through the Boerne Stage Road exit.</p>

				<p>sometimes that traffic is almost backed up on Fred Road back there -- almost back to the McDonald's. And that's our concern because you essentially -- but I just really would -- I mean it's going to be an issue for some us seriously, and as well as for the school, because now what's going to happen -- there is a school on the other side. Those buses still deliver -- to do routes through there, so they're going to have to do the same thing. They're going to have to go all the way down and around to get back into the Dominion into our neighborhood. And I think that's huge. I'm surprised that the school district is not having -- not saying something about that because that's going to cost tax dollars.</p>	
77	David Purdy	5/19/2015	Court Reporter	<p>As a traveler that regularly uses I-10, I allege that I believe the following to be true. The tolling of I-10 is a ripoff of public assets for the benefit of a private interest. It is done at the behest of San Antonio Democratic mayoral candidate Leticia Van De Putte that supports reducing Kendall County's Republican base population into the Democratic majority of Bexar County to dilute overall Republican voting strength in Texas so she can run for state office later on. It's being done to force Kendall County landowners to sell their properties for reduced value and to abide by San Antonio/Bexar County leftist Agenda 21 supporting environmental restrictions and the loss of their opportunity to develop their mineral rights and property for their own benefit. It is being done to control the population of Kendall County, which will have to pay a toll pretty much anywhere they go. It's unfair to the citizens of Kendall County, who rely on I-10 as their only major freeway while the citizens of San Antonio/Bexar County still have</p>	<p>Comment noted. Due to a change in policy by the Alamo Area MPO, the project is being modified to remove all tolling components and will now add one additional general-purpose (GP) lane and one high-occupancy vehicle (HOV) lane in each direction.</p> <p>The schematic meets all state and federal design guidelines for controlled access facilities. Environmental clearance of the project is being done in accordance with the federal NEPA guidelines.</p>

				<p>more freeways to use toll free than they will have, which puts their community at a tremendous disadvantage in comparison to San Antonio/Bexar County. The threat of tolling I will not stop until Kendall County sues for legal relief as the municipalities of Helotes and Leon Valley, Texas I believe, as well as Hollywood Park, have done to avoid tolls. The present campaign to toll I-10 is part of a campaign to help the rich former Governor Rick Perry's presidential campaign at the expense of Senator Ted Cruz and our present Republican state leadership to pay his political debts. Last, the freeway plan for toll roads purposes are unsafe without shoulders and unsound, not meeting the safety and environmental guidelines of state freeways putting travelers and the surrounding environment at risk.</p>	
78	Julie Gilbreath	5/19/2015	Court Reporter	<p>The only thing I want to say is the whole project will only work for me and for my family if it included HOV. If it didn't have HOV, I -- I'm actually pretty disappointed. Bus rides -- I know there are other bus rides, but it doesn't work if you have to drop kids at different places. It just does not work for everyone. The only people that are going to be using the managed lanes are people who want to pay, which I don't, or people who can ride the bus, which won't be a good idea for somebody with a family of four or five.</p>	<p>Comment noted. Due to a change in policy by the Alamo Area MPO, the project is being modified to remove all tolling components and will now add one additional general-purpose (GP) lane and one high-occupancy vehicle (HOV) lane in each direction.</p>