

273

Commenter 2

**Loop1604EIS**

**From:** texastwister.4@juno.com [texastwister.4@juno.com]  
**To:** Loop1604EIS  
**Cc:**  
**Subject:** 1604 Toll Road  
**Attachments:**

**Sent:** Fri 10/23/2009 9:25 PM

I am opposed to any toll road being constructed in Bexar County.

The Texas Legislature should end its practice of diverting a portion of its state highway funds toward non-highway programs. One-quarter of the State Highway Fund is diverted to public education. Lawmakers also diverted another tenth of state highway dollars to the arts and mineral rights litigation.

The first step toward getting Texas back on the road to a growing future is to fence the highway fund to prevent the diversion of highway used for any purpose other than what it was intended for, building and maintenance Texas highways. This could be accomplished by an amendment to the Texas Constitution prohibiting the diversion of any receipts from gasoline taxes and vehicle registration to non-highway purposes. This amendment should make all funds in the State Highway Fund constitutionally dedicated for highways; and not subject to legislative decision.

Rep. Robert Puente, D-San Antonio, and Sen. Jeff Wentworth, R-San Antonio, each sponsored legislation that would have ended dollars. Both measures died in committee.

Don't build a toll road! If the Highway fund does not have sufficient funds to construct the needed roads; the amendment is passed; funds are used for highway constructions and maintenance, raise the fuel tax by half cent. Do not put toll roads in Bexar County, we have paid the fuel tax to construct and maintain highways, we do not need to pay for the privilege of driving on a new highway twice.

Kenneth Adams  
15406 Tamaron pass  
San Antonio, TX 78253  
Texastwister.4@Juno.com  
210-679-5687

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Commenter 4

**Loop1604EIS**

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**From:** Ellen Alkire [ealkire@hollywoodpark-tx.gov]**Sent:** Sun 10/25/2009 5:09 PM**To:** Loop1604EIS**Cc:****Subject:** Tolling roads**Attachments:**

Dear members of the Alamo RMA:

We just want to register our extreme displeasure with even the idea of tolling the roads in and around the San Antonio area. The only folks that will benefit from tolls are the developers, road builders and the firm that operates the tolls. As citizens and the State of Texas, we will be the big losers.

We also have a difficult time with members of the Alamo RMA all being appointed members. Your Authority should be elected members accountable to the citizens it serves. When we the citizens of this great state have to give up our input on our daily lives, we are paramount to a socialist system which does not boad well for us a US citizens.

So let's clean up the system and remember that we do have a constitution that is supposed to protect the citizens of this state and country.

Sincerely,

E. Alkire

**Loop1604EIS**

275

Commenter 16

**From:** Bobby & June Cox [bobjunecox@juno.com]  
**To:** Loop1604EIS  
**Cc:**  
**Subject:** 1604  
**Attachments:**

**Sent:** Mon 10/26/2009 9:32 PM

Your ideas are good, just DO NOT TOLL the highway. Raise the gas tax, have impact fees, sell bonds, or look for other sources to fund the improvements.

Robert Cox

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Commenter 25

 You forwarded this message on 11/5/2009 12:10 PM.

**Loop1604EIS**

**From:** bill drane [wdrane2000@yahoo.com] **Sent:** Fri 10/30/2009 3:33 PM  
**To:** Loop1604EIS  
**Cc:**  
**Subject:** Comment  
**Attachments:**

I watched Roddy Stinson battle city Hall so long I finally sent him a sticker saying "Ya Just Can't Fix Stupid." Everyone knows that 281 could be fixed with a couple of overpasses for a fraction of the cost of toll roads. To see why that is unacceptable, FOLLOW THE MONEY.

bill drane  
@ @  
(--)  
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^^~^^

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Commenter 54

**Loop1604EIS**

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**From:** Jeanne Paulk [worebel2@swbell.net]**Sent:** Sat 10/31/2009 2:44 PM**To:** Loop1604EIS**Cc:****Subject:** tolls**Attachments:**

Listen to the public. NO TOLLS PERIOD. Now or ever.....You build it and it probably will not get used enough to even pay for itself. I WILL find another way, as will a lot of others. Yankees are the only people that use those things, cause they have no roads.

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Commenter 40, 41

**Loop1604EIS**

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**From:** Carol & John Laue [clau@swbell.net]**Sent:** Sun 11/1/2009 1:56 PM**To:** Loop1604EIS**Cc:****Subject:** Toll**Attachments:**

We attended a hearing in 2001 in which TXDOT outlined the improvements they had planned for 281, now it is 2009 and those plans have not been done. I would like to know who was responsible for changing them and where the funds that were available then have gone. I think someone has stolen our funds and they should be replaced please. Thanks,

**Loop1604EIS**

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Commenter 4

**From:** Ellen Alkire [ealkire@hollywoodpark-tx.gov]**Sent:** Sun 11/1/2009 3:56 PM**To:** Loop1604EIS**Cc:****Subject:** 281 North and Loop 1604**Attachments:**

If there was accountability on the RMA - such as the members all being elected officials that one be a very big help with the trust that needs to have happen with the citizens of San Antonio. As it stands now, in my opinion and that of many others, is that we cannot trust the RMA nor its leadership. So until such time is all elected officials accountable to the citizens, there is not reason for any of us to participate in the mess that you have and plan to create.

Commenter 75

**Loop1604EIS**

**From:** alutx7@aol.com [alutx7@aol.com]  
**To:** Loop1604EIS  
**Cc:**  
**Subject:** Loop 1604 enhancements  
**Attachments:**

**Sent:** Mon 11/2/2009 3:19 PM

- 280** I urge a careful, and thorough, study/evaluation of existing and predictable traffic patterns along the entire 1604 corridor including feeder road and major corridor configuration/loading as well as cross traffic requirements as a precursor to roadway design. Roadway design should be based on providing substantive, and effective, traffic and mobility improvements based on such an evaluation rather than driven by tolled (managed) lane requirements. It is important to incorporate mass transit, and related mobility aspects in the design criteria, and based on a comprehensive system currently under review.
- 281**

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[KC5S@arrl.net](mailto:KC5S@arrl.net)  
6923 Sunlight Drive  
San Antonio, Texas 78238

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Commenter 3

**Loop1604EIS**

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**From:** Tino Aguilar [jefetino@yahoo.com]**Sent:** Mon 11/2/2009 7:11 PM**To:** Loop1604EIS**Cc:****Subject:** Loop 1604**Attachments:**

I was recently at a meeting at Zion Lutheran Church regarding the Loop 1604.  
I reside just inside Loop 1604 at Braun Rd and I see many accidents happening  
I think that building a Highway from Bandera to Potranco Road would eliminate a lot of accidents.  
Regards  
Mr Aguilar

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Commenter 35

 You forwarded this message on 11/5/2009 1:28 PM.

## Loop1604EIS

**From:** Terri Hall [terri@texasturf.org] **Sent:** Mon 11/2/2009 9:43 PM  
**To:** Loop1604EIS  
**Cc:**  
**Subject:** 1604 EIS scoping comments  
**Attachments:**

**283.1** The purpose and need of this project is primarily congestion relief. The most critical area of congestion is from Hwy 151 to Bandera Rd where stop lights impede the flow of traffic. Overpasses will solve the problem. The RMA can only keep its doors open if it builds toll roads. It has no other steady source of revenue. Its mission is to toll the entire northside and create a toll system or network as a means of generating revenue to build other segments or roadways, not relieving traffic congestion.

**283.2** In fact, toll lanes aren't viable or won't be able to stay financially solvent unless there is congestion on the surrounding free lanes. The toll viability studies already done for 1604 show that not one segment is toll viable. Every segment needs massive public subsidies, so commuters will have to pay triple taxes just to drive on a freeway they drive on today toll-free (1604 is a gas tax funded public freeway and we'll continue to pay gas taxes, public money will be used to subsidize the construction cost of the toll road, then a third tax, a toll tax to drive on it). Non-compete agreements in toll contracts penalize or prohibit expansion of free routes surrounding the toll lanes and unnecessarily ties-up our future for 30-50 years. The RMA claims that TxDOT, the city, and county can still build and expand free roads, but those entities will not do anything that would put the toll road bonds in jeopardy of default, so the non-competes will effectively bring expansion of surrounding free roads to a grinding halt.

**283.3** The impacts of tolling are severe economically, environmentally, and socially, whereas a non-toll fix can be less invasive, actually solve congestion, and not inflict economic harm to businesses, residents, and commuters with new taxes to get to and from work, shopping, hospitals, school, the airport, or their own homes. The toll roads also bring with it a massive public debt that San Antonians cannot afford to repay. It will also necessitate huge and ever-increasing debt service payments that will eat-up all the money for free roads in our region and will create the need for higher tolls and ever increasing public subsidies to cover the debt service as it has in Austin and DFW.

**283.4** Toll roads also pose safety problems as emergency service vehicles cannot easily access the toll lanes due to cement barriers and the extremely limited access to them. Accidents cannot be cleared as quickly nor is there the same amount of room on shoulders or other stretches of right of way for people to swerve and avoid accidents. Because toll roads create permanent diversion of traffic (cut-through traffic) to neighborhood or surrounding streets from those avoiding paying the tolls, tolling makes surrounding free roads less safe as high speed thru traffic competes with local traffic. This is supported by data from an Ohio toll road.

Senator Kay Bailey Hutchison read these comments into the congressional record May 10, 2005:

"Tolling existing highways will also increase the number of drivers on the free roads, resulting in greater congestion and more accidents. Studies show that drivers will choose to bypass the tolls by driving on local, small roads. We also know that tolls on existing interstates will produce substantial diversion of truck traffic to other roads, and our rural roads are not equipped to handle significant truck traffic. In Ohio, traffic tripled on US-20 after toll increases on the Ohio Turnpike. Unfortunately, fatal accidents on US-20 are now 17 times more common than those on the turnpike. In response, Ohio's Department of Transportation decided to lower the tolls, even though the action did reduce the revenues for the State.

**283.5** A recent study predicted that a 25-cent-per-mile toll on an interstate would cause nearly half the trucks to divert to other routes. This is an understandable economic decision for trucking companies considering that truckers' profit margins average 2 to 4 cents per mile and the rising price of gasoline has already affected profitability. Technology already exists to help truckers and other drivers evade tolls in a cost-effective manner. It does not make sense to invest in tolls that people will not pay. Tolling interstates would reduce the safety of nearby local roads, degrade the quality of life in neighboring areas, and hurt the economy. Eighty percent of the Nation's goods travel by truck, and they will travel more slowly and expensively if tolls are imposed on interstates. The Federal Government collects taxes to fund the Federal interstate highway system. The States should not have the right to come in and impose another tax via a toll."

Senator Hutchison's comments apply equally to imposing tolls on state highways that were also built with federal funds.

**283.6** The San Antonio Bexar County MPO's mission statement says: "The San Antonio Metropolitan area is served by an environmentally friendly transportation system where everyone is able to walk, ride, drive, or wheel in a safe, convenient, and affordable manner to their desired destinations."

Toll roads are neither environmentally friendly nor affordable. So building them violates the MPO's own mission submitted to the federal government in its long-range plan.

**283.7** The RMA must meet its legal obligations to coordinate with local units of government throughout this process, and it must consider ALL alternatives, including non-toll expansion of the existing highway.

- Terri

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Terri Hall  
Texans Uniting for Reform and Freedom  
[www.TexasTURF.org](http://www.TexasTURF.org)

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

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[See Letter Comment 267](#)

[Committer 55](#)



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**Loop1604EIS**

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**From:** Annalisa Peace [annalisa@aquiferalliance.org] **Sent:** Mon 11/2/2009 4:52 PM  
**To:** Loop1604EIS  
**Cc:**  
**Subject:**  
**Attachments:**  [GEAA AGUA Loop 1604 scoping comments 11-02-09.doc\(366KB\)](#)

Please accept these comments on behalf of GEAA and AGUA.

Thank you,

Annalisa Peace  
Executive Director  
Greater Edwards Aquifer Alliance  
210-320-6294  
[www.aquiferalliance.org](http://www.aquiferalliance.org)