

**IN THE UNITED STATES DISTRICT COURT
FOR THE WESTERN DISTRICT OF TEXAS
SAN ANTONIO DIVISION**

AQUIFER GUARDIANS IN URBAN
AREAS,

Plaintiff,

vs.

FEDERAL HIGHWAY
ADMINISTRATION; UNITED STATES
FISH AND WILDLIFE SERVICE;
AMADEO SAENZ, JR., Executive
Director, Texas Department
of Transportation; TERRY
BRECHTEL, Executive Director,
Alamo Regional Mobility Authority.

Defendants.

CIVIL ACTION NO. SA-08-CA-0154-FB

DECLARATION OF RICHARD M. ALLES

I, Richard M. Alles, declare:

1. My name is Richard M. Alles. I am over 21 years of age, have never been convicted of a felony, and am capable of making this declaration. The facts stated in this declaration are within my personal knowledge and are true and correct to the best of my personal knowledge.

2. [REDACTED]

[REDACTED] Due to its proximity, the community that I live in will be

one of the most impacted by the proposed project. A number of houses in my community are less than 0.1 miles away.

3. I am a member of Aquifer Guardians in Urban Areas (AGUA) and serve on the AGUA board of directors. AGUA is a non-profit conservation organization whose mission is to educate about and take action to protect the Edwards Aquifer, and the quality of life of residents and the sustainability of businesses in the Edwards Aquifer region. Our mission includes protecting the natural and cultural heritage, and public health and safety, of the region, as well as other charitable natural and cultural resource conservation efforts. AGUA and its members have aesthetic, economic, environmental, recreational, health, safety, quality of life, and other interests in the Edwards Aquifer region and US 281/Loop 1604 area that are threatened by the Alamo RMA's proposed project.

4. I am a professional engineer licensed to practice Mechanical Engineering in the State of Texas. My expertise is primarily in the design of aerospace mechanisms and structures. I have completed a graduate course in water resource analysis. In my previous position as AGUA's Technical Research Director, I performed research related to the Edwards Aquifer, concentrating on threats to water quality and land development issues. However, I am not offering this affidavit as representing the results of a rigorous engineering analysis.

5. I travel on US 281 and Loop 1604, on a daily basis. I am very familiar with the area. I am also familiar with the Alamo RMA's interchange project planned for this area. I have looked at the schematics and animation on the Alamo RMA website, and I have

also attended the public meetings held for the project and for the draft Categorical Exclusion (CE) document.

6. In the comment period on the draft CE, I provided written comments detailing some of my concerns about the environmental sensitivity of the project's location, disagreeing with approval of a Categorical Exclusion, and asking that an Environmental Impact Statement be prepared before building this project.¹

7. I have several serious concerns about how the Alamo RMA's highway interchange project will affect the environment (particularly water, air, and noise pollution), my health and safety, my community, and my quality of life.

8. The Alamo RMA's proposed project will be constructed along several miles of US 281 and Loop 1604 and at the interchange of those highways. The entire project will be constructed and operated over the recharge and transition zones of the Edwards Aquifer.

9. The Edwards Aquifer is a highly sensitive karstic aquifer and the City of San Antonio's federally-designated sole source drinking water supply. It is a resource that is used, depended on, and enjoyed by many other AGUA members, including myself. Most of my drinking water comes from an Edwards Aquifer well that is located approximately 1.5 miles south of the US 281 and Loop 1604 interchange expansion project.

10. The recharge zone of the Edwards is particularly susceptible to pollution because it is the area where the aquifer is exposed at the land surface and where cracks, sinkholes and caves in the limestone serve as direct conduits to the aquifer below. Across the recharge zone, much of the water that enters the aquifer does so by way of stormwater

¹ My comments are attached.

that runs off the land and into openings that can send water directly into the aquifer without the benefit of any filtration.

11. The highway project described in the final CE proposes to add about 20 acres of impervious cover over the Edwards Aquifer recharge zone. (This information was not presented at the public meeting, and I was not able to comment on this fact, because the draft CE mistakenly stated that the project would add about 10 acres of impervious cover.) With higher impervious cover, more pollutants are generated and carried into stormwater runoff.

12. A study conducted in Bexar County shows that higher impervious cover levels generally lead to higher mass yields of lead and higher concentrations of fecal coliform, toxic metals, pesticides and other contaminants.² Another study found toxic contaminants in Lorence Creek, which flows through the heart of my Hollywood Park neighborhood.^{3,4} Carcinogens such as benzene, along with pesticides such as Atrazine, Chlorpyrifos, and Diazinon were found in the creek's water and attributed to urbanization of its watershed. Alamo RMA's proposed interchange project would be constructed within the Lorence Creek watershed and increase its impervious cover, urbanization and traffic. These studies and others like them formed the basis of a 2005 report published by

² Stormwater Runoff for Selected Watersheds in the Edwards Aquifer Recharge Zone, Bexar County, Texas, 1996-98. U.S. Geological Survey, March, 1998.

³ Quality of Stormwater Runoff from an Urbanizing Watershed and a Rangeland Watershed in the Edwards Aquifer Recharge Zone, Bexar and Uvalde Counties, Texas, 1996-98, U.S. Geological Survey Open-File Report 99-245, 1999.

⁴ Chart of Pesticides in Lorence Creek prepared by Richard M. Alles. Attached.

AGUA titled “Protecting the Edwards Aquifer: Vulnerability, contamination, effects of development, and inadequacy of engineered controls.”⁵

13. On October 5, 2010, my water supplier, Bexar Metropolitan Water District, detected E. Coli bacteria (fecal coliform) in a water sample from a well that supplies a portion of my drinking water.⁶ This well is located at 108 Aspen Lane, approximately 2.8 miles south of the US 281 and Loop 1604 interchange project.

14. Highway traffic leaves benzene, motor oil, antifreeze, transmission fluid, chemical spills, and other water pollutants on the roadways. Rain washes these pollutants off of the highways into the surrounding soil. This storm water runoff then works its way into the Edwards Aquifer.

15. As someone who gets their water from the Aquifer, I will be harmed by water quality degradation and negative health impacts caused by the proposed project’s addition of impervious cover and runoff pollutants in the recharge zone. I am extremely concerned that the Alamo RMA is proceeding with little to no study of the negative water quality impacts and pollutant loadings that the project will cause. Given what we know about the Edwards Aquifer and pollution of that resource, I am disturbed that the project sponsors and federal agencies are asserting that a project of this size, over the recharge zone, will have no significant impacts when the facts, science, and common sense clearly establish the opposite.

16. In addition, the US 281/Loop 1604 interchange is at the intersection of two hazmat routes. US 281 is a primary route and 1604 a local delivery route. A toxic spill

⁵ Available at: http://www.aquiferguardians.org/PDF/AGUA-Protecting_Edwards_Aquifer.pdf

⁶ Public Notice, Hill Country Water System #0150054, Bexar Metropolitan Water District; October 18, 2010.

could contaminate wells supplying water for hundred of thousands of people. Despite this risk, the CE failed to consider the danger of a hazardous material spill contaminating the water that 1.8 million people drink.

17. I am also concerned about the consequences of construction activities and accidents. In late 2005-early 2006, construction of Alamo RMA's US 281 toll road caused breakage of a sewer main. According to news reports, "bureaucratic bungling" allowed raw sewage to flow into aquifer recharge zone land for nearly a month. The spill required chemical treatment.⁷

18. The Alamo RMA predicts that its highway interchange project will take 2 ½ years to construct, (this information comes from the attached answers to FAQs provided by the Alamo RMA) yet there has been no study of what I believe will be severe construction phase impacts. The lengthy construction phase will exacerbate the cut-through traffic on my street, which has become a problem over the years as development and traffic has grown in the 281/1604 area. This extraordinarily high volume of traffic harms my enjoyment of my property, as the noise and intrusiveness deter me from going outside. At one time, my street was a pleasant avenue for walking or riding bicycles, despite its lack of sidewalks. Now the threat of being struck by cars passing dangerously close on this narrow street is so great that it discourages use by anything besides cars and truck. Parents can no longer permit their children to ride bicycles or walk on my street. The use of Hollywood Park streets to avoid the 281/1604 intersection is well-documented, and has been a focus both in the media and in recent elections.⁸

⁷ San Antonio Express-News article, 1/12/2006. "Sewer leak over the Aquifer." Attached.

⁸ San Antonio Express-News, 4/23/2009. "Several issues in play in Hollywood Park council election."

19. My street experiences heavy use by vehicles traveling between Stone Oak Parkway and US 281 North. Nearly all of the cut-through traffic on my street comes from or goes to Stone Oak Parkway. These vehicles are traveling from eastbound Loop 1604 to southbound US 281 toward downtown. Alternatively, they are traveling from northbound US 281 to westbound Loop 1604.

20. I have studied Alamo RMA's Schematic Layout of the Interchange proposal and took note of the location of the entrance to the eastbound Loop 1604 to southbound US 281 flyover. In addition, I took note of the location of the exit from the northbound US 281 to westbound Loop 1604 flyover. Both the entrance and exit are located west of Stone Oak Parkway such that they will not be useful to vehicles that cut through Hollywood Park. In order to utilize the northbound 281 to westbound 1604 flyover for traveling to Stone Oak Parkway, a vehicle would have to turn around at the congested Blanco Road/Loop 1604 intersection and then turn left through the congested Stone Oak Parkway/Loop 1604 intersection. Consequently, even after building the interchange project (as proposed), cutting through Hollywood Park would still be quicker. Therefore, the new interchange will do little to alleviate the cut-through traffic I suffer from.

21. Moreover, the new interchange will be of little use to people living in Hollywood Park. Even though my neighborhood will be put in the shadow (with all the negative effects) of a towering interchange I will not even be able to use to go to downtown San Antonio or to IH-10.

22. In addition, I am concerned about noise and light caused by the proposed project's proximity to my home. The Alamo RMA's plan to add a fourth and fifth level to the

interchange, with highway lanes that are elevated for several miles (i.e. flyovers), will also dramatically change the aesthetics of the area.

23. Currently, noise from traffic on Loop 1604 is often so loud it prevents me from falling asleep or awakens me in the middle of the night when my windows are open. This sleep interference is damaging to my physical and mental health and that of my wife. Alamo RMA plans to construct lanes which would be elevated over 50 feet above the existing grade. These elevated lanes will place noise generators above the trees and houses that currently provide a measure of noise attenuation for me. As a result, the detrimental effects on my health of traffic noise will increase substantially. And cars and trucks will have direct views looking down into the backyards of many homes.

24. The CE does not fully commit to any noise mitigation and I am afraid that noise mitigation will be deemed too expensive for much of the project. Noise barriers for the Harvest Fellowship Church playground and at the Abiding Presence Lutheran Day School playground have already been ruled out. Furthermore, the Categorical Exclusion fails to classify St. Thomas Episcopal Church as a noise receiver, even though the sanctuary entrance appears to be about 90 feet from the right-of-way. This is the church I was married in and attended weekly both as a youth and as an adult. In addition, it is my understanding that Alamo RMA made no measurements of traffic noise levels in preparing its Categorical Exclusion. I believe the noise levels estimated by mathematical models significantly understate the actual levels and fail to account for louder levels that frequently occur under certain atmospheric and traffic conditions.

25. I am especially concerned about the grave health threats that my community faces from the increased air toxics that will be caused by the Alamo RMA's highway

interchange project and the increased traffic volumes facilitated by the proposed project. Residents, and especially vulnerable school children and seniors, will be exposed to significantly increased risks of cancer, asthma attacks, bronchitis, cardiovascular disease and other harmful health effects due to various emissions from motor vehicles. Alamo RMA's Categorical Exclusion incorrectly states that St. Thomas Episcopal School is not located within 100m of the right-of-way. In fact, the entrance to the school and several classrooms are within 100m and are situated below the elevated lanes. In addition, a courtyard used by pre-school and elementary students is about 75 meters from the right-of-way. I am deeply concerned that the young children who attend this school will be exposed to heavier-than-air toxins that float down onto them from the elevated lanes above. The negative health effects of roadside air toxics are well documented by the EPA and others.⁹

26. I am also concerned that the CE, because of its faulty assumption that the proposed project will not add capacity, does not include a Traffic Air Quality analysis, especially considering that this region already has air quality problems.

27. Despite the many significant environmental impacts of Alamo RMA's proposed project, there has been no consideration of alternatives. By proceeding under a Categorical Exclusion from NEPA regulations, Alamo RMA has failed to study of solutions that are environmentally sustainable, less costly, do not contaminate drinking water supplies, do not threaten endangered species, and do not create an unhealthy environment for the project's neighbors. Alternatives might comprise upgrades to

⁹ Office of Transportation and Air Quality, "Bibliography of Near Roadway Health Effects and Exposure Studies," U.S. Environmental Protection Agency, January 2005, available at: <http://www.westcoastcollaborative.org/files/outreach/Health%20Effects%20and%20Exposure%20Studies.pdf>.

existing facilities, improvements to the existing bus transit system, light rail or congestion pricing.

Pursuant to 28 U.S.C. § 1746, I declare under penalty of perjury that the foregoing is true and correct to the best of my knowledge.

Dated this 18th day of December, 2010.

A handwritten signature in black ink that reads "Richard M. Alles". The signature is written in a cursive, slightly slanted style.

Richard M. Alles

Attachments

- 1) Comments on draft CE, Richard M. Alles.
- 2) Chart of Pesticides in Lorence Creek, which flows through Hollywood Park, prepared by Richard M. Alles.
- 3) San Antonio Express-News, January 12, 2006, "Sewer leak over the Aquifer."
- 4) Alamo RMA answers to FAQs about the RMA's US 281/Loop 1604 interchange project.

ATTACHMENT 1 to ALLES DECLARATION

US 281/ Loop 1604 Interchange
Alamo Regional Mobility Authority
1222 North Main Suite 1000
San Antonio, TX 78212

Via US Postal Service and email to Interchange@AlamoRMA.org

Wednesday, January 20, 2010

Dear Sirs or Madams,

I am writing to comment on the US 281 x Loop 1604 Interchange. I am opposed to approval of a Categorical Exclusion for this project because:

- It will be built over an exceptionally vulnerable area of the recharge zone.
- It will increase the capacity of the existing intersection.
- The June, 2009 (revised December, 2009) Categorical Exclusion incorrectly states the impacts of the project.

HIGH VULNERABILITY OF RECHARGE ZONE IN PROJECT AREA

My drinking water comes from a well located about 3 miles south of this intersection. This intersection is entirely located on the recharge zone of the karst aquifer from which the well draws.

A vulnerability map of the Edwards Aquifer Recharge Zone is included with this letter. According to this map, which was created by experts in Edwards recharge zone geology, this interchange will be constructed over a "highly vulnerable" area.

Consequently, it would be irresponsible and reckless to approve a Categorical Exclusion for this project.

INCREASE IN CAPACITY CREATED BY PROJECT

Page 41 of the CE states: "The proposed action would not add capacity to the existing facility". In fact, the interchange will create a significant increase in traffic through this intersection.

Currently, many drivers circumvent this intersection by taking alternate routes. For example, the use of Hollywood Park streets to avoid this intersection is well-documented.^{1&2}

Historically, TxDOT has miscalculated usage of new facilities. One source states: "As for the miscalculation, TxDOT's planners admit they underestimated traffic growth in that area by about 15 years. When 1604 was upgraded in the mid '80s, there were a lot of people who, because of existing congestion, used alternate routes. This created an unknown and

¹ *Several issues in play in Hollywood Park council election*, San Antonio Express-News, 4/23/2009

² Minutes of Hollywood Park, TX City Council meetings incl. Jan. 17, 2006

unusually large 'latent demand'. So, when the bigger 1604 opened, a lot more cars appeared than anyone had planned for."³

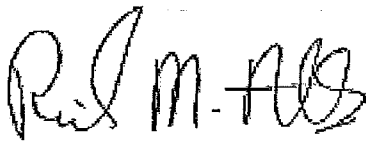
MISSTATEMENT OF PROJECT IMPACTS

Table 5, Sensitive Receptors, states that St. Thomas Episcopal School is not located within 100m of the right-of-way. In fact, the entrance to the school and several classrooms are within 100m. In addition, a courtyard used by pre-school and elementary students is 234 feet from the right-of-way.

Furthermore, neither Table 9 nor Figure 8 list St. Thomas Episcopal Church as a noise receiver, even though the sanctuary entrance is only 90 feet from the right-of-way. I have included a dimensioned aerial photograph of St. Thomas Episcopal Church and School for reference.

Given the vulnerability of the aquifer in the project area, the increase in capacity created by the interchange, and the misstatements of project impacts, a full Environmental Impact Statement should be required for this interchange.

Sincerely,

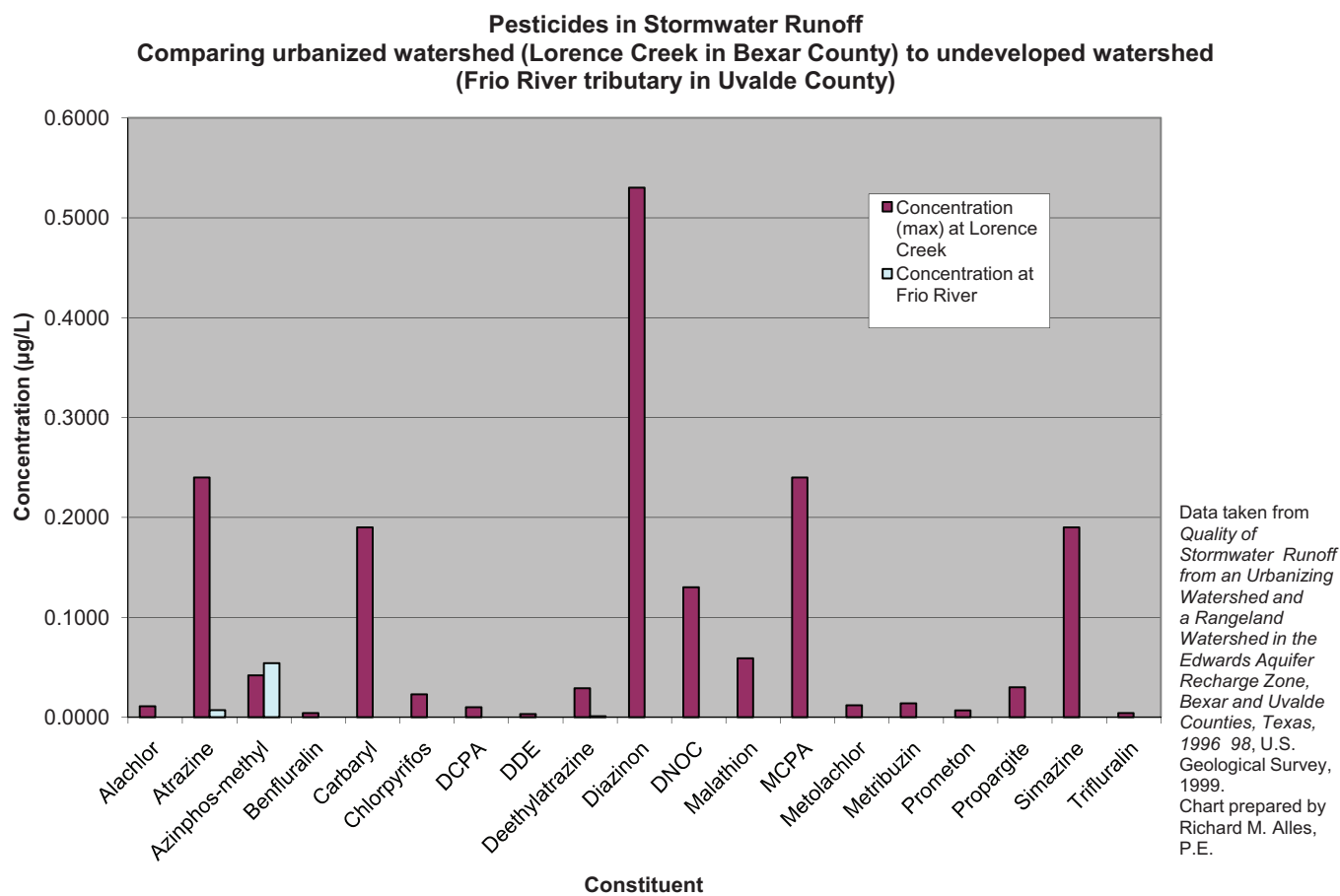
A handwritten signature in black ink, appearing to read "Richard M. Alles". The signature is stylized with a large "R" and "A".

Richard M. Alles

Attachments: Vulnerability Map of Recharge Zone in Bexar County; Dimensioned aerial photograph of St. Thomas Episcopal Church and School.

³ <http://www.texashighwayman.com/faq.shtml>

ATTACHMENT 2 to ALLES DECLARATION



ATTACHMENT 3 to ALLES DECLARATION

SEWER LEAK OVER AQUIFER



BILLY CALZADA/STAFF

Stagnant water is collected at the site where a sewer pipe leaked its contents into the Edwards Aquifer recharge zone along U.S. 281.

Activists angry SAWS took nearly a month to treat it

BY AMY DORSETT
EXPRESS-NEWS STAFF WRITER

Bureaucratic bungling let raw sewage intermittently seep into Edwards Aquifer recharge zone land for almost a month, environmental activists said Wednesday.

The leak finally was treated Tuesday.

But what hasn't been determined is how reports of a

problem as far back as Dec. 14 weren't addressed until this week.

The mishap apparently was caused by contract workers for the Texas Department of Transportation clearing brush to make way for a toll road on U.S. 281 just north of Evans Road.

One of the workers, from the Zachry Construction Corp., reported to San Anto-

nio Water System that a water main was believed to have been hit.

However, SAWS determined that area on the far North Side has water service from the Bexar Metropolitan Water District, and apparently assumed that agency was dealing with the issue.

After getting no response, a

See **AQUIFER/6A**



EXPRESS-NEWS GRAPHIC

FOUR-WEEK WAIT TO DETERMINE WHO NEEDED TO FIX PROBLEM

Dec. 14 TxDOT subcontractor calls San Antonio Water System to say crew believes it hit a water meter. SAWS figures out the area's water is served by BexarMet, so it doesn't respond.

Jan. 6 Subcontractor again urges SAWS to have someone check the site. When SAWS worker arrives, subcontractor crews are gone. SAWS worker finds no leak.

Jan. 10 TxDOT and SAWS workers meet at site and determine there has been a raw sewage leak over Edwards Aquifer recharge zone.

Source: SAWS



BILLY CALZADA/STAFF

SAWS utilized a chlorine product normally used in swimming pools to treat the site where a pipe leaked sewage near U.S. 281 and Evans.

Aquifer wells to be tested after sewer leak

CONTINUED FROM 1A

Zachry worker again called SAWS to report the problem Jan. 6, and asked a SAWS employee to go to the site for an inspection.

By the time a SAWS worker arrived at the site, construction workers had left for the day and the water agency employee checked out where he thought the problem was and found nothing, SAWS spokeswoman Anne Hayden said.

Finally on Tuesday, TxDOT representatives asked someone from SAWS to meet them at the site. When they discovered raw sewage, they treated the area with a type of chlorine-based disinfectant in an effort to treat the spill.

SAWS is responsible for sewage even where BexarMet handles water mains.

"It's pretty creepy," said Annalisa Peace, vice president for

Aquifer Guardians in Urban Areas. "I think SAWS is really negligent. It is absolutely disgusting."

While Hayden admitted the problem took a long time to correct, she noted SAWS workers worked to remedy the situation as soon as they discovered it.

She said the ground was saturated with sewage, but because the problem had existed for so long, she couldn't guess how much of the effluent had flowed through the pipe since Dec. 14.

"I can't even estimate it," she said.

Robert Potts, general manager for the Edwards Aquifer Authority, said his agency also learned of the issue this week.

"It's enough of a concern that we're going to be checking some wells to see if we can detect the effects from the sewage," he said. "It's not the type of thing we'd like to have hap-

pen over the recharge zone, and it needs to be dealt with quickly."

Hayden said SAWS workers determined there wasn't enough sewage on top of the ground to be pumped out and instead decided chemical and water treatment was most appropriate.

She also explained that in that area of town, sewage is collected in an underground wet well. When it reaches a certain level, it pumps waste into a forced sewer main.

While the problem came from a 6-inch pipe, it was two 2-inch valves on the pipe that were sheared off by the Zachry crew — not the pipe itself.

"It doesn't flow continuously," she said. "It would only be obvious when it was flowing."

Crews began clearing trees and putting up fences to catch silt in late November to prepare for construction of three miles

of frontage roads and toll lanes — 16 lanes at the widest points — on the Edwards Aquifer recharge zone just north of Loop 1604.

Aquifer Guardians in Urban Areas and People for Efficient Transportation Inc. sued Dec. 2 in federal court to demand that a thorough impact study be done. A hearing on the group's request for an injunction is set for Jan. 27.

TxDOT officials said they're sending an environmental specialist to the area to check out the situation.

Peace said she hopes the incident will result in more education for workers in the area.

"Apparently (TxDOT) hasn't instructed contractors on how to work on this environmentally sensitive land," she said.

adorsett@express-news.net
Staff Writer Patrick Driscoll contributed to this report.

ATTACHMENT 4 to ALLES DECLARATION

US 281 Loop 1604 Interchange Frequently Asked Questions – January 11, 2010



ALAMO RMA
Alamo Regional Mobility Authority
"Moving people faster"

US 281 / Loop 1604 Proposed Interchange Frequently Asked Questions January 11, 2010

Q: Why are you only building four connectors?

A: With a \$140 million budget, the Alamo RMA's analysis of this intersection shows the four connectors being built to have the highest volume of traffic among the eight movements vehicles can make in the intersection. These four connectors will provide the greatest relief to motorists when completed, and will also not impact the ongoing environmental impact statement work being done for long-term improvements to US 281 north of Loop 1604.

Q: Isn't this a bait and switch? Why spend money on the interchange instead of fixing 281?

A: The US 281 project, north of Loop 1604, does not have an active environmental clearance to allow for new through lanes to be added to the corridor. Based on direction from the Federal Highway Administration, any new through lanes on US 281, north of Loop 1604, will require the preparation of an environmental impact statement, which the Alamo RMA is currently conducting. The Loop 1604 / US 281 interchange project, however, since it is an operational and safety improvement, is able to move forward as a categorical exclusion, and is able to meet the requirements for the obligation of federal stimulus funds, which, at this time, US 281 is unable to meet.

Q: Why is the Alamo RMA overseeing this project? Aren't they just a toll road authority?

A: The Alamo RMA, as the local regional mobility authority, is overseeing this project, the US 281 Super Street, and the environmental impact statements on both Loop 1604 and US 281 in their role as the local governmental entity responsible for improving mobility around our community. While the Alamo RMA can build and operate toll projects, they can also build and operate non-toll projects, and the Super Street and this proposed interchange are the first non-toll projects to be overseen by the Alamo RMA.

Q: How long is it going to take to build the Interchange?

A: Based on the latest estimates, construction should start in the spring of 2010 and be complete approximately 2 ½ years after construction starts. The exact time frame may vary dependent upon the design/build team selected as part of the ongoing procurement process.

US 281 Loop 1604 Interchange Frequently Asked Questions – January 11, 2010

Q: I hear that this project is using a CDA...does that mean it is going to be owned by a foreign company who will charge me to use it?

A: No. First, this is a non-toll project, and once construction is complete, will be owned by the state of Texas. Second, the Alamo RMA, as the local regional mobility authority, can enter into design / build comprehensive development agreements for both toll and non-toll projects and has elected to utilize the design/build approach for a non-toll project to accelerate the design and construction work to deliver this project to the community sooner than the time frame involved with a traditional design-bid-build approach contract. It is estimated the design/build approach can save up to a year of overall time for the community.

Q: Design/build...doesn't that mean there is no competition and you just decide who you want to award the contract to?

A: No, design/build is still a competitive process, and the team ultimately selected will be the best value proposer based on skill of the team, timeline for completion of the project, and a maximum price for the work to be done. The Alamo RMA currently has three teams competing for this project. A list of the teams who have been shortlisted can be found on www.AlamorMA.org.

Q: If I want to see how this project is going to impact my roadway is there someplace I can see the animation files?

A: Yes, visit www.AlamorMA.org or www.youtube.com/MovingPeopleFaster to see animations of the proposed interchange improvements, from all four approaches!

Q: How is this project being funded since I keep hearing there is no money for roads?

A: The US 281 / Loop 1604 Interchange is being funded from a combination of sources. Specifically, \$20 Million is coming from the local share of federal stimulus funds at the discretion of the San Antonio Bexar County Metropolitan Planning Organization, \$60 million is coming from the Texas Transportation Commission share of federal stimulus funds and \$60 Million is coming from Proposition 14 bonds on behalf of the state of Texas. This \$140 Million budget will cover all design, construction and oversight of this needed non-toll project.

Q: I still don't want a toll road. Is this going to make a toll road happen?

A: The Interchange project is separate from any discussions on toll lanes or tolling in San Antonio. This project is non-toll. The Alamo RMA, as the lead agency for the US 281 Environmental Impact Statement and the Loop 1604 Environmental Impact Statement, will be hosting public meetings and workshops as part of a new study to identify long-term improvements to US 281 and Loop 1604 and the discussions on how to pay for those roadway improvements will be included in the respective study for each roadway.

For information on the ongoing US 281 Environmental Impact Statement please visit www.411on281.com/US281EIS

For information on the Loop 1604 Environmental Impact Statement please visit www.MoreFor1604.com