Appendix G: Comment/Response Matrix from Public Hearing/Notice of Availability of DEIS

Comment/Response Matrix

Comment/Response Matrix

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	A Abdullah	1/31/2023	MyCaptx Website - Comment Form	Megional Connectivity	San Antonio is the largest city in the nation without a passenger rail. It's time to change that A line between the cities would bring economic benefits to SA by allowing people who work in Austin to live in our more afferdable city and would bring in more weekend and holiday tourists.	Studies have found that 82% of the traffic on 1-35 is local. The purpose of the Capital Express Central project is to improve the critical local, regional, national and international thoroughfure of 1-35 between US 200 East and US 200 West, "State Highway 71, loc."
						Enhancing safety within the corridor. Addressing demand by princitizing the movement of people, goods and services through and across the corridor.
						- Improving operational efficiency.
						Enhancing allege with the controls. Advantage glasses between a control of people, globs and services through and across the control. Advantage glasses between the control of people globs, and services through and across the control. Advantage are not repeated the control of people globs, peo
						arc pass, period trave or miss for all basis, including emerging response ventices and training. Connecting Auditor to other major orbits by rail is not included within the scope of this project. Regional rail has been considered in previous studies to improve 1-35, such as the Planning and Environmental Linkages Study in 2014. Regional rail was not recommended in this
						study because it would not create a dependable and consistent roate for transit, emergency responders and other motoritis. NOOT has also had seward cross-agenty meeting including team members from the City of Austin and Englethres's Project Connect team to ensure the Capital Express Central project aligns with other transportation project goals for the City of Austin. The proposed Project
						TaCOT has also hald several cross-agency meetings including team members from the City of Austin and Captivino's Project Connect near to ensure the Captivil Express Central project aligns with other transportation project goals for the City of Austin. The proposed Project Connect new light rail Blow Line will cross the 1-35 Captivil Express Central Project at Reverside Drive and cross Lept Brd Lake via a new river crossing parallel to 1-35 into downtown.
2	Aaron	1/31/2023	MyCapEx Website - Comment Form	Regional Connectivity	As a San Antonio resident, and frequent traveler to Austin, I believe high speed rail between these cities would greatly improve the lives of many and encourage economic growth and prospertly for the region.	See comment #1
			Comment Form			
		+			I am writint in googalion to current claims to expand 1.55 through Austin. Expanding 1.55 will worsen consection, just like Houston's Kety Freeze repaintion.	The ISS Cacital Excress Central project processes adding two HDV managed larges in each direction, as well as stranged; intersection brosss larges, No additional maintaines are being processed and ISS would not be errorated.
					I am writing in opposition to current plans to expand I 35 through Azatin. Expanding I 35 will worsen congestion, just like Houston's Kisty Frienday expansion. Please consider remouting non-local traffic on existing Righways such as \$41.30 or burying I 35 through the urban cone of Azatin.	In 15 Capital from Central prompt propose deling to the View reasonable to the contract and an arrange interaction to proper terms for accommand to the contract and an arrange interaction to proper terms for accommand to the contract and an arrange interaction to the contract and arrange interaction to the proper terms for accommand to the contract and in 15 desired by the 15 desired by the 15 desired by
				Reroute to 130		same number of lanes would be required to manage current and future demand. In addition, incentives to use \$91.130 would have little effect on trucks needing to make deliveries along the I-35 corridor.
						The corridor is also part of the Central Telesas Tumpbe (Str. Consortion Telesas Tumpbe (Str. Consortion Telesas Tumpbe (Str. Consortion Telesas Tumpbe (Str. Consortion Telesas Tumpbe Str. Consortion Telesas Tumpbe St
						toks on SH 130. The current \$4.9 billion skillsted for the i-35 Capital Express Central project would not be eligible for paying this outstanding doel. TxDDT would need a waiver to reduce or remove the tolls. While this does happen, it is usually for a temporary scenarior, such as construction.
					Not only will this help heal the downtown divide that has long been a source of inequity based on racial injudices, but it will also give Austinities and all Texans a capitol city with a downtown that is walkable	1-55 was built along East Avenue in Austin, which was seen as a racial divide in the city's early history, and later evolved as a regional highway conridor from 1930-1950.
					and safe. Do not double down on the historic mistake of putting a congested highway in the middle of a busy downtown. This is a mistake we have a chance to fix now rather than worsen for future generations with an expansion.	TADOT understands the significance of 155 to the local community and the chance to address focal concerns as we develop and implement the Capital Express Central project. This project offers the chance to not recovered community and the chance to address focal concerns as we develop and implement the Capital Express Central project. This project offers the chance to remove the visual separation within Austria and provide opportunities and separation exists and extended interest in SS through the deportunity of separation of resultant for the separation of the
3	Aaron Barker	404,000	VOH			Additionally, proposed improvements include foreiring the lanes to remove the visual and psychological barrier in Austin.
		1				proposed project and associated impacts and benefits. The goal is to reach out to these populations, and project and project and associated impacts and benefits. The goal is to reach out to these populations and project project and associated impacts and benefits. The goal is to reach out to these populations are designed to the second of the goal is to reach out to these populations are made in formed that the goal is to reach out to these populations are made in formed that goal is to reach out to these populations are made in formed that goal is to reach out to these populations are made in formed that goal is to reach out to these populations are made in formed that goal is to reach out to these populations are made in formed that goal is to reach out to these populations are made in formed that goal is to reach out to these populations are made in formed that goal is to reach out to these populations are made in formed that goal is to reach out to these populations are made in formed that goal is to reach out to these populations are made in formed that goal is to reach out to these populations are made in formed that goal is to reach out to these populations are made in formed that goal is to reach out to these populations are made in formed that goal is to reach out to these populations are made in formed that goal is to reach out to these populations are made in formed that goal is to reach out to these populations are made in formed that goal is to reach out to these populations are made in formed that goal is to reach out to the goal
		1		Racial justice		35 as that for gift and remote in Admin, which was seen as a round in deliver the register of an 1950 to be for common and the register of an 1950 to be for common and the register of the re
		1				document concerns, and allow populations to talk officety with TADOT and provide their feedback on the project impacts. TADOT is working tools with the CDY CARRIN, Cappathor and the community to particularly potentially be committed for the development of deck plazes by others to rebuild 1-35 in a way that meets the needs of local bicyclists, pedestrians, and transit riders. The
1			1			Too's saving that we will be a good and the control of the same of the control of
1			1			ensure compliance with related federal regulations, policies, technical advisories, Executive Orders (EQs) and Tills VI of the Chill Rights Act of 1964, is addition to this analysis, and in response to public input additional collisions discussed on transportation equity were conducted.
1			1			Additionally, TabOT has added a Construction holis impact control that incident that incident has brighted that incident that in
4	Aeron Lurin			Community Alternatives	Mobility35 Program Manager Tommy Abrego,	These facility foundered to require and projections actively to benefity their projection actively and control of the section
					Mobility55 Program Manager Tommy Armop. Law a resident of Audits and Thorps to the Need for many years to come, ido not want to live in a city defined by a large highway and highway pollution. I strongly, strongly oppose TicOT's plans to expand 1-25 and incleased support a plan similar to Annihiration Spin incline and output on the total and of the city and the several manager of the city.	alternatives, ToOD contracted the independent Teass ABM Transportation intrinsit (TI) to review and evaluation (TI) to review and evaluation. TII concluded that more of the individual community attendes would be a vable as a build opinion between the concepts. Following their evaluation. TII concluded that more of the individual community attendes would be a vable as a build opinion their events. The evaluation, TII concluded that more of the individual community attendes would be a vable as a build opinion to their events. The evaluation is the evaluation of their events and evaluation that the evaluation of their evaluation of their events and evaluation that the evaluation of their events and evaluation that the evaluation of their events and evaluation that the evaluation of their evaluation of their evaluation that the evaluation of their evaluation that the evaluation of their evaluation that the evaluation of their evaluation of their evaluation that the evaluation of their evaluation of their evaluation that the evaluation of their evaluation that the evaluation of their evaluation of the
						1,000 T is currently considering. Considering this input from community groups, 1,000 included many project design enhancements from the community alternatives in the preferred attenuative. Some of the dealen enhancements are:
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						**Leaved for positions. **Line Text or position and easier consisting, including a new connection at 5th 20met for all coars, and new polesterium crossing and Exploiterium had Line Foture Gold Line south of Amport Browlessed and between \$1st 5threet and \$15.200 E. **Line Coarse Line Coarse L
						- This Disclosured section in downtown - "Enhanced person-carrying capacity along the corridor by providing a reliable route for trained in managed larves. - "Enhanced person-carrying capacity along the corridor by providing a reliable route for trained in managed larves. - "Enhanced person-carrying capacity along the corridor by providing a reliable route for trained in managed larves. - "Enhanced person-carrying capacity along the corridor by providing a reliable route for trained in managed larves. - "Enhanced person-carrying capacity along the corridor by providing a reliable route for trained in managed larves. - "Enhanced person-carrying capacity along the corridor by providing a reliable route for trained in managed larves. - "Enhanced person-carrying capacity along the corridor by providing a reliable route for trained in managed larves. - "Enhanced person-carrying capacity along the corridor by providing a reliable route for trained in managed larves. - "Enhanced person-carrying capacity along the corridor by providing a reliable route for trained in managed larves. - "Enhanced person-carrying capacity along the corridor by providing a reliable route for trained in managed larves. - "Enhanced person-carrying capacity along the corridor by providing a reliable route for trained in managed larves."
						- Bitsche and posterfrier enhancements including 20-fect buffers and 10-fect shared-use parts. The "Evaluation of TOOD Exist of Marrier's and Communify Concess" record received by 11 his available in Acception of the ES. The "Evaluation of TOOD Exist of Marrier's and Communify Concess" record by 11 his available in Acception of the ES.
				Reroute to 130	5H 13D was built for that kind of use and should be toll-five to encourage traffic on SH 13D instead of I-3S. Austin has the potential to become a world-class city, but using some of the most economically valuable real estate in this incredible city would be detrimental to that progress.	See comment #3
5	Aaron Madison		VOH	Do not widen/no build	This devices to improve who drives on this section of 1.55 that it is in serious need of improvement. But I maily upg you to make those improvements without expanding the intention. More laren will not help. See the New York Time writed from Jacobia you. 20.030 for reference. I make agent to see to booked to object on york or the intention and but intention and york or the intention of the int	All is the proper area in our of the most organization according to the property of the property and the property of the property and the property of the prop
					Less that rows tront, it these strong is bounded in the control of	watern account and precipions and the desired precipion of the second precipio
					Technive the interstate can be improved with better aggingly, isse, contraining early, life the spirit into upper and lower decks with very little waitrring), and the spirit into the future than just ten years. We can do so must be their them just better than just ten years. We can do so must better than just ten years. We can do so must better than just ten years. We	Modified Alternative 3 has been identified by 1000' as the Preferred Alternative. More information on alternatives development in an available in available in Chapter 2 of the Etc. Capital Express describes formation the project is in the form of four managed lanes, two to in each minimum or according request proposed as part of the project is in the form of four managed lanes, two to in each minimum or according request proposed as part of the project is in the form of four managed lanes, two in each minimum or according request proposed as part of the project is in the form of four managed lanes, two in each minimum or according request proposed as part of the project is in the form of four managed lanes, minimum or according request proposed as part of the project is in the form of four managed lanes, minimum or according to the project is in the form of four managed lanes, minimum or according to the project is in the form of four managed lanes, minimum or according to the project is in the form of four managed lanes, minimum or according to the project is in the form of four managed lanes, minimum or according to the project is in the form of four managed lanes, minimum or according to the project is in the form of four managed lanes, minimum or according to the project is in the form of four managed lanes, minimum or according to the project is in the form of four managed lanes, minimum or according to the project is in the form of four managed lanes, minimum or according to the project is in the form of four managed lanes, minimum or according to the project is in the form of four managed lanes, minimum or according to the project is in the form of four managed lanes, minimum or according to the project is in the form of four managed lanes, minimum or according to the project is in the four managed lanes, minimum or according to the project is in the four managed lanes. The project is in the project is in the four managed lanes are according to the project is in the four managed lanes. The project is i
						direction, that seek to provide travel time reliability while limiting the negative impacts of induced demand by restricting usage to high occupancy and mass transit vehicles. These managed lanes would be accessible to multimodal transit options, such as busses, van/carpools or
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9	Asion Schechter Asion Voltimer Asion Voltimer Abby Brown Abby Cotton	3/1/2023 2/20/2023 3/1/2023 3/1/2023	Email VOH Email Email	Che nest weden/hos build Che nest weden/hos build Che nest weden/hos build General support Wildrine De nest weden/hos build	Lace TODIC, it is a small put bid pair, like so many others have already, that I select the 3.5 expension through further off bid advance. This is a collected to bid pair, like so many others have already, that I select the 3.5 expension through further off bid advance. This is a collected with the selection of the expension of the selection of the expension is a collected or the expension. The in the fact during one component is paid to the selection of the expension or the expension of the ex	**Assert Desire and Linear Consequence of State Con
9	Asion Schechter Asion Voltimer Asion Voltimer Abby Brown Abby Cotton	3/1/2023 2/20/2023 3/1/2023 3/1/2023	Email VOH Email Email	Che nest weden/hos build Che nest weden/hos build Che nest weden/hos build General support Wildrine De nest weden/hos build	Lace TODIC. It is an extending to the dip mit, this so many others have already, that I believe the 3.55 expension through further oil be a disaster. This is a colleast was of smoothy that will find the property of the collection of the speciment. We need that the collection of the speciment of the speciment of the speciment. We need that the collection of the speciment of the speciment of the speciment. We need that the speciment of the speciment of the speciment. We need that the speciment of the speciment of the speciment of the speciment. We need that the speciment of the speciment of the speciment of the speciment. We need that the speciment of the speciment of the speciment of the speciment. We need that the speciment of the speciment of the speciment of the speciment. We need that the speciment of the speciment of the speciment of the speciment. We need that the speciment of the speciment of the speciment of the speciment. We need that the speciment of the speciment of the speciment of the speciment. We need that the speciment of the sp	**Assert Desire and Linear Consequence of State Con

				Do not widen/no build	Halfo I, am a resident of Austin TX. Williamson County, I OPPOSE TADD'S plans for I-SS and I OPPOSE expansion. Hillmon's resident of Austin TX. Williamson County, I OPPOSE TADD'S plans for I-SS and I OPPOSE expansion. Hillmon's residents on Another In The versar consistent risk was well with the Killy Trievesk, viar noise and water collution. seletv. and transcontation cotions beyond drivins.	See Comment #5
					What I have a resident of Mark To, Nillement Country, 1999/EE (2007) as the I had 1999	
					Taples; IXXVI also the Autom City Council to Statio Up for my meadorms and represent me as a resident or Autom, against the rever-ending endoing or our public spaces. Thinkly pos. Thinkly pos.	
ID	C N	Da R d	S	Topic	c	R p
13	Abhijit Madhu Kumar	3/7/2023	Email		Lam FOR a public transit first project as an attemative / They also serve to further solide the citizens of Austin, and lock us into a car-based economy, curtailing our freedom to choose our mode of transportation.	Managed lises would help manage overall traffic desired and provide qualifying whickes with a more related rocks, allowing them to bypass congestion and arms at their destinations more quickly. Where Seasible and if cut
						TACOT has also half a sewari cross-agency meetings including tearn members from the City of Austin. Capitation and Project Connect to ensure the Displacet Express Central project aligns with other transportation project goals for the City of Austin. This proposed Project Connect to ensure the Displacet Express Central project aligns with other transportation project goals for the City of Austin. This proposed Project Connect on the author Displacet Connect on the Austin Connect of the City of Austin. This proposed Project Connect on the Austin Connect Connect on the Austin Connect of the City of Austin. This proposed Project Connect on the Austin Connect Con
				Public transit /		https://m/35caper.com/projects/i-35-capital-express-central/.
				Multimodal transportation		The addition of restricted managed tains is also being proposed in the project to provide multimodal transportation opportunities and to encourage users to cirpool and to take advantage of mass transit, thus moving more people not cars. At the present time, putnic transit busies, carpook, registered van power and emergency verticed must remain in terffic with all other vehicles on 15.3.
				uninpa unai		The addition of metricide managed lams as such temp groupous in the project by provide multimodal transposation opportunities and the monocupus such as companying such provides and the project of the provided in the project of the provided in the provided in the provided in the project of the project of the provided in the provided in the project of
						highway. TAOOT supports a multimodal transportation system and will continue to collect public feedback and host cross-agency meetings.
14	Abiel Rodriguez	1/31/2023	MyCapEx Website - Comment Form	Regional Connectivity	I'm corrementing to show support for a communer railway system connecting Austin and San Antonio. Not only would it allwides the severe congestion on 155, it could also lower the maintenance demand on 155. A community train can also an easily it affords the reserved in the contraction of the severe congestion on 155, it could also lower the maintenance demand on 155. A community train can also an easily it affords the process of the severe congestion on 155, it could also lower the maintenance demand on 155. A community train can also an easily it is described in the severe congestion on 155, it could also lower the maintenance demand on 155. A community train can also an easily it is described in the severe congestion on 155, it could also lower the maintenance demand on 155. A community train can also an easily it is described in the severe congestion on 155, it could also lower the maintenance demand on 155. A community train can also an extend a severe congestion on 155, it could also lower the maintenance demand on 155. A community train can also an extend a severe congestion on 155, it could also lower the maintenance demand on 155. A community train can also an extend a severe congestion on 155, it could also lower the maintenance demand on 155. A community of the severe congestion on 155, it could also lower the maintenance demand on 155. A community of the severe congestion on 155. It could also lower the maintenance demand on 155. It could also lower the maintenance demand on 155. It could also lower the maintenance demand on 155. It could also lower the maintenance demand on 155. It could also lower the maintenance demand on 155. It could also lower the maintenance demand on 155. It could also lower the maintenance demand on 155. It could also lower the maintenance demand on 155. It could also lower the maintenance demand on 155. It could also lower the maintenance demand on 155. It could also lower the maintenance demand on 155. It could also lower the maintenance demand on 155. It could also lower	See comment #1
					To common by their support in a consecutive sharp agent consecutive places on a Tab. Associated in a property of the consecutive sharp and the state of the state	
15	Abigayle Weitl			Do not widen/no build	Mobility35 Program Muragor Tommy Atrogo,	See Comment #5
					Mobility Shogum Manager Tomery, Artigo. OPPOREZ RODTs passed for Size and Develope expensions. Highway expensions don't work. They woman congestion, air, noise, and water pollution, safety, and transportation options beyond driving. 10 years of competition for just a few years of congestion relief in not worth in-Abigayle Weld	
				Reroute to 130	I am for redesignating another highway such as SH.130 as a public transit-first project, putting people as the priority: not the vehicles	See comment #3
				Heroute to 130	Earn for representable account uniformed sector in the property of the propert	DAN CONTROL # 5
16	Ace Schlameus	2/7/2023	Email	General support	Dear Chairman Bugg and Commissioners: Think you for recognizing that 1.53 through Audits is one of the most congested modes are presented in the State of Texas. As this seriously outstand readway is gentlement and continued the State of Texas. As this seriously outstand readway is great that continued the State of Texas. As this seriously outstand readway is great that commissioners: That is seriously outstand readway is great that the State of Texas. As this seriously outstand readway is great that the State of Texas. As this seriously outstand readway is great that the State of Texas. As this seriously outstand readway is great that the State of Texas. As this seriously outstand readway is great that the State of Texas. As this seriously outstand readway is great that the State of Texas. As this seriously outstand readway is great that the State of Texas. As this seriously outstand readway is great that the State of Texas. As this seriously outstand readway is great that the State of Texas. As this seriously outstand readway is great that the State of Texas. As this seriously outstand readway is great that the State of Texas. As this seriously outstand readway is great that the State of Texas. As this seriously outstand readway is great that the State of Texas. As this seriously outstand readway is great that the State of Texas. As	See Comment #S
					The transporting receiving from a contract to the Section of the S	
					Thank you for the trensformative work over the last several years at the Teas Department of Transportation to adopt a safe systems approach and seriously work toward the Read to Zero goal of cutting traffic deaths in half by 2005 and to zero by 2005. Creatives are miseurably more important than congession and cost the people of the Austin region more — using National Safery Council costs of creatives methodology to compare to Teas AAM	See Comment 45
		1	1		traffic deaths in half by 2035 and to zer oby 2030. Crashes are measurably more important than congesion and cost the people of the Austin region more – using Nutronal Safety Council costs of crashes methodology to compare to Tesas AAM Transportation institute congesion methodology.	
		1	1		The Fissi Transportation Commission Missua Code 115483 directs TAOUT Audit to Twent toward the goal of enduring the number of death on Fissis readeportation Commission Missua Code 115483 directs TAOUT Audit to Twent toward the goal of enduring the number of death on Fissis readeport by Health propine on the received for the readeport for the received for the re	
17		3/7/2023		Do not widen/no build	The Sealar hand y 25% and 1 daily 25%. Compare the season of the Sealar hand of the Seala	
17	Adam	3/1/2023	Email	No row weelf/110 DUILD	TAGOT S giase, before upon the facility and visions changed the facility and visions changed the facility and visions changed to facility the facility and visions changed are need of this project.	
					No preset should move forward without a reasonable expectation that the project will result in meeting the Road to Zero goal to cut traffic deaths in half by 2035. Thank you for all that TxDDT is doing and will do in the further development of this project to end traffic deaths.	
		1	1		Thank you, Adam	
						Seconnect #3
					Manifold Singuis Manage Timmy Despt. Introl 1997, and proposed in the Control 1997, but not for bit 35 expension in Audit. As a resident of XXI, believe that this project a flawed and still have across negative corresponders on our community, the environment, and the across in 1997 all the still project all treatments proposes as not in the florifold Spropass, considerably expension in Audit of the Still services of the Still project all residents proposes as not in the florifold services of the Still services of the Stil	
					sconcery, I support alternative proposals such as the Richmid 35 proposal, redesignating another highway such as 38+130 as an intendate, a boulevard going through town, a public triansit-first project, among others. I believe that Ts:00T's process in this project is flaved and fails to take intendation account several critical issues.	
				Reroute to 130	process in this project in trieved and in this to take to take the area into account several cricical segregation for the register in light of its negative impact on climate change and our only's sostainability goals. I appreciate the opportunity to provide feedback, and I hope that TNOT will take into account the concerns of the community and priorities establisheds solutions that work for everyone.	
					Sincerely, Adam	
					The did like a great day from the time of the appeals on include a day great or the life of the Colors drope, a set of the great dropes a for the present of the life of the l	Regularing the Criteria Publisharts, a Canton Misrocide (CD) analysis was required and developed for the project under the National Environmental Publish, Ad (NEI/A), Although conformity for Puriculate Matter 2.5 misrors or less (PM2-5), PM10, Nizrogian Colorado (NEI/A), Colorado (
					I ruge TADOT to reconsider this project and instead prioritize sistalirable, environmentally-friendly soldores that reduce officing and promote public transit, tible is laries, and pedicatria walkways. These soldores will not only help reduce expenditure size an envision to but side in moreous air could be more for an expension and the size in provide air forms of all instead and instead will instead with instead will instead with instead will instead with	for these Criteria Publishes was not warranted under the CAA. Additionally, 10X and VOCs are not thermsdrives Criteria Publishes but are precursor polishes to Ozone and are addressed when Ozone requirements apply. The Criteria Publishes have expensible been decreasing or over time in Tooss and in the local area, over with increased in one road without one Criteria Publishes and the criteria for any other publishes of criteria in over time in Tooss and in the local area, over with increased in one road without one Criteria Publishes. Other Vizers is currently ever the months desirated but it has been on the decline (see the chart is available).
					congestion, air and noise pollution, and safety.	In the Public Hearing exhibits at www.mp35capec.com/draft-eigh.1 is addition, the Texas Commission on Environmental Quality (TCC) has modeled future emissions of the Orbital Pollutarias in their 2015 On-Read Trends Report, which projects continued reductions in on-road amissions of the Orbital Pollutaria Pollutaria (Indian Pollutaria) and the Commission of the Orbital Pollutaria (Indian Pollutaria) and the Orbital Pollutaria Pollutaria (Indian Pollutaria) and the Orbital Pollutaria Pollutaria (Indian Pollutaria) and the Orbital Pollutar
				Air Quality/Climate Change		reasons, additional analysis of the Criteria Polistants would not appear to be warranted.
18	Adem Beratz					Regarding the Contras Philadess, a Carbon Monoside (CO) analyses was required and developed for the project under the National Environmental Palicy Act (NEPAL, National) conformity for Perticulate Matter 2.5 micrors or less (PM 23, NM 20, Notinger) Chacille NOTE: or Charter would be required under the Classe And CLAS (CAS) for projects in consumement or microrate areas, this project was an existenced or considerate for all Other An Matthews (noting PM 22, NM 20, Congrego, and those, therefore, additional analysis of the Contras Philades in the Contras
						Then D for MCRT nationness. The green focus giss emissions arisings provided Total and annualized 20 year long-term projected CHG emissions from materials, construction, maintenance, and vehicle operations in the corridor for both build attenuative and the Novi Subdid Attenuative compare CHG emissions. The time frame for annualization of CHG
						emissions is 20 years to be consistent with the proposed project operation between the 2000 operang year and 2000 design year. The CHG emissions estimate does not forecast reductions that might be achieved over the next 20 years with advancing which sectionally due to market changes and additional regulation.
				Tire Wear	Additionally, the construction impacts, particulate matter pollution from the wear, and flawed traffic modeling are all significant concerns that TxDOT must address before moving forward with this project.	The water is an issue of consern associated with PM and, as such, is addressed through the Clean Air Act (CAX) process of conformity for PM conditionets. Since the project is in an attainment or undesafiable sees for PM, applicable CAX regulations do not
						recommend additional analysis. PHRN NEPA's guidance also does not recommend additional PM analysis beyond the CAA regulatory requirements.
					Furthermore, I would like to highlight the issue of induced Demand, which has been shown to be a significant concern when it comes to highway separations. The construction of new highways lends to eccurage more people to drive, resulting in more ballic and increased genericuse gas emissions. I urge 10:00 to carefully consider the impact of induced Demand on this project and to prioritize sustainable solutions that reduce the need for	Sit is the project mean in our of the most originate continue, exclusive in them. The Capital Express Continue project is large ground to be supplied in the project in the first or the continue project in the first originate project in the first or
					driving.	The Capital Express Central project proposes to marrians the same number of marrians. The value of marrians the same number of marrians, three to four in each direction, excluding sauriney have considering range. The man additional capacity proposed as part of the project is in the form of four managed sines, two in each direction, that seeks to provide the same time reliability with miniming the resignative impacts of indicated deferred by predicting usage to high company and mainst amount whether. These managed sines would be accessible to multimided trains indicious, such as business, way, charposob is
				Latent/Induced Demand		ride sharing to reduce the overall tase miles traveled within the corridor. Bypass taxes are also being proposed to educe congestions a long 1-55 at 1ocal stress and findings are as a long different to a long of the stress and findings are as a long of the stress and findings are as a long of the stress and findings are as a long of the stress and findings are as a long of the stress are a long of the stress and findings are as a long of the stress are a long of the stress and findings are as a long of the stress are a long of the stress ar
						neighborhood shreets. As a recoult, traffic spills into neighborhoods cassing further delays to local travelers. When additional multimodal opportunities and operational improvements are provided, reviews will likely opt for a more direct rocal and use 15%. At his point, the latent
						GENERAL DESIGNATION OF THE LEGISLA AND IT RESPONSION THROUGH (11) MUST COUNTY OF THE LEGISLA AND IT RESPONSION THROUGH (11) MUST COUNTY OF THE LEGISLA AND IT RESPONSION THROUGH (11) MUST COUNTY OF THE LEGISLA AND IT RESPONSION THROUGH (11) MUST COUNTY OF THE LEGISLA AND IT RESPONSION THROUGH (11) MUST COUNTY OF THE LEGISLA AND IT RESPONSION THROUGH (11) MUST COUNTY OF THE LEGISLA AND IT RESPONSION THROUGH (11) MUST COUNTY OF THE LEGISLA AND IT RESPONSION THROUGH (11) MUST COUNTY OF THE LEGISLA AND IT RESPONSION THROUGH (11) MUST COUNTY OF THE LEGISLA AND IT RESPONSION THROUGH (11) MUST COUNTY OF THE LEGISLA AND IT RESPONSION THROUGH (11) MUST COUNTY OF THROUGH (11)
19	Adam Boone	1/31/2023	Email	General support	Dear Chairman Bugg and Corressioners: Think you for recognizing that 135 through Austin is one of the most congested readway segments in the State of Tenso. As this seriously cutdisted readway is often	See Comment #8
		1	1		Dart Charmen Bagg and Commissioners Thank yor for recognizing that 135 foreigh Audin is one of the most compound receiving segments in the State of Teams. As this seriously addined modelay is driven a seriously addined modelay in driven and the seriously addined modelay in the State of Teams. As this seriously addined modelay is driven and an accordance of the second of the seriously addined modelay in the seriously addined modelay addined modelay in the seriously addined modelay in the ser	
		1	1		request. Adam Boone	
20	Adam Campbell	600,000		East/West Connectivity	In fact, or government of the regression of all Strongs busin. The regression of the regression of all Strongs busin. The regression of the regression of all Strongs busin. The regression of the Regression of all Strongs business of the regression of the regres	1500 Till improvent gests vest connections by the facilities connections by the facilities connection in the facilities of the facilities
					TADD Is shown workfelf for halking unsush year highways, and in courfece examples access the world, from the first highways from the nexest and widest, they are inefficient and ineffective ways of moving people around and building a city. Thank to for the recommend to the circles of Phisses table into account my commentary or the nexest and widest, they are inefficient and ineffective ways of moving people around and building a city. Thank too for the occupant in the comment on the circles of Phisses table into account my commentary. As for the nexest and widest, they are inefficient and ineffective ways of moving people around and building a city. Thank too for the cooperation to comment on the circles of the count of the commentary of	*27 at tv mile or fees. *8 at to mile or fees.
						3 greate that is mis apart. Fig. 1 and 1
						Table 1 to the critical passes desired to the control by specializing for some water companies and some companies and control passes are contro
						be but an connected to these crossings. In addition, we are working closely with our agency partners on their efforts to analyse, fund and build deck plazes, or cape. ThCDT believes this partnership could further help connect the east and west sides of the 135 and improve compatibility with many eligiborhoods.
						Additionally, proposed improvements include fowering the larnes to remove the visual and psychological barrier in Austin.
				Multimodal Transportation	For auxil the become the world class city its greening to be, 135 should be no wider, it should be capped all the way up to Airport Bhd, crossings should be frequent (every quarter mile), and Bike, pedestrian, and transit informatives should be nerinded.	The addition of restricted managed larnes is also being proposed in the project to previse multimodal transportation opportunities and to incovarge users to carpool and to take advertage of mass transit, thus moving more people not cars. At the present time, quality transit basis, carpools, instituted vision opportunities and the more transit in Table 10 and 10 an
						manufactures are set extractions as the set of the set
						Eind Lake for continuity of bicycle and perbetrian accommodations. In addition, 15.6 miles of shared-use paths will be constructed to connect to all east and west crossings, as well as nurring parallel to the entire length of the project on both the east and west isdes of the highway. 1.000 supports a multimodal transportation system and will continue to collect public feedback and host cross-agency meetings.
						STADUT MARIPIETES AN INSTITUTION TRANSPORT HER THE WAS CENTERAL THE CONTROL OF TH
					Email Coor. Dear Mr Abreto and the i-35 Capital Express Central Project Team.	See Comment #5
		1	1		Email Copy: Dear Mr. Rengip and the 13S Captral Express Central Project Flavor, Phasis find in supplied version of the later that Retrins55 setty puts too days age praighting the 13S Captral Express. Our commonage immediate has been L'S Septional would be deeply interned and is widely unpopular enough the public and boal leaders, and we have a momentum opportunity for a transformative alternative that would be an international or commonage immediate the same L'S Septional Express.	
		1	1		success story.	
					Do let me know if you have any questions. Thank you for your sitnersion to this matter. Base,	
		1	1		Adam Creenfeld Energing Energy The Energy En	
		1	1		complete POF is located in the public hearing summary, appendix F: tereason's whicher activated with the market in travels in the public hearing summary, appendix F: tereason's whicher activated depths and life haranties in travels in resolves.	
					Violating official plans and goals, noting TROD's Road to Zero goals and The City of Austin's Strategic Mobility Plan, Vision Zero goals, Street Design Guide, Imagine Austin Comprehensive Plan, Greet Streets Master Plan, cirrate goals as set	
		1	1	Do not widen/no build	rorm in Autom Liny Cosmon resonance 20140410-024, and adopted Austin neighborhood plains. Up to ten years of construction-related pollution and disruption, likely harming or even bankrupting local businesses, for just a few years of congestion relief. Ts00T intends to rush to construction by simultaneously issuing the Final	
		1	1		Environmental Impact Statement (FES) and the Record of Decision (RDD). This will prevent the community from taking stock of TxDDT's report before a decision is issued. Usually the FES and RDD are separated by a moderate span of time. No good reason has been given for this decision, and given the considerable public concern over this project, TxDDT should be slowing down, not speeding up.	
1	l				About Counted in Production Counted in Produ	
1			1			
21	Adam Greenfield					

				NEPA	1500°s varior ficos on moning wholes given in National Environmental Policy Act (MEPA) requirement to conduct "a systematic, interdisciplinary approach which will insure the integrated use of the natural and social sciences are of the environmental design and "13	As assist in section 2.25 of the Environmental Impact Soldment (ES), 1007 has pericopated in the National Environmental Parks As (100%) assignment program since 2014, Under the NEPA assignment program, 10,007 is subject to the same procedural used addition in requirements as words singly in the requirement to a contract of the procedural contract of the National Environmental Parks Assignment program in social and the New Assignment program in contract and the New Assignment program in the National Environmental Parks assignment program in social and social and the National Environmental Parks assignment program in the National Parks assignment progr
				Business/Residential Displacement	The destruction of one 100 homes and businesses, 44% of which are in the environmental justice category, and the loss off and and tas base, in addition to the impacts on nearby properties, both during each after construction.	13.6.4. Manning the amount of right of way so one of the major objectives of 12.0071. Mobility 55 Program, which includes that 155 Capital Express Cartial project. Right of way will continue to be refined as the project roose forward. Among the identification, the forward of the continue to the continue to the register of project and policy of the continue to the
10	C N	Da R d	eq.	Toric		
=	· ·	" -		Air Ovelity/Climate Change	Transact air, onles and salter ordinary and the resolution impacts on human health due to the increased number of one on the med it is well known that exercise living over a histories, custicularly children.	See Compart #15.
					recessed in critical set with profittion and the wealthing propose on human health dust their receives controlled of any or the most fit is less forces that propiets are given as highests, particularly orbitoms, we are those set of an administration of an administration of a deathern, persisted or profittion of a deathern, persisted or profittion of a deathern, persisted or profittion or administration of a deathern persisted or profittion or administration of a deathern persisted or profittion or administration of the persistence or profittion and place of the persistence of	
22	Adam Hite		Comment Form	Do not wider/no build	for the keaport the livest proposed by 1007, the need to have down 155, 135 is the most diargenous readway in Austin, yet 1,000T is expanding to 20 larnes against the wishes of the community and the papelpis who live downed to the highway, who will be most ufficient.	See Comment #5
				Air Quality/Climate Change	Secretics say we mit y have a whole executed from the original the anext efficient of climate camp pet one are expanding a highway that would massively increase an publisher in our oils. Expanding 135 will recrease publisher, and deathy local businesses. Lay NOI.	See Comment #13
23	Adam Hockenberry			Do not widen/no build	Making Sing-proce Managery Temmory Principle. Making Sing-principle Managery Temmory Principle. Making Sing-principle Managery Temmory Principle. Making Sing-principle Managery Temmory Principle Managery Man	See Comment #5
			-	Reroute to 130	Dut like for starters lest get not of the told for traffic taking this roote and post signage that thre-braffic needs to exit. Fin sure there are enforcable ways to make \$54.30 absorb a bennendous amount of thro-braffic trus finning up the downtown segment of \$55 for other uses.	See comment #3
24	Adam Johnson	2/7/2023	Email	General support	Dear Chairman Bugg and Commissioners: Thank you for recognising that I-SS through Austin is one of the most congested readway segments in the State of Texas. As this seriously codated readway is often	See Connect #8
25		3/8/2023	Email	Bury/turnel	Dut Claims logged Commissions: This pay for requiring facility 55 mag) facility and read or global relative speepers in the State "Time, it is a few arrange collected contempers or the state of the st	
	Adam Knott				Makingship Makingshi Trangship Age (and past play with the series washed with driving amount the dry to god up a few orders.) (and went to any the maximum high weight was constantly on were partly hortifying. They were way too log and make the object of a fit to represe hallow.	Contra provided and the segrence of performance of the contraction of
28	Adam Lefto			Do not widen/no build	Making Shipman Manager Tramps Adapting Adapting Tramps Adapting Adapt	See Comment #5
				Heroute to 130	Ton opes from hard to the bendfor of recording districts that move self-8,400,00 to city. The best way to get from 200 in the north to 71 in the south is to go down 183,1 think it would be great, for example, of large trucks and other non boal traffic ever encouraged to pass through the Audin area without beading disvertises.	See comment #3
27	Adam Long	2/16/2023	VOH	Do not widen/no build	Control (and in the Contro	Sea Comment of Se
28	Adam Longley	3/7/2023	MyCapEx Website - Comment Form	Caps,/Deck Plazas	Last a roles and finding and finding of them of their controls) from the time is a first in the time (3.5) and one of the second of the second of their controls burning again that COOT eventue the second or finding or the coordinate of the second or their controls and the second of the second or	See Comment 4-C2
29	Adam Norwood	2/25/2023	Email	Do not widen/no build	As NOOT DOC! The regressment of the count ODES don't and intend presentation materials, the disappoint that ToOT's usiny moning livrant with Bulk Abundance 2 and badded Bulk Abundance 3 (the too Bulk Abundance 1 in the present as not up for a dual residence of the count of the	Sea Comment &
30	Adam Puttinger	3/7/2023	MyCapEx Website - Comment Form	Binayped sefery	have or the wave time of \$20 and make the in their team and the lates to the section of the lates and the lates an	And dead to belief attenuine 3 would improve a set well arrivants (a transport to be provided in the control of
31	Adam Stem	3/7/2023	Email	Do not widen/no build	No FLOOT SCOT. More concuse is not the answer, increasing lanse is proven to be in effective. Please lister to Austin to invest in Long-term benefits.	See Connect 45
32	Adam Thomas	1/31/2023	MyCapEx Website - Comment Form	Regional Connectivity	Can we have a builet train from Sam Antonio to Austin?	Second #1

33						
	Adam Wilson		MyCapEx Website - Comment Form	Business/Residential Displacement	Pleasese consider all possible ways to limit the impact of 1.35 in Central Austin neighborhoods and use this construction as an opportunity to reconnect the community east and west of the highway. Thanks you for considering the need of the central Austin neighborhoods!	See Comment #21
				Business/Residential Displacement	live in 78751 just west of 1-35, and I am concerned about the impact of the I-35 expansion project on my neighborhood (Hyde Park) and the whole city	See Comment #21
				Reroute to 130	The best possible outcome is for truck traffic to be routed around Austin in Loop 190.	See contraint #3
				Do not widen/no build	MobilityS Program Manager Tommy Abrego,	See Correspond #5
					Making ST, Program Manage Thomas Assign. Team resolved of Audio Track 1.09002 EX.ODD plane for 158 and 109002 Expension, TADOTs process in this project in flavorit. Highway repensions DOYT work. I don't work to use an internate highway for my local logic. I expect TADOT, Audio City Council, and other representations to State up for me.	
					OFFICE State is plant of the first state of the fir	
						See Comment #18
				Latent/Induced Demand	Riignore's induced Demand, construction impacts, particulate metter pollution from the wear, the failure of almost all highway expansions, the success of freeway removals, and its traffic modeling is flawed.	See Comment #18
ID		Da R d		Yopic	c control of the cont	
34	Addie Tumbusch	3/7/2023	Email		They worken conglisation (als we saw with the Kelly Freeway), air noise and water pollution, safety, and transportation options beyond driving, 10 years of construction for just a few years of conglisation neited is hold worth it.	TXDOT conducted an Environmental Impact Statement (EG) which evaluated studies on several environmental topics, including air quality and traffic noise. To review the findings of these evaluations, please see sections 3.12 and 3.14 in the ES.
				Air QualityTrissue Air QualityTrissue	NOT worth it. NOT contain affirmation, I are writing to share that I oppose expending 13.5 it is too disruptive to the central Audits area in turns of mose, pollution, and buffile danger. I are unconnected that it will alternate any surface pollution to begin to the central Audits area in turns of mose, pollution, and buffile danger. I are unconnected that it will alternate any surface pollution to begin turns.	15CO conducted an Diversemental Impact Spatiment (ES) which residuated duckes on several environmental layors, including are quality and Yardic roses. To review the findings of those environmental impact Spatiment (ES) which residuated duckes on several environmental layors, including are quality and Yardic roses. To review the findings of those environmental layors and 13.14 in the ES. The or quality invalves conducted for the 3.55 Cigard Egrees Center agree in a sometiment with the Authorithment floor agree in a sometiment with a disposed resident and agree in a sometiment with the Authorithment floor agree in a sometiment with a sometiment of the Authorithment floor and a sometiment floor and a sometiment in a sometiment with a sometiment in a some
	Palaestini			See Amerili souse	an tradic partitions long from. Addition	
				Public transit / Multimodal transportation	Money would be better sparet on public transportation options.	See Commant #13
				transportation	затому и том на населен одного, и турового И ИНПИДАТ ИЗАКТ (9610416).	
36	Adham Elattal	2/10/2023	MyCapEx Website - Comment Form	General support	The only question is have, in this expansion mould expans to having more Talls to pay when the expansion is used? If it's set, it sould be great solution for the stellife problems have in Audit. If it is, then I talk we do not need it attr.	See Comment #S
37	Adison Heyne	2/8/2023	Email	General support	Such Class Made State and Classes, Water State (See State St	See Comment #8
38	Aditya Ali			Do not widen/no build	MachingS Program Manager Tommy Airega. Satongly appose this expansion and think IT's wong for the direction of the city of Audin,	See Connect 45
				Public transit / Multimodal transportation	we need to focus on expanding our public transport systems as more people are pushed to the outskirts of the city and beyond	See Comment #33
				transportation		
					Mobility55 Program Murager Tommy Atrago, Lappose PuOST's plans for 155 and Lappose the expansion of this road.	See Comment 45
					I oppose ISBUD is paries for PSS and oppose the experience of this roles. I am next of the stell of the Islandish of Islandish	
39	Aditva Teresiri			Do not widern/no build	I amp part of the air of the biomotity of these as Audies and the layer to the biomotity. The second is a second of the second of the air of the biomotity of the second of the air of the biomotity of the second of the air of the biomotity of the second of the air of the biomotity o	
39	Adilya Tewari				with the Mary Frances. As promption the Section Section (Section Section Sec	
39	Adilya Tewari			Do not widen/no build Public transk / Multimodal Public transk / Multimodal	25 dis extensive) the sample year year of experiment, welfare in the sample read area of any invent to sample read process. This is because it as fightest entered in fightesty expensive will sample in read or read any invent to some first and invent to the sample read or read o	See Comment #13
39	Adžyu Tewari				with the Mary France, The Section of Practice of Prac	See Comment #13 See Comment #23
39	Adiya Towari			Public transit / Multimodal transportation Business/Residential Displacement	with the large framew, given because of make a fine for popular time only given as in translated and make the fine to bring framework of the second of the s	Ses Commert #21
39	Aditya Tomari			Public tränsit / Multimodal transportation Business/Resolvential Displacement Community Alternatives	with the Mary Privacy. As a contract of the Asset of case and reads in the Compart of the exp (per or in to plant in all reads to plant outputs, the asset of case (all reads figure as in the case) for the inhance, and the above of the case of case and case (all reads figure as inhance). As a contract of the above of Teach has decided to compare also privacy for their relations each, for the subsetts of the University of Teach in a selecting or in, the legistic to be present or plants and a require report Tuber Proposes. As a contract in a separating each case of the case o	
39	Adiya Towari			Public transit / Multimodal transportation Business/Residential Displacement	with the large framew, given because of make a fine for popular time only given as in translated and make the fine to bring framework of the second of the s	Ses Commert #21
				Public transit / Multimodal transportation Business/Residential Displacement Community Albraratives Art Quality/Yotse	with the Mary France, The Mar	See Comment #21 See Comment #4 See Comment #34
39	Aditya Tewari Adrian Hillerann	1/31/2023	MyCapEx Website- Comment Form	Public tränsit / Multimodal transportation Business/Resolvential Displacement Community Alternatives	with the Mary Privacy. As a content of an Early transport of Speak and a Mary Privacy in the early green in the states for the states and an extent of an Early transf. Open a was intenting for the intention, and a content of the state of Teach has been defined as the decided to compensate point for their identifies each, for the subsettle of the University of Seak. I am adding you, no legging you by present orders in such a regard Tubber Proposat. Aster Teach is a separating each inside investigation and the such and	Ses Commert #21
	Adrian Hillmann		M/Capie wester Comment from	Public transit / Multimodal transportation Business/Residential Displacement Community Albraratives Art Quality/Yotse	with the Application of Transport Comments of the Company of the copy (perce or in the plant) and the copy of the Company of t	See Comment #21 See Comment #4 See Comment #34
	Adrian		Comment Form	Public traver / Multimeted transportation are projected to the public transportation of the public transportation of Quality Finds Advanced to Quality Finds Agency Connection of Quality Finds	with the Aught Pressor. An another that the start of Pleas has decided to compare also from part in the city press as in the pleas to be started be started. It was a started be started from the started be started by the started be started by the	See Comment #31
	Adrian Hillmann		Comment Form	Public traver / Multimeted transportation are projected to the public transportation of the public transportation of Quality Finds Advanced to Quality Finds Agency Connection of Quality Finds	with the fact primary. If you have not contain the control of the	See Comment #21 See Comment #4 See Comment #4 See Comment #4 See Comment #4 See Comment #6 See Comment *6 See
40	Adrian Hillmain Adrisal Meditz		Commerc Form Ernall	Public traver / Multimeted transportation are projected to the public transportation of the public transportation of Quality Finds Advanced to Quality Finds Agency Connection of Quality Finds	with the Aught Pressor. An another that the start of Pleas has decided to compare also from part in the city press as in the pleas to be started be started. It was a started be started from the started be started by the started be started by the	See Comment #31 See Comment #34 See Comment #34 See Comment #34 See Comment #35 See Comment #36 See Comment #37 See Comment #36 See Comment #37 See Co
40	Adrian Hillmain Adrisal Meditz		Commerc Form Ernall	Public traver / Multimeted transportation are projected to the public transportation of the public transportation of Quality Finds Advanced to Quality Finds Agency Connection of Quality Finds	with the Aught Pressor. An another that the start of Pleas has decided to compare also from part in the city press as in the pleas to be started be started. It was a started be started from the started be started by the started be started by the	See Comment #31
41 42	Advisors Hillinsten Advisors Modeliz Advisorse Luck		Comment Form Ernall VOH	Public taxed / Multimodal surrounded surrounded surrounded surrounded by the surroun	with the Aug Princey. It is a somewhat for the size of Plans has decided to comparation the engine price on its requirements of the size of Plans has decided to comparating point for their needless work, for the schedule of the Decided of the Aug Prince Plans has decided to comparating point for their needless work, for the schedule of the Decided of the Aug Prince Plans has decided to comparating point for their needless work, for the schedule of the Decided of the Aug Prince Plans has decided to comparating point for their needless work, for the schedule of the Decided of the Aug Prince Plans has decided to comparating point for their needless work, for the schedule of the Decided of the Aug Prince Plans has decided to comparating point for their needless work, for the schedule of the Decided of the Aug Prince Plans has decided to comparating point for their needless work, for the schedule of the Decided of the Aug Prince Plans has decided to the Aug Prince Plans has decided to comparating point for the Aug Prince Plans has decided to the Aug Prince Plans	See Comment #31 See Comment #34 See Comment #34 See Comment #34 See Comment #35 See Comment #36 See Comment #37 See Comment #36 See Comment #37 See Co
41 42	Adrian Hillmain Adrisal Meditz		Commerc Form Ernall	Public based / Multimodal Statepholistics Statepholistics Baseney, Memberal Chipsterioris Community Montration An Quality Hone Stagenal Connectivity Carrar a support Capa, Osco Plassa An Quality Hone An Quality Hone	with the Author Paracy. An article and the Company of the company of the copy paracy in the copy the copy paracy paracy in the copy paracy in the copy paracy in the copy paracy paracy paracy in the	See Comment 811 See Comment 818 See comment 819 See Comment 820 See Co
41 42	Advisors Hillinsten Advisors Modeliz Advisorse Luck		Comment Form Ernall VOH	Public tawa / Mutamodal surrogar discontracted surrogar discontracted surrogar discontracted and surrogar discontracted discontr	with the Aug Princey. It is a somewhat for the size of Plans has decided to comparation the engine price on its requirements of the size of Plans has decided to comparating point for their needless work, for the schedule of the Decided of the Aug Prince Plans has decided to comparating point for their needless work, for the schedule of the Decided of the Aug Prince Plans has decided to comparating point for their needless work, for the schedule of the Decided of the Aug Prince Plans has decided to comparating point for their needless work, for the schedule of the Decided of the Aug Prince Plans has decided to comparating point for their needless work, for the schedule of the Decided of the Aug Prince Plans has decided to comparating point for their needless work, for the schedule of the Decided of the Aug Prince Plans has decided to comparating point for their needless work, for the schedule of the Decided of the Aug Prince Plans has decided to the Aug Prince Plans has decided to comparating point for the Aug Prince Plans has decided to the Aug Prince Plans	See Comment #31 See Comment #34 See Comment #35 See Comment #35 See Comment #35 See Comment #36
41 42	Advisors Hillinsten Advisors Modeliz Advisorse Luck		Comment Form Ernall VOH	Public bank / Multimodal Surjection of Community Administration An Quality/Survey General support Capital Connectivity Capital Survey C	with the Mary Princey. It is a contract to the first to the set of the set o	See Comment 811 See Comment 82 See Comment 83 See Comment 83 See Comment 84 See Comment 85
41 42	Advisors Hillinsten Advisors Modeliz Advisorse Luck		Comment Form Ernall VOH	Public bank / Multimodal Surjection of Community Administration An Quality/Survey General support Capital Connectivity Capital Survey C	with the Mary Princey. It is a contract to the first to the set of the set o	See Comment 811 See Comment 82 See Comment 83 See Comment 83 See Comment 84 See Comment 85
42 43	Adhies Fillmann Adhies Ishelitz Adhiese Adhieres Lush Adhieres Mann Parring		Commert Form Ernal VOH MyCayEs Watester Commert Form	Public bank / Multimodal Surjection of Community Administration An Quality/Survey General support Capital Connectivity Capital Survey C	with the Aught Pressor. As a conserve data of the control of the	See Comment 811 See Comment 82 See Comment 83 See Comment 83 See Comment 84 See Comment 85
42 43	Adhies Fillmann Adhies Ishelitz Adhiese Adhieres Lush Adhieres Mann Parring		Commert Form Ernal VOH MyCayEs Watester Commert Form	Public view / Multimodal Survey / Multimodal Survey / Multimodal Survey / Multimodal Survey / Multimodal Community Johnna/Multimod An Quality/Mole Careas support Capit Code Plasta An Quality/Mole Do not widen, viso build Estat/Mole Connectivity On not widen, viso build	with the Many Frances. As a conserve data of the season o	See Comment #11 See Comment #24 See Comment #3 See Comment #4
42 43	Adhies Fillmann Adhies Ishelitz Adhiese Adhieres Lush Adhieres Mann Parring		Commert Form Ernal VOH MyCayEs Watester Commert Form	Public view / Multimodal Survey / Multimodal Survey / Multimodal Survey / Multimodal Survey / Multimodal Community Johnna/Multimod An Quality/Mole Careas support Capit Code Plasta An Quality/Mole Do not widen, viso build Estat/Mole Connectivity On not widen, viso build	with the Mary Princey. It is a contract to the first to the set of the set o	See Comment 811 See Comment 82 See Comment 83 See Comment 83 See Comment 84 See Comment 85

					Date 18 Copin Expension Central. As 15 Copinal Expension Control Build Proceedings of Section 19 Commissions and April 20 Copin Expension 20 Desiration 20 Commissions and April 20 Commissions and 20 Commissions an	See Comment #5
					Daier Governor Abbott and other Elected Officials, TuDOT Commissioners, Staff, and Consultants, The Commissioners of the Elected Officials, TuDOT Commissioners, Staff, and Consultants, The Commissioners of the Elected Officials, TuDOT Commissioners, Staff, and Consultants, The Commissioners of the Elected Officials, TuDOT Commissioners, Staff, and Consultants, The Commissioners of the Elected Officials, TuDOT Commissioners, Staff, and Consultants, The Commissioners of the Elected Officials, TuDOT Commissioners, Staff, and Consultants, The Commissioners of the Elected Officials, TuDOT Commissioners, Staff, and Consultants, The Commissioners of the Elected Officials, TuDOT Commissioners, Staff, and Consultants, The Commissioners of the Elected Officials, TuDOT Commissioners, Staff, and Consultants, The Commissioners of the Elected Officials, TuDOT Commissioners, Staff, and Consultants, The Commissioners of the Elected Officials, TuDOT Commissioners, Staff, and Consultants, The Commissioners of the Elected Officials, TuDOT Commissioners, Staff, and Consultants, The Commissioners of the C	
					Transition of the major and the properties of the properties of the major and the properties of the	
				Do not widen/no build	the Audit region. The regional greath forecasts that project a future with the visit reignity of residents living in car-dependent sub-orban housing situations is not the future that I want and does not reflect the history of my community or the likelight that I want to livie. Thenk you for at that IT DOT is doing to improve safe, multimodal access for all.	
					Thank you for all that TxXOT is doing to improve safe, multimodal access for all.	
45	Aidan Maxwell					
				Bike/ped safety	Phase build an analytical model to be able to understand how different alternative transportation investment scenarios will provide for safe, multimodal access for each neighborhood in the Austin region.	See Comment #30
					Name both as an analyzing model to the data to underseast the officers of analyzing complete contractive properties of the contractive properties of the contractive properties and the co	
					Development scenario that was made available to the Texas ASM Transportation Institute when they were developing analysis for this project.	
				Public transit / Multimodal transportation	I wish I clid not have to drive as much as I have to drive today. Driving is one of the most dangerous way to travel in Teas, with riding the bus being the most safe method, and walking being the second most safe way to travel. I wish that I had the freedom of a safe padestrian, personal mobility device (including bicycles), and public trainst travel options, but don't.	Sao Cirement #13
					Michigh 5 Program Manager Training Granger. As the Michigh 5 Program Manager Training Granger (Cont.) price of \$1.5\$ and rigorous expension. For all of an able are beginning to any to exeminate that prices, it seems to understand only \$1000 Training share prices as a contractive price of \$1.5\$ and rigorous expension. A pr	See Comment #5
					To when it may concern, I wait to understand why TuDOT shelds their plans is even a visible expension. For all of us who are begging the only to occupied to their plans, I want to understand why TuDOT shelds their plans is even a visible oppose expension. For all of the discount of the plans is even a visible oppose expension. For all of the plans is even a visible oppose expension. For all of the plans is even a visible oppose expension.	
					Lets y pince to revented actions excitations from the form of the creating own more traffic. Tool travel thus creating own more traffic.	
					in disputation is to class which would then make you do make you go make you g	
				Do not widen/no build	shouldn't even be up for obtains, it's a god which plan. We should be discussing wips for as to downstard John I have made above are ones that I'm sure many others have already spoken about at length. We should be proposing that striff to be architected to another man highway so that Auditio may reclaim its clipf from that cars and sure in thin a clipf so people.	
46	Aidan Vaughan				Austin has the good fortune of still being a relatively small city. Now at the time to capitative on that by bringing us closer together transcur. I making the city more friendly towards walking billing and public transct. This will help us exponentially. It will be fare assist to build now house grant relation of the edges of term if now are easily commonted to the Austin content by public transcur.	
					Arrough everything else remissioned, the Tubox is one of the works greatest contributors of poliution. Yeas afriven contributes cornibutes or poliution in twee contributes contributes of poliution. Twees of these contributes contributes or poliution in twee contributes or poliution. Twees of these contributes or poliution in twee contributes or poliution. Twees of these contributes or poliution in twee contributes or poliution. The world contributes or poliution in the world contributes or poliution. The world contributes or poliution in the world contributes or poliution. The world contributes or poliution in the world contributes or poliution. The world contributes or poliution in the world contributes or poliution. The world contributes or poliution in the world contributes or poliution. The world contributes or poliution in the world contributes or poliution. The world contributes or poliution in the world contributes or poliution. The world contributes or poliution in the world contributes or poliution. The world contributes or poliution in the world contributes or poliution. The world contributes or poliution in the world contributes or poliution. The world contributes or poliution in the world contributes or poliution in the world contributes or poliution. The world contributes or poliution in the world contributes or poliution. The world contributes or poliution in the world contributes or poliution in the world contributes or poliution. The world contributes or poliution in the world contributes or poliution in the world contributes or poliution. The world contributes or poliution in the world contributes or poliution in the world contributes or poliution in the world contributes or poliution. The world contributes or poliution in the world contributes or poliution in the world contributes or poliution in the world contributes or poliution. The world contributes or poliution in the world co	
					Epsinding the highway would lead to greater traffic, greater pollution, in both tre fragments and emissions, and make the quality of life for those of us in Austin significantly worse.	See Comment #13
				Public transit / Multimodal transportation		
				Air Quality/Noise	Other options for construction would be to include protect.	See Comment #34
ID.	C N	Da B .ef		Toric		
- 10		Ou R S		Parison I	Who not half a field out out in facility and an appropriate face or a methy and and Connect out & Nove.	N p Sie comment #1
				Regional connectivity	Why not build a light nell system in Austin instead of expansion? Why not focus on a worthy goal and Connect your 4 biggest crises in Years by train, rather than have thousands upon thousands make 3.4 hour drives in every direction.	
47	Aisling Maxwell	3/7/2023	Email	Do not widen/no build	Mobility35 Program Manager Tommy Abrego, I oppose the current I-35 plan. I want something better for austin, please do not add 20 lanes of highways Aisling Maswell	San Correnant #5
L	<u> </u>	<u></u>	<u> </u>			
					Dear Chairman Bugg and Corresissioners: That's you for recognition that LSS through Austin is one of the most composited readvery segments in the State of Teass, pa this seriously workstant readvance is often valued that Main Resear of Teass all Teass all Teass all Teass all Teast and description	See Comment 48
					Date Column Bogg and Commissioners. The App of our recognition 155 through Austin is one of the most congenied reachesy segments in the State of Years. As this seriously authorise condways in them called the Main Street of Years, all Years should call for bold and decoive action to branchom this critical section of infrastructure into a reader by the cell accumentation the region of an expect and infrastructure into a reader section to the cell of the section of the	
48	AJ Mattingly	2/8/2023	Email	General support	Accordingly, new mining colony or way-like my complete support for the 1-30 Cuspital Express Central design as proposed by TxXXII. Think you for your consideration of this requisit.	
49	Ajay Gadwal		VOH		This project is an absolute unmitigated disabler and a valide of time, money, and resources. I am very deappointed that this is the best TADOT cost do. Expending GS will not solve any of our problems. In fact, it will make things in Assim much mones. Aust look at each tabappoint will the Spread with the Assimilation of the project will also go much the budget at the cost of intentivials a gaing or, any expect will also go much the budget at the cost intentivials a gaing or, and are project will also go much the budget at the cost intentivials a gaing or, and are project will also go much the budget at the cost intentivials a gaing or, and are project will also go much the budget at the cost intentivials a gaing or, and are project will also go much the budget at the cost intentivials a gaing or, and are project will also go much the budget at the cost intentivials a gaing or, and are project will also go much the budget at the cost intentivials again go, and are project will also go much the budget at the cost intentivials again go, and are project will also go much the project will also go with the budget at the cost of the budget at	See Comment #18
				Latent/Induced Demand	project will also go over the budget as the cost of materials is going op. If we were results instanting to Austrian residents, we work invest this money in a more volunt light sail system. It would be more efficient and much safer, 135 is dangerous and car crisines are out of control.	
				Reroute to 130	We also need to enact change and make it mandatory for large trucks to use 130 when they are just passing through Austin.	See comment #3
50	Alan Cazares	1/31/2023	MyCapEx Website -	Regional Connectivity	I'm in support of the creation of a natwork commuter sail applies between Sain Antonio and Austin.	See comment #1
			Comment Form			
51	Alan Dunne		Commerc Form	Do not widen/no build	MobilityS Program Manager Tonny Abrego,	See Comment #5
51	Alan Dunne		Commerc Form	Do not widen/no build	Matinity 5. Region Manager Tomay Amage. 4. I regioner for gain an earlier for gain an earlier for gain and an extra for gain and gain the 455 for many masons. Firstly violency for gain product gain and gain	Sec Communit 65
51	Alen Dunne		Commerc Form	Do not widers/no build	Modify)\$5 Program Manager Tumony Abregio. No. To propose they are to write the SS for many measure. Frostly widering highways and buildings reads just induce demand and bring more cars that their block the read shortly after works. Yours, Mana Tourse	San Communit #5
51	Alán Donne		Commerc Form			See Comment #S See Comment #S
51	Alan Dunne		Commerc Form	Do not wider/no build Air Quality/Noise Climate charge	As polition will along privaria.	So Connect PA
51	Alan Dunne		Commerc room	Air Quality/Noise	As polition will along privaria.	So Connect PA
51	Alán Duntré		Commerc Point	Air Quality/Noise	As polition will along privaria.	So Connect PA
51	Alan Dunne		Commerce	Air Quality/Noise	As polition will along privaria.	
	Man Dunne		Commerce	Air Quality/Yosse Cirrute change	As published will alway get works. Considerating the gaing to be dreamful in To. We plouded not be bringling more enterenous.	See Comment 9-34 Assuming in proposition of Development Comment Comme
51	Alan Occures Alan Occures		MyCapEx Website - Comment Form	Air Quality/Yosse Cirrute change	As published will alway get works. Considerating the gaing to be dreamful in To. We plouded not be bringling more enterenous.	So Connect PA
	Alan Ocnes Alan Ocnes		MyCapEx Website - Comment Form	Air Quality/Yosse Cirrute change	As polition will along privaria.	See Comment 9-34 Assuming in proposal Comment design of Comment Groups assumement is excelled in section in section 3-34 and Appendix of 6 th Informational impact Subsection (ISS). The seat requiring of contact Grid, contact of this section of the section of this section of this section of the section of this section of this section of the section of this section
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				Public transit / Multimodal transportation	As comeans who cares allow, the environment and reducing our carbon footprint, I believe that we need to be investing in more sustainable forms of transportation, such as public transit, billing, and walking,	See Comment #13
				Air Quality/Noise	Finds, I urgly on to consider the registrie effects on our air quality that will result from this equinion. With more lares and increased shalfs, the emissions from cars and thude will only increase, workering the air quality in our oig. This has sever consequences for the health of our ottoms, especially those with respiratory issues.	Sas Comment #34
				Bike/ped safety	I would like to emphasize the need for bother sidessisks and bike lanes in cur community. These infrastructure improvements would make it safer and more accessable for pedestriens and cyclicits to get around, reducing our relations on case and promoting a healther fillingly.	Sea Comment 430
59	Ale De Angulo	A-rail/assess	MyCapEx Website - Comment Form	Bike/ped safety	On home is approximately 500 feet from 132 between 500 most and \$250 depent. This issued converts Markellar and Charpeout (Sast) with Necessa, and Highly Plant (Wood, it are important converted have because and Wood Asian Processes, this issued in a convert young for the confidence and to bless. It below good and called infrastructural and perspectives and bless. It below and is observed to be less and an advantage of the Sast Board of 22 seed. When the process is a supplication of the converted below to the converted bel	See Comment #30
				East/West Connectivity	TADOT has an apportunity here to help Audin connect EAST and WEST by reproving this siteset at 1.55 and thoughfully designing a cap at this interaction that has pedestrians and biters in mind. A well-designed cap at this interaction that has pedestrians and biters in mind. A well-designed cap at this interaction that has pedestrians and biters in mind. A well-designed cap at this interaction that has pedestrians and biters in mind. A well-designed cap at this interaction that has pedestrians and biters in mind. A well-designed cap at this interaction that has pedestrians and biters in mind. A well-designed cap at this interaction that has pedestrians and biters in mind. A well-designed cap at this interaction that has pedestrians and biters in mind. A well-designed cap at this interaction that has pedestrians and biters in mind. A well-designed cap at this interaction that has pedestrians and biters in mind. A well-designed cap at this interaction that has pedestrians and biters in mind. A well-designed cap at this interaction that has pedestrians and biters in mind. A well-designed cap at this interaction that has pedestrians and biters in mind. A well-designed cap at this interaction that has pedestrians and biters in mind. A well-designed cap at this interaction that has pedestrians and biters in mind. A well-designed cap at this interaction that has pedestrians and the pedestrians and the pedestrians are also at a second cap at this interaction.	See Comment #20
				Air Quality/Noise	The note and pollution from this construction would affect our health agenticantly 10001 should consider houlding a sound barrier before the construction startes and also plan other ways to mitigate the effects that this project could have on the project cost to 1.55.	See Comment #34
60	Ale De Angulo			Do not widen/no build	Mobility S Program Manager Tommy Kinegh. M SCA. M SC	See Comment 45
					This aid on a river deal social guine to agree group code in this social code and a suppression of the social code and a s	
				Reroute to 130	Let's separate intentiate traffic from only traffic. Let's divert loud trudes to go around our onju.	Second 43
				Public transit / Multimodal transportation	Let's invest in public transportation, bite laines and pedistrian bridges.	See Comment #33
			Email	Bike/ped safety Air Quality/Noise	Cut's invest in public transportation, bile lanes and padentian bridges.	Sa Commet #30 Sa Commet #34
61	Alec Ajnsztajn	3/7/2023	Email		Madebid,55 Program Manager Tomey Azego. As a Team or air quality and pollution in our urban areas are driven by cars. This project will add more with and hurt us all. We can't keep building laneal Alec Ajrastajn As a Team or air quality and pollution in our urban areas are driven by cars. This project will add more with and hurt us all. We can't keep building laneal Alec Ajrastajn	
62	Alejandra Chavez			Do not widen/no build	Mobility Syages Manager Europy Strategic. Law seasored of their south year of surface information (request) on day trips and long vacations. I appreciate the city and it's culture through its local businesses and good use of transportation. I oppose the plans for 3.55 and I oppose the apparatum. I do not believe this plan would selected congestion in the 12 years it takes to actually finish the project.	Ser Commert 6's
				Public transit / Multimodal transportation	Allocate those funds into public transportation to allevate congession in 5 years and use the other 5 years to see the community benefit from that access.	See Comment #13
63	Rejandro	4-04-0448	My Cap	Do not widen/no build Regional Connectivity	Dop reparating highways. support internatal format.	Sac Connect 45 Sac connect 41
64		1/31/2023	MyCapEx Website -	Regional Connectivity Regional Connectivity	Support minimalar transit. We need high speed rail in lexials.	Second 41 Second 41
					Date Chairman Bugg and Commissioners: That Chairman Bugg and Commissioners: That Share and Commissioners: That Share and Commissioners: That Share and Commissioners: The Chairman Bugg and	See Comment #8
65	Alejandro Olague- Cortes	2/10/2023	Email	General support	These, but in recipiting that I 3b through Audin on one of the most congolate readway specified in the State of Testas, as it is sension, outside the containty in a three collection Main Travel of Testas, all Testas should call for body and discovered above sension between the collection should will be sufficiently considerably the specified and discovered above sension between the collection should be support of the State of Testas, all Testas should call for body and discovered above sension should be supported by the State of Testas, and Testas should call for body and the support of the State of Testas, all Testas should call for body and the support of the State of Testas, all Testas should call for body and the support of the State of Testas, all Testas should call for body and the support of the State of Testas, all Testas should call for body and the support of the State of Testas, all Testas should call for body and discovered above the support of the State of Testas, all Testas should call for body and discovered above the support of the State of Testas, all Testas should call for body and discovered above the support of the State of Testas, all Testas should call for body and discovered above the support of the support of the State of Testas, all Testas should call for body and discovered above the support of the support of the State of Testas, all Testas should be supported by the State of Testas should be su	
66	Aleks Jasso	3/7/2023	Email	Do not widen/no build	Mazelinji S Program Manager Tommy Arrego. 1 OPP02E 15:001's plans for 135 and 1 OPP02E expansion. Aleks Jasoo	See Commert #5
ID.	C N	Da R d	S	Topic	c	R p
	Alessa		Ver bal		Absoluted Burnini, with — a realtor with Berkshire Halthway, I was having a great conversation with a gentleman who used to do commercial real estate in New York. And he mentioned that three buildings, in the Riemy District yas gat approach for a 32 density which in not exactly your what that manns. But they gard to look into 1. The normal density is a factor of 12 and think three are buildings being —does not not seen and 30.5. Do nive vocament about the 55 combon being in a point of the second about 10 to 10 miles (like high and 10 miles) and 10 miles) and 10 miles (like high and 10 miles) and	See Comment #8
67	Alessa ndra Buseni n	2/9/2023	Ver bal Co mm ent	General support	Assessed to Authorise, with —a souther with the interest settlems by Installating - plant connection with a gent connection with a specimen set used to discrement and action in the VSA. And the section of the USA in the USA i	Sec Comment of S
67	Alessa ndra Buseni n Alex	2/9/2023 3/1/2023	Ver bal Co mm ent MyCapEx Website - Comment Form	General support General support	Assessed to Agreement and a second or a Se	See Comment #8 See Comment #8
67	n		Ver bal Co enne ent MyCapEx Website - Comment Form		Assessed to description, with - 1 waster or with facilities for the company to account of a great convention with a generation with a great convention	See Communit 48 See Communit 48
67	n		Ver bal Co romer ent MyCapEx Website - Comment Form		The control of the co	See Comment 4 Si See Comment 4 Si See Comment 4 Si
67	n		Vor bal Co rere rere MyCapEx Website - Commeré Form		This is a fine of the country of the	
67	n		Ver bal Co removed of the Control of	General support	The control of the co	
67	n		Ver bal Co or rere or construction of the Co or rere or construction of the Co or construction o	General support	This is a fine of the country of the	
67	n		Ver bal Co ren en e	General support Bharyani safety	The lab of the price was of the address of 35 things plus also in a comprehensive memory. This should not figure as the comprehensive memory has been a first price of the price of the price of the second of the s	See Connect #30 See connect #3 See connect #
67	n		Variable Date of the Control of the Control of Control	General support Bits year safety Manuals to 130	This is good for price deposition and below 1.55 through Autoin is a comprehensive memory. This is seen that of special price and the second of the special price and the special pr	See Contract #30 See Contract
67	n		Ver bal Our Our Our Our Our Our Our Our	General support Bits year safety Manuals to 130	This is good for price deposition and below 1.55 through Autoin is a comprehensive memory. This is seen that of special price and the second of the special price and the special pr	See Contract #30 See Contract
67	n		Comment Form	General support Bits year safety Manuals to 130	This is good for price deposition and below 1.55 through Autoin is a comprehensive memory. This is seen that of specific compaction and the second in the date. 1.25 through Autoin is accessible for speciments to the other forms and for specific compaction and the second in the date. 1.25 through Autoin is accessible for specimens to the second compaction and compaction	See Connect 42 See connected 4. Total connected a seed of code process and part of the See representative recovers analysed. A larrow analyse determined that have room barrows used through 2.18 notes recovered to the See representative recovers analysed. A larrow analyse determined that have room barrows used through 2.18 notes recovered to the See representative recovers analysed. A larrow analyse determined that have room barrows used through 2.18 notes recovered to the See representative recovers analysed. A larrow analyse determined that have room barrows used through 2.18 notes recovered to the seed of the See representative recovers analysed. A larrow analyse determined that have room barrows used through 2.18 notes recovered to the seed of the See recovered to the See recovered to the seed of the See recovered to the See recovered to the seed of the See recovered to the See recovered to the seed of the See recovered to the See r
67 68	n		Comment Form	General support Bits year safety Manuals to 130	This is good for price deposition and below 1.55 through Autoin is a comprehensive memory. This is seen that of specific compaction and the second in the date. 1.25 through Autoin is accessible for speciments to the other forms and for specific compaction and the second in the date. 1.25 through Autoin is accessible for specimens to the second compaction and compaction	See Contract 420 Tea constant 4.5 Tea or content 4.5 Tea or con
67	n		Comment Form	General support Bits year safety Manuals to 130	This is good for price deposition and below 1.55 through Autoin is a comprehensive memory. This is seen that of specific compaction and the second in the date. 1.25 through Autoin is accessible for speciments to the other forms and for specific compaction and the second in the date. 1.25 through Autoin is accessible for specimens to the second compaction and compaction	See Contract (\$3) See Co
67	n		Comment Form	General support Bits year safety Manuals to 130	This is good for price deposition and below 1.55 through Autoin is a comprehensive memory. This is seen that of specific compaction and the second in the date. 1.25 through Autoin is accessible for speciments to the other forms and for specific compaction and the second in the date. 1.25 through Autoin is accessible for specimens to the second compaction and compaction	See Contract 420 Tea constant 4.5 Tea or content 4.5 Tea or con
67 68 69 60	n		Comment Form	General support Bits year safety Manuals to 130	This is good for price deposition and below 1.55 through Autoin is a comprehensive memory. This is seen that of specific compaction and the second in the date. 1.25 through Autoin is accessible for speciments to the other forms and for specific compaction and the second in the date. 1.25 through Autoin is accessible for specimens to the second compaction and compaction	See Contract 420 See constant 4.5 Table of contract 4.5 Table of
67	n		Commune Form MyCagif-s Wadsata- Communer Form	General support Bhayad safety Remote to 130 Stoned walls	Takes you for your Coupting and below 155 through Autoin is a comprehensive manner. This work for your Coupting and the same of the same in the date. 155 through Autoin is exemble for improvements to more for your count of Location and principle groups and your countries. The same of the same	See Contential #30 See Co
67 68	n		Comment Form	General support Bits year safety Manuals to 130	This is good for price deposition and below 1.55 through Autoin is a comprehensive memory. This is seen that of specific compaction and the second in the date. 1.25 through Autoin is accessible for speciments to the other forms and for specific compaction and the second in the date. 1.25 through Autoin is accessible for specimens to the second compaction and compaction	See Contract 420 See constant 4.5 Table of contract 4.5 Table of
67	n		Commune Form MyCagif-s Wadsata- Communer Form	General support Bitary and surface Plantant to 1.30 Sound walks On and walks you build	Takes you for your Country and address 135 through Audion is a comprehensive among the property of the propert	See Control 4.50 See Control
67 68 69 70 70 70	n		Commune Form MyCagif-s Wadsata- Communer Form	General support Bhayad safety Remote to 130 Stoned walls	Takes you for your despited to address 1.55 through factors in a comprehensive manner. This is short in Fig. (and the companies of the compani	See Contential #30 See Co
67 68 69 70 70 70 71 71 71 71 71 71 71 71 71 71 71 71 71	n		MyCagifa Widosto - Community Form MyCagifa Widosto - Community Form MyCagifa Widosto - Community Form	General support Bitary and surface Plantant to 1.30 Sound walks On and walks you build	Takes you for your deposits and others 135 through Audio is a comprehensive among the property of the property	See Control 4.50 See Control
70	n	3/1/2023	Commune Form MyCagif-s Wadsata- Communer Form	Connect support Bits part safety Plantate to 130 Source wells On not widen the build Plantate to 130 Plantate to 130	Takes you for your Country of address of 35 through during the country of any office of the country of the section of the section in the date. 138 frough Audin is exercise for graphic comparison and the section in the date. 138 frough Audin is exercise for graphic comparison and the section in the date. 138 frough Audin is exercise for graphic comparison and the section of the s	See Control 4.50 See Control
70	n	3/4/2023	MyCagifa Widosto - Community Form MyCagifa Widosto - Community Form MyCagifa Widosto - Community Form	General support Binaryand safety Binaryand safety Revenues to 1.30 Staurid walls Do not widen to build Pleasants to 1.30	Table you for your depoted to achieve 15 strongly Audio in the extent of promption and achieve 15 strongly Audio in the extent of promption and achieve 15 strongly Audio in the extent of promption and achieve 15 strongly Audio in the extent of promption and achieve 15 strongly Audio in the extent of promption and achieve 15 strongly Audio in the extent of promption and achieve 15 strongly Audio in the extent of promption and achieve 15 strongly Audio in the extent of promption and achieve 15 strongly Audio in the extent of promption achieve 15 strongly Audio in the extent of promption achieve 15 strongly Audio in the extent of promption achieve 15 strongly Audio in the extent of promption achieve 15 strongly Audio in the extent of promption achieve 15 strongly Audio in the extent of promption achieve 15 strongly Audio in the extent of promption achieve 15 strongly Audio in the extent of promption achieve 15 strongly Audio in the extent of promption achieve 15 strongly Audio in the extent of promption achieve 15 strongly Audio in the extent of promption achieve 15 strongly Audio in the extent of promption achieve 15 strongly Audio in the extent of promption achieve 15 strongly Audio in the extent of promption achieve 15 strongly Audio in the extent of the promption achieve 15 strongly Audio in the extent of the promption achieve 15 strongly Audio in the extent of the promption achieve 15 strongly Audio in the extent of the promption achieve 15 strongly Audio in the extent of the promption achieve 15 strongly Audio in the extent of the promption achieve 15 strongly Audio in the A	See Control 4.50 See Control

13		2/8/2023	6	General support		See Comment #8
	Alex De Da Poente	2/0/2023	Email	General support	Daar Chairman Bugg and Commissioners: Thank you for recognizing that 155 through Assidn is one of the most congested madesy segments in the State of Texas. As this seriously addited mediusly is often collect the Main Street of Texas, all Texas should call for bed and decisive action to transform this critical streets of infrastructure into a readewy that will accommodate the rapid and immense growth we are experiencing in our great State.	SAN CONTRACT #0
					called the Main Shreet of Texas, all Resears should call for bodd and decisive action to transform this critical stretch of inflastructure into a readway that will accommodate the rapid and immense growth we are experiencing in our great States. Accordingly, I am writing today to express any complete support for the 135 Calpital Express Central design as proposed by TxDOT. Thank you for your consideration of this expects. Also Dut I Facinte Sent from my Photose	
74	Alex Day		MyCapEx Website -	Do not widen/no build	Camerally opposed to large scale expansion of 135 as a solution to traffic congestion given the lack of evidence of its effectivenesd.	See Comment #5
			Comment Form	Reroute to 130	Would be better to reroute thru-traffic around the city.	See comment #3
				Caps/Deck Plazas	if the expansion goes through, highly encourage efforts to cover or cap the highway in multiple areas beyond downtown including at 55st street to create better connections from side to side and to be pedietrianly bits friendly.	See Centrerat #42
					Mobility35 Program Manager Tommy Abrego, Isian see 135 from my livingroom window. Do you know what I see everyday? Gridocked traffic and latal accidents. 135 is broken. However the solution is not more lanes. 135 is already too load and hard to cross as it is. Adding lanes won't fix	See Comment #5
					I can see 135 from my livingtoom window. Do you know what I see everyday? Griddocket traffic and fatal accidents, 136 is broken. However the solution is not more lanes. 135 is already too load and hard to cross as it is. Adding lanes won't fix the traffic crothorism and it won't fix the accidents, 136 is already too load and hard to cross as it is. Adding lanes won't fix the traffic crothorism and it won't fix the accidents, 136 is already too load and hard to cross as it is. Adding lanes won't fix the traffic crothorism and it won't fix the accidents, 136 is already too load and hard to cross as it is. Adding lanes won't fix the traffic crothorism and it won't fix the accidents, 136 is already too load and hard to cross as it is. Adding lanes won't fix the traffic crothorism and it won't fix the accidents, 136 is already too load and hard to cross as it is. Adding lanes won't fix the traffic crothorism and it won't fix the accidents, 136 is broken. However the solution is not more lanes. 135 is already too load and hard to cross as it is. Adding lanes won't fix the accidents, 136 is broken. However the solution is not more lanes. 135 is already too load and hard to cross as it is. Adding lanes won't fix the accidents, 136 is broken. However the solution is not more lanes. 135 is already too load and hard to cross as it is. Adding lanes won't fix the accidents and the solution is not to come the solution is	
75	Alex Elk	3/1/2023	Email	Do not widen/no build	the traffic problems and it won't fix the accidents. We know this from many studies showing that adding lanes doesn't decrease driving time. I am less than a quarter mile from a goosery store but wilking to it takes me about 40 minutes because I have to cross pediatrian problems. 35. Why are we dividing Austin in such a harsh way? Woodn't it be better to invest the money plan for this project on making Austin safer, healthier and more environmentally friendly?	
	AND DIX	3/2/2023	Email	DO HOL WIGHTY HO DOING	Alac Ely 78705, Texas 78705	
76	Alm	2/7/2023	Email	General support	Page Chainman Burt and Conscious see: Third was far execution to the USS through Acrisis in one of the most executed another comments in the Onto of Town to the contents another another contents and the Contents of the Contents and the Contents of the Co	See Comment #8
10	Alex Fernandes	2/1/2023	Linas	OHITHER REPORT	Dies Chairman Bugg and Commissioners: Thank you for recognizing that LSS through Audin is one of the most congested madeway segments in the 20at of Texas. As this seriously outsided readway in other collects that Main Street of Texas, all these should call for total and decisive action to transform this critical street in of influentumes in bit an advantage to the seriously outsided readway in which are commissioned the seriously outside and immension growth we are experiencing in our great State. According, It is mentiopative segures on provision support for the SC special before Scarce and any appropriate price Call having solve government consistent on their	Julie Controllers with
					Accordingly, I am writing today to express my complete support for the I-SS Capital Express Central design as proposed by TXDOT. Thank you for your consideration of this request.	
77	Alex Greenwald				M TADOT TADOT,	See Comment #5
				Do not widen/no build	Adding more lanes to highways does not help traffic. It temporarily reduces congestion but in doing so increases demand and then in a few years traffic is just as bad as it has always been but now with an even larger highway. Audin needs options other than driving. We have a beautiful city full of nature. We need more ways to experience that city not drown it in exhaust and noise pollution. Alex Greenwald	
				DO not wider(no outd		
				Public transit / Multimodal transportation	Austin needs more alternatives to driving on highways. We need more rail lines that actually go places where people live and want to go.	See Comment #13
				u an apport de note		
1				Bike/ped safety	We need better walking options. Too often pediestrians are hardly given a sidewalk (if they're lucky) that's right next to care going in excess of 40 mph. We need far better cycling infrastructure. I bike to	See Comment #30
1					We need better waking options. Too other pedicelizins are hardy given a sidewalk (if they're luxly) that's right neet to care garing in access of 40 mph. We need for better cycling infrastructure. I bits to commot as well as for exercise and the bobs larses in this city even't guest. They end updating, force cyclists into the road or on to sidewalks. They are hardy maintained and are full of contruction, potroles and defer that time also make unapply unusualists.	
		1				
1						
78	Alex Guzman			Do not widen/no build	MobiltySS Program Maragor Tommy Abrego,	See Comment #5
					it's not worth it. The whole "ladding another land" mentality is so 2000s, it is not worth the time and energy, alex guzman	
				Public transit / Multimodal transportation	Support public transportation	Sao Commant #13
79	Alex Harris			Do not widen/no build	MobiltySS Program Manager Tommy Abrego,	See Comment #5
1					MobilityS Program Manager Commy Abrego, Please consider not equalizing S. Existen in ordine close (location for example) that these expansions do not improve the underlying traffic problem and the construction will worsen it. Please consider an alternative to spending money on summitting that is only implicately in the best case scenario.	
1				Public transit / Multimodal transportation	Money would be better served designing a new highway, increasing public access to transportation in the form of buses/rail systems in the city, and improved avenues within town.	See Comment #13
					Dear 135 Capital Express Central, Rec 135 Capital Express Central, Draft Environmental Impact Statement	See Comment #5
					No. 15 Copie Deput Contex. Dath Convenients Street Educations. Michael Society of Education Services and Context Services Servic	
					Thank you for the opportunity to comment on the proposed 155 Draft Environmental Impact Statement and for the attempt to consider the idea of meaningfully considering meaningful alternatives in the EIS process, including the study done by Teach AMP Consoneration Institute or the NRTH-18675 and Reproceed a restrict more than 1871-18675.	
					I think that the process to decide not to meaningfully consider these visible alternatives in the actual draft EIS was inadequate. The maps shown in the TTI study purporting to show the "problem" of cut through traffic in no way considered the	
				Do not widen/no build	INTERIOR DESCRIPTION ADMINISTRATION OF THE PROPERTY OF THE PRO	
80	Alex Haynes			Do not widen/no build	I thought the National Environmental Protection Act required TADOT to meaningfully consider meaningful alternatives, but that appears not to have been done in this chaft BS. There is clear community support for both the Refinind SS and Reconnect Assist processing in Controllar environs in the controllar environs in the controllar environmental Protection Assist and TADOT to envi	
					The part of the format is Splicial ** Team registre assessment process between transmitting all interests, cover in the 1 was set of strint deadings are required as to some of the 100° between	
					Thinks you for all that TXXXIT is doing to provide safe access and motality optons with multimodal networks woven into the thriving communities of the Austin region.	
				Community alternatives	Please run the rigorous analysis found throughout thousands of pages of ES on the Rel'hink35 and Reconnect Austin proposals.	See Commant #4
					Please don't expaind the road much. There are way too many people living in Audin now. The city is being ruined. But do get in it of the constant merging is the road spits and connects several time. The splitting causes badups when the sides are forced to rejon again. Get nid of the eats around 6th street. To hell with those druinis. They shouldn't be getting on the highing with or forcing.	See Contract #34
					But og girt not of the constant merging as the road spits and connects several time. The splitting causes backups when the sides are forced to region again. Get rid of the ents around 6th street. To hell with those drunks. They shouldn't be getting on the lightness of the constant merging as the road spits and connects several time. The splitting causes backups when the sides are forced to region again. Get rid of the ents around 6th street. To hell with those drunks. They shouldn't be getting on the lightness of the constant merging as the road spits and connects several time. The splitting causes backups when the sides are forced to region again. Get rid of the ents around 6th street. To hell with those drunks. They shouldn't be getting on the light part of the constant merging as the road spits and connects several time. The splitting causes backups when the sides are forced to region again. Get rid of the ents around 6th street. To hell with those drunks. They shouldn't be getting on the light part of the constant merging as the road spits and connects several time. They shouldn't be getting on the light part of the connects around 6th street. The splitting causes backups which the splitting causes backups which are forced to region again. Get rid of the ents around 6th street. The splitting causes backups which are forced to region again. Get rid of the ents around 6th street. The splitting causes backups which are forced to region again. Get rid of the ents around 6th street. The splitting causes backups which are forced to region again. Get rid of the ents around 6th street. The splitting causes backups which are forced to region again. Get rid of the ents around 6th street. The splitting causes backups which are forced to region again. Get rid of the ents around 6th street. The splitting causes backups which are forced to region again. Get rid of the ents around 6th street. The splitting causes backups which are forced to region again. Get rid of the ents around 6th street. The splitting causes backups	
			i i		Create special bases for the trucks that keep taking over the roads. Have them keep to one side, and eliminate most of the exits so there isn't so much merging. And most importantly, get rid of those glant lights yield you can see for miles! They're harmful.	
94	May Look		Mon.	Air Quality/Noise	Please consider the people who live here more than the business interests that think they are in charge.	
81	Alex Lamb		VOH	Air Quality/Noise	Please consider the people who live here more than the business interests that think they are in charge.	
81	Alex Lamb		VOH	Air Quality/Noise	Please consider the people who has have more than the business interests that think they are in charge.	
81	Alex Lamb		VOH			Ser Connect 460
81	Alex Larrib		VOH	Sound welfs	Aut the highway is no dame 1000°. Please put up hill wish on the selles of the highway to contain the sound and force at upweeks.	See Consense HID
81	Mox Lamb		VOH		Aut the highway is no dame 1000°. Please put up hill wish on the selles of the highway to contain the sound and force at upweeks.	Sea Connect #60 Sea Connect #5
81	Nox Larrib		VOH	Sound welfs		
SI	Alex Lareb	Da R d	VOH	Sound welfs	Aut the highway is no dame 1000°. Please put up hill wish on the selles of the highway to contain the sound and force at upweeks.	
S1 ID 82		Da R d	VOH S	Sound wells Do not wider/no build Topic	And the highway is no damen 1000°. Please put up bull walks on the sides of the highway to contain the sound and force it upwards. Annihigh Singhapan Manager Emmis Steps. This separation purposal is as wrong for nor drip in an interior steps. C. C.	Se Connect 45
81 10 82		Da R d	VOH S	Sound wells Do not widerly no build Topic Renote to 130	And the laghase; we disn't NOSE. Phase put up thit wisks on the sides of the highway is contain the sound and force it upwards. MARRINGS Program Manager Training Alongs: The suppression proposed to average for our opy in the finity ways. The suppression proposed to average for our opy in the finity ways. The suppression proposed to average for our opy in the finity ways. The suppression proposed to average for our opy in the finity ways. The suppression proposed to average for our opy in the finity ways. The suppression proposed to average for our opy in the finity ways.	Sac Connect 45 8 p Sac Connect 43
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81 10 82		De R d	VOH S	Sound wells Do not widerly no build Topic Renote to 130	and the lightness is so down 1009. Phose put up that with on the able of the highney to contain the sound and force it upwersh. Assumption Program Minary Training Streep. The assumption that we write (if once only in the many ways. The assumption that we write (if once only in the many ways. The assumption that we write (if once only in the many ways. The assumption that we write (if once only in the many ways.) The assumption that we write (if once only in the many ways.) The assumption that we write (if once only in the many ways.) The assumption that we write (if once only in the many ways.) The assumption that is the control of the many ways. The assumption that is the control of the many ways and instant focus on top and office on the program for 155 was should upon from the many ways from the COS of the many ways and instant focus on top and office program for the control of the program for the many ways and instant focus on top and office program for the many ways. The assumption that the control of the many ways and instant focus on top and office on the program for the many ways. The assumption that the control of the many ways are assumption to expend the many ways are program for the many ways. The assumption that the control of the many ways are assumption to expend the many ways are assumption the ways are assumption the ways are assumption that ways are assumption to the program that the many ways are assumption to the program that the many ways are assumption to the program that the many ways are assumption to the program that the many ways are assumption to the program that the many ways are assumption to the program that the many ways are assumption to the program that the many ways are	Sac Connect 45 8 p Sac Connect 43
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82	C N Nex Earson Nex Earson		s	Sound with Do not wider, No build Do not wider, No build Fine Fines Fines Fines Buy Own Place Buy yet widey Reported Correctably	And the legities is to identify. Phase put up to sell walks on the sable of the lighteey is contain the second and force it specials. Making(35) Program Makingor Teaming Arrapi. Makingor Teaming Arrapi.	To Connect 45 A Concornect 43 To Connect 443 To Connect 443 To Connect 443 To Connect 443
82	C N Nex Earson Nex Earson		s	Sound with Do not wider, No build Do not wider, No build Fine Fines Fines Fines Buy Own Place Buy yet widey Reported Correctably	And the legities is to identify. Phase put up to sell walks on the sable of the lighteey is contain the second and force it specials. Making(35) Program Makingor Teaming Arrapi. Makingor Teaming Arrapi.	Tax Connect 65 Tax Connect 63 Tax Connect 647
82	C N Nex Earson Nex Earson		s	Sound wells Do not widen no build Traped Personal to 130 Casa Casa Personal Bayone widen Personal Connectivity East/West Connectivity	and the highes is to down 1000. Phase put up for walk on the sable of the highesy to contain the second and force it speeds. Making 555 regions this larger facinity showing. All the speeds is not supported in the same of the highesy to contain the second and force it speeds. Making 555 regions the same of the same	See Connect 45 8 p See (Connect 43) See (Connect 42)
82	C N Mon Larson Ann Lore Ann Lore Also Mond		s	Sound wells Do not widen no build Traped Personal to 130 Casa Casa Personal Bayone widen Personal Connectivity East/West Connectivity	and the highes is to down 1000. Phase put up for walk on the sable of the highesy to contain the second and force it speeds. Making 555 regions this larger facinity showing. All the speeds is not supported in the same of the highesy to contain the second and force it speeds. Making 555 regions the same of the same	Sea Comment 45 8 p Sea (Comment 42)
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82	C N Mon Larson Ann Lore Ann Lore Also Mond		s	Sound wells Do not widen no build Traped Personal to 130 Casa Casa Personal Bayone widen Personal Connectivity East/West Connectivity	and the highes is to down 1000. Phase put up for walk on the sable of the highesy to contain the second and force it speeds. Making 555 regions this larger facinity showing. All the speeds is not supported in the same of the highesy to contain the second and force it speeds. Making 555 regions the same of the same	Sea Comment 65 Sea Comment 647 Sea Comment 64
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87	Alex Shawver			Do not wider/no build	MedinityS Program Maragor Tommy Abrego, 15 yali,	See Comment #5
					Im As, and I live in a big new apartment complex right on ISS and 32nd steel. I moved here from Dallas where one of my favored in the Ars Statistics and Klyde Warnin Park, which is a capped highway, I might not know all the inside and not one of my favored in the form of the inside and in the inside	
					and oots of my new community, but sixthing at end capping the highway without harming existing businesses seems like a wonderful solution that I hope might work, and not just downtown! A lot of us in Hyde Park and Cherrywood would love our community even more if it were connected by the highway rather than further divised. Thanks for your confessionation!	
					I HINDRA DE YOUT COTRICIONATION IN	
				Business/Residential Displacement	My favorite restaurant is Teopuria Los Atos which will be demoisished if the expansion goes forward as planned.	See Comment #21
				Bosinessy residential Displacement	My Institute instaurrant on Institution Committee of the department global contents are partment.	
88	Alex Verdugo			Do not widen/no build	Me TOOT LOOT, MY yall, tholds hauntedly oppose the growth of US. SS expansions will make Audini heas appealing and further drive down economic growth. Nex Vertage	See Comment #S
					35 expansion will make Audin less speaking and further drive down economic growth. Also Verdugo	
				Racial justice	As we know, this highwey has historically destroyed communities of color in East Austin and will further perpetuate the equity divide that was initiated decades eigo.	See Comment #3
				Bike/ped safety	This will discourage cycling and wilking through the Austin Metropolitan Sansice Ansa,	See Comment #30
				Air Quality/Noise	It will exacerbable pollution, and is a short term solution to the our aging infrastructure. Expanding highways is not the solution as our climate changes, and implicitly requiring people to own cass to simply get around makes our accessibility worse.	See Comment #34
					around makes our accessibility worse.	
				Community Alternatives	Let us support initiatives that Rethink35 and provide walkable solutions that will keep the city thriving economically.	See Comment #4
				Do not widen/no build	The expansion of ISS is a band-aid solution to the traffic congestion Austin sees.	Jan Contract of
89	Alex Zhu	- Conjunction	VOH	_		See Comment 45
				Public transit / Multimodal transportation	The primary reason traffic gets so congested is because of the lack of available public triansit options, forcing many people to drive around the city instead of taking alternatives such as a train or bus.	See Comment #13
90	Alexa Lund			Do not widen/no build	MobilitySS Program Manager Tommy Abrego,	See Comment #5
					particulate matter pollution from tire wear, the failure of almost all highway expansions, the success of freeway removals, and its traffic modeling is flawed. Alona Lund	
				Latent/Induced Demand	TxDOT's process in this project is flawed: It ignores induced Demand, construction impacts,	See Comment # 29
				Bike/ped safety	Focus of pedestrán seferá and add more walking areas!	See Contrast # 20:
				Bike/ped safety		
					Dear Chairman Bugg and Corressioners: Thanks you for requiring that 155 through Austin is one of the most congected readway segments in the State of Texas, at this seriously cutdisted readway is often called the Main Street of Texas, all Texas subcuit call for bold and decisive	See Comment #8
			1		action to trainform this critical stretch of infristructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxCOT. Thank you for your consideration of this request.	
91	Alexa Roland	2/14/2023	Email	General support	TANK TOWN DO NO THE TOWN DO NO THE TOWN DO NO THE TOWN DO NOT	
	1	1				
	1	1				
92	Alexa Smith				Rabid School Pages Nature (a transport from the School Pages (a transport from the Sch	See Comment #5
					transportation around sustin. I have seen up close and personal how ISS has decimated neighborhoods and nained beautiful piers of sustin.	
				Do not widen/no build	ago to compute an insent row capes a week an increase oursy can there was desired in the contract train or box leaves back to round note, so not drowing my car down 25 to campus is not occurs you in option. The commute from in round note, is long and filled with traffic at all trains of days and this will only worse in 152 is to expanded. The notify way to reduce the first in the provision that have exempted used our in 250 to campus is not on every way to reduce the first in the provision of the community of t	
					account the actual needs of residents.	
				Racial justice	The construction of 35 furthered segregation in austin and an expansion of it is just further supporting the already extensive damage 35 has done to assist and its surrounding communities.	See Comment #3
				Bike/ped safety		See Comment #30
				Bakay ped sarety	In the future, I hope my commute will look different because my city has provided funding to public transportation and made it more accessible. I do not want my commute to look different because I am now sitting in 10 laines of traffic instead of 4.	DAN LISTINGT # DU
				Public transit / Multimodal transportation	I went auxilin to become a city that is well connected through public transportation.	See Comment #13
				Community Alternatives	Rothin/35's plan is an alternative I support to benefit the general public more.	See Comment #4
93	Hexander Mallett			Community Alternatives Do not widen/no build	Ruthiok35's jälin is an alternative I support to banelit the general public more. Mobility55 Program Marager Tommy Jorego,	Sec Comment 44 Sec Comment 45
93	Alexander Mallett			Community Alternatives Do not widen/no build	Sativitating from its an attentional appropriate price price product room. Sativitating from the large in transport transport from the control of the contr	Sec Connect #4 Sec Connect #5
93	Alexander Mallett			Community Albernatives Do not widen/no build	Spiritud 250 years in an air internative il appropria brandit the general public roses. Midding 55 Program Manage il rossing Aranga. Many come and program de spiritud and an air internative and an air an air and air an air a	See Comment #5 See Comment #5
93	Hexander Mallett			Community Albarna Eves Do not widen/no build	Selection 25 years in an attentional to appose the benefit the general public conce. Assisting 5 frequent therape froming foreign, and a selection of the sele	So Commerce 4. See Commerce 5
93	Alexander Mallett			Community Alternatives Do not wider/ho build	Sation 25/25 from the said statement in agreement to be most the general public room. Analysis and the property of the property of the said that general public room. An agreement of the property of the said of the sa	See Comment #5 See Comment #5
93	Alexander Mallett			Community Ahernatives Do not widen/no build	Salmon 255 cycles in an administration of language from pricess, and administration of language from pricess and pricess and administration of language from pricess and price	So Commerce 4. Tan Commerce 9.5
93	Alexander Mallett			Community Alternatives Do not widen/no build	Salmin 255 rays in an at sharmful or larger the form of policy loves. Analog 55 regions therape from young to expend the control of the cont	So Comment 45 Se Comment 5
93	Alexander Mallett			Cannountly Alternatives Do not widen/no build	Seminative spars in an administration of sequent behavior the spense and police conce. Available Shapes the end behavior the second of the se	So Commerce 4.5 See Commerce 4.5
93	Alexander Malfett			Do not wden/no build Do not wden/no build Public transit / Multimodal	NAMINEST Program that age of business program. Strong the reduces care, where passions are strong to reduce care, where passions they care that the care of the ca	So Comment #1 So Comment #13
93	Alexander Mallett			Community Alternatives Do not wider/no build Do not wider/no build Public transk / Multimodal buseportector	Manufact Program Manager Training Strangs. May see a second or seek of the pass manufact of t	See Controlled 85
93	Alexander Mallett			Do not widen/no build Public transit / Multimedal transportation	Assembly Region Manager Training Strapp, All pages and the property of the shades can't, where passable. All pages can all the pages are pages and pages and pages and pages are pages and pages and pages are pages and	See Comment #33
93				Do not widen/fro build Do not widen/fro build Public transit / Multimodul banquinterior An Quality/froise	Name of the Section o	See Connect #13 See Connect #13 See Connect #14
94	Alexander Mallett Alexander Moudtry Alexander Nouchtry	1/18/2023	Errait	Do not widen/no build Public transit / Multimedal transportation	Name of Section of Section (Section of Section of Secti	See Comment #53 See Comment #33 See Comment #34
93		1/18/2023	Erral	Do not widen/fro build Do not widen/fro build Public transit / Multimodul banquinterior An Quality/froise	The process of the pr	See Connect #13 See Connect #13 See Connect #14
93		1/18/2023	Enal	Do not widen/fro build Do not widen/fro build Public transit / Multimodul banquinterior An Quality/froise	Name of the product o	See Comment #53 See Comment #33 See Comment #34
93		3/18/2023	Enail	Do not widen/fro build Do not widen/fro build Public transit / Multimodul banquinterior An Quality/froise	Many Court Program Manager Training Strappin. They court of the court	See Comment #53 See Comment #33 See Comment #34
93		3/18/2023	Enail	Do not widen/fro build Do not widen/fro build Public transit / Multimodul banquinterior An Quality/froise	Many Court Program Manager Training Strappin. They court of the court	See Comment #53 See Comment #33 See Comment #34
	Assender Novdby	V18/2023		Do not widen/into build Do not widen/into build Public branch / Multimodul build branch / Multimodul build branch / Multimodul do control from A control from General support	Name of the public banger having bright in white a bangloand where are strong to relate count, where pushable. If any count of the public banger having to relate count, where pushable. If any count of the public banger having to relate county public county and the public county of the public county o	See Comment #53 See Comment #33 See Comment #34
94		3/18/2029	Ennil MyCapEx Website Commerc Form	Do not widen/into build Do not widen/into build Public branch / Multimodul build branch / Multimodul build branch / Multimodul do control from A control from General support	Many Court Program Manager Training Strappin. They court of the court	See Comment #53 See Comment #33 See Comment #34
	Assender Novdby	2/18/2023		Do not widen/no build Public traver / Modifinode Public traver / Modifinode The traver / Modifinode The traver / Modifinode The traver / Modifinode An Quality/from General support	Name of the property through the property project from word in provided provided by the property project from the project from t	See Comment #33 See Comment #33 See Comment #34 See Comment #35 See Comment #35 See Comment #35 See Comment #35
	Assender Novdby	5/18/2023		Do not widen/into build Do not widen/into build Public branch / Multimodul build branch / Multimodul build branch / Multimodul build branch / Multimodul A County from General support	Name of the property through the property project from word in provided provided by the property project from the project from t	See Comment #53 See Comment #33 See Comment #34
	Assender Novdby	J/18/2023		Do not widen/no build Public traver / Modifinode Public traver / Modifinode The traver / Modifinode The traver / Modifinode The traver / Modifinode An Quality/from General support	Many Court Program Manager Training Strappin. They court of the court	See Comment #33 See Comment #33 See Comment #34 See Comment #35 See Comment #35 See Comment #35 See Comment #35
	Assender Novdby	1/18/2023		Do not widen/no build Public traver / Modifinode Public traver / Modifinode The traver / Modifinode The traver / Modifinode The traver / Modifinode An Quality/from General support	Asset (See Control See Control	See Comment #33 See Comment #33 See Comment #34 See Comment #35 See Comment #35 See Comment #35 See Comment #35
95	Assessed Novilley Assessed Positive Assessed Posi		MyCapEx Website - Comment Form	Do not widen/ino build Public travers / Muslimodel travers / Muslimodel travers / Muslimodel Do not widen/ino build Do not widen/ino build Public travers / Muslimodel traversorted An Quality/ino build	Asset (See Control See Control	See Communi #33 See Communi #33 See Communi #33 See Communi #3
	Assender Novdby			Do not widen/no build Do not widen/no build Public branes? Multimodel Water Andrew And Quality/name General support Do not widen/no build Public branes? Administed busings of the public branes? Administed busings of the public branes? Administed busings of the public branes?	Name of the property force of the property project field result from the same of the property project field result from the same of the property project field result from the same of the project from the same of the sa	See Communi #33 See Communi #33 See Communi #33 See Communi #3
95	Assender Noorley Assender Proch Assender Proch Assender Indied Barday		MyCapEx Website - Comment Form	Do not widen/no build Public based / Multimodel Strenger/stren An Quality/frame General support Do not widen/no build Public based / Multimodel Strenger/stren An Quality/frame Co not widen/no build Do not widen/no build	Name of the property force of a public paragraph project field send relies the send or this, such as dedicated but levels to col. journey times. It is budown to this or this climate, pur stonded, to this that it is amount where public times are not expected. Level To Col. Author Col. Country, and other representatives to date or fire. When regions and the control of a public symporty project field send relies the send or this, such as dedicated but levels to col. journey times. It is budown to this or din this climate, pur stonded, to this that it is amount where the relies to the send of a public symporty project field send relies the send for this, such as dedicated but levels to col. journey times. It is budown to this or din this climate, pur stonded, to this that it is amount where the relies to the send of the public symporty project field send relies the send for this, such as dedicated but levels to col. journey times. It is budown to this or din this climate, pur stonded, to this that it is amount where the relies to the send of the send of the public symporty project field send relies to the send of the se	See Communi #33 See Communi #34 See Communi #34 See Communi #34 See Communi #34
95	Assessed Novilley Assessed Positive Assessed Posi		MyCapEx Website - Comment Form	Do not widen/ino build Public travers / Muslimodel travers / Muslimodel travers / Muslimodel Do not widen/ino build Do not widen/ino build Public travers / Muslimodel traversorted An Quality/ino build	Name of the property force of a public paragraph project field send relies the send or this, such as dedicated but levels to col. journey times. It is budown to this or this climate, pur stonded, to this that it is amount where public times are not expected. Level To Col. Author Col. Country, and other representatives to date or fire. When regions and the control of a public symporty project field send relies the send or this, such as dedicated but levels to col. journey times. It is budown to this or din this climate, pur stonded, to this that it is amount where the relies to the send of a public symporty project field send relies the send for this, such as dedicated but levels to col. journey times. It is budown to this or din this climate, pur stonded, to this that it is amount where the relies to the send of the public symporty project field send relies the send for this, such as dedicated but levels to col. journey times. It is budown to this or din this climate, pur stonded, to this that it is amount where the relies to the send of the send of the public symporty project field send relies to the send of the se	See Communi #33 See Communi #33 See Communi #33 See Communi #3
95	Assender Noorley Assender Proch Assender Proch Assender Indied Barday		MyCapEx Website - Comment Form	Do not widen/two hold Public transf / Multimodal Public transf / Multimodal Do red widen/two build Do not widen/two build Public transf / Multimodal Transportation An Quality/freshed Do not widen/two build An Quality/freshed An Quality/freshed	Name of Section (Control o	See Communi #33 See Communi #34 See Communi #34 See Communi #34 See Communi #34
95	Assender Noorley Assender Proch Assender Proch Assender Indied Barday		MyCapEx Website - Comment Form	Do not widen/no build Public based / Multimodel Strenger/stren An Quality/frame General support Do not widen/no build Public based / Multimodel Strenger/stren An Quality/frame Co not widen/no build Do not widen/no build	Name of the property force of a public paragraph project field send relies the send or this, such as dedicated but levels to col. journey times. It is budown to this or this climate, pur stonded, to this that it is amount where public times are not expected. Level To Col. Author Col. Country, and other representatives to date or fire. When regions and the control of a public symporty project field send relies the send or this, such as dedicated but levels to col. journey times. It is budown to this or din this climate, pur stonded, to this that it is amount where the relies to the send of a public symporty project field send relies the send for this, such as dedicated but levels to col. journey times. It is budown to this or din this climate, pur stonded, to this that it is amount where the relies to the send of the public symporty project field send relies the send for this, such as dedicated but levels to col. journey times. It is budown to this or din this climate, pur stonded, to this that it is amount where the relies to the send of the send of the public symporty project field send relies to the send of the se	See Communi #33 See Communi #34 See Communi #34 See Communi #34 See Communi #34
95	Assender Noorley Assender Proch Assender Proch Assender Indied Barday		MyCapEx Website - Comment Form	Do not widen/two hold Public transf / Multimodal Public transf / Multimodal Do red widen/two build Do not widen/two build Public transf / Multimodal Transportation An Quality/freshed Do not widen/two build An Quality/freshed An Quality/freshed	Name of Section (Control o	Sec Comment 63 Sec Comment 64
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95	Assender Noorley Assender Proch Assender Proch Assender Indied Barday	1/26/0023 ***********************************	MyCapEx Website - Comment Form	Do not widen/no build Public transet / Multimodal Public transet / Multimodal The public frames An Quality/frame General support On not widen/no build Public transet / Multimodal The public	Among the Target of Basing Prisons (Stephen Company) Stephen (Stephen Company) and prisons of the company Stephen Company) and prisons of the company of the shaded company of t	Sec Comment 63 Sec Comment 64
96 96 97	Assender Noortry Assender Pauls Assender Pauls Assender Nother Assender Nother C N Assender Boron	\$24,0003 Color Dr. R. d \$1,93,7003	MyCagEs Website Commert Form MyCagEs Website Society Website Commert Form Society States Society Society States	Do not widen/no build Philic burset / Mutamodel Strenger/order Are Quality/none General support Do not widen/no build Public burset / Mutamodel Strenger/order Are Quality/none General support Are Quality/none Do not widen/no build	Name of the process o	Sec Comment #13 Sec Comment #23 Sec Comment #24 Sec Comment #24 Sec Comment #25 Sec Comment #25 Sec Comment #26 Sec Comment #27 Sec Comment #28
95	Assender Noorley Assender Proch Assender Proch Assender Indied Barday	1/26/0023 ***********************************	MyCapEx Website - Comment Form	Do not widen/no build Public transet / Multimodal Public transet / Multimodal The public frames An Quality/frame General support On not widen/no build Public transet / Multimodal The public	Name of the process o	Sec Comment 63 Sec Comment 64
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96 96 97 97 98	Assender Noodry Assender Pacific Assender Pacific Assender Pacific Assender Author Assender Active Assender Bonne Assender Bonne	3/36/2023 50 ft of 3/31/2023	MyCapfa Waleste Comment Form MyCapfa Waleste Comment Form 5 Ental 9/Capfa Waleste Comment Form 6 Ental 9/Capfa Waleste Comment Form 6 Ental 9/Capfa Waleste 6 Ental 9/Capfa Waleste 6 Ental 9/Capfa Waleste	Do not widen/no hold Public trace? / Multi-record Public trace? / Multi-record De reporterior As Quality/notes General support Do not widen/no build Public trace? / Multi-record Do not widen/no build Do not widen/no build As Quality/notes Base; yest sales; Sales General support	The page of the pa	See Control 53 See Control 54
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95 96 97 97 98 99 100	Assender Nooding Newander Pasido Assender Pasido Assender Auditer C N Assender Score Assender Score Assender Score Assender Score	3/36/2023 50 ft of 3/31/2023	MyCapfa Waleste Comment Form MyCapfa Waleste Comment Form 5 Ental 9/Capfa Waleste Comment Form 6 Ental 9/Capfa Waleste Comment Form 6 Ental 9/Capfa Waleste 6 Ental 9/Capfa Waleste 6 Ental 9/Capfa Waleste	Do not widen/no build Public transet / Multimodel Water / Multimodel Air Quality/name General support Do not widen/no build Air Quality/name Do not widen/no build Air Quality/name Do not widen/no build Canneral support General support Conneral support Conneral support Conneral support Conneral support Do not widen/no build Do not widen/no build Do not widen/no build	Note that the property of the	Sec Comment #13 Sec Co
95 96 97 98 99 100	Assender Nooding Newander Pasido Assender Pasido Assender Auditer C N Assender Score Assender Score Assender Score Assender Score	3/36/2023 50 ft of 3/31/2023	MyCapfa Waleste Comment Form MyCapfa Waleste Comment Form 5 Ental 9/Capfa Waleste Comment Form 6 Ental 9/Capfa Waleste Comment Form 6 Ental 9/Capfa Waleste 6 Ental 9/Capfa Waleste 6 Ental 9/Capfa Waleste	Do not widen/no build Public based / Multimodal Strengthine As Quelly hose General support Do not widen/no build Public based / Multimodal baseport Do not widen/no build As Quelly/fisses As Quelly/fisses Con out widen/no build As Quelly/fisses Do not widen/no build	New York States (Control of the Control of States) and the Control of States (Control of States) and the Control o	See Comment #33 See Comment #33 See Comment #34 See Comment #35 See Comment #36

102	Alexandra Smither	3/7/2023	Ernail	Do not widen/no build	Nation(\$5) Regions Manager Traininy (Roegle. **Against Sale Sport of an integr is noticing from Houses, 15QCF makes to accome to a different future across the state in terms of solutions, it is a scientific fact that expending causings does not for congestion but in fact makes it works. To be a followed for the properties of the congestion of the following follows in the food for solutions or to be account for a following follows in the food for solutions or to be account for solid conference or formers. Expending (SS will account responsible damage, the forms. Only 16 or CO count in the food for solid conference or formers. Expending (SS will account responsible damage, the forms. Only 16 or CO count in the food forms.)	Set Communit #5
103	Alexandria De Luna	1/20/2023	MyCapEx Website - Comment Form	Do not widen/no build	Quit expanding ISS and give us an efficient rail system! efficient public transportation or bust! PLCK THE EXPANSION OF US	See Comment #5
					M-POOLEGOT	No Director 45
104	Alexandros Kinalidis			Do not widen/no build	In hold TOOC, Will the Control of t	
			-	Public transit / Multimodal transportation	That money should be used to build train lines and bibs laines and improve existing car infrastructure.	See Comment #13
105	Alexia Angelides				Mobility 55 Program Manager Tommy Abrogo,	See Comment #5
				Do not widers/no build	Making She Manager Temporal Process (Section 1997) as the 15 sect appearance to pass of construction for just a few years of congulation refer in DOT worth 1,1 don't want to use an interdate highway for my local tips, I sepect TOCPT. And TOY COUNTY, and their representatives to sear due for max. Assess Argitics	
			-	Community alternatives	Nam in support of a public transifiest approach, and in support of the Rethink35's proposal.	See Comment #4
				Air Quality/Noise	highway expansions DONT work. They worsen congestion (as we saw with the Kelly Freeway), air noise and water pollution	See Comment #34
			-	Latent/Induced Demand	TADD's proces in this project in flavest highores included Demand, construction impacts, particulate matter polition from the wear, the failure of almost all highway expansions, the success of freeway removals, and to traffic modeling in flavest.	See Comment #18
106	Henis		MyCapEx Website - Comment Form	Do not widen/no build	And on the register of the redigited (1950-1950), register the register of 1,55 may greated before \$1.00 to the properties of the first transportation of the properties of the redigited of 1,50 may greated and the properties of the redigited of 1,50 may greated the redigited of	The Comment #S
				Climate change	Car travel in stready car dense areas like Central Austin is counter to environmental initiatives needed to combat dimate change.	See Comment #51
107	Alexis Amenson			Do not widen/no build	Making Singues Manager Tomosy Bolong, in The an answerf of the Content and perhapted of Justice X. It videoremity agains the expension of SS. Studies on the effects of expensing fugiency prives that highest personal products aren's velocity studies, which will be an in the effects less for only a consignment on personal registers are a feature for the crys, suffer billing and willing grant as well as the content of the product of personal products are a feature for the crys, suffer billing and willing grants, and better public transportation or posters. Do ver went to continue to the practice of perspective figure concerned: disperties we public infestions of Please reconsister expending US. Alsos American.	See Comment #5
				Business/Residential Displacement	Expanding 135 will negatively affect housing and businesses near the highway, much of which is already considered to be low-income housing.	See Comment #25
108	Alexis Benitez	2/10/2023	Email	General Support	Our Channel high and Commissioners. All the plant of transplant of the Strate of Teach, with Teach should call for total and decisive widers to transplant of the Strate of Teach, with Teach should call for total and decisive widers to transplant the decisive widers to transplant the product of the Strate of Teach, with Teach should call for total and decisive widers to transplant the decisive widers to transplant the product of the Strate of Teach, with Teach should call for total and decisive widers to transplant the plant of the Strate of Teach should call for total and decisive widers to transplant the plant of the Strate of Teach should call for total and decisive widers to the Strategies of the Stra	Sas Connects 48
109	Alexis Herzog	2/7/2023	Email	General support	Dear Chairman Bugg and Commissioners: Thank you for recognizing that 1-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated reactively is often	See Comment #S
					Our Cleams thing and Commissioners have put for recipioning factors all strongs Audies in our of the most congrated members agreement in the 20x of Flexics. As the services in collection for the confidence of t	
110	Alexis Kraus			Do not wider/no build	Take the many owners, are writing to TEMENTY open the experiency owner data for the group of the fact of the open at the open at the fact of the open at the open	So Contract #3
			-	Business/Residential Displacement	Any plan that displaces hundreds of homeowners and businesses, and causes 600+ people to lose their jobs pregardless of if you think you can replace them -you neally can't do so in the same reagilizations.)	See Comment #21
			-	Climate change	Equinding unbut highways in Texas, anywhere, will encourage car towal in an environment that is more suitable for bus and than towal. Car towal in already car-dense areas like Central Auditin is counter to environmental intractives needed to combal clinical change.	Set Comment #51
111	Alexis Levin			Do not widers/no build	Satisfied Springers Manager Transport Services (1990). 1. The Service Services (1990) in the Service of Open Services (1990) in the Services (1990) in the Service of Open Services (1990) in the Services (1990) in t	The Communit #S
				Business/Residential Displacement	This piles includes 10 years of construction which will severely registerly impain? Texas drivers and displace businesses and residents for an unnecessary beginning experience that is severely fareed and actively grown the historical factor than the same highway experience.	See Connect #21
112	Alfonso Lucio	2/8/2023	Email	General support	The Channel Bogg and Commissioners. Name you for complying facility 5.5 frough what is now of the rout congested making supposed to the State of Years. As it is written) and stated making to suppose the state of Years. As it is an arrival production for the state of Years. As it is a final production for the state of Years. As it is a final production for the state of Years. As it is a final production for the state of Years. As it is a final production for the state of Years. As it is a final production for the state of Years. As it is a final production for the state of Years. As it is a final production for the Years. As it is a final production for the Years. As it is a final production for the Years. As it is a final production of the Years. As it is a final production for the Years. As it is a final production of the Years. As it is a final production	See Comment 65
113	Ali	1/28/2023	MyCapEx Website - Comment Form	General support	Consideration and Sept over 60 intervenances. This transport is not assessed on the contract of the contract o	See Contrasted 48
114	Ali Bagheri	fortens		East/West Connectivity	The TubOTT.DOT. 13 to just exist of 35 in Window Parks. 1 Date from my house into West Austin others, and there are very few safe crossings -one is at 52, whose and the next is at 51st. East-east crossings should be at least every 1/4 mile.	Sea Communit #20
				Air Quality/Noise	Expansion will worsen traffic and I am particularly concerned with the worsering air quality near I-35 that affects me and my 6 year old daughter.	See Correnat #34
				Community Alternatives	I waint community alternatives to expansion to be considered, like those that Reconnect Austin and Rethrik 35 have proposed.	See Connent #4
115	Ali Bagheri			Do not widen/no build	Mobility Shapes Makage Thomps Mange. Thomps Mange Thomps	See Contract #5
			ŀ	Community Alternatives	Tam FOR the Rethink35 proposal, and redesignating another highway such as SH.130 as an intenstate.	See Comment #4
116	Ali Broom	2/22/2023	Email	General support	Date Chairmen Bugg and Commissioners: These, but recognized that 150 brough Justin is use of the most congested rookey suggests in the Size of Tease. In this seriously soldated rookeys in the called the Main Shreet of Tease, will Tease whold call for bold and decisive asked for transfer that such that called the Main Shreet of Tease, will Tease whold call for bold and decisive asked for transfer transfer that the called the Main Shreet of Tease, will Tease whold call for bold and decisive asked for transfer transfer that the Called Tease whold call for bold and decisive asked to transfer that the Called Tease whold call for bold and decisive asked to transfer that the Called Tease whold the Called Tease	See Comment #5
ID	C N	Da R d	S	Topic		R p
117	Ali Dossan i	1/12/2023	Email	General support	Dier Chairman Bugg and Commissioners: Think you for recogniting that 155 forcegit, Audin is one of the most congested making segments in the State of Teass. As this seriously outdated making is offered making in other contents that the State of Teas, at Teass should call for both and decisione action to transfer this ortical series of beinfunctioned in the resident of the all accommodates the region and minimas growth was experiencing in our great State. Accordingly, in everify policy to prove your policy policy prove your policy policy proves your policy before according to prove and policy policy prove your policy policy prove your policy policy prove your policy	Sec Comment 48
	1	1				

118		1/18/2023	Email	General support	Date Chairmen being and Commissioners Think you for recipiting that 155 trough Audin is one of the most congraind readway suppress in the State of fease. As this serviced youthold melaway is office that the State of fease. As the serviced problem of the State of fease, as I fease section of the State of fease, as I fease section of the State of fease, as I fease section of the State of fease, as I fease section of the State of fease, as I fease section of the State of fease, as I fease section of the State of f	Son Contracted 48
				Caps/Deck Plazas	Assisted Services Nameyor Investory Design Services (Assisted Services Assisted Serv	The Communit 4-D
				Reroute to 130		Se connect 5
119	Alice Andrews			Do not widen/no build	Assemble for the PEST of the at through public words for front to use page. 120 or of this page and less, for recent VPTA the recent powder of Eabheries on 25th a decorage (see page 25th and 15th a decorage 25th and 15th	Se Connect 65
				LOU FIRE, WINDERLY FIRE SCHOOL	The context product dates at sent for express to Special Section (Special Section Sec	
120	Alice Clausser	1/31/2023	MyCapEx Website - Comment Form	Regional Cornectivity	There recently bit in a real splaten between San Authoria and Audio, it will help the economy is both colors, respons the environment, and case hardic on the Teversy, 17, 2022, Cly limit for Tevers to Search Laboratory Equipment.	Sea connect #1
121	Alice Graulty			Do not wider/no build	Additional Segment Manager Demany Additional. Secondary Control Secondary Additional Secondar	Sea Contract #5
			-	Air Quality/Noise	I don't want the noise pollution, I don't want the smog, I don't want the concrete, and I don't want the entra laines that will only attract more drivers.	See Comment #34
			-	Reroute to 130	Send traffic around Austin, seek atternative way s of relieving congestion	See correlat #3
122	Alice Henigi	3/7/2023	MyCapEx Website - Comment Form	Funding	Early plans suggested IT-DOT would pay for the project. Why do Austin suppayes have to foot the bill for the region and the state?	The Capital Express Central Project is funded by T-601 through transportation provided through CAMPO and other transportation distless.
123	Alice Kirchel f	2/10/2023	VOH	Caps/Dack Plazas	Types for the desiration of the requirement of the contraction of the requirement of the contraction of the requirement of the contraction of the requirement of the	Sec Comment #12
124	Alice Min	forteen		Do not widen/no build	We fact T-DOT. The right set to 35, and it is noisy, striny and makes walking is disrigence activity; do not word 35 to be equanded. And I'm a driver tool Those would benefit the communities and people of Austral Alice Min.	See Comment 65
				Public transit / Multimodal transportation	Twoold much rether have the dity spend ICs money on eas feerdity and more accessible public transportation and selevation.	See Comment #13
125	Alicia Anchondo			Air Quality/Noise	Mobility55 Program Manager Tommy Abrego, To whome it may concern,	Sac Comment #34
				Water Quality	1 OPPORE TOOTh plans for 1-35 and 10 PPOSE expension. Audit is givening at a fact size and adding NOTE commonator that lakes YEMS is indication, and not worth it. They trying to change audits. Prought are coming over 86.7 YELL are lying to greatly all high it this collabor. Note to mention the increase almost all of a reales, make publical and encommental factories.	
					this wid fring will be elastroom.	Former force of contract reportments, 1500° set or form to the following enter qualify management of the contract of the contr
		í			I am writing regarding the proposed connection from £ 41st 51. to Wishine Blvd. My understanding is that 41st Street would connect from the west side of 1-35 across the Interstate to the east side to join Wishine Boulevard and Schieller Aware in a continuing line to Arport Boulevard. This proposal would change Wishine Boulevard from a quiet residential street into a busy, potentially disrigerous cut-through thoroughfare. I live on Wishine Blvd	Secomment #9
126						
127	Minia Witkrowski	3/7/2023	Email	Wishire	and he see the many years a person part of the discontinuous and the see that the second of the seco	
		1 3/1/2023 4 5	Ernal	Do not widen/no build	On ToOT ToOT. I appear the operation of 1-35 for environmental, earthests, and health resours. Indicad, Aligo Will-coade	See Contract 45
		\$ 4 VIOLENTA	Email	Do not wider/no build Public transit / Multimodal transportation	W TOOT TOOT	See Comment #3 See Comment #13
128	Alsa Viedmi	3/7/2023	Ernal	Ob not widen/no build Public transf / Multimodel transportation Do not widen/no build	In FIGOR TACK? In regions the experience of 1-25 for environmental, seathers, and health research Indianal, Alogo Will-branch French like to see more money and time invested in public transportation and making Austin more bits and pediatrians through, Associated Review or the contract of Contract Audit. and I strongly spoon TaCOTs, proposal to value 32. We have seen time and times again that adding more limits to a highery does not make the save of competion and mines all mines and in the contract of the contract of Contract Audit. and I strongly spoon TaCOTs, proposal at values 32. We have seen time and times again that significant of the contract of the con	See Comment #3 See Comment #5
128	Assa Viedno	E 0.000.0000		Do not wider/no build Public transit / Multimodal transportation	The Indian Table 1 is discussed in a special management of the St. of the environmental, searched, and hastin resonant holes and operations and management of the special mana	See Convent #13
	Allsal Vadins Allson Walgre	3/7/2023	Ernal	Can ned widern/no build Photols: Owned / Multimodel standpolisions Da ned widelin/no build General support General support	the ToCOT ToCOT. I regional to 6 130 for environmental, seatherds, and health reason, holded. Along Willhammed. I regional that to an environmental, seatherds, and health reason, holded. Along Willhammed. I result like to an environmental and tries regional time plants, through results and particular through. Manifold like to an environmental and tries regional time plants in public, throughpartition and making funds more than the seather through. Manifold like to an environmental time plants and tries regional to the seather through through the seather through through the seather through the seather through through the seather through t	See Comment #3 See Comment #5
129	Alson Wanted Alson Wanted	3/1/2023	Email Email	Do not widen into build Public travel / Multimodal Parties / Mul	In Floor Tack? In regions the experiment of 15 file environmental, seatherful, seatherful, earth hardin resource, holdered, shop Williamship Installable to see more more yeard time modeled in public throughout the experiment of 15 file environmental, seatherful, seatherful in the public throughout the experiment of 15 file environmental, seatherful in public throughout the experiment of 15 file environmental in the experiment of 15 file environmenta	See Comment #3 See Comment #5
129	Alison Walgren	3/1/2023	Email Email	Can ned widern/no build Photols: Owned / Multimodel standpolisions Da ned widelin/no build General support General support	The DECT TADOS. I region the segretar of 1-30 for environmental, seatherds, and hardin reasons, holdest. Along Will-leaded: I region the segretar of 1-30 for environmental, seatherds, and hardin reasons, holdest. Along Will-leaded: I result like to see more more upon year of their invested on public \$1 transportation and making Audit more bits and publication fraundly. MARKES Shappen Messager formery Audit. MARKES Shappen Messager formery Audit and the search of th	See Contract #3
129	Alison Walgren	3/1/2023	Email Email	Chi ned widen/no build Phoble toward / Multimodel transportation Dis ned widen/no build General support General support	In Floor Tack? In regions the experiment of 15 file environmental, seatherful, seatherful, earth hardin resource, holdered, shop Williamship Installable to see more more yeard time modeled in public throughout the experiment of 15 file environmental, seatherful, seatherful in the public throughout the experiment of 15 file environmental, seatherful in public throughout the experiment of 15 file environmental in the experiment of 15 file environmenta	Des Controvers 63 See Controvers 68 See Controvers 68 See Controvers 68
130	Alison Walgren	3/1/2023	Email Email	Da net websy/no build Public transit / Multimodal transportation Da net websy/no build General sepport General sepport Da net websy/no build An Quality/Notice	The DECT TADOS. I region the segretar of 1-30 for environmental, seatherds, and hardin reasons, holdest. Along Will-leaded: I region the segretar of 1-30 for environmental, seatherds, and hardin reasons, holdest. Along Will-leaded: I result like to see more more upon year of their invested on public \$1 transportation and making Audit more bits and publication fraundly. MARKES Shappen Messager formery Audit. MARKES Shappen Messager formery Audit and the search of th	In Comment #13 The Comment #5
130	Alison Walgren	3/1/2023	Email Email	Die ned welden/his build Paulite Vesenal / Multimodule Intersperiation Die ned welden/his build General support General support Die ned welden/his build Art Quality/fallinie Die ned welden/his build	The FIGUR T-2007. I region the segretarian of 1-32 for environmental, seatheric, and hardin reason, holded, Riogo Willhamed Francis San Prepare Manager frames, Design of the remarkable on public 5 transportation and maning funds more table and prediction through Manifest San Prepare Manager frames, Design of ToOTh, prepared to wake 35 Mills Man San Prepared to Manifest San Prepared to Manifest San Prepared Manager frames, Design of ToOTh, prepared to wake 35 Mills Man San Prepared Manager frames are all places of resolute the san of composition and instead and only only the San Manager frames are all places of resolute the san of the resolution of the san Prepared Manager frames are all places of resolute the san of the resolution of the san Prepared Manager frames are all places of resolute the san of the resolution of the san Prepared Manager frames are all places of the san of the resolution of the san of the san of the resolution of the san of the san of the san of the resolution of the san of the san of the san of the resolution of the san	Sea Continued 83 Sea Continued 85

					T	See Comment #18
				Latent/Induced Demand	TACOT's process in this project in Sewell. It grows indused Demand, construction impacts, particulate matter pollution from the wave, the failure of almost all highesy expensions, the success of feeesey sensorals, and its traffic modeling in failured.	See Contract #25
					Modify(5) Fregion Manager Teams (Ange). Modify(5) Fregion Manager Teams (Ange). As for face as the face of the control of th	See Comment 45
133	Alissa Zachary	3/7/2023	Email	Do not widen/no build	See Early to the Control of the Cont	
					I specif Tibr [®] In folior bett practices and the actual peur reviewed data on traffic management order than thinly valid political whim. I expect the Austin City Gound to fight has half against this absolve plan. Scorery, Allias Zachary	
ID	C N	Da R d	S	Topic	•	A p
				Air Quality/Noise	The second issue is the incredible increase in pollution that would be created by both the construction process and the proposed finished product.	See Comment #34
				Recial Justice	This plan is stopid. It's so stupid, I have to think it is motivated by anatonal factors like raction, classism, or a desire to "purish" Austin for not being a red city. I have lived in an Audin where people are afraid or researful of having to cross the highway. Where it became a huge border between neighbors, between racios, and polarized the city, I would not put it past a few of our state raps to want to devalue land in East Audin with the intent of	Sue Comment #3
194	Allan Cook		M-CarFy Website -	Water Quality	or research of having to make the figure or the first theories in legislation of the first theories as high broad having the first theories as high broad having the first theories as high broad having the first theories and the first theories are of the first theories and the first the first the first theories and the first the fir	Sections of 133
			MyCapEx Website - Comment Form		Ners are cores suggestions: 1. There should be wips to treat water runoff from the new road;	
				Public transit / Multimodal transportation	2. There should be "Bo. Chy" on corpus and off-emps an Dist public bernel, gets priority over angle-person vehicles, and 3. There should be "Bo. Chy" laws.	See Comment #13
135	Allen	2/8/2023	MyCapEx Website - Comment Form	General support	Our Claims Reg and Commissioners. These year for your seport to select as 150 may facility in a comprehensive nerver. This sends of highest is nationally visible at the 150 month for brilling registration and 50 ment for the sends 150 ment for the registration and 50 ment for the sends 150 ment for the registration and 50 ment for the sends 150 ment for the registration and 50 ment for the sends 150 ment for the registration and 50 ment for the sends 150 ment for the registration and 50 men	See Commert #8
136	Allen Gross	- Conjuint	MyCapEx Website - Comment Form	Do not wider/no build	Egopose the 135 Capital Epress project. Please stop adding laines to highways. These are information appresses that do nothing to solve transportation problems. They just create more demand, use more land, divide and dealiny communities, beset density, increase communities, and polars. This way of thinking is further enterecting us in a lightly inefficient mode of transportation and a con-centric socially.	See Commet 45
				Public transit / Multimodal transportation	Our money would be much better apent on rull betteren close as fire as ToOT's concurrant, and I loops ToOT continues to shift treater rail and other alternative motion of transportation.	Sai Commet #13
137	Alten Gross			Do not widers/no build	MobilityS Program Manager Tommy Manage. 1 agonal 3St expension. Please attay abong kines to highways. This way of trinking is further enterocking us in a highly inefficient mode of transportation and a cur centric society. After Gross 1 agonal 3St expension. Please attay abong kines to highways. This way of trinking is further enterocking us in a highly inefficient mode of transportation and a cur centric society. After Gross 1 agonal 3St expension. Please attay abong kines to highways. This way of trinking is further enterocking us in a highly inefficient mode of transportation and a cur centric society. After Gross 1 agonal 3St expension. Please attay abong kines to highways. This way of trinking is further enterocking us in a highly inefficient mode of transportation and a cur centric society. After Gross 1 agonal 3St expension. Please attay abong kines to highways. This way of trinking is further enterocking us in a highly inefficient mode of transportation and a cur centric society. After Gross 1 agonal 3St expension. Please attay abong kines to highways. This way of trinking is further enterocking us in a highly inefficient mode of transportation and a cur centric society. After Gross 1 agonal 3St expension. The second of the current way of the current	See Comment #5
				Air Quality/Noise	These are enormous expenses that do nothing to salve transportation problems. They just create more demand, use more land, divide and disting communities, bear density, increase communities, and public.	San Comment #34
				Multimodal Transportation	Our money would be much better spent on rail between cities as far as Tx00T is concerned, and I hope Tx00T shifts toward rail and other alternative modes of transportation.	See Comment #20
					Mobility 5 Program Manager Tomory Acrego. Alto: I are now ever resident of the Chargeson Extending Control of the Charge	See Comment #42
138	Allen Hah			Caps/Deck Plazas	do not have been emission. On the first the time to be seen emission. On the first the emission but a commentation of the purple of the problems of a Polyte Mismon Park in Dubles after a Polyte Mismon Park in Park in Dubles after a Polyte Mismon Park in Dubles after a Polyte After a Polyte Mismon Park in	
				Bike/ped safety	We need to allocate resources away from car centric transportation and more towards pedestrian, cycling, and mass transit options	Ass Comment #30
139	Allen Kemp	3/8/2023	Email	General support	Such Claims Bigg and Commissioners. When you for recognition 15th Strongly, Month is one of the most congenied readway segments in the State of Texas. At this servicely audited readway is able to false to the State of Texas, at Texas should call for hold and decisive action to transform this critical instead of inflandations in an adversy that will accommodate the regist and immerse greath we are experiencing in our great State. Accordingly, I am writing body to openess ny complete segment for the 155 Ceptile Egyress. Central design as proposed by TOOT. This kiyos for your consideration of this request.	See Comment #8
140	Alison Bodin	3/6/2023	MyCapEx Website -	Multimodal Transportation		See Comment #20
140	Allani dodii	3/4/2023	Comment Form	mannade nenganasan	I recold like to see the following effected on these plans, more printitization of non-material polestation and blogds inflativoctions expectally evoned major interactions, more shade and twee, better majors for interaction impacts including exclude any quality and more selected using the exists certainy, was quality protections that need cog of Austin and Selected standards for walls and the LL including the Calerado Reve and Laughter Laue.	uni volentini in Page
141	Allison Drish	3/7/2023	MyCapEx Website - Comment Form	Business/Residential Displacement	Exposed the Audin CRy Council's demands for the 155 project, exposably the plans to minimize the number of homes and business displaced, incentivating 158 wheelers to use 130 instead, and please please do not also down parts of the hise and bile test for all years. That is an ends, end please.	Set Commet #22
142	Allison Stilley	4,00,000	My Cap	Do not widen/no build	More laines on 35 is not a solution for current or future traffic congestion.	See Comment #5
			Ex We	Regional Connectivity Do not widen/no build	Building and expanding passenger rail on the corridor is. MobilityS Pringreen Makrager Tonnry Abrego,	Seconder #1 Seconder #5
143	Allyson Garro			DO INC. WIDELY IN CORN.	The control of the co	
144	Alma Vasquez	1/12/2023	Email	Community Alternatives General support	F we were to divert the highway around downtown, as modeled by the RethinGSS proposal, Isocrowe it.	See Comment #4 See Comment #8
145	Alonzo Ramon	1/31/2023	MyCapEx Website - Comment Form	Regional Connectivity		See comment #1
			Comment Form		Least time in the Antiens where it can set SEE advanced from 2018-2024. The SEE is not fire them and refer with a set of the risk that SEE is not fire the SEE advanced from 2018-2024. The SEE is not fire them and the least the	Sai Commet #51.
146	AlyTharp	3/6/2023	Email	Climate Change	Making Singings Manage Toms, Manage. To som, Manage, are as a support of the supp	
				Do not widen/no build		
				DO FIG. WIGHT(FIG. DOLL)	As connectes who was born in Australia and grew up in the hill country, I am proud to call this beautiful land of Yease ny horse, and I want to be a part of making it better and more equilable for future generations. I 35 has been a terrible nuisance,	See Comment #5
147	Ayssa Galloway				Auditority Sergent Manager Terrory Disease. Any Common Annuary Terrory Disease, the Audit or Sergen vs. In the Discovery, Lear proud to call this beautiful last of Teas my horse, and neart to be a part of making it before and more equilable for fixed regimentions. 35 has been a terrible missacros, response, each can are the seat side communities served in contraction. As served for the contraction are communities served in the contraction. As served for the contraction are constructed in the contraction are contracted in the contracti	
	Alyssia Gallicenay			Sixu/ped safety	Assumes we have the robust on a digree up in the fill county, less part of many beautiful last of 15 men by how, and in earth to be part of maning to them an ordine regulation for a consequence, and a care has less discommunities assort in collection. Cit. See for the robust fill is associated in the collection of the substant of the substant of the substant of the substant of the fill is associated in the substant of substant of the substant of substant of the substant of subs	See Comment #30
147	Alyssia Galliomay Alyssia Paters			Bliss/pad safety	The most to printial investments into making (thy dip) as bide allow, websites, and ride about freely as possible if we ear hope to midges the striffic horror we are in. 1.55 placement is now fully amelinged on the hast little disentation. Audit, Not Yould is a such and one this send for don't printing. Only parts, and influent positional games space into what has been a surround explanation for the hast and in a surround explanation.	
	Alyssia Galloway Alyssia Paters					
	Alysia Galloway Alysia Peters			Bliss/pad safety	The most to printial investments into making (thy dip) as bide allow, websites, and ride about freely as possible if we ear hope to midge the traffic horror we are in. 1.55 placement is now fully amelinged on the hast li	
	Alyssia Galloway Alyssia Paters Arnador Salazar	1/20/2023	MyCapEx Website - Comment Form	Bhay pad safety Do not widen/no build	the read to printing invariant to making (in) of (i) is a bit-wide, walkalls, and risk when freely as possible if we care hope to midgle the traffic horrer war in in. 155 glacement is now fully emariged into the hand, but you it is such and use this war for the printing additional game space the what has been a concrete registrow for fact to long. It is the been friend in Assist for 25 years. Equanting highways DOES NOT improve traffic, but order makes it worse, the science is class. Please use this money for another solution, not one that would make the problem worse. More trained would flow for another solution, not one that would make the problem worse. More trained would flow and the problem worse in the second in glaces are determined by the problem worse. Were trained in the second in the problem worse in the second in the second in the problem worse. Were trained in the problem worse in the second in the	See Communit 450 See Communit 45

150	Amanda Braziel	3/7/2023		Parka		Tage
	Allende brabe	3/1/2023	Comment Form	Para	It is not okey to sellow across of precious park land on Waller Beach to expand 155. It is not okey to expand 155. The highway is big enough and intrusive enough and toxic enough as it is. You have an opportunity to do something special, unique, and community-focused. Don't perpetuate the originally reside highway put into place to divide our city.	ACC response to represent or face to the Audit commonly. Thought the deep years, \$1.00 is in least right of any appeal for all parts, which are present accessed. \$4.00 and \$1.00 and \$1.0
						of the Land and Walder Conservation Act, and Chapter 20 of the Early Evide and Walder Conservation Act, and Chapter 20 of the Early Evide and Walder Conservation Act, and Chapter 20 of the Section 6(f) and Chapter 26 protected properties are Evily effort would be made to restore award ferroprising use after the highway project is constructed. Details regarding from TADOT plants to minimize haven or mitigate adverse impacts or effects to each of the Section 4(f), Section 6(f) and Chapter 26 protected properties are
						provided in Appendix M of the ES. TADOT is working closely with the City of Austin Parks and Recreation Department to mitigate park impacts. Detours will be provided for trail closures during construction, and temporary relocations of designated accessible parking spaces will be made for intermitational Stores as Thorn Likes, 3 and Edward Rendom parks
151	Amanda Breazzano			Do not widen/no build	MobilityS Program Manager Tomery Abrelo.	See Correnat #5
					Mobility.35 Program Manager Tommy Abrago. Tim a resident of south Austin, right off 35, and I am strongly opposed to exposing 35. Enlarging highways doesn't work and adds to congestion and pollution. Amenda Breazzano	
				Multimodal Transportation	Austin needs and deserves a better solution that relies on alternative modes of transportation.	See Comment #20
152	Amenda Coupe	2/8/2023	Email	General support	Due Chairman Bugg and Commissioners: Thank you for recigiting that 1-35 strough Audit is one of the most congested nadway segments in the State of Texas. As this seriously outdated readway is often coaled by Nate Stown Commissioners and the State of Texas. As this seriously outdated readway is often coaled by Nate Stown Commissioners and the State of Texas. As this seriously outdated readway is often coaled by Nate State S	See Comment #8
					Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDDT. Thank you for your consideration of this	
					requisit.	
153	Amond	1/31/2023	McConFy Wohsite	Regional Connectivity	We need a rail system in San Antonio/Tesas overall. The lack of investment in commutar interest is terrible.	See comment #1
	Amand a De Santiag		MyCapEx Website - Comment Form			
154	0	2/7/2023	Email		Our Classman Rigg and Commissioners: Than you for recogning field 150 through Audit in our of the result congrained readway segments in the 20x0 of Texas. As this seriously activated read-way and control of the Commissioners and the commissio	Res Connect 48
154	Amanda Gitson	2/1/2023	Email	General support	sear Crassman Dugg and Certifications 1. Intern you for feeding design and 1-30 stronger Audient as one of the mask ordinary feeding f	DAN LOTTERINE #0
					Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request. Thenk you, Arrainda Arrainda	
155	Amanda guillen	2/5/2023	MyCapEx Website -	Regional Connectivity	Please build a metro rail of some sort from Austin to San Antonio.	See contraint #1
			Comment Form			
ID I	C N	Da R d	S	Topic	c	R.p.
156	Amanda Jauregui	1/27/2023	MyCapEx Website -	Regional Connectivity	I would love to have a commuter rail between Austin and San Antonio. I would prefer that then driving!	See commant #1
130	Attained Milesgo	2/21/2023	Comment Form	regional correcting	A STOCKED CONTROL OF THE CONTROL THE CONTROL C	AMERICAN AMERICAN
					Duc Claims Bogg and Commissioners. It is from plan for facilities that Strongs, Auditin in one of the most congested readway segment in the Balas of Tesas. At this seriously accidanted readway is often called the Main Devel of Tesas, all Tesans should call four bold and decicious action to be contact should be different than contact should be different than in the contact should be different to th	See Comment #8
157	Amand a Mote	2/8/2023	Email	General support	action to transform this critical stretch of infrastructure into a road-ray that will accommodate the rapid and immense growth was are expendencing in our great State. Accordingly, and writing doubly to express my comprehe support for the 135 Supplied Express Central designs as proposed by TybOCT. Thinking voir for viorus consideration of this request.	
1	a m.00					
158	Amanda	1/31/2023	MyCapEx Website -	Regional Connectivity	A commuter rail between San antonio and Austin, and in the future expanded to DPW would provide a much needed interconnection for Tx.	See comment #1
	Amanda Penney		Comment Form			
				Do not widen/no build	Mobilit-35 Program Manager Tommy Abrelo.	See Comment #5
1				and the state of t	Mobility55 Program Manager Tommy Abrego, Teess can and alload invest in things that it's residents went and Austin residents do not want expansion. I espect TxOOT, Austin City Council, and other representatives to stand up for ms. Amanda Pouncy-Ross	
159	Amanda Pouncy- Ross					
					Displacing hundreds of businesses and people to expand 135 is irresponsible and wrong. We need better options that encourage us to consider our neighbors and the impact we have on our environment.	See Comment #21
160	Amanda Rose		MyCapEx Website - Comment Form	Do not widen/no build	As commands in the secord or Copies Copies program project of PCDS. The proposed project of the demands of the Copies Copies project of PCDS. The proposed project of the demands of the Copies Copies project of PCDS or Copies project or PCDS or Copies project	See Comment #5
			COMMER FORM		TXDOT to look again at the proposed plans and do better with fresh and creative eyes, and with additional funding from the 2022 Instructive bill. This cross in a	
					Interne project cound neave a hasting positive impact on generations of travelers	
				East/West Connectivity	Audinities and we disserve more creative solutions, including much better easile. / week-connections and better crossings at grade including more cap and stitch interchanges.	See Comment #20
161	Amanda Wolfe				No NOOT COCT. We should not come to be compared for single or congenitor. Audit in a growing yea, but we need to make our only LEDS deported on driving. TOOT year need to like the to read-to make the compared for the	See Comment #5
				Do not widen/no build	sweeping comments like this under the rug. This is not the solution for Austrintes. I given up in Austrin and when I inevitably have to drive, I have taken to avoiding driving on I 35 even if I have to go the long way around because it's a mess and the arounded because it's a mess. And when I inevitably have to drive, I have taken to avoiding driving on I 35 even if I have to go the long way around because it's a mess and the arounded will be a support of the I inevitably have to drive, I have taken to avoiding driving on I 35 even if I have to go the long way around because it's a mess and the arounded will be a support of the I inevitably have to drive, I have taken to avoiding driving on I 35 even if I have to go the long way around because it's a mess and the arounded will be a support of the I inevitably have to drive, I have taken to avoiding driving on I 35 even if I have to go the long way around because it's a mess and the arounded will be a support of the I inevitably have to drive, I have taken to avoiding driving on I 35 even if I have to go the long way around because it's a mess and the arounded will be a support of the I inevitably have to drive.	
					Amenda Wolfe	
			l i	Latent/Induced Demand	Have you heard about this thing called Induced Demand? We KNOW and have known for years that ADDING lanes and EDPANDING highways is a misstake.	See Contrient #18
			H	Reciel Justice	We need to be spending our bransportation funds on healing the wounds made when 135 was used to segregate our city, reconnect our city, and explore options that make transit, walking, and bining safer and more convenient options!	See Correspont #3
					and more convenient optional	
				Do not widen/no build		See Commant #5
				Do not wider/no build	And this is any intermediate in the long on. All this shades above this. Stame on Table. This covered pain is being ship in the long on. All this shades above this. Stame on Table. This covered pain is being ship in most to be being long and calculated transportation, not the load Audits were commander that got is closed and work. This covered pain is being ship in the load being ship in the painting of the Table paint of the load	See Comment #5
					The current plan is clearly only meant to benefit cargo and statewide transportation, not the local Austria-reas commutant shall go to school and work. Listen to the people you are purporting to work for. Listen to the Seappears. We are saying NO to this plans. These type of reading on the contract rea,	
					Arribar Novak	
162	Amber Novak	\$100,000	-	Recial Justice	-it's racket and discriminatory to low SES households. I carri believe that in 2023 Austin is STRL taking the land and properly value of the poorer neighborhoods and the traditionally non-white neighborhoods.	See Comment #3
				Bike/ped safety	The truncating our city, making it less connected, less walkable, less bleadbe juil things that will put MORE cars on the road, not fewer). A huge swath of highway dividing the wealthy and less wealthy half of the city is NOT what. A water needs.	Res Comment & O.
				bixal/ ped sarety	-It's furnishing our city, making it less connected, less transfer is less connected, less transfer is the put number can on the road, not never i. A nugle swarm of regressy dividing the wealthy and less wealthy hair or	Sele Lotterant # 50
					UNE US IS NOT WHEN AUGUST THROUGH.	
				Reroute to 130		Seconnect®
				Reroute to 130	The contract of the contract of the Statistics o	See connected &
163	Amber Soria			Reroute to 130 Do not widen/no build	Now much moving and resources in the tracking billing plate (paging and this just and and see added shows alternatives ARXXCD the oilsy. Make 1354 a re-track node like MAPM is. Moreove the includation to be on 135, don't make it usine 510° furnating conscisus solf citrosign the model of a city.	See connect 43 See Connect 45
163	Amber Soria				Now much movey and resources in the trucking latting putting and this plant the first and cross-dark drives alternatives ARXXXX the city, Make 155 a so viryus much like Mather is. Namone the missions to be on 135, don't make a sales, 510° formating mentation traffic through the mission of a dry. ManiputSymptom Manager Tramps integer. Tramps integer Tramps integer Tramps integer or make any or or or property integer integer. ManiputSymptom Manager Tramps integer integer integer integer integer integer integer integer integer. ManiputSymptom Manager Tramps integer i	
163	Amber Soria				Now much moving and resources is the fracting latting pointing and this plant that the force and considered drives alternatives ARSACO the city, Make 155 is no tryoth made like latting in the medited of a drip. Manifold Symptom Manager Tomay Resource Manifold Symptom Manager Tomay Manager Manifold Symptom Manager Manifold Symptom Manager Manifold Symptom Manager Manifold Symptom Manager Manifold Manifold Manifold Manifold Manifold Manifold Manifold Manifold Manifold	
163	Anther Soria			Do not widen/no build	Now much moving and resources is the fracting latting pointing and this plant that the force and considered drives alternatives ARSACO the city, Make 155 is no tryoth made like latting in the medited of a drip. Manifold Symptom Manager Tomay Resource Manifold Symptom Manager Tomay Manager Manifold Symptom Manager Manifold Symptom Manager Manifold Symptom Manager Manifold Symptom Manager Manifold Manifold Manifold Manifold Manifold Manifold Manifold Manifold Manifold	See Comment #5
163	Arther Stria		-		Then much move paid resources in the tructing latting point on the paid of the truck and cross-dark drives alternatives ARXXXX the city, Make 155 a so viryus made like Mather is, flavores the middles of a city. Make 155 in the paid of the city of the contingeneous truction through the middle of a city. Make 155 in the paid of the city of the contingeneous truction through the middle of a city. Make 155 in the paid of the city of the contingeneous truction through the middle of a city. Make 155 in the paid of the city of the	
				Do not wider/no build Reroute to 130	No much move part resources in the housing latting parting and this part that the trush and cross-dard drives alternatives ARXXXX the city, Make 135 is no level made like Mahris. It Remove the evaluation to be a 135, due to make a sales. \$100 formating encentate half, through the incides of a city. Manifold Singhers Manager Transp Artery. Manifold Singhers Manager Transp Artery. The appearing particular made was for any company of 3.5 to set through Teas, white equanding the audits section may seen like a good date for the resolutes, if will only owner more congestion through the several and very close or and of ranges. As to mention the species the will cause the disastence mass. These should be an alternative to wither remade flows transfer flow from the several flow or of the contract and flower 1 high particular and its own 1	See Commerce 5 See commerce 3
163	Artiber Soria Ambier Taylor	3/7/2023	Email	Do not widen/no build	Now much moving and resources is the fracting latting pointing and this plant that the force and considered drives alternatives ARSACO the city, Make 155 is no tryoth made like latting in the medited of a drip. Manifold Symptom Manager Tomay Resource Manifold Symptom Manager Tomay Manager Manifold Symptom Manager Manifold Symptom Manager Manifold Symptom Manager Manifold Symptom Manager Manifold Manifold Manifold Manifold Manifold Manifold Manifold Manifold Manifold	See Comment #5
		3/1/2023	Email	Do not wider/no build Reroute to 130	Nor much money and resources in the Youding billing pating and time plant? Build the touch and cross-dark drivers alternatives ARXXXXX the collection by the best SSS, durin make a lease of SSS CONT make a lease of SSS CON	See Comment 45 See Comment 45 See Comment 45
		3/7/2023	Email	Do not wider/no build Reroute to 130	Nor much money and resources in the Youding billing pating and time plant? Build the touch and cross-dark drivers alternatives ARXXXXX the collection by the best SSS, durin make a lease of SSS CONT make a lease of SSS CON	See Comment 45 See Comment 45 See Comment 45
		3/7/2023	Ernall	Do not wider/no build Percute to 130 Do not wider/no build	Nor much money and resources in the Youding billing pating and time plant? Build the touch and cross-dark drivers alternatives ARXXXXX the collection by the best SSS, durin make a lease of SSS CONT make a lease of SSS CON	See Comment 45 See Comment 45 See Comment 45
		3/7/2023	Email	Do not wider/no build Percute to 130 Do not wider/no build	Nor much money and resources in the Youding billing pating and time plant? Build the touch and cross-dark drivers alternatives ARXXXXX the collection by the best SSS, durin make a lease of SSS CONT make a lease of SSS CON	See Comment 45 See Comment 45 See Comment 45
		3/7/2023	Ernal	Do not wider/no build Percute to 130 Do not wider/no build	Nor much money and resources in the Youding billing pating and time plant? Build the touch and cross-dark drivers alternatives ARXXXXX the collection by the best SSS, durin make a lease of SSS CONT make a lease of SSS CON	See Comment 45 See Comment 45 See Comment 45
		3/1/2023	Email	Do not wider/no build Percute to 130 Do not wider/no build	No much move part resources in the housing latting parting and this part that the trush and cross-dard drives alternatives ARXXXX the city, Make 135 is no level made like Mahris. It Remove the evaluation to be a 135, due to make a sales. \$100 formating encentate half, through the incides of a city. Manifold Singhers Manager Transp Artery. Manifold Singhers Manager Transp Artery. The appearing particular made was for any company of 3.5 to set through Teas, white equanding the audits section may seen like a good date for the resolutes, if will only owner more congestion through the several and very close or and of ranges. As to mention the species the will cause the disastence mass. These should be an alternative to wither remade flows transfer flow from the several flow or of the contract and flower 1 high particular and its own 1	See Comment 45 See Comment 45 See Comment 45
		3/7/2023	Email	Do not wider/no build Percute to 130 Do not wider/no build	Nor much money and resources in the Youding billing pating and time plant? Build the touch and cross-dark drivers alternatives ARXXXXX the collection by the best SSS, durin make a lease of SSS CONT make a lease of SSS CON	See Comment 45 See Comment 45 See Comment 45
		3/7/2023	Ernat	Do not wider/no build Percute to 130 Do not wider/no build	Nor much money and resources in the Youding billing pating and time plant? Build the touch and cross-dark drivers alternatives ARXXXXX the collection by the best SSS, durin make a lease of SSS CONT make a lease of SSS CON	See Comment 45 See Comment 45 See Comment 45
		3/1/2023	Ernat	Do not wider/no build Percute to 130 Do not wider/no build	Nome much movine paid researches it the 1-boding their goding min this paid? Bill their brail and draws aller submissed MODICO the stigs. Make 1358 a not broad to like Market in Minoran the models and a stigs. Making SE Program Makinger Training Adapting Control (1997), 155 most though Their models and a stigs. Making SE Program Makinger Training Adapting Control (1997), 155 most though Treat, while equanting the aution section may seen title a good labe for the residence, it all only practs more congestion through the several and very class or	See Comment 45 See Comment 45 See Comment 45
		3/1/2023	Ernal	Do not welsen, his build Resolve to \$130 Do not welsen, his build Do not welsen, his build Do not welsen, his build	Nome much movine paid researches it the 1-boding their goding min this paid? Bill their brail and draws aller submissed MODICO the stigs. Make 1358 a not broad to like Market in Minoran the models and a stigs. Making SE Program Makinger Training Adapting Control (1997), 155 most though Their models and a stigs. Making SE Program Makinger Training Adapting Control (1997), 155 most though Treat, while equanting the aution section may seen title a good labe for the residence, it all only practs more congestion through the several and very class or	See Comment #3 See Comment #5 See Comment #5 See Comment #5
		3/7/2023	Ernail	Do not welve, him build Remote to 230 Do not welve, him build Do not welve, him build Do not welve, him build	As much more part reserves it in the houling their parting most image. The major is the houling their parting most image and the most include the houling of the second of the most include the houling of the most include the most includ	See Comment #3 See Comment #3 See Comment #3 See Comment #3
				Do not wedern this build Resolve to \$3.0 Do not wedern this build Do not wedern this build Do not wedern this build Fernande to \$3.0 Livers/instructed Demanded	Annual motion part resources to the Sociality today going mind the just of the Sociality today part of the Sociality today of the Sociali	See Comment #3 See Comment #3 See Comment #3 See Comment #3 See Comment #4 See Comment #4
	Anther Taylor Arest alcisson	3/1/2023		Do not wedern this build Resolve to \$3.0 Do not wedern this build Do not wedern this build Do not wedern this build Fernande to \$3.0 Livers/instructed Demanded	Nome much movine paid researches it the 1-boding their goding min this paid? Bill their brail and draws aller submissed MODICO the stigs. Make 1358 a not broad to like Market in Minoran the models and a stigs. Making SE Program Makinger Training Adapting Control (1997), 155 most though Their models and a stigs. Making SE Program Makinger Training Adapting Control (1997), 155 most though Treat, while equanting the aution section may seen title a good labe for the residence, it all only practs more congestion through the several and very class or	See Comment #3 See Comment #5 See Comment #5 See Comment #5
			Ernesi MyCauff - Walnelsto- Commerc Form	Do not wedern this build Resolve to \$3.0 Do not wedern this build Do not wedern this build Do not wedern this build Fernande to \$3.0 Livers/instructed Demanded	Manipul Services to the transfer from plants and the standing enterprises and from plant 8 and 6 and one administration to the standing of the standing enterprises and from plant 8 and 6 and one administration to the standing of the standing line and 8 and 6	See Comment #3 See Comment #3 See Comment #3 See Comment #3 See Comment #4 See Comment #4
	Anther Taylor Arest alcisson			Do not wedern this build Resolve to \$3.0 Do not wedern this build Do not wedern this build Do not wedern this build Fernande to \$3.0 Livers/instructed Demanded	Annual motion part resources to the Sociality today going mind the just of the Sociality today part of the Sociality today of the Sociali	See Comment #3 See Comment #3 See Comment #3 See Comment #3 See Comment #4 See Comment #4
	Ambar Trajur Trajur Arez Jackson Amil Dawn B	2/6/2023	MyCagEx Watsate - Comment Form	Do not welsen, him hadd Fernande to 3,30 Do not welsen, him build Do not welsen, him build Do not welsen, him build Listers, hinduced to 3,30 Listers, hinduced to 2,30 Centered support	Manipul Services to the transfer from plants and the standing enterprises and from plant 8 and 6 and one administration to the standing of the standing enterprises and from plant 8 and 6 and one administration to the standing of the standing line and 8 and 6	See contract #3
	Ambar Trajur Trajur Arez Jackson Amil Dawn B	2/6/2023	MyCagEx Watsate - Comment Form	Do not welsen, his build Resource to 230 Do not welsen, his build Do not welsen, his build Do not welsen, his build Entered to 230 Lanter, find-need Cemental General support	Nome and more part resources to the Involving today going risk to appear that the part of an addition of a selection seeds of a city. Making SA Program Makinger Training Additional Conference of the conference of a city. Making SA Program Makinger Training Additional Conference of the conference of a city. Making SA Program Makinger Training Additional Conference of the conference of	See contract #3
	Ambar Trajur Trajur Arez Jackson Amil Dawn B	2/6/2023	MyCagEx Watsate - Comment Form	Do not welsen, his build Resource to 230 Do not welsen, his build Do not welsen, his build Do not welsen, his build Entered to 230 Lanter, find-need Cemental General support	Nome and more part resources to the Involving today going risk to appear that the part of an addition of a selection seeds of a city. Making SA Program Makinger Training Additional Conference of the conference of a city. Making SA Program Makinger Training Additional Conference of the conference of a city. Making SA Program Makinger Training Additional Conference of the conference of	See Comment #5
	Ambar Trajur Trajur Arez Jackson Amil Dawn B	2/6/2023	MyCagEx Watsate - Comment Form	Do not welsen, his build Resource to 230 Do not welsen, his build Do not welsen, his build Do not welsen, his build Entered to 230 Lanter, find-need Cemental General support	Manipus Manager Transpropriate good processor as the transpropriating proteining design granting profit granting and follows and manufacture and AND-20 the sing. Nature 135 are design to the southward to the single like in 155 are design from profit granting granting granting should be send on the single should be standing from profit granting granting granting should be send on the single should be sho	See Comment #5
	Ambar Trajur Trajur Arez Jackson Amil Dawn B	2/6/2023	MyCagEx Watsate - Comment Form	Do not welsen, his build Resource to 230 Do not welsen, his build Do not welsen, his build Do not welsen, his build Entered to 230 Lanter, find-need Cemental General support	Manipus Manager Transpropriate good processor as the transpropriating proteining design granting profit granting and follows and manufacture and AND-20 the sing. Nature 135 are design to the southward to the single like in 155 are design from profit granting granting granting should be send on the single should be standing from profit granting granting granting should be send on the single should be sho	See Comment #5
	Ambar Trajur Trajur Arez Jackson Amil Dawn B	2/6/2023	MyCagEx Watsate - Comment Form	Do not welsen, his build Resource to 230 Do not welsen, his build Do not welsen, his build Do not welsen, his build Entered to 230 Lanter, find-need Cemental General support	Some multi-more part resources to the trucking being policy gooding into the journ's plant of the read and count stand of horse afformations and ADOCC the sing. Make 138-2 is not locate state the label on it. Notes that the standard is the standard of the read of the standard into	See Comment #5
	Ambar Trajur Trajur Arez Jackson Amil Dawn B	2/6/2023	MyCagEx Watsate - Comment Form	Do not welsen, his build Resource to 230 Do not welsen, his build Do not welsen, his build Do not welsen, his build Entered to 230 Lanter, find-need Cemental General support	Manipus Manager Transpropriate good processor as the transpropriating proteining design granting profit granting and follows and manufacture and AND-20 the sing. Nature 135 are design to the southward to the single like in 155 are design from profit granting granting granting should be send on the single should be standing from profit granting granting granting should be send on the single should be sho	See Comment #5 See Comment #3
	Ambar Trajur Trajur Arez Jackson Amil Dawn B	2/6/2023	MyCagEx Watsate - Comment Form	Do not welsen, his build Resource to 230 Do not welsen, his build Do not welsen, his build Do not welsen, his build Entered to 230 Lanter, find-need Cemental General support	Manipus Manager Transpropriate good processor as the transpropriating proteining design granting profit granting and follows and manufacture and AND-20 the sing. Nature 135 are design to the southward to the single like in 155 are design from profit granting granting granting should be send on the single should be standing from profit granting granting granting should be send on the single should be sho	See Comment #5 See Comment #3
	Ambar Trajur Trajur Arez Jackson Amil Dawn B	2/6/2023	MyCagEx Watsate - Comment Form	Do not welsen, his build Remote to 330 Do not welsen, his build Do not welsen, his build Do not welsen, his build Gamen's build Gamen's build Camen's build	Manipus Manager Transpropriate good processor as the transpropriating proteining design granting profit granting and follows and manufacture and AND-20 the sing. Nature 135 are design to the southward to the single like in 155 are design from profit granting granting granting should be send on the single should be standing from profit granting granting granting should be send on the single should be sho	See Comment #5 See Comment #3

				Latent/Induced Demand	TxDOT's process in this project is flawed. It ignores induced Demand, construction impacts, particulate matter pollution from tire wear, the failure of almost all highway expansions, the success of freeway removals, and list traffic modeling is flawed.	See Comment #18
					A STATE OF THE STA	
169	Amy Bench		MyCapEx Website -	Do not widen/no build	Hullo,	See Comment 45
			Comment Form		As a longitum (25+ yeur) melation of Austin, currently in East Austin just block from ISS, I am concerned that the proposed highway expansion will only do more to increase traffic, noise, pollution, and separate east from west. Please keep in mind of selected for the citizens of Austin, especially those of us in close positivity to ISS. Uphidd rigorous environmental and safety standards white reviewing plans for ISS modernization. That you,	
					Thinky soc, Arry	
				Air Quality/Noise	We need greater measurements of air quality during this 'envisormental' roview	See Comment 834
				Caps/Deck Plazas	We have an opportunity to connect- by cap and attich-the neighborhoods east of 155 with those west of the highwayWe should have more caps (bury the freeway in longer segments so we truly create connections between east and west)Early plans suggested TXDOT would pay for the project.	Sae Corresent #42
				Multimodal Transportation	Any plan to update (35 should include this way to make our city more friendly to safer, cleaner modes of transportation, as well as provide additional land for parks.	See Comment #20
				Water Quality	Engineers should study ways to treat the water runoff	See Comment #125
					Mr Tadd Taddy,	See Contrast #5
					Lam setting to visice my strong opposition to the expension of 1.55 through devertises Austin. This is not what we the citizens of the City of Austin-want. Have tabled to 200x of weighbors and colleagues about this issue and not one person is supported of ISOPTs, conver ginate to expend the highway. TOOPTs endous assume that people including those who are envired terminal want by a decreased by our public points of the public points in the public point and translates and not one person in some confidence operations are considered and an application of the public points in the public public in principle. The public public is principle of the public public in public public public public principle.	
				Do not widen/no build	change and this is true for unknip oppulations and young people in Arterion in general. With missione polic is opport for the expansion of our light rist, bus system, and boke and pod paths, we have an incredible opportunity to re-insign in how we get around and reinbage our city to make austiniable transportation a reality and to meet our climate goals. That is overwhelmingly what young people want. ThOO's plan to widen the highway is outdated thinking that does not serve future generators. Peakes think about the future, "falsen" to the community, and give us real altimatives.	
					generations. Pleases think about the future, *listen* to the community, and give us real alternatives. Arry Concilo. On the Concilo C	
170	Array Concilio					
				Climate Change	As a climate change scientist who volunteered time to help the city develop the Climate Equity Plant, I am incredibly frustrated and disappointed with this plan, which will negate all the progress that we have make and are making on reducing our carbon emissions. We know from years of emprical evidence that explanding highways leads to more shallow, more politice, and more givenhouse give emissions.	See Comment #51
					made and are making on reducing our carbon emissions. We know from years of emprirical evidence that expanding highways leads to more traffic, more pollution, and more greenhouse gas emissions.	
				Community Alternatives	I would be much happier with the community alternatives suggested by Rethrisk 35 or Reconnect Austin, which you have not truly studied.	See Comment #4 See Comment #5
	1				Dear I-35 Capital Express Central, Rix:195 Capital Express Central, Draft Environmental Impact Statement	See Comment #5
	1					
1	1				Thank you for the apportunity to comment on the proposed 155 Dailt Environmental impact Statement and for the attempt to consider the lobe of meaningfully considering meaningful alternatives in the ES process, including the study done by Years ASM I temperature in solution as to the NRTH-INSS and fluorement Audin processal. Think the tith or poors to be depict not be meaningfully considerable with the CS process, including the study done by Years the section of the meaningfully considerable with the CS process, including the study done by Testing the CS process and the CS process and the CS process and the CS process are the CS process are the CS process are the CS process. The CS process are the CS process process are the CS process are the C	
				Do not widen/no build	rmyriad reasons the State of Texas might reasonably decide between meaningful alternatives. Given that the rate of traffic deaths per vehicle miles traveled are lower on local streets than TxDOT facilities, this study was essentially a way to choose the most dangerous alternative.	
					the most unregional assentiative. Thanks, you for a but that \$1,000 is a doing to provide safe access and mobility options with multimodal networks weven into the thriving communities of the Austin region.	
171	Amy De Luna	3/7/2023 Da R d	Email			
ID					c c	
					I thought the National Environmental Protection Act required TxDOT to meaningful procession meaningful atternatives, but that appears not to have been done in this draft EIS. There is clear community support for both the Rel TrinkS and Reconnect Austin proposats, including various levels of elected officials asking TxDOT to seriously consider meaningful alternatives. While the TTI study was interesting, it in no way is a replacement for	See Comment #4
				Community alternatives	thoroughly analyzing NeithinkSS and Reconnect Austin in the ES and ThOOT failed to provide any reasonable argument for why it refused to meaningfully consider these alternatives. Please run the rigorous analysis found throughout thousands of pages of ES on the ReflinixSS and Reconnect Austin proposals.	
					ужавая тил еле пустова агватува поито потодуток посывато, от разува от въз от пен пен глижо за от пенсотнест «докти регороме».	
172	Army Hufford	3/7/2023	Email	Do not widen/no build	Mr TARRY THOUT,	See Comment 45
					As both Tools, for countries part of world body in Auditoria, but not burief for an Auditoria, but	
					I went afternatives to the current plan to be considered. Thesels was afternatives to the current plan to be considered.	
173	Amy Kempe	3/7/2023	Email	Business/Residential Displacement	Mobility55 Program Manager Tommy Abrego, What about the citizens and our businesses? Are you just gionne plow us all down?? You don't live where we do so have so perspective and empathly. Amy Kempe	See Commant #21
					White about the citizens will obt dustriasses / Are you joint grow to set cover / You cont it we writer the do so news so perspective and emplany, with Amtipe	
					While I am in agreement with the need to expand 155, I would have I lead to see a more community integrated plan. Not just more drifty and noisy highway. The early dries of having otherway along the top portions of 155 similar to the Klyde Warren Park in Dallas were great.	See Correant #8
					The early ideas of having strictions along the top portions of DS similar to the Klyde Warren Park in Dallas were great. Had toped to see an improvement similar to this in KTRSZ-A mere that have the years have been undersomed by the community that could greatly benefit from the beauty a stitch could offer.	
					The early clear during ignormating region agriculture of the first 78752. An ear that may be invariant in the name and in a comparation of the community that could greatly benefit from the beauty a stillor could diffe. The black begind the seek intropresented climit in 1 this for 78752. An ear that now the years have been underserved by the community that could greatly benefit from the beauty a stillor could diffe. The black of stills was could have been in opportunity to offer more to the realization of the east table of 155 and bring improvement and additional green space to certifical and dwentions. Assistin, we will certainly read more given space in the 155 countries are not present our set of the still benefit in the still be still benefit in the	
					I would also like to hear more about planned walls to protect the communities along (155 similar to the Loop 1-Moffec corridor. We need to protect our communities in one will not be a series of the control of the con	
174	Amy Kennedy	3/6/2023	MyCapEx Website - Comment Form	General support	for example) Please do better and keep the future in your sights, because our children need a great and amazing vision. Thank you	
			Comment Form		Frame Go Desce and Foreign on south in your against Goldman Go Gracies (rates a great and annexing smoot), many you	
					Dear Chairman Bugg and Commissioners: Thank you for recognizing that 1-35 through Austin is one of the most congested readway segments in the State of Teosis. As this seriously outdated readway is often	See Correlat #8
	1				Duer Chairman Bugg and Commissioners: Thank you for recognizing that 155 through Audin is one of the most congested readway segments in the State of Tossa. As this seriously adulated readway is offered could be that State of Tossa, as this seriously adulated readway is offered readway. The seriously adulated readway is offered readway for the seriously adulated readway is offered readway. The seriously adulated readway for the seriously adulated readway for the seriously adulated readway for the seriously adulated readway to be read to read the seriously adulated readway to the seriously adulated readway to read the seriously adulated readway to the State of Tossa, and the State of Tossa, an	
175	Arrry Love Fisher	2/7/2023	Email	General support	Senior Vica President, Commercial Escrow	
	1					
176	Amy Rowland			Do not widen/no build	Modified's Program Manager Tomps Abreito.	See Comment #5
					Mobility55 Program Manager Tommy Atrago, As a resident of Justin, 1strongly oppose the ToCOT expansion of 195. By enacting this plan, you actively ignore that highway expansions don't work and only make things more congested for a long time just for a short relief. Not to mention the massion amount of mobile the control of the control	
					massive amount of pollution this project would cause. This is not a long term solution I want, nor is it the solution that is best for this city. Arry Ronland	
				Public transit / Multimodal transportation	I strongly believe that a public transit first proposal would be the best way to expand our driving system, as well as lift up our most valuerable objects and reduce pollution from vehicles. Hopefully you take my latter, so well as my power's letters, into consideration.	See Comment #13
					Dear Chairman Bugg and Commissioners: Thank you for exceptibing that 1-55 through Auxin is one of the most congested nearway segments in the State of Texas. As this seriously outstand readway is often called the Main Street of Texas, all Texas should call for bold and decisive	See Comment #8
1	1					
177		3/6/2023	for all	General support	action to brandform this critical stretch of infrastructure into a readway that will accommodate the rapid and immense growth we are experiencing in our great States. Accordingly, I am writing today to express my complete support for the 155 Capital Express Central design as proposed by TxDOT. There's you for your consideration of this request. Amy fluing.	
111	Amy Rung	3/0/2023	Email	General support		
	1					
	1					
178	Army Todd		VOH	Do not widen/no build	I OPPOSE TUDOT's plans for 1-35 and I OPPOSE expansion. I am FOR the Rethrisk35 proposal.	See Comment #5
					Logical Control of Expansion for Expansion Congestion relief is NOT worth it. I don't want to use an intensistate highway for my local trips. Legect TicOT, Austin City Councit, and other representatives to stand up for me. the failure of almost all highway sepansions, the success of freeway removals, and its traffic modeling is flaved.	
					A SERVICE LOCAL CONTROL OF THE CONTROL OF T	
				Latent/Induced Demand	TxDOT's process in this project is flawed: It ignores induced Demand	Sax Comment # 28

				Conselvation	T gover contraction requests	Constitution of the proposal pract is a conjugated state to express transport to pract as a frequent to proposal and the second to the the
				Tire Wear	It ignores particulate matter pollution from tire wear,	See Comment #18
				Water Quality	Highway expansions DONT work. They worsen congestion (as we saw with the Katy Freeway), air noise and water pollution, safety, and transportation options beyond driving.	See Comment #125
179	Arny Younkman	2/21/2023	Email	General support	I washed the U-fabe about the Cardial MSS proposed separation and I am definitely in favor of it, expectally making biting and walking sofe, it is much revealed. Thesis you!	See Comment 48
180	Ana Gonzalez	1/24/2023	Email	General support	Dur Chemme Bugg and Commenzioners Thatis you for recigiousing that 135 foreign Austin is one of the most congessed needway segments in the State of Tease. As this services) undistind modeling is offered could be Mark State of Tease. As the services of th	See Commercé à
181	Ana Lopez			Do not widen/no build	Montaging Name Manager Terminy strongs, as a Secretary Secre	See Comment 45
				Latent/Induced Demend	TACOT's proces in this project is Bewell it ginnes tracked Demand, construction impacts, perioculate matter pollution from the wear, the failure of almost all highway equanisms, the success of freeway removals, and its traffic modeling in Bewell.	See Comment #18
				Air Quality/Noise	They worsen congestion (sie we saw with the Katy Freeway), air noise and water pollution, safety, and transportation options beyond driving.	See Comment #34
182	AnaRose Hebein			Do not widen/no build	ModelpS Two States Demonstrates (Included Section Control of the C	See Comment #5
				Community Alternatives	I am FOR The Rethink35 proposal & support more public transit access and carpool designation.	See Comment #4
				Latent/Induced Demand	It (groves Induced Damand	See Connected #18
				Air Quality/Noise	conduction impacts, puriousite matine profusion from the wear. the failure of admost all highway equanations, the success of feeway removals, and in traffic modeling in feesed. Highway equanations sension competitive facilities on exemption models for Admy feeways, ser rather	See Comment #34
				Water Quality	and water pollution, safety, and transportation options beyond driving 10 years of construction for just a few years of congestion reliaf is absolutely not worth it.	See Comment #125
183	Anat Schechtman			Air Quality/Noise	Makingsh Manger Manager Tempor Manage. It is a solical of Extra-proper Manager Tempor Manage. It is a solical of Extra-proper Manager Tempor Manager	See Commer d S4
ID	C N	Da R d	S	Reroute to 130 Topic	l recold like to see TxDDT focus on redesigning another highway such as SH-130 as an intensional, and turning I-35 into a boulevard going through town. C	See connect #3 R p
					I am a proud resident of Delecced 2, which is a residential neighborhood located at the interchange between Airport Blvd and I-35. I feel compelled to write to you today to express my disappointment with the	The 1-35 Capital Express Central project proposed improvements include removing one of the entrances to the Deleccid 2 neighborhood. This design is intended to increase safety for travelers enting Airport Boulevied onto the northbound fromage road.
	© N				near partial resident of Section 2, which is a resident of engineering contract of the contrac	Safer access to the neighborhood is proposed at Brentwood or Airport Boulevand.
184	Andre M Bootne			belenced	Processed lighty sharped have regione connections in region and control transition for the format to desirable region and resistance of the control and the control to get may or states for exceptional processes. The control to desirable region and resistance of the control to desirable region and the control to desir	
184	Andre Miller Mil			Dalvood Blog Pad Safery	Processed liquid variages have regions extraction controller regions that control is self-control to control to control to groups or digate for extraction controller regions. An extraction controller region and other control to control to groups or digate for extraction controller regions. An extraction of the control to the control to con	See Connect 43D
184	Andrew Blooder and Blooder and Blooder			Dallwood BlayPed Salany Record Justice	Processed for growth or register connections in contract the classification of contract and contract to contract the co	See Comment (SD) See Comment (S)
	Andrew Booker States			Dallwood Blow/Part Safety Recent Justice Act Quarty	Processed by the variety of the processes of the control of the co	See Comment #3 See Comment #3 See Comment #3
184	Andre Michael Andre Michael Boofman		MyCayE: Widesler Commerc Form	Deletions Blow/hed Solkiny Resist Judice Ar Quality Ar Quality Chronic Change	Received figures stages these registers enconnected impacts that described, the properties branched of the properties of	See Comment #30 See Comment #30 See Comment #30 See Comment #308
	Andre Michael		McCayll's Welstein- Commert From	Dallwood Blow/Part Safety Recent Justice Act Quarty	Processed by the variety of the processes of the control of the co	See Comment #3 See Comment #3 See Comment #3

					Mr 1500T 1500T.	Sec Comment 65
					Mr 1500°T 1500°T. Date 1500°T. Have been an East Austin resident for over 20 years. Traffic on 135 is certainty a problem that needs to resolved, but expension will only expend the problem. We need a solution that is forward thinking that will encourage walking, blving, and	See Comment #5
					I have been an East Austin resident for over 20 years. Traffic on (35 is certainty a problem that needs to resolved, but expansion will only expand the problem. We need a solution that is forward thinking that will encourage walking, biking, and number hazaris.	
					I want community alternatives such as Reconnect Austin and RethieldS to be fully studied and considered. There are many cirises that have found solutions to growth and traffic that create a better, safer, and healthier environment. (Portland	
				Do not widen/no build	Find later in class Audit makes the level 2 plans. Their on the activities problem for class in branch to deep and the problem. The class is necessary and the class in the clast in the class in the class in the class in the class in the cl	
					Andreia Ariel	
				Air Quality/Noise	The highway noise is already intolerable, not to mention the air pollution being emitted. Adding more lanes eading more cars and more noise and pollution.	See Comment #34
				Recial Justice	Also, a larger highway will only further divide the Eastaide and devertown and destroy the neighborhoods that surround this.	See Comment #3
186	Andrea Ariel				MobilitySS Program Manager Tommy Adrego,	See Comment #4
					Making Shapes Manager Tramsy Arrange. When the Committee of the Committee	
					emitted. Adding more lanse means adding more cars and more noise and pollution. Also, a larger highway will only further divide the Eaststee and devertoon and destroy the neighborhoods that surround ISS.	
					and FL Worth are examples, I Highway expansions DONT WORK (Keep Company) and an example of the Company of the C	
				Community Alternatives	support using more time to create a control activities. One time transferred may proceed more process more process. September 1, 1, 1, 1, 1, 1, 1, 1, 1, 1, 1, 1, 1,	
					Andrea Ariel	
				Bike/ped safety	We need a solution that is forward thinking that will encourage walking, biking, and public transit.	See Comment #30
197	Andrea DuMont			Do not widen/no build		The County of St.
					MobilitySS Program Manager Tommy Arrego, 14, The a resident of east Austin and also a crist engineer. In the industry we like to say that "Cars are like a gas. They fill up the space you give them." Whi've seen so many examples across the US of highways meant to relieve congestion and	
					instead it just encourages more driving and more car use. Andrea Dulvont	
				Multimodal Transportation	If releving congestion were really the objective then we should reconsider the solution - more ways to incentivize and enable non-single driver methods.	See Comment #20
					Mobility35 Program Manager Tommy Atrego,	See Comment #5
					Nation, My reams is Andrew and I am a resident of Zennia St near the North Loop neighborhood, I oppose the I 35 expansion because I do not believe it will solve problems related to congestion and traffic, but will make them worse. The division of	
					Overtown and the East side is a bernish on the city and expending the cityde is not furnished by the city and expending the cityde is not furnished by the city and expending the cityde is not furnished by the city and expending the cityde is not furnished by the cityde and expending the cityde is not furnished by the cityde and expending the ci	
					I would like to recommend you check out NotjastBises (https://www.youtube.com/c/notjustBises) and StongTowns Media (https://	
188	Andrea Schmidt	3/2/2023	Email	Do not widen/no build	This is the 1-SS expension in a terroring band and and an attributed, memory because the cost of the many. Einish the the 1-SS expension in a terroring band and an attributed instruments. Einish the the 1-SS expension in a terroring band and an attributed instruments that will enforce the cost of the many.	
	Annua Juniot		Cital		I sepect TADOT, the Assist In Dity Cozenci, and other representatives to help my voice get hearin in this debata it, want to call Assist in how piers of the long term, and I want the city to improve and not become another paved metroples tike Dallas or Mountain. My vision is for Assistin in to be an exempta, a 1-On target that keep very descript has defined in the production. My vision is for Assistin in the an exempta in the region is the Similar for the world when the production is for Assistin in the Assistin its to the same region is a 1-On the production is a similar to the vision of which is a similar to the vision of the vision of which is a similar to the vision of the vision of which is a similar to the vision of	
					No. 10, the part is an existent of private. Several to the collection of private and several private and s	
189	Andrea Scott		VOH	Do not widen/no build	Their in the Chemysoco registration of a facility, the bicks are given to 3.5. In your world about what if is the bick arring the excity plans proposed; both in terms of brillin, rose, and general more of the bicks are given to t	See Commant #5
					disruption. While that anxiety quatters in the background, I want to voice some other consenss, and advocated for some things I am encouraged by. I second everything that the Charyvood heighborhood accounts has put for each and say to us strongly consider their supposition. Thank you,	
					Andrea Scott	
				Latent/Induced Demand	First and foremost, I do not subscribe to the notion that expanding the highway by adding more laines will rectly the traffic situation – I wholehearhadly believe it will be about the same in no time, as research has repeatedly borne out (for example: https://www.sciencedirect.com/science/article/abs/10/5096/07/03600000003).	See Comment #18
				Reroute to 130	In general, I am very much in fevor of returning i-35 to its former status as a boulevard thoroughfare, and re-routing traffic to 54-130.	See comment #3
				Caps/Dack Plazas	If the project must go forward, I am encouraged by a few things: the removal of the upper decks past Dean Keeton, and the inclusion / construction of caps in certain sections in addition to this work,	See Comment #42
					The project must go thread, I am encouraged by a few thinger the servoid of the upper discks peet Dean Keeton, and the inclusion / construction of caps in certain sections. In addition to this seck, however, is sold very much like to implicit in 2001 to egithre a cap in the leves adjoint to Chemysood, from Dean Keeton to Alegorit Brid – and encourage 1,0001 to do things in a way that is lead discipline to businesses and got less 3 forming the data.	
190	Andres Lasala	1/31/2023	Email	General support	Date Chairman Bugg and Commissioners: Therk you're recognising that 135 through Audin is one of the most composed readway segments in the State of Teass. As this seriously costioned readway is often called in Main Showed of Teas, all Teams about call in the size of teams and the size of the size of teams and the size of the size of the size of teams and the size of the size of the size of the size of teams and the size of the	See Cerement #8
191	Andres Ramirez		MyCapEx Website - Comment Form	Do not widen/no build	Tam very concerned about the proposed 1-35 expansion. As a long-time resident and homeowner in one of the neighborhoods where the expansion will take effect, this only seems like a short term fix, and not a long-time solution to increased traffic. Increasing the bank will only encourage more traffic in this area. There is more than 1 option, and this calls for the kind of progressive, forward this king that	See Comment #5
					Austin is known for.	
				Community Alternatives	Eaghee with the plans proposed by Mothink 155, focusing on more community-bissed solutions that enhance public transit and if necessary, routing non-local traffic outside Austin to reduce traffic (not to	See Comment #4
					mention pallution).	
192	Andres Rodriduez	3/7/2023	MyCapEx Website	Do not widen/no build	What is currently being done to improve 135 in Austin?	See Comment #5
***	1 Segment	2, 1, 2023	MyCapEx Website - Comment Form	and the state of t	What is currently being done to improve ISS in Austin? What can the public of Austin do to help improve ISS? Thank you	
193	Andres Villa Claros	1/31/2023	MyCapEx Website - Comment Form	General support	For the love of God please do this. Not only will it improve transportation between done the most populous cities, but also add lots of tourist appeal to people locking to visit us.	See Comment #8
			Comment Form			
ID	C N	Da R d	S	Topic	c	* 0
194	Andrew Artis			Do not widen/no build	Mobilitot's Program Manader Tommy Abrelo.	Sao Commant #5
				and the state of t	MobilityS Program Manager Tommy Adrego. Law Andrew Act of Asset Tit, and Exempty oppose the i-35 expansion as proposed right now. Thank you for wanted for most received a gainst that downs I value a bandaled for nor conjection which will only require more expansion to keep up. Andrew Actst Thank you for wanted for most received as gains that downs I value a bandaled for nor conjection which will only require more expansion to keep up. Andrew Actst The program of	
					A STATE OF THE CASE IS THE CAS	
				Reroute to 130	Fam for recurring major traffic around the city and expanding 130 while making downtown Austin roads an interconnected thoroughfure with expanded public transport.	Secomment #3
					Tam for roung major trains around the city and expanding LSD white making downtown Adam rougs an interconnected the copyright are neighboring public trainsport. Mobility55 Program Manager Tommy Atregio.	344 CONTRAIN # 3 544 CONTRAIN # 3
					Helito,	DAM CONTRACT #9
					Lam against expansion of k35 and the current plans. The state should buy 130 and make that 35 while running a boulevard down "East Avenue". There is no reason we need highways into the center of our downtowns. To do so is a complete disregard for the science of modern city planning.	
195	Andrew Brandt	3/7/2023	Email	Do not widen/no build	owegue to the source or more more parameter. If the district new and the first force and parties, it would not need to be some time the first force and parties, record think freeze, parties where the same time the Katy Freeze, was drawn. That abomination of a road goes to show that no matter how many laines you build, the tradition will fill the volume of the space given. Lut's not keep repealing the same mistakes. If we MUST have 35 running through downtown it needs to be in a out and cover. We would be able to put trains or parks above the highway which would add much needed mass transportation.	
					Design companies and a series of the series	
				Bike/ped safety	Hit there my name is Antineo Codette. I'm resident of the city of Austin. I have a lot of experience in Austin - related 155 as well. If I can to University of Tessa in Austin severals with my daughter and I drive on	See Comment #30
					135 regularly at various times of day on the week and the weekend, so I understand the value of both use larnes for pedestrians, the cycling get around as well as you'll need to drive on 35 obviously it's greatly appreciated when it's possible and	
					There may an in-define Castler. In our display of the castle is the ask of experience in June 2 and of Experience in June 2 and Experience in June	
					central Austin. So I would appreciate if there could be easier crossing for pedestrians like was more strongly considered in designing and you know adding an entra lane I think might have some short term benefit, but with the increase in population	
			Voi	Public transit /	It's really important to corne up with new ways for trainait to be more efficient in the city for people all across the city and also pedestrian, cyclists for those who are nealtry, Again it's a living breathing city, it	See Comment #13
196	Andrew C	0.00,0000	mai	Multimodal transportation	It is mady important to come up with new ways for trainst to be more efficient in the city for people all across the city and also pediabriles, cyclists for those who are meetly. Again it is a living breathing city, it doesn't earn in a vacuum so part allong more lines might earn is coulded the city but in front of the city is going to create more problems that case coulded of the highway table. So perhaps in addition to having it move early reportant and pediabrillant to cost and corrunting point ways to the character state full facility gain (applied that of the city and pediabrillant to cost and corrunting point ways to the character state full facility gain (applied that of the city and pediabrillant to cost and continued to the cost of the city and pediabrillant to cost and pediabri	
			'			Seconnect 63
				Managem 10 130	could have then client in 183 or something like that nother than going straight strongth the city. And then that sould releve tability going through downtown. So think an alternative could be added to this but hoppfully would improve the love of popule who have in the city and improve the love of popule who have in the city and improve the love of popule who have in the city and improve the love of the city and in the city and improve the love of the city and in the city an	
					we could improve the ability to creat the highway and not just transin in orth of 1-55. I appreciate the work everyone is doing on this, and I hope we can consider how great a copy of the contract of the co	
					Date Chairman Bugg and Commissioners: There you for recognizing that 135 through Audin is one of the most congested reachesy segments in the Date of Texas. At this seriously outsided reachesy in the control of the date of Texas and the commodate the property of the control of the reachest of the recognizing of the date of the control of the recognizing of the reachest of the recognizing of the recognizing of the recognizing of the reachest of the required. In the recognizing of the recognization of the required. There of the recognization of the required the recognization of the	See Comment #8
197	Andrew Cornwell	2/7/2023	Email	General support	Called the Main 27wet of Teack, all Teachs should call for bold and decave action to transform this critical shelpto of inflation/cove etia a readway that, will accommodate the rapid and immense growth we are expeniencing in our great Stake. Accordingly, I am writing today to express my compiles support for the ISS Capital Express Central design as proposed by TxDOT. Thank, you for your consideration of this request. Thanks, Andrew Comwell Sent from my Plotone	
	1	3/8/2023	MyCapEx Website -	Public transit / Multimodal transportation	I support more efficient pedestrian and vehicle connections by elevating or burying the section, specifically at Airport Bird which contains light trail and presents the opportunity for a pedestrian friendly multi-model intersection (hub.	See Comment #13
198	Andrew Cortes			14.16	model interesting their	
198	Andrew Cortes	4,111	Comment Form	transportation	TIROURI TIRE RELIGIOUS VITAGO.	

	1				Para Phaliman Boot and Parasistance Thank are for committee that 15th beauth hartis in our of the most constant of advancements in the Paras of Years Artis control and advanced in the Parasis of Years Artis control and advanced in the Parasis of Years Artis control and advanced in the Parasis of Years Artis control and Artis of Artis of Years Artis control and Artis of Years Art	See Comment #3
					Dear Chairman Bugg and Commissionars: Thank you for recognizing that I-35 through Audein is one of the most congested roadway segments in the State of Texas. As this seriously outdated readway is often colled the Main Street of Texas, at Pleases should call for bold and decides action to sealwhay should be selected or finishanceus into a readway that will accommodate the regold and immense growth we are experiencing in our great State. Accordingly, it am willing tokely presuper professional Science Special Science Specia	JAN CATTERING FO
199	Andrew Dickson	2/7/2023	Email	General support	Accordingly, I am writing today to express my complete support for the I-SS Capital Express Central design as proposed by TuCOT. Thank you for your consideration of this request. Andrew Dickson Managing Director Mutifamily Capital Markets NEWARHY.	
200	Andrew Dillon	1/18/2023	Email	Do not widen/no build	It's 2023, the car is not the future. Why wisdo all this money when Austin could innovate a real solution, is it true that you have already agreed the contracts with the builders who will make a fortune from	See Comment #S
					this old 20th century response to traffic problems? Use dynamic modeling Tx00T., you have always been poor at predicting what is needed and now you are costing this city it's future.	
201	Andrew Dunklee	2/11/2023	MyCapEx Website -	Do not widen/no build	Please don't demolish north of 45th street. that is all	See Commant #5
			Comment Form			
					First, I understand the need to improve and update 135.1 am impressed by the amount and thought and planning that have led to this encleavor. 1 like is UT. Audit on with my disaplined in information control abusin. I said only regularly in the City, including on 135, to have encrowed incredible of the city and highlaspy. 1 like is UT. Audit on with my disaplined in information control abusin. I said only regularly in the City, including on 135, to have encrowed incredible of the city and highlaspy. 1 like or control and that it is more with 55 pain of millionair - ower encroses— find delivers. The proposal aim to which the result, the thirdy displacing fluid missess and homes. There is a possibility to city and deliberation. The propriet is an obstant that is a possibility to city and deliberation.	See Comment #20
					ser out-weeken that the current 1-50 and print with contractions are consistent with the current 1-50 and print with contractions are consistent with the current 1-50 and print with contractions are consistent with the current 1-50 and print with contractions are consistent with the current 1-50 and print with the cu	
					There is some improvement for the ability for pedestrians and cyclists to cross I-35, but this is mainly near downtown. Currently, it is entremely risky to safely cross I-35 as a pedestrian or cyclist. This NEEDS to change across the thoroughfare. We NEED to be able to cross I-35 safely.	
					Note that the processors is a simple of the processor of	
					choioss for themselves and the environment. Your team is working on such an important project that will impact our community and population for years to corne. Please continue considering Austin residents, their health, and their ability to transit within their city as you refine your plans for	
202	Andrew Gaudet	2/26/2023	VOH	Multimodal Transportation	1.35. Thank you	
203	Andrew Glazenr			Do not widen/no build	MobilitySS Program Manager Tommy Abregio, I am unsure which communities are asking for highway expansion. It is my belief that the impetus for this project is to maintain full-time employment for TxDOT engineers and staff.	Sau Correnant #5
					In the control of the	
					The short-sigited reality of highway expansion is disappointing, I would expect more from transportation professionals. The short-sigited reality of highway expansion is disappointing, I would expect more from transportation professionals. The short-sigited reality of highway expansion is disappointing, I would expect more from transportation professionals. The short-sigited reality of highway expansion is disappointing, I would expect more from transportation professionals. The short-sigited reality of highway expansion is disappointing, I would expect more from the asphalt greyscape you unjustly subject communities across the State to. This short-sigited results of highway expansion is disappointing, I would expect more from the asphalt greyscape you unjustly subject communities across the State to. The short-sigited results of highway expansion is disappointing, I would expect more from the asphalt greyscape you unjustly subject communities across the State to. The short-sigited results of highway expansion is disappointed by the short-significance of the sh	
					Thack you	
				Public transit / Multimodal transportation	Nobody has voted for more highway lares, however, residents have repeatedly voted for more infrastructure to support public transportation and non-noterized modes of travel.	See Comment #23
004						
204	Andrew Hairston			Do not widen/no build	Mobility55 Program Manager Tommy Alrenge. My name is Active Melanciar, and fin a resident of each Audit. I oppose the expansion of I 35.1 with to urge you to do everything within your power to halt the expansion of I 35. History and the present demonstrate that -especially across the American Such - Higher yelements does in this to care the professor of sufficient professor of I such a support to body.	See Comment #5
					Andrew Hairston	
				Recial Justice	Name and the state of the state	See Connect #3
				Policial Justice	Moreover, opposing highway expansion advances the cause of nacial pation in the teenty-first century, As Black and Brown residents of east Audin strive to survive, alleviating their concern that they will be displaced by highway expansion should be a priority of policymakers.	Sea Contract #3
205	Andrew Lane	2/24/2023	VOH	Caps/Deck Plazas	Distriction of mission with an orbital household mark that the Para and official is the class assenting of wealth for the city. Many already assenting this has been been under the base Thomas and with the country and the c	See Comment #42
205	Andrew Carre	2/24/2023	von	Caps/Deck Plazas	Underground maintine with an urban boulevard over the top. Cup and stitch is the clear generator of wealth for the city. Resea pisses please please actually listen to the people who live here. I know you probably warr. You Tpobably just make it will desir, show, and power for the city. Dut still, if pany that series bright speed your planner is there looking at those with a desire to change things and a desire to actually code this management of recovered our city.	Data Contraint e-2
					E Sive in the Wilshire Wood Neighborhood (WWD1).	Sas Comment #9
					It is no in the limitor's thord implicational (IMCS). Also, TOO plases below below being or	
				Witshire	children. We carnot have a new, major arterial road created in our neighborhood, solely based on TXDoT's interest in connecting E. 41st St. And Wilshire Blvd. Thank you.	
206	Andrew Levack		MyCapEx Website - Comment Form		Your Modified Alternative 3 indicates sound level models above the target of 67 dB maximum prescribed by federal law for the types of usage specified. TXDoT has not enhanced all possible noise abatement.	See Commant #34
					The Martine A Entoring a Unique can write our relate shows the size of 4 of 18 minum presented by laboral law for to top your of any your of 18 minum presented by laboral law for the young or size, 100-18 minum presented by the Martine A Entoring presented by the Size of 18 minum presented by the Size of 18 min	
				Air Quality/Noise	actual tripliney, which would not require breass for residential streets and access to businesses just each of the highway. A different design that moved the sound wall done to the highway acute allow for a contiguous sound wall that would mitigate moise effectively. The failure of TDDT not to design a contiguous sound wall in such a way will result in a civil lansual by Wilshie World sound accident, seeking collective action from TDDT for not being a contiguous sound wall in such a way will result in a civil lansual by Wilshie World sound accident specific collective action from TDDT for not being a contiguous sound wall in such a way will result in a civil lansual by Wilshie World sound accident specific collective accident for the highest specific collective accident specific collectiv	
					And placed to Wilstein	
207	Andrew M	3/6/2023	VOH	East/West Connectivity	as adjusted to this control in the control of the c	See Comment #20
					Further, it is also already very difficult and unsafe to cross 35 by frost or by bits at any intersection between 12th and 51st at least, with only the crossing at the Hancock center feeling at least somewhat safe produbly because it's not ready a whiche crossing, as it dumps into the Hancock parking least and is not a true seaf-veet software desired as a resource.	
					and if arything it is in desperate need of improvement. Hear that even the best plans shown publicly so fer seem to make or keep it difficult for east Austinties to access the rest of the city they live in, so the widering of 35 just pushes east Austin Library away under the contract of the city they live in, so the widering of 35 just pushes east Austin Library away and the city of the contract of the city they live in, so the widering of 35 just pushes east Austin Library away and the city of the city o	
ID	C N	Da R d	S	Topic	c	8.0
					My. I would like to provide comments on the preferred alternative design as an Austin resident. I have looked through the preferred alternative (modified alternative 3) designs and an very satisfied with the design according to the preferred alternative. The preferred alternative 3 designs are downward and the preferred alternative 3 designs are downward and the preferred alternative 3 designs and an very satisfied with the design according to the preferred alternative 3 designs and an very satisfied with the design according to the preferred alternative 3 designs and an very satisfied with the design according to the preferred alternative 3 designs and an very satisfied with the design according to the preferred alternative 3 designs and an very satisfied with the design according to the preferred alternative 3 designs and an very satisfied with the design according to the preferred alternative 3 designs and an very satisfied with the design according to the preferred alternative 3 designs are designed to the design according to the design accor	Saw Comment #8
					N, I would be by provide comments on the preferred alternative length as an Austra resident. These based through the operational numbers and an every satisface with the saging directions. Supplicit, The bost based residency and a stress of the saging directions. Supplicit, The bost based residency and the saging directions. Supplicit, Comment, companying the preferred alternative produced as the saging directions. Supplicit, Comment, companying the preferred as the saging directions. Supplicit, Comment, companying the preferred as the saging directions of the saging the preferred as the saging directions. Supplicit comments are saging to the saging directions of the saging the saging the saging the saging the saging through t	Sea Contract #8
					It, I best of the proced common to produce planeture design as an abute resident. I have been derived, the professer desiration professer abstractive prof	Sus Continent #8
					N. I have the in product commons on the producted partners designed as an abstant readout. I have been defined partners productively producted partners, and productively. The includent design partners are productively productively. The includent design partners are been productively productively. The includent design partners are been productively produc	Sec Contrast 48
208	Andrew M Graff	1/12/2023	Email	General support	It. I local disk is product exemunity to preferred alternatives designing as an abstant readout. I have indeed of through the printered alternative production alternative production and brighted. Complete productions and brighted for complete productions and brighted for complete productions and brighted. Complete productions and brighted for complete productions and brig	Sea Communit #8
208	Andrew M Graff	1/12/2023	Email	General support	It, I tourist die propriet common la product planteria design au an abster research. Then is shared through the printered destrotes justified absterdar 3. The pages and man very stander and they are applied to the production of	Sea Contract #B
208	Andrew M Graff	1/12/2023	Email	General support	It, I best of the proofs commonts on the propriets alternate security on an animal resident. I have been defined present the profession alternate profession alternate profession alternate profession alternate profession alternate profession and profession. Security is recognitive to the profession and profession. Security is recognitive to the profession and profession and profession. Security is recognitive to the profession and profession and profession. Security is recognitive to the profession and professio	Sac Contrast #\$
208	Andrew M Graff	1/12/2023	Email	Clemental support	In Tended lies by provide commentation to the professor abstraction of the professor and commentation to the professor abstraction of the professor abstraction o	See Contract #8
208	Andrew M Graff	1/12/2023	Email	General support	In, I toward the in proofs commonists on the purphered partnership excepts. These hashes design per an except of proofs the purpher and partnership except t	
208	Andrew M Graff Andrew McClintic	1/12/2023	Email Email	General support Bouypad safety	To End of 1507; I appear 55 expension in Audit. I Stein it will undermine traffic resolution in the long turn and increase operant. I would prefer improved waking and opting infrastructure. Andrew McClintic	See Comment & Si
209	Andrew M Graff Andrew McClintic	1/12/2023 3/7/2023	Emil Emil	General support Every load surley	To End of 1507; I appear 55 expension in Audit. I Stein it will undermine traffic resolution in the long turn and increase operant. I would prefer improved waking and opting infrastructure. Andrew McClintic	See Comment 920
209	Andrew McClints: Andrew McClints:	1/12/2023 1/12/2023	Email Email	General support Greynel selfor Do net selfor, we build	To End of 1507; I appear 55 expension in Audit. I Stein it will undermine traffic resolution in the long turn and increase operant. I would prefer improved waking and opting infrastructure. Andrew McClintic	
209	Andrew M Graff Andrew McDissic Andrew McDissic	1/12/2023 1/7/2023	Email Email	General support Binaryou suffer Do not widen/to build	W-DOCT-DOT	See Comment 920
209	Andrew M Graff Andrew McDissic Andrew McDissic	1/12/2023 3/7/2023	Email Email	Bike/ped safety Do not widen/no build	On ECOT TACK. In agencia To Audit. 1 Strick 1 and undermore traffic residution in the larg turns and increase agreest, residul profer improved waiting and cycling infrastructure. Actives McClinic Michael Strick Strick Control Audit Strick To an Audit Control Audit Strick Strick Strick Control Audit Strick S	Sea Continues #50 Sea Continues #5
209	Andrew M Graff Andrew McDintic Andrew Modinic	3/12/2023 3/7/2023	Ernal Ernal	General support Bitaryael audiny Do net sodary too bold Public traval / Multimodal Transportion	To End of 1507; I appear 55 expension in Audit. I Stein it will undermine traffic resolution in the long turn and increase operant. I would prefer improved waking and opting infrastructure. Andrew McClintic	See Comment 920
209	Andrew M Graff Andrew McDistic Andrew Modistic	1/12/2023 3/7/2023	Email Email	Bike/ped safety Do not widen/no build	On ECOT TACK. In agencia To Audit. 1 Strick 1 and undermore traffic residution in the larg turns and increase agreest, residul profer improved waiting and cycling infrastructure. Actives McClinic Michael Strick Strick Control Audit Strick To an Audit Control Audit Strick Strick Strick Control Audit Strick S	See Comment #50 See Comment #5 See Comment #3
209	Andrew M Graff Andrew McClists: Andrew Moodie	1/12/2003 1/1/2023	Email	Bike/ped safety Do not widen/no build	The ECOT FLOCE TADIC In appear 20 A PLOCE In appear 20 A PLOC	Sea Continues #50 Sea Continues #5
209	Andrew McDistic Andrew Moodie	1/12/2003 3/7/2003	Email	Bike/ped safety Do not widen/no build	The ECOT FLOCE TADIC In appear 20 A PLOCE In appear 20 A PLOC	See Comment #50 See Comment #5 See Comment #3
209	Andrew M Guilf Andrew McCintic Andrew McCintic Andrew Moodle	3/7/2023	Ernal Ernal	bisa/pad safety Do not widen/no build Do not widen/no build Public trainst / Multimodal trainsportation	On ECOT TACK. In agencia To Audit. 1 Strick 1 and undermore traffic residution in the larg turns and increase agreest, residul profer improved waiting and cycling infrastructure. Actives McClinic Michael Strick Strick Control Audit Strick To an Audit Control Audit Strick Strick Strick Control Audit Strick S	See Comment #50 See Comment #5 See Comment #3
209	Andrew McDistic Andrew Moodie	3/7/2023	Email	bisa/pad safety Do not widen/no build Do not widen/no build Public trainst / Multimodal trainsportation	The DECOT BOOK. In agence 20 and present in Audio, 1 Strick it all understone basility exceptation in the large term and increase agrees, 1 would prefer improved waiting and cycling infrastructure. Across McClinic Managed Singuine Managed Training Adoles, 1 Strick in all understone basility in a series of the Singuine Managed Training Adoles, 2 Singuine Managed Training Adoles, 3 Singu	Sea Comment #30 Sea Comment #3 Sea Comment #3 Sea Comment #3 Sea Comment #5
209	Andrew McDistic Andrew Moodie	3/7/2023	Email	bisa/pad safety Do not widen/no build Do not widen/no build Public trainst / Multimodal trainsportation	The DECOT BOOK. In agence 20 and present in Audio, 1 Strick it all understone basility exceptation in the large term and increase agrees, 1 would prefer improved waiting and cycling infrastructure. Across McClinic Managed Singuine Managed Training Adoles, 1 Strick in all understone basility in a series of the Singuine Managed Training Adoles, 2 Singuine Managed Training Adoles, 3 Singu	See Comment #50 See Comment #5 See Comment #3
209	Andrew McDistic Andrew Moodie	3/7/2023	Email	bisa/pad safety Do not widen/no build Do not widen/no build Public trainst / Multimodal trainsportation	The DECOT BOOK. In agence 20 and present in Audio, 1 Strick it all understone basility exceptation in the large term and increase agrees, 1 would prefer improved waiting and cycling infrastructure. Across McClinic Managed Singuine Managed Training Adoles, 1 Strick in all understone basility in a series of the Singuine Managed Training Adoles, 2 Singuine Managed Training Adoles, 3 Singu	Sea Comment #30 Sea Comment #3 Sea Comment #3 Sea Comment #5
209	Andrew McDistic Andrew Moodie	3/7/2023	Email	Bisepase authory Do not widen/to build Public spread / Multimodal Public spread / Multimodal De not widen/to build	The DECOT BOOK. In agence 20 and present in Audio, 1 Strick it all understone basility exceptation in the large term and increase agrees, 1 would prefer improved waiting and cycling infrastructure. Across McClinic Managed Singuine Managed Training Adoles, 1 Strick in all understone basility in a series of the Singuine Managed Training Adoles, 2 Singuine Managed Training Adoles, 3 Singu	Sea Comment #30 Sea Comment #3 Sea Comment #3 Sea Comment #5
209	Andrew McDistic Andrew Moodie	3/7/2023	Email	bisa/pad safety Do not widen/no build Do not widen/no build Public trainst / Multimodal trainsportation	No FLOOT FLOOT. In agence 25 agence are Audion. I Strick it all undermore basility evolution in the long term and increase agrees, I would prefer improved waiting and opting infrastructure. Another McClinics McClinics 25 Regions Manager Training Storage. McClinics 25 Regions Manager Training Storage are represented in 55. Expending splane, but bear all common bill 10 600 FLOOR in a set of one again, and it worth each this time atther 1,000 should be conducting studies and investing emerge Audion Storage Manager Training Storage are represented in 10 500 FLOOR IN 10 600 FLOOR IN 1	Sea Comment #30 Sea Comment #3 Sea Comment #3 Sea Comment #5
210	Andrew McCordo: Andrew Moodle Andrew Moodle	3/7/2023	Email	Bisepase authory Do not widen/to build Public spread / Multimodal Public spread / Multimodal De not widen/to build	The DECOT BOOK. In agence 20 and present in Audio, 1 Strick it all understone basility exceptation in the large term and increase agrees, 1 would prefer improved waiting and cycling infrastructure. Across McClinic Managed Singuine Managed Training Adoles, 1 Strick in all understone basility in a series of the Company Adoles, 1 Strick Adoles McClinic Managed Singuine Managed Training Adoles, 1 Strick Adoles McClinic Adoles Adoles McClinic A	Sea Comment #30 Sea Comment #3 Sea Comment #3 Sea Comment #5
209 210 211	Andrew McCordo: Andrew Moodle Andrew Moodle	3/7/2023	Email	Bisepase authory Do not widen/to build Public spread / Multimodal Public spread / Multimodal De not widen/to build	The DECOT BOOK. In agence 20 and present in Audio, 1 Strick it all understone basility exceptation in the large term and increase agrees, 1 would prefer improved waiting and cycling infrastructure. Across McClinic Managed Singuine Managed Training Adoles, 1 Strick in all understone basility in a series of the Company Adoles, 1 Strick Adoles McClinic Managed Singuine Managed Training Adoles, 1 Strick Adoles McClinic Adoles Adoles McClinic A	Sea Comment #30 Sea Comment #3 Sea Comment #3 Sea Comment #5

Part	1	4				A more responsible approach to reducing congestion would be to reduce vehicular traffic through more and better public transportation. Doing so would also be more consistent with the city's goals for southeasted to transportation.	See Comment # 33
Mary					transportation	A more responsion to restoring congession would be so restore venicular trainic strongin more and beam purse; trainiportation. Long so would also be more consistent with the city's goals for sustainable trainiportation.	ONL COTTON P.C.S.
Mary						Date Chairman Rust and Commissioners: Thank are for recombined that LSK through Austinis one of the most rendested markets seement in the State of Terms. So this servinal markets in other	See Comment 48
Part						called the Main Street of Teace, all Teachs should call for bold and decide ection to transform this critical stretch of inflastructure into a readway that accommodate the rapid and immunity growth we are experiencing in our great State. Accordinate, I are review to decide one consens in corrections account from the SS opening Consens Exercise Consens and Consens and Consens account from the SS opening Consens account from the SS opening Consens account from the SS opening Consens Exercise Consens account from the SS opening Consens account from the S	
March Marc	213	Andrew Shaw	2/7/2023	Email	General support	Senior Vice President, Residential Marketing & Development Hentage Title Company of Austin, Inc.	
March Marc						Day Annual Review of Communication	
March						Take is you for excepting that I.S. through Austria is one of the most congested reaching segments in the State of Texas, a this secretary understand reaching is often collect the Main Street of Texas, all Texas should call for bold and decisive authors by the Company that I is a street of the Company of	Jene Controlled To
March Marc	214	Andrew Shih	2/14/2023	Email	General support	Accordingly. I am writing today to express any comprises expoper for the 1-52 Capital Express Central Accordingly. I am writing today to express my comprises expoper for the 1-52 Capital Express Central Accordingly. I Am writing today to express my comprises expoper for the 1-52 Capital Express Central Accordingly. I Am writing today to express or express or express of the request.	
March Marc	045				A		
March Marc	215	Andrew Sinnott			Do not water/no balla	We that is the process. To Whom R May Concern: To Whom R May Concern:	Day Contracts #5
March Marc						The intendate highway system is a truly exceptional American innovation. However, it is time to rethirsk how we modify highways for the 21st century rather than relying on paradigms of the 20th century.	
March Marc							
March Marc					East Allow Connection		The Committee of the Co
March					Lasy West Correcting	Securities (p. 1). Securities and the security and the security and the securities are securities and the securities and the securities and the securities are securities are securities and the securities are securities are securities are securities are securities are securities and the securities are securities and the securities are sec	See Continue 2D
March					Resinance/Basistantial Disetanament	If would natalfiside impact Boolin's accounts down the abbrevalue of historic USS and advanced for naces. Incidences and residential deservoment to florish	See Comment #21
Manual Part	216	Andrew Useche	3/7/2023	Email	Do not widen/no build		See Comment #5
Manual Part						At the same time that cities across the courts, and across the world, are waking up to the fact that highway widening is a waste of money, TuDoT is still stuck in the past. At the same time that cities like DC, NY, Seattle, and LA are looking to new transit projects to reduce traffic, TuDOT still thinks that cars are the only way to get around. Get with the program. This isn't new. More lians is not a permanent solution. Transit is a permanent solution. Sidewalks and bits lanes are permanent	
The column The						isolution. Teass can not repeat the mistakes of the past, buildooring its neighborhoods to replace them with even more clogged lanes. Our transportation have to move forward, not backwards. No 135 expansion.	
The column The							
The column The	217	Andrew Vernooy	3/7/2023	Email	Do not widen/no build	Date TROOT The furner expansion of H 35 is instant, in the end Austin's downtown will be destroyed by lack of planning and more people will loose their lives, as there is a limit to the safe width of an interregional roadway. Eventually, TXXXVI will be legally read to account the contraction of th	Saic Commant #5
The column The						Trees or has been been responsible to the contract of the cont	
Part						COMPANY FOR THE PARTY OF THE PA	
Part			1				
### 1985	218	Andy	1/20/2023	MyCapEx Website -	Regional Connectivity	Revive the Lone stair rail proposal	Seconment #1
### 1985				Comment Form			
Market M						MobilitySS Program Manager Tommy Abrogo, Tam a recident of Control Austin 1 have found not have been asset from the 195 frontstan most for 10 years (0)8005 ToOTTS price for 195 and 1000055 amounts in the beautiful to the beaut	See Comment #5
Part						or to walk over to Mueller Park, or to Nature's Treasures to support an Austin local business. These places are less than a quarter mile from me, and yet crossing over the bright that is the interstate makes the trip at least twice as long, not to	
Marchan Marcha						Highway expensions DONT work and expending ISS across some of the most economically and culturally strivent core of cereal Austin DEENT HEB President, it makes it wome. ISS expansion ruins the quality of life of the people who live in the NEST-DEENT OF this bight, leaders TDOIT to advance it DOIT	
Marchan Marcha					Do not widen/no build	Every example of urban planning, such as the Matrix Plan, that uses a combination of inerusing staffic, covered bouleverds, public transit for local traffic, has worked. Austin's traffic and transportation solutions should reflect the forward-trimbinds, incombine scirct that makes Audio staff out on the decades-do to clinitated methods occurred every and askin.	
Part	219	Andy Bishop				1 OPPOSE TXDOT's plans for 1-35 and 1 OPPOSE expansion. Andy Bishop, Central Austin Resident	
Part							
Part					Recial Justice	The history of ISS is one of reclining, SEPARATING people and DN/DNG the city. This is not a legacy that we want to be engendering any longer.	See Comment #3
Part					Air Quality/Noise		See Comment #34
	220	Andy Coco			Do not widen/no build	MobilitySS Program Mursager Tommy Abrego,	See Comment 45
Formula Medical Property of the Control Property of th						Audin hopes to be a vision of a fluturistic, dynamic, gorgeous city, night? No one wards to become IA vites on the road! We need to their way further alward in the future. 1 expect City Councy, ThOOT, and my representatives to send on up for me and need enough to 55 (pure out of their way for their specification) is a position and certain congestion. Whatever size container you create, that's	
March Marc						the amount of traffic that will flow through it, eventually. It's time for a PEAL vision, and there are many visionary plans laid out to choose from. I urge you to consider RelTrink 35.	
March Marc					A	A Delta M Providence	
April							
The sequence of the time of the content of the cont					transportation	то поставить при	See Continue 2
The sequence of the time of the content of the cont	221	Andy Gold	3/7/2023	Fmail	Do not widen /no build	Mobility's Program Manager Young Etreats	Sun Comment 45
Manages 128 Manages 129 Manage		,	4,7,222			This expansion will destroy small businesses and people's homes. It is harmful to the community Andy Gold	
Manages 128 Manages 129 Manage	222	Andy Liddell			Do not widen/no build	Mobilités Program Manager Tommy Abrado.	See Comment 45
Manages 128 Manages 129 Manage						I'm a ring time Cherrywood resident opposed to the expansion of ISS. All credible studies show that expanding highways does not releive congestion. ISS destroyed wbrant neighborhoods when it was first. built wildering it will repeat that of leveral and residence, rather than remove, the drivisions between east and week, exation.	
Page March							
Comment of Secure Comment of					Reroute to 130	Route 25 around the crit instead, 130 is a benivior, undervised toll road, Let's out through traffic there, cao 35, and use the former 35 conduct for local traffic.	See comment #3
Comment of Secure Comment of	223	Andy Rowell	1/31/2023	MyCapEx Website -	Regional connectivity	believe commeter rail between San Antonio and Austin would be ecologically sensible, economically visible, and more socially responsible then expanding or constructing automative highways	See conversal #1
Contract from Contra				Comment Form			
Source Company Compa	224	Andy Ruiz	1/31/2023	MyCapEx Website -	Regional Connectivity	We definitely need trainsit to Austin. Maybe one day from Sen Antonio to Austin to Houston then Dallas	See comment #1.
Equil Date Page Date Pa				Comment Form			
Angle Design Clark Pages Clark Description Services Description	ID	C N	Da R d	S	Topic	•	K p
Angle Design Clark Pages Clark Description Services Description						Dear Chairman Bugg and Commissioners: Thank you for recognizing that I 35 through Austin is one of the most congested readway segments in the State of Texas. As this seriously outstand readway is often	See Commant #8
Figure Delates Page Delates Pag	225	Andy Somers	2/7/2023	Email	General support	Accordingly, I am writing today to express my complete support for the 1-SS Capital Express Central design as proposed by TxDDT. Thank you for your consideration of this request. Andy Somers Cannon Devictoment Group	
Process to \$1.50 Angles Brow Angles Br			1				
Process to \$1.50 Angles Brow Angles Br	226	Angela DeSantis				Mobility35 Program Manager Tommy Atrego, Tam a societar of Societ Types of 1951 i greedy process the horifle to dat 1 95 personalism rise. This if the process process in the long run and date is the necessity distribution of a long or exesting future in process.	See Comment #5
Process to \$1.50 Angles Brow Angles Br					Do not widen/no build	public transit project and well-abolity. As a physician, i see patients that are regularly impacted by spending their time in a car instead of walking/thing and public transit. If we want a more healthy city/population we can not allow this disastrons olde to examed 195.	
Agis Dan Agis D						fhánk you	
Minimal Inchange of the Company of t					Reroute to 130	I support using SH 130 as an alternative pass through and using I 35 as a boulevard since it cuts through the coty.	Seconnert #3
Final to take of the section of the final to take of the section o	227	Angela Dion	200,000		Public transit / Multimodal	Mr TxDDT TxDDT, Houston has shown us that adding laines doesn't solve traffic problems. I'd rather see money go into public transportation corions such as trains and streatours.	See Comment #13
Pages Group Do not select you had beginn to be controlled. Do not select you had beginn to be controlled. Many youghts any fact they consolidated in fightwaps in New York City as what beginn to be an open the only a neighborhoods and sense of community. as well as communing on facts segregation. Years of fact the segregation. Years of facts segregation. Years of					transportation		
May project support of the contraction of infogracy in Name of the contraction of infogracy in Name of the Contraction of the C					Reroute to 130	I'd like to see other solutions explored such as latting trucks divert to 130 for free. I don't want downtown to be one giant freeway. Reconnect Austin and Plathiris 35 have proposable that should be seriously considered.	Seconnett#3
May project support of the contraction of infogracy in Name of the contraction of infogracy in Name of the Contraction of the C							
Public transal / Auditorianal Transportation of the second dependence of the control of the con	228	Angela Greco			Do not widen/no build	Hi there, Many people say that the construction of highways in New York City is what began to tear apart the city's neighborhoods and sense of community- as well as comerting de facto segregation. I would like to	See Commant #5
Example of the second of the s						use NYC as a cautionary talle, especially because Austin is a mid-size city in which public transportation hubs could really work.	
Example of the second of the s							
Business, Productional Disposewer Services (Services Services Serv					Public transit / Multimodal transportation	Please put funds toward expanded public transportation in Austin, not a bigger F35. If you look at the areas of town that feel cultured and alive, it's the walkable ones. Cultivate that side of Austin.	See Centrant #33
272 Anglish finance \$2,31,2003 Conference (Conference Conference C							
Comment Form collisions. With the directions that both colles are expained ng, traffic will only get worse. One of my favorite trings about many large colles is their rail systems that simplify commutes and remove the need to find paining or sit in traffic, and I think							
we should bring that have.	229	Angela Rivera	1/31/2023	MyCapEx Website - Comment Form	Regional Connectivity	A passengier rail between Austin and San Antonio would be such an improvement? Reads wouldn't need to be dogged with people driving between the crisis, and fewer drivers on the road means fewer collisions. With the directions that both cities are expanding, traffic will only get worse. One of my feworite things about many large crisis is their rail systems that simplify commutes and remove the need to find parking or sit in traffic, and I think	See comment #1
						the words cuttill saint usine.	

230	Angle Sperandio	3/7/2023	Email	Reroute to 130	Making Singen Manager Tomes Angue, proposed and proposed	So connect#3
231	Angus	3/7/2023	VOH	Parks	To baid enough that you're numming (through a 35 redesign that very less Austinables want, and that everyone knows will do titlle to nothing to alleviate our traffic wore, now you're going to dose part of one of our most important parks for at least any year? Who is this supposed to serve?	Sas Comment #150
232	Ani Colt	3/7/2023	Email	Do not widen/no build	In TACET LOCK. The Children on process expension just brings, next selfs. There the East side of \$5 mr dependents being alleing process the next pass at \$30 \$ There the East side of \$5 \text{mr dependents being alleing process the next pass at \$30 \$ The Annual Process and the Colore to Annual Process and Annual Process at \$30 \$ The Annual Process and the Colore to Annual Process and Annual Process at \$30 \$ Annual Process and Annual Process and Annual Process at \$30 \$ Annual Process at \$30 \$ Annual Process and Annual Process at \$30 \$ Annual Process a	Sea Comment #5
233	Anissa Sabawala	2/7/2023	Email	General support	One Chamman Being and Commissioners: Thesis you for excepting that 3.55 frough, Audit is are of the most congested madesy supposes in the State of Treas, As this surround publicated and several contracts that Sheet of Texas, As this surround publicated and the service of the	See Comment #8
234	Anità Prevett	3/7/2023	Email	Do not widen/no build	Expose sequenting 1.55 order any of the 3 programs from 11.001, think buillas and desir others in Teas and annote the nation have excited to remigine any orduce the registers reprised in the register register. It is a supplementation of the control of the contr	Soc Contracts 65
235	Anji Mehta	Softman		Do not widen/no build Community Alternatives	We hold TO/OCT Eachward commany placed be at least every 24 mile. All consign gover reciverage in hands should be delayed for 25mpl and be safe for all road cases. If consign gover reciverage in hands should be delayed for 25mpl and be safe for all road cases. I don't went to throw around Audit on an interdable fighters, whether in a car or by walking or boyching, I went safe, pleasant, and walkable and blassifies stream. Finant commanying alternatives to expension, reciding finances causes and the binding's stream.	Sectionness #5
				Air Quality/Noise		See Contrast # SE
236	Ankit Singh Dogra	1/30/2023	Email	General support	Dear Chairman Bust and Commissioners: Thank you for recoming that 155 through Austin is one of the most companied readews segments in the State of Teas. As this seriously outsided madew is often	See Contract 68
					Expension on Vision and Price of any other profilems, including as, water, and roan prillions, hand improved, but shade trapped, and conducts. As The Warmen Roan particle processions (Price of Price o	
237	Anhur Patanhar			Do not widen/no build	Manifest Suppose Manager Serveys Oracle. As an accounted Audit of a real oracle oracl	See Comment # 5.3.
				Multimodal transportation	In most active, haven for approach. Dating acoust file mode, are expecting the most band, as the only solution that consistently proven successful. You are most taken if a a common response to travel indication, and interest time and with sources more expense to the contraction of the contraction	
238	Ann landeros	4,401,00000	MyCapEx Website - Comment Form	Woodland	We speake the change of the underground at InCSS and Microbiand-Assess and the distinuation or recording of the current on and off range at this foreign. Many Exercises are that undergoes to support citatives to sand from the neighborhood schrolols business InCSS and South Congess. Further, Woodland-Assess is a crosal finish between perfect and found businesses on either side of InCSS.	To 18T Could prome Critical prompt programs improvement include, a position and broads only consign at Woodland Answers. ECOT has considered with the City of Audion to include this design to leafur assembled intermediate managed laws streng access. Additionally, second of the webcuter consign of Woodland provides useful provides us
				Recial Justice	Obesig Woodsord at MSS seeply sensution and rendroses the said hotory of using RMSS as a barrier between communities of color in "seat". Audit and the americas west of RMSS, in other sords, Woodsond to traffic under RMSS perpetuities 1:000°F relating part.	Se Connect 83
239	Ann Landeros			Woodland	Manufacture Transport Review Design Services Transport Review Design Services Associated Transport Review Design Services Design S	So Comment #218
				Reroute to 130	Our preferred advantages this opporting ISSS and mentals through straffs awared dutin by relating this or billional 133. ToOC, the State of Texas, and the Copy of Austra Head is the last the facility of the State of Texas, and the Copy of Austra Head is the facility of the State of Texas, and the Copy of Austra Head is the State of Texas, and the Copy of Austra Head is the State of Texas	Seconnet 43
10	C N	Da R g	s	Records to 130 Recial Autoria Topic	register may include from channing for particul \$5.00 and makes the production of the control of	Sectionnet #3 Sectionnet #3 Sectionnet #3
10	C N	Da R d	ŝ	Racial Austice Topic	register may include from channing for particul \$5.00 and makes the production of the control of	See Comment 63
240	C N Ann R Dadancia	Ox R d	5		region may include from channing any particle above the same of a specified pSS, the cost of describing must also were described as any filtrinose 1.20 is more described as any filtrinose 1.20 in more described as a cost of the same of a specified particle as a cost of the same of a specified particle as a cost of the same of a specified particle as a cost of the same of a specified particle as a cost of the same of a specified particle as a cost of the same of a specified particle as a cost of the same of a specified particle as a cost of the same of a specified particle as a cost of the same of a specified particle as a cost of the same of a specified particle as a cost of particle as a cost o	
15 240	C N Ann R Dellanctis	Or F F	5	Racial Austice Topic	register may include from channing for particul \$5.00 and makes the production of the control of	See Comment 63

					DO NOT ACCEPT THE PLAN AS CURRENTLY DESIGNED. As an almost 30 year resident of Austin, living proximal to IH35 (between Dean Keaton and 51st 50;) am keenly aware of the traffic on IH35. While traffic is record setting, adding the extensive number of extra lanes will NOT solve the traffic	See Comment #5
					program. https://www.mpirmes.com/2023/01/08/us/widen-highways-traffic.html PLEASE DO NOT ACCEPT THE CURRENT PLAN:	
				Do not widen/no build	pring print. Singly (year uppliess cony (2023) 012, 00 (un) which highways brills: Intel PLEASE DO 1017 ACCEST THE CURRENT FLAX It is usual remove counties businesses and to inclinate of fundamental of Auditor insidents. It is usual remove counties businesses and to inclinate of Auditor insidents. It is always print assignation of CODI on usual gray for a print, except, they do such assignation in host bit for the region and the state?	
			McCooks Website			
241	Ann S Graham		MyCapEx Website - Comment Form			
				Air Quality/Climate Change	*We need greater measurements of air quality during this "environmental" review	See Comment #18
				Water Quality	*Engineers should study ways to breat the water runoff (currently it goes directly into the lake -our drinking water source)	See Comment #125
				Caps/Deck Plazas	* We should have more caps (bury the freeway in longer segments so we buly create connections between east and west)	See Comment #42
242		3/7/2023	Email	Community Atternations		No. Comment &
242	Anna Baker	3/1/2023	Email	Community Aramativas	Mobility35 Program Manager Commy Acrego, 15 bit in Assist, Topose the expension of 153.2 10 years of construction for a little bit of composion is not the solution to traffic in Audit. This solution is to Rethrick 135 and make Audit in amore walkable and transit Friendly oty, Expanding 1,35 will you cause more stiffed in the moment will no construction. Also highway expansions are known to not get risd of congestion.	DAIL CONTINUES 4
0.40						
243	Anna Clements			Do not widen/no build	MobilityS5 Program Manager Commy Abrego, Lam writing to asky you by please reconsider the expension of 1.951 am a resident of Austin and have been proud to see parts of Austin become more pedientries and bike safe only, Research repeatedly has shown that highway expension doesn't work for expecta entities and it consesses compation, accordants, and pollution.	See Comment #5
					work-N to reduce traffic and it increases congestion, accidents, and pollution. seese, city council, put this city and it's people before the demands of el comparises and car manufacturers for more highways and stand up against 135 expansion.	
				Community alternatives	There are a number of alternatives, including replacing 155 with a bouleward, increased public transportation, and safer bike routes that would serve to reduce the traffic on 155 while also increasing access to safe and affectable transportation and personing the nature and beauty of Austin.	See Comment #4
244	Anna Foster		MyCapEx Website - Comment Form	Do not widen/no build	The plain to bury and cap large sections of 155 through Austin is the best, most forwards boldering method of improving the oby for decades to come. Building sedestrian bridges over existing highways that require people to climb long ramps estanding their trips is a waste of money, throwing good money after bad. This is a one-in-a-generation chance to get this right. It is really expensive to be challed.	See Comment #5
				East/West Connectivity	Improving east-exist connections are visial to the future health of the city.	See Comment #20
245	Anna Gingrich			Do not widen/no build	MobilityS Program Manager Tommy Afrega, The a register of Towics require in significant Towics Towics and Towics	See Comment #5
					regiment personal regiments (DOYT work. They worked regiment regiment in the first personal r	
					Making Sarpages Manager Terrors, Natural, Council (Council And Council	
					I expect TADOT, Austin City Council, and other representatives to stand up for me. Anna Gingrich	
				Latent/Induced Demand	this plain ignores Induced Demand, construction impacts, particulate matter pollution from the wear, the failure of almost all highway expansions, the success of freeway removals.	Sax Comment #18
						Sax Comment # 8
	Anna				Date Cleaners Beg and Commissioners. Also, for Internal and ST Straigh, Audit is over of the most composed readway segments in the Date of Texas. At this services) audited readway segment in the Date of Texas. At this services) audited readways a final cash to be Man Street of Texas, all Texas should call for bold and decisive action to security miles or contained, and an individual read a making fair and ill accommodate the range of an internal angle may be an accommodate present of a security of a comparison of the ST and decisive actions to security and accommodate or the security of a securit	
246	Hoge	2/8/2023	Email	General support	Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request.	
247		3/7/2023	Email	Do not widen/no build		Sw Comment #5
247	Anna Kaminetz	3/1/2023	email	uo not wain/no build	Mobility55 Program Manager Tommy Abrego, Something similar failed to reduce traffic in Houston. This is a bad idea that will not solve our issues and will only create more.	
248	Anna Korwit	£10,000	VOH	Do not widen/no build	Don't expand 35! The businesses along it are valuable and more tanes will mean more traffic.	See Connecut #5
				Public transit / Multimodal transportation	Please divert this investment info public transportation.	See Comment # 23
249	Anna Kurtin				Możlitýśś Program Mariagor Tommy Abregio, Halio Tommy Abregio,	See Comment #5
					Your can save a suffice, and an writing as a longitime resident of Austin who grew up in and has parents living in Georgetown. Going between Georgetown and Austin involves driving down 1-35, and it is clear from the daily congestion that solutions are resealed on this important contrict. However, expensions in set the way to solve this problem. Topopose Too'lls corruptains for 55 and or open expension of this own.	
				Do not widen/no build	Toppose TxOOTs current plans for 3.5 and Toppose expansion of this road. Tow Austin, and I believe the most beautiful, enjoyable, and functional parts of the city are the places that cater towards humans, not care. One example of this are the areas surrounding the Ladybird Lake Hike and Bike Trial, which I used to	
					commutat to my job at the Texas Rowing Center in 2018. Many people are moving to our only because of the quality of life here. This movement can't be changed, and we have to find ways to expand our city to work for all residents, old and new Please listen to our voices, reject the 155 expansion, and create a readway that prioritizes resident beauth, happiness, and common sense functionality.	
			1	Latent/Induced Demand	TAOD'S process in this project is flaved: It ignores induced Demand, construction impacts, particulate matter pollution from tire wear, the failure of almost all highway expansions, the success of freeway removals, and its traffic modeling is flaved.	See Comment #18
			1	Air Quality/Noise	Furthermore, highway expansions don't work. They worsen congestion (sa I see when I drive on the Kally Freeway to visit family in Houston), air noise and water poliution, safety, and transportation options beyond driving.	See Comment #34
					beyand driving.	
				Reroute to 130	I support the Rethink 35 proposal, which seeks to route non local traffic through 5H-130 and transform 135 into a vibrant, local boulevand. This is a smart solution and learns from the effects of previous	See Comment #3
					I support the Rethink\$5 proposal, which seeks to route not local shalf-through 59x330 and triansform 135 into a vibraint, tool bodeward. This is a smart solution and learns from the effects of previous highway separations while meeting the needs of our local community. This proposal has been created by Texans, for Texans	
250	Anna McAuley	3/1/2023	MyCapEx Website - Comment Form	Do not widen/no build	I do not support the expansion of 8-35 or any of the proposed designs presented in the DEIS.	See Comment #5
230	u monday	., ., 2023	Comment Form	and the state of t		
					и	See Comment #20
					Please be sure to include east to west crossings with the I-35 improvements throughout austin and especially the central area, as a cyclist the crossing downtown is the most unsafe and absurd place to be on a bike in the city, please take assemble for the control of the contr	
					No. These is trace to include eased to ward crossings with the 135 improvements throughout austin and expectably the central area. as a cyclic the crossing downtown is the most unable and about place to be on a bitle in the city, please take expensionally by pure used and incorporate and aging a significant significant and incorporate and aging a significant sign	
				East/West Connectivity		
251	Anna Moreno	200,000	1			
]]		Please minimize home and business seitures	See Comment #21
				Reroute to 130	Divert 18 wheeler traffic to 130	Sas Connecut # 3
					Date Chairmen Bugg and Commissioners: Them's you for recognizing fact 1.55 through Audin is one of the most congrained markey suppress in the 20ast of Texas. As this surroundy addined readles by which cannot be the Section of the Commissioners and the Commissioner	See Comment #8
					Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDDT. Thank you for your consideration of this request. Anna Morse Commercial Ecrow Assistant to Mangaret Concales. Heritage Title Company of Austin, Inc. 200 W 6th Street Suite 1600 Austin, TX 78701 Heritage Title Company of Austin, Inc.	
					theft by wire fauld, Heritage Title Company must sand Wire instructions by encrypted e-mail only. Our Wire instructions DO NOT CHANGE so consider any communication to change them as fraudulent. Please call your closing team to confirm the Wire Instructions before wiring your funds. Please wire your funds as soon as possible to avoid funding delays. Thank you. COVID-19. Heritage Title Company respects your continuing right/desire to weier a mask. Masks are no loniar required to	
					enter a Heritage office, but we would encourage you to wear a mask if you have NOT been vaccinated. Please DO NOT VIST OUR OFFICES if you are feeling if or if you know you have been exposed to amyone exhibiting COVID-19 symptoms. If you are unable to distinct doking, please contact your excess them to arrange a remote closing option. Costs associated with a remote closing option will be passed through to the party requesting same. Please know that we accreaded your business.	
252	Anna Morse	2/7/2023	Email	General support	CONFIDENTIALITY NOTICE: This email and any attachments may contain proprietary, confidential, or privileged information of Heritage Title Company of Austin, Inc. and/or its clients. Any confidentiality or privilege is not waived or lost because this email has been sent to you in error. If you are not the intended recipient, you are hereby notified that you have required this amount in error and that any notice relationship disconnections distribution or descriptions of the company of Austin, Inc. and/or its clients. Any confidentiality or privilege is not waived or lost because this error of the company of Austin, Inc. and/or its clients. Any confidentiality or privilege is not waived or lost because	
					If you have nocived this email in error, please notify the sender immediately by reply or by phone as delete this email, and destroy all copies and any attachments. Thank you for your consideration.	
					Dear Chairman Root and Correlationary	See Comment #8
1	Ann				Thank you for recognizing that LSS through Austin is one of the most congested readway segments in the State of Texas. As this seriously continued readway is often called the Main Street of Texas, all Texas should call for bold and decisive action to transform this critical stretch of infristructure into a readway that will accommodate the rain's and immesse growth we are averageness in one years follow.	
253	Panossian	2/8/2023	Email	General support	Sear Channel Being and Commissioners. When you for recognition 15 Strongly Audit is our of the most composed resolvey segments in the State of Years. As this servicely cutational resolvey in the state of Years. As this servicely cutation for several years. The state of Years and the State of Years and Ye	
	Accordance -					
254	Anna Weinstein-Perez		VOH	Do not widen/no build	This project is going to be desaffully inconvenient for everyone who lives in Austin, especially those of us who live close to 1-35.1 support the option that is going to be the most environmentally friendly, displaces the least amount of people and local businesses.	See Comment #5
				Caps/Deck Plazas	TsDOT should absolutely be footing the bill for the caps and stitches in Austin, not charging the city of Austin.	See Corresent #42
				East/West Connectivity	We should not have a major interstate highway bisecting the city.	See Connect #20
				Reroute to 130	Remove the totis on the 130/45 highway and add HOV laines there. As GS is mostly used for local traffic, why do we need a highway?	See comment #3
					Michalin 95 Pregram Manager Tremms Abroon	See Correlat #51
255	Anna Wernic	3/7/2023	Email	Climate change	We have to out planet before people. Building bigger highways is the complete wrong direction to go in if we have any chance in mitigating the climate crisis that is upon us. Anna Werning	
255	Anna Warnic k	3/7/2023	Email	Climate change	MachinySS Program Manager Tommy Abrago, We have to put private before people. Building begins highways is the complete wrong direction to go in if we have any chance in mitigating the climate crisis that is upon us. Anna Wernick	
255 ID	Anna Womic k	3/7/2023 Da R d	Email 8	Climate change	the lavest to put planet before people. Building latger inglineaps to the complete wanny direction to go in if we have any chance in militigating the climate crisis that is, upon us. Area Wernick C	**

					Mobility S. Program Manager Transport Abreas	See Correct 45
					Making SS Angues Maugar Entrop Asports. The an assisted of Assist Michael Michael Michael (Asports Asports As	
					1 UPDC ENDUTS parts for 1-25 and 1 UPDC expansion windup puring trained risk. We need to provide right of way for at than, not add sinks to this rightney, we need to reclaim this wateritent for people, not, just now ingressy areas concerns.	
				Do not widen/no build	Highway expansions DONT work. They worsen congestion (as we saw with the Katy Freeway), air noise and water pollution, safety, and transportation options beyond driving, 10 years of construction for just a few years of congestion relief is NOT worth it.	
				Do not wider(no build	I don't want to use an intertable highway for my local trips. **spect TOOUT, system City Coursel, and other representatives to stated up for me. Arins Witness	
256	Anna Wilmes					
				Community Alternatives	I am FOR the Rethirk35 and Reconnect Austin plans that reclaim the surface for people and provide new mobility options.	See Comment #4
				Tire Wear	TxDOT's process in this project is flawed: It ignores induced Demand, construction impacts, particulate matter pollution from tire wear, the failure of almost all highway expansions, the success of freeway removals, and its traffic modeling is flawed.	See Commant #18
					Hi	See Comment #5
					In mining to oppose the expension of 135. There is no evidence that I have seen which suggests that this would improve congestion. Instead, it would draw more ballfut to the readway and displace businesses and increases pollution. Our highery system is long past needing updates which improves non-automobile transportation. Respectfully, Anne Sulfragia.	
					Arna Del ringgia	
				Do not widen/no build		
257	Anne DeTreglie					
				Public transit / Multimodal transportation	Ifd like to see an alternative which increases public transport, cycling lanes, and pedestrian walkways instead	See Comment # 23
258	Anne Fine			Do not widen/no build	Mobility35 Program Managor Tommy Atrogo,	See Comment #5
					19, 1 strong oppose any expansion of i-35.	
				Public transit / Multimodel	What Auston reads is public trained and trained I live 6 miles away from work and routine spend an hour in traffic eweyday. That is instant. I had using 1.55 for traveling anywhere, but Auston had made in many in proposition for a better route, and the foreign and the proposition for a better route, and the foreign and the training foreign and the proposition foreign and the proposit	See Comment #13
				transportation	go back is the train and tax system. I could have my car parked at my apartment for a week and get to work, get groceries, and do all my errands without driving! Also, we need better this transit options. What we DO NOT NEED IS A BIGGER	
					APPORTED From the count of the	
					Ame Fine	
259	Anne McCready Heinen	3/6/2023	Email	Community Alternatives	Mobility35 Program Manager Tonnry Atrego. Please consider alternatives like the Rethrink 35 proposal? And don't missisvely expand I 35. Anne McCready Heimen	See Comment #4
	Heinen					
					Our Chammer Bugg and Commissioners: Thank you for recognizing that LSS strongy Audins as one of the most congesiond readings respired in 18-2 and if have, As this seriously outsided condexing is discussed as the based of the control of the contro	See Correnant #8
					called the Main Street of Fees, will Textes of Sees, all Textes should call for hold and dockine action to transform this critical stretch of infostructure to a readway that will accorrected be report and immense growth we are experiencing in our great State. Accordingly, Law are lifet trivials in some services an exemption according to the services and controlled accordingly. Law are lifet services and accordingly accord	
					Officer Heritage Title Company of Austin, Inc. 2000 Visi Forting 1 State 500 Austin, Th 78744 Heritage Title Company of Austin, Inc. 2000 Visi Forting 1 State 500 Austin, Th 78744 Heritage Title Company of Austin, Inc.	
					remining inter-uniquement when the instructions by encrypted a email oring. Our West Instructions DO NOT CHANGE to contain or in your instructions to change them as it founds. Please call your closing beam to confirm the West Instructions DO NOT CHANGE to contain or in your communication to change them as it founds. Please and your closing beam to confirm the West Instructions DO NOT CHANGE to contain or your communication to change them as it founds. Please are confirmed as a possible to overall change the present your containing right/footier to week are mask. Makes are no founder reconsist of centre of the refuse the present your containing right/footier to week are mask. Makes are no founder reconsist to enter a text of the present of the present your containing right/footier to week are mask. Makes are no founder reconsist to enter a text of the present your containing right/footier to week are mask. Makes are no founder reconsist to enter a text of the present your containing reconsists.	
					office, but we would encourage you to wear a make if you have NOT been vaccinated. Please DO NOT VEST OUR OFFICES if you are feeling it or if you know you have been exposed to arryone enhibiting COVID-19 symptoms. If you are unable to	
260	Anne Richardson	2/7/2023	Email	General support	CONFIDENTIALY NOTICE: This sense and are any attachments may contain proprietary, confidential, or privileged information of Heritage Title Company of Austin, Inc. and/or its clients. Any confidentiality or privileged on the North Contract of Heritage Title Company of Austin, Inc. and/or its clients. Any confidential to privilege on the North Contract of Heritage Title Company of Austin, Inc. and/or its clients. Any confidential to privilege on the North Contract of Heritage Title Company of Austin, Inc. and/or its clients. Any confidential to privilege on the North Contract of Heritage Title Company of Austin, Inc. and/or its clients. Any confidential to privilege on the North Contract of Heritage Title Company of Austin, Inc. and/or its clients. Any confidential to privilege in the North Contract of Heritage Title Company of Austin, Inc. and/or its clients. Any confidential to privilege in the North Contract of Heritage Title Company of Austin, Inc. and/or its clients. Any confidential to privilege in the North Contract of Heritage Title Company of Austin, Inc. and/or its clients. Any confidential to the North Contract of Heritage Title Company of Austin, Inc. and/or its clients. Any confidential to the North Contract of Heritage Title Company of Austin, Inc. and/or its clients. Any confidential to the North Contract of Heritage Title Contract of	
					this email his been sent to you in error. If you are not the intended recipient, you are hereby notified that you have recorded this email in error and that any review, disclosure, dissemination, distribution or copying of it or its contents is prohibited. If you have received this email is enror and that any review, disclosure, dissemination, distribution or copying of it or its contents is prohibited. If you have received this email, and distribution or any small content and any small content is an experience.	
261	Anne Smith					Sao Comment #5
261	Anne Smith				MobilitySS Program Manager Tommy Abrego. 10/0902 Fragman Stranger Tommy Abrego. 10/0902 Fragman Stranger SS and Annual The Program ST and Annual The Program SS and Annual The Program ST and Annual The Program SS and Annual The Program ST and Annual The Program	DAN CHITTAIN (#)
				Do not widen/no build		
					True Smith	
				Business/Residential Displacement	10 years of construction for just a few years of congestion relief is NOT worth it, and it is detrimental to the lives of people living close to IH-35 and their surrounding community of restaurants, grocery stores	See Contribut #21
				Business/Residential Displacement	10 years of construction for just a few years of congesiden relief is NOT worth it, and it is detrimental to the lives of people living close to IH-35 and their surrounding community of restaurants, grocery stores and bosinesses.	See Comment #21
					and businesses.	
				Business/Residential Displacement Air Quality/Noise	Signed of construction for plant in the years of competion model in 1075 words it, and it is determined to the level of people long close to 19.25 and their surrounding community of relationaries, pricery stores and included in the contract of the contra	See Comment #21 See Comment #24
					and businesses. The role level in our Of has algorithments increased and impacted all of us over the years. One can noty expect that an expension of IH-35 would intensify the effects we always expenses on a daily and registy basis.	See Convent #34
					and businesses. The role level in our Of has algorithments increased and impacted all of us over the years. One can noty expect that an expension of IH-35 would intensify the effects we always expenses on a daily and registy basis.	
262	árna Saith	2/9/2023	Fresh		and businesses. The role level in our Of has algorithments increased and impacted all of us over the years. One can noty expect that an expension of IH-35 would intensify the effects we always expenses on a daily and registy basis.	See Convent #34
262	Anne Swift	2/9/2023	Email	Air Quality/Notice	and businesses. The rose level in our city has apprilicantly increased and impacted all of us now they years. One can only expect that an expension of this Second intensity the effects we already expenses on a daily and	See Convent #34
262	Anne Swift	2/9/2023	Email	Air Quality/Notice	The color has been for purely has applicately increased and impacted all of an over the years. One can only expect that an expension of in \$55 sends intensify the effects we already expenses on a fairly and expenses and expension of the property of the purple of the property of the pro	See Comment 634 See Comment 648
262	Anné Snift	2/9/2023	Email	Air Quality/Notice	The color has been for purely has applicately increased and impacted all of an over the years. One can only expect that an expension of in \$55 sends intensify the effects we already expenses on a fairly and expenses and expension of the property of the purple of the property of the pro	See Convent #34
262	Acce Swift	2/9/2023	Email	Air Quality/Notice	The color has been for purely has applicately increased and impacted all of an over the years. One can only expect that an expension of in \$55 sends intensify the effects we already expenses on a fairly and expenses and expension of the property of the purple of the property of the pro	See Comment 634 See Comment 648
262	Atoe Swift	2/9/2023	Erraid	Air Quality/Notice	The roots bent in part of his applicating forested and impacted and if all now the parts. One can solve appet that are expension of it 35 would intend for the appearance on a daily and equilibrium. The roots bent in part of his applicating forested and impacted and if all now the parts. One can solve appet that are expension of it 35 would intend for the solvent and intendige and applications of the solvent and intendige and applications of the solvent and intendige and applications of the solvent ap	See Comment 634 See Comment 648
262	Anné Swift	2/9/2023	Erroid	Air Quality/Notice	The roots bent in part of his applicating forested and impacted and if all now the parts. One can solve appet that are expension of it 35 would intend for the appearance on a daily and equilibrium. The roots bent in part of his applicating forested and impacted and if all now the parts. One can solve appet that are expension of it 35 would intend for the solvent and intendige and applications of the solvent and intendige and applications of the solvent and intendige and applications of the solvent ap	See Comment 634 See Comment 648
262	Anné Seift	2/9/2023	Email	Air Quality/Notice	The roots bent in part of these applicating forested and impacted and if you are the purp. One can not appear that are expension of it 35 would intend y the effects we always operation on a daily and equipment of the purp	See Comment 634 See Comment 648
262	Arce Swift	2/9/2023	Email	Air Quality/Notice	The rose are in an ordy has applicately increased and impacted all of as over the parts. One can toky appell that an expendition of this 35 would intensify the effects we arrively appelled any order of the parts. Dear Charament Beig Beid Charament and Beig Beig Beig Beig Beig Beig Beig Beig	See Comment 634 See Comment 648
262	Arne Swift	2/9/2023	Ernall	Air Quality/Notice	The rose are in an ordy has applicately increased and impacted all of as over the parts. One can toky appell that an expendition of this 35 would intensify the effects we arrively appelled any order of the parts. Dear Charament Beig Beid Charament and Beig Beig Beig Beig Beig Beig Beig Beig	See Comment 634 See Comment 648
262	Anne Soilt	2/8/2023	Email	Air Quality/Notice	The rose are in an ordy has applicately increased and impacted all of as over the parts. One can toky appell that an expendition of this 35 would intensify the effects we arrively appelled any order of the parts. Dear Charament Beig Beid Charament and Beig Beig Beig Beig Beig Beig Beig Beig	See Comment 634 See Comment 648
262	Arms Swift	3/8/2023	Ernal	Air Quality/Notice	The rose are in an ordy has applicately increased and impacted all of as over the parts. One can toky appell that an expendition of this 35 would intensify the effects we arrange appellment on a deep and engine beautiful properties. Dear Chamman Bagg and Chammanous and Chamman and	See Comment 634 See Comment 648
262	Acres Swift	2/8/2023	Errall	Air Quality/Notice	The rose are in an ordy has applicately increased and impacted all of as over the parts. One can toky appell that an expendition of this 35 would intensify the effects we arrange appellment on a deep and engine beautiful properties. Dear Chamman Bagg and Chammanous and Chamman and	See Comment 634 See Comment 648
282	Arne Soilt	2/8/2023	Email	Air Quality/Notice	The roots bent in part of these applicating forested and impacted and if you are the purp. One can not appear that are expension of it 35 would intend y the effects we always operation on a daily and equipment of the purp	See Comment 634 See Comment 648
262	Arna Soit	2/9/2023	Errall	Air QualityTome General support	The rose law of in part of the segrificating forested and impacted and inpacted and in on the purso. Due can tolk opport that an expension of 91.35 small intensity the effects we always opportune on a daily and registry bears. The rose law of in part of the purson of the segrification of the segrifica	See Comment 634 See Comment 648
262	Area Soft	2/4/2023	Ernal	Air QualityTome General support	The rose law of in part of the segrificating forested and impacted and inpacted and in on the purso. Due can tolk opport that an expension of 91.35 small intensity the effects we always opportune on a daily and registry bears. The rose law of in part of the purson of the segrification of the segrifica	See Comment 634 See Comment 648
262	Area Swift	3/8/2023	Ernal	Air QualityTome General support	The rose law of in part of the segrificating forested and impacted and inpacted and in on the purso. Due can tolk opport that an expension of 91.35 small intensity the effects we always opportune on a daily and registry bears. The rose law of in part of the purson of the segrification of the segrifica	See Comment 634 See Comment 648
262	Area Swift	2/8/2023	Ernal	Air QualityTome General support	The rose law of in part of the segrificating forested and impacted and inpacted and in on the purso. Due can tolk opport that an expension of 91.35 small intensity the effects we always opportune on a daily and registry bears. The rose law of in part of the purson of the segrification of the segrifica	See Comment 634 See Comment 648
262	Area Solf.	2/8/2003	Ernal	Air QualityTome General support	The rose law of in part of the segrificating forested and impacted and inpacted and in on the purso. Due can tolk opport that an expension of 91.35 small intensity the effects we always opportune on a daily and registry bears. The rose law of in part of the purson of the segrification of the segrifica	See Comment 634 See Comment 648
	Arm Swift	3/9/2023	Email	Air QualityTome General support	The rose law of in part of the segrificating forested and impacted and inpacted and in on the purso. Due can tolk opport that an expension of 91.35 small intensity the effects we always opportune on a daily and registry bears. The rose law of in part of the purson of the segrification of the segrifica	See Comment 634 See Comment 648
262	Acre Selft Acre Selft	2/9/2023	Erral	Air QualityTome General support	The rose law of in part of the segrificating forested and impacted and inpacted and in on the purso. Due can tolk opport that an expension of 91.35 small intensity the effects we always opportune on a daily and registry bears. The rose law of in part of the purson of the segrification of the segrifica	See Comment 634 See Comment 648
	Acres Swift Acres Terror	3/9/2023	Ernal	Air QualityTome General support	The rose law of in part of the segrificating forested and impacted and inpacted and in on the purso. Due can tolk opport that an expension of 91.35 small intensity the effects we always opportune on a daily and registry bears. The rose law of in part of the purson of the segrification of the segrifica	See Comment 634 See Comment 648
	Acres Swift Acres Swift Acres Territo	3/8/2023	Erral	Air QualityTome General support	The rose law of in part of the segrificating forested and impacted and inpacted and in on the purso. Due can tolk opport that an expension of 91.35 small intensity the effects we always opportune on a daily and registry bears. The rose law of in part of the purson of the segrification of the segrifica	See Comment 634 See Comment 648
	Acres Swift Acres Territi	3/9/2023	Ernal	Air QualityTome General support	The rose law of in part of the segrificating forested and impacted and inpacted and in on the purso. Due can tolk opport that an expension of 91.35 small intensity the effects we always opportune on a daily and registry bears. The rose law of in part of the purson of the segrification of the segrifica	See Comment 634 See Comment 648
	Acres Swith Acres Swith	2/8/2023	Ernal	Air QualityTome General support	The rose law of in part of the segrificating forested and impacted and inpacted and in on the purso. Due can tolk opport that an expension of 91.35 small intensity the effects we always opportune on a daily and registry bears. The rose law of in part of the purson of the segrification of the segrifica	See Comment 634 See Comment 648
	Acres Swift Acres Swift Acres Territi	3/9/2023	Erral	Air QualityTome General support	The rose law of in part of the segrificating forested and impacted and inpacted and in on the purso. Due can tolk opport that an expension of 91.35 small intensity the effects we always opportune on a daily and registry bears. The rose law of in part of the purson of the segrification of the segrifica	See Comment 634 See Comment 648
	Arra Saith Arra Saith	2/8/2023	Ernal	Air QualityTome General support	The rose law of in part of the segrificating forested and impacted and inpacted and in on the purso. Due can tolk opport that an expension of 91.35 small intensity the effects we always opportune on a daily and registry bears. The rose law of in part of the purson of the segrification of the segrifica	See Comment 634 See Comment 648
	Acres Said!	3/9/2023	Ernal	Air QualityTome General support	The rose are in an ordy has applicately increased and impacted all of as over the parts. One can toky appell that an expendition of this 35 would intensify the effects we arrange appellment on a deep and engine beautiful properties. Dear Chamman Bagg and Chammanous and Chamman and	See Comment 634 See Comment 648
	Area Swift Area Teres	3/8/2023	Ernal	Air QualityTome General support	The rose law of in part of the segrificating forested and impacted and inpacted and in on the purso. Due can tolk opport that an expension of 91.35 small intensity the effects we always opportune on a daily and registry bears. The rose law of in part of the purson of the segrification of the segrifica	See Comment 634 See Comment 648
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	Acres Swift Acres Swift	2/8/2023	Ernal	Air QualityTome General support	The rose law of in part of the segrificating forested and impacted and inpacted and in on the purso. Due can tolk opport that an expension of 91.35 small intensity the effects we always opportune on a daily and registry bears. The rose law of in part of the purson of the segrification of the segrifica	See Comment 634 See Comment 648
	Acre Self. Acre Turni	3/6/2023	Ernal	Au QualityTomae General support Daniel support o build c build Cannously Albertation	The roos level in the cold price application for processed and impacted and if you not be part to the expectation of this section of the cold price and the cold pric	Sea Contract 4.4
	Acres Swift Acres Terror	2/8/2023	Ernal	An QualityTonne General support Donne on boal	The roots bent in part of the segrifularity forested and impacted and impacted and if all ones the parts. One can only expert that are experience of its 35 would intensify the effects we always operation on a part of the control of	See Comment 45 See Comment 45 See Comment 45
	Acres Swith Acres Swith	2/8/2023	Ernal	An QualityTonne General support Danier unityTonne Community Alternation Learny Tonicaed Demand	The most lover in our city has applicately forested and impacts of if an our be part. Our can trity appet that are expendent of in 35 would intendly the effects we always appearance on a Solly and engineering the company of the com	See Comment 45 See Comment 45 See Comment 45 See Comment 45 See Comment 45
	Acres Swift Acres Territi	2/8/2023	Ernal	Au QualityTomae General support Daniel support o build c build Cannously Albertation	The most lover in our city has applicately forested and impacts of if an our be part. Our can trity appet that are expendent of in 35 would intendly the effects we always appearance on a Solly and engineering the company of the com	Sea Contract 4.4
	Arra Sailt Arra Sailt	2/8/2023	Ernal	An QualityTonne General support Danier unityTonne Community Alternation Learny Tonicaed Demand	The roads well in part of the segrifularity forested and dispetited of of so with the purpose of the 25 would intend y the effects we always operation on a daily and registration of the purpose of the purpose of the 25 would intend y the effects we always operation on the purpose of the 25 would intend y the effects were always operation on the purpose of the purp	See Comment 45 See Comment 45 See Comment 45 See Comment 45 See Comment 45
	Arms Swift Arms Terror	3/9/2023	Ernal	An QualityTonne General support Danier unityTonne Community Alternation Learny Tonicaed Demand	The most lover in our city has applicately forested and impacts of if an our be part. Our can trity appet that are expendent of in 35 would intendly the effects we always appearance on a Solly and engineering the company of the com	See Comment 45 See Comment 45 See Comment 45 See Comment 45 See Comment 45
	Area Swift Area Teres	2/8/2023	Ernal	An QualityTonne General support Danier unityTonne Community Alternation Learny Tonicaed Demand	The most lover in our city has applicately forested and impacts of if an our be part. Our can trity appet that are expendent of in 35 would intendly the effects we always appearance on a Solly and engineering the company of the com	See Comment 45 See Comment 45 See Comment 45 See Comment 45 See Comment 45

				Water Quality	This calling the lat legal amount of screened elemental deviced deviced deviced and self-self-self-self-self-self-self-self-	Sec Commet #125
				Capital Express Segementation	registrate years to listed to sail to gif or eligible of the William Section of the William	1007 has determined for their are three distinct representatives produce, with different reach, present diseasterations, and protecting areas in different abstractions. 10007 also intermed that representative to such if these arginetes could be different aspectable, will not depending upon the completion of the other projects.
284	Annie Boyer			Do not widen, the build	Modify/Sir Program Manage Thromy Analyses (Thromy Analyses) and the analyses of the Analyses (Throm Analyses) and the Analyses (Throm Analyses	So. Contracted 5
				Community Alternatives	I am FOR The Ruthris/35 proposal.	Sau Corrent #4
				Latent/Induced Demand	1.00Ts proces in this project is fawed. It goves indused Demand, construction impacts, particulate matter pollution from the wear, the failure of almost all highway expansions, the success of feeesey semousle, and as traffic modeling is flexed.	See Comment #13
265	Annie Diskovsky		MyCapEx Website - Comment Form	Do not wider/no build	Temping your (TeXPOL) is corner upon to which 15s. Chapping give for proper (TeXPOL) is corner upon to the size 15s. Chapping give for proper (TeXPOL) is corner upon 15s. and is the size of the si	So Contract 65
				Reroute to 130	As an attention, diserting track traffic around Audit in his not been effectively explored by TDCDT. While there was a highway built for this, the lagidics were not fully enabled which means that tracks aren't excertionate to ask. TWL be added to reduce self-called \$51 fl this diversion was incentionated gig fails for commercial on \$55. This is for less additional cost and patiental reservoir for the attain. We also become for a fact that more highways — more buildir not less.	for constant \$2
266	Anochecer Trejo	3/7/2023	Email	Do not wider/no build	ModifySS Program Manager Tommy Acrego, It ignores induced Demand, construction impacts, particulate marter pollution from tire wear, the failure of almost all highway expansions, the success of freeway removals, and its traffic modeling is flawed, no wider no higher.	See Comment #5
267	Anonymous	1/4/2023	MyCapEx Website - Comment Form	Bury/turnel	The entire preact is it conceived. TDOT should learn from Boston's tig of g' and bury the entire stretch of the frighway frough downtown under ground - https://en.wklyonia.org/wklytig_Dg, And opend money on pushing all vehicles passing through Audin to odition a bytesia.	Sea Connect #25
268	Anonymous	1/19/2023	MyCapEx Website - Comment Form	General support	One Chairman Bogg and Commissioners: Then you for recognising that 135 through Audits is one of the most congound masking supports in this State of Texas, As this sericular outsided masking is with control to the Mark Dever of Texas, as It because should call for botal and decisive action to transform this critical stretch of infrastructive into a reactive pits will accommodate this regul and immense growth we are experiencing in our past State. Accordingly, is an writing today to express my complete support for the 135 Capital Express Central design as proposed by 1600°C. These keys for your consideration of this experience of the commodate of the control of the commodate of the control	Sea Contract #8
269	Anonymous	1/20/2023	MyCapEx Website - Comment Form	Do not wider/no build	Tam against the 135 plan and for the san antonio rail plan, sepanding 135 will not midgate builfic problems it will only add more builfic. San Antonio residents deserve adequate public transport.	See Comment #5
270	Anonymous	1/20/2023	MyCapEx Website - Comment Form	Regional Connectivity	Like days (bits 1, plant) giant in the set is a relative query) show the first of the set is a relative query) and a relative day of the set is a relative query of the set is a relative	Se connect #3
271	Anonymous	1/20/2023	MyCapEx Website - Comment Form	Do not widen/no build	As a civil engineer working Tx, I am against the 135 expension, I can in favor of mean based real similar to the error proposed Love Star Rks. The COP controlled state government has more than enough surplus to do a his	See Comment #5
272	Anonymous	1/20/2023	MyCapEx Website - Comment Form	Do not widers/no build	Why would DCOT expand 55 when in the past, it has shown to cause more traffic with construction and what not, I would love to suggest a high speed railway instead?	Se Connect 45
273	Anonymous	4,00,000	MyCapEx Website - Comment Form	Do not widen/no build	Additional, 153 features of a 1940 of 1941 of 1941 on 1940 of 1941 of	Sea Contract 45
				Regional Connectivity	REVICT TEXT (USE SERVIN NA PROVIDED, NO POLICIES COOK, NA, DESCRIPTION, TRANSPORT CONTROL TO A C	for governant # 2
274	Anonymous	fortess	MyCapEx Website - Comment Form	Do not widers/no build	Adding takes without reproving toward is a weaker of money, it only induces more demand and results in the same traffic and even more publisher. We have seen this done before with no improvement. 135 does not need more sizes.	See Connect #S
275	Anonymous			Public transit / Multimodal transportation Do not widen/no build	the need before public transport options his enabuse. Like one transport the CES outpile options.	Sectionari #3 Sectionari #3 Sectionari #3
215	maryemas/8	1	My Cap Ex	Do not wider/no build Regional Connectivity	1 do not support the LCS capital egyress. I believe funds should help build a mit system in San Attorio to lower pollution and traffic accidents.	Sau Comment 45
276	Anonymous	1/23/2023	We MyCapEx Website - Comment Form	Reroute to 130	Please support Intps://withink35.com/ pilen to re-route non-hoost traffic around Audin and replace the in-town section of 1-35 in Audin with walkable buildwards.	Seconnet #3
277	Anonymous	1/26/2023	MyCapEx Website - Comment Form	General support	Over Chairman Bigg and Commissioners: These you for your support to addrose 135 direagh Audin is a comprehense resource. This selected of highway a restreasly restrict as the 15th word for shallful expenses and the 15th word for shallful expenses. Over the selection of highway a restreasly restrict as the 15th word for shallful expenses. Over the 15th of the 15th of the 15th of 1	Sec Connect 45
278	Anonymous	1/26/2023	MyCapEx Website - Comment Form	General support	One Chammer Bogg and Commissioners: Their spic for your support to address 135 through Austin in a comprehensive merior. This stretch of trighness a nationally rained as the 15th worst for triaffic composition and 25th event in the states 1.55 through Austin is needed for improvement to meet the convert and future medial of a growing signific meriors are fined and data economy and continues to thrink. I write in support of the 135 Capital Engines Central design as proposed by 1,0011. This is a pudic transportation project that is MCO/MALOT evendue. There you for your decidation to serving the obtained of the continues of the state of the continues of the contin	See Connect #8
279	Anonymous	1/26/2023	MyCapEx Website - Comment Form	General support	Oser Chairman Bugg and Commissioners: Think you for your support to address 155 through Austin in a comprehensive manner. This shreld of Inghway is netionally ranked as the 15th worst for sufficient complication and 24 swell in this scient. 155 through Austin is owned and the contract and Chairman and 24 swell in this scient. 155 through Austin is owned and in commission and the contract and Chairman and 24 swell in this scient. 155 through Austin is owned and in commission and the contract and Chairman and 24 swell in 25 provint (egiple to servince in critical and state accompting an extreme to thrive. I write in support of the 135 Capital Engine and Commission and proposed 175 thr. This is a public insulpation to serving the colors to swelling th	Sec Comment 48
280	Anonymous	1/27/2023	MyCapEx Website - Comment Form	Regional Connectivity	Please consider commuter rail between San Artonia and Audin	Seconnet 41
281	Anonymous	1/28/2023	MyCapEx Website - Comment Form	General support	Date Claiman Bugged Commissioner. Third you for your apport to editional 35 through door in a corporhease marrier. This stretch of highesy is nationally acided as the 25th most for traffic angulation and 35 west of this seals. 153 through feature is need for improvement in sense that camed and fur seals of a great griph or a ensure as total and state encourage an continue to thrive. I write in support of the 135 Capital Engance Cerebil Lenguis purposed by ToST. The high for your decidation be nowing the citizens of feature.	Sea Connect 48
282	Anonymous	1/29/2023	Email	General support	And Common Bulg and Commonwers, Thinking for complaining fails 15 Strongly, Seals in some of the sound congount machine preparts in this State of Team. As this section physical section of the sound of	The Comment #8

	Anonymous	1/30/2023	Email	General support	Such Class and May place of Comments Procure in proceedings of the Comment of Comments Proceedings of the Comments of Comments Proceedings of the Comments Proceedings of	Sec Comment 48
284	Anonymous	1/31/2023	Email	General support	Succious high grad Commissiones. These years for requiring fact in 25 fromity dates in see of the most companie causine agreement in this Board Filmer. As it was related included containing and decided with the second time the contract of the second time and time	See Communit 48
285	Anonymous	1/31/2023	MyCapEx Website - Comment Form	Regional Connectivity	I think this cold is great clear to build a sail system between See Antonio and Austin	Seconnet #1
288	Anonymous	1/31/2023	MyCapEx Website - Comment Form	Regional Connectivity	New San Antons, but i would love to be able to both for work in Austin, Song able to commute their equicity with nail beard would notifice the to buy her in San Antons and love for each even their with a mount were community. When consider adding the breast, or world in both recommends and used for the breast and the br	Se connect#1
1D 287	C N Anony mous	Da R d	MyCapEx Website - Comment Form	Topic Regional Connectivity	E in m full support of a national fluidat train system correcting Sain Autorior and Austin. I would even propose extending if all the way up to Dallac, hitting Wator along the way, it would greatly improve the common, and in sould use it every time I need to visit those clies shifter this or driving.	R p
288	Anany mous		MyCapEx Website - Comment Form	Regional Connectivity	Please build rain between San Antonio and Audin.	Sea connect 41
289	Anony		MyCapEx Website - Comment Form	Regional Connectivity	Lvote for rail	See connect #1.
290	mous Anony		Comment Form MyCapEx Website -	Regional Connectivity	Build a rail pleased it would help so much with the flow of traffic and give more opportunities for work to thicke in need.	Su connect #1
	mous		Comment Form			Sea Connect #S
291	Anony mous	2/6/2023	Email	General support	Our Chammer being and Commissioners: These year for recogning that 135 through Audit in a real the most congested reading segments in the Store of Texas. As this seriously addited readings when could be fast before if Texas. As this seriously addited readings within could be fast. The Store of Texas. As this seriously addited readings within could be fast. The Store of Texas. As this seriously addited readings within countries and the Store of Texas. As the seriously addited readings within countries and the Store of Texas. As this seriously addited readings within countries and the seriously addited readings within a seriousl	Section 6
292	Atony mous	2/7/2023	Email	General support	Our Chammer being and Commissioners: There you for recogning that 155 trough Audit is a resid the most congulant coachey segments in the State of Treat. As this seriously acidident coachey is after coache for this other of the size of the size. As this seriously acidident coachey is after coache for this seriously acidident coache for this commodate the regist and immerse growth we are experiencing in our great State. Accordingly, in environity on previous requires segment for the 155 Copilist Eyense Centre diverge as proposed by T-COT. These you for your consideration of this requires.	Son Contravel of B
293	Anony mous	2/8/2023	Email	General support	Date Chairman Bugg and Commissioners: Theirk you for recognizing that I 35 through Audin is one of the most congested readway segments in the State of Teass. As this seriously addited readway in offer coaled to Nate Detect of Teass, at Teass should call be to bed and coaled action to be selected most in control attent of influentations that a readway that will a commendate the register and imminise growth was are equivalently in a coaled by the Teass of Teass, and Teass should call be to bed and coaled action to be selected in the control attention of the State of Investment to the coaled and the coaled action of the State of Teass and Te	See Connect #8
294	Anony mous	2/8/2023	Email	General support	cable field betweet of freely. If these, we found the field and declared between the cable of the field of th	See Comment 65
295	Anony mous	2/8/2023	Email	General support	have Channel high and Commissioners. Noting an interruptional part of \$5 may flush in our of the next congraind unders prepared in the \$5 may flush in the of the second part of the sec	See Comment #8
296	Anony mous	2/8/2023	Email	Generál support	Face Channel Bodg and Commissioners, Protein print for requiring face of 15 frough which is not of the not consignate rations appeared making supposed in the State of Years. As in an arrange of state of Years As in a second or the supposed print of the State of Years As in a second or the supposed print of Years As in the supposed print of Years As in the Second or the Second	See Comment #8
297	Anony mous	2/8/2023	Email	General support	Date Chairman Bugg and Commissioners: Thatis you for recognizing that 1-55 strough Audin is one of the most congested madway segments in the State of Teaus. As this seriously addited readway is dhan coaled by the Miles Stored Feaus, at Teaus is bound on in for both and notione action to branches this critical seriously extend or inflastrations into a making that will accommodate the rigid and immense growth we are experiencing in our great State. Accordingly, it was religiously to expense any processing support the 1-55 ST-State Support to Park ST-State Despots Accordingly, and in religiously according any of the religiously according any processing the ST-State State State ST-State ST-S	Sax Comment #S
298	Anony mous	2/8/2023	MyCapEx Website - Comment Form	General support	Due Chairmen Bugg and Commissioners: There you for your support to address 155 through, Austin in a comprehensive menor. This short of lightway a nationally relead as the 15th word for build: compation and be word in the same, 155 through Austin in sends of the improvement to most the command of a graining region to ensure our local and state occurring concritions to three, I write in support of the 155 Capital forces. Certain deeps a grounder 15ct. This support of port address to sense for the colors of the co	Sea Comment #8
299	Anony mous	,	Phy sica	Do not widen/no build Construction	Highway expension is state-sponsored territories Rendering to bright -Questions about alleyway or Anjord - construction congestion and how is a going to more - Pedestrines - being able to maneover	See Comment #5 See Comment #218
300	Anony	2/11/2023	Co MyCapEx Website - Comment Form	Business/Residential Displacement	Please duth develop north of 45th The tea house is really important for the community, and brings so much to Austin.	See Comment #21
301	Anony	2/11/2023	MyCapEx Website -	Do not widen/no build	do not expand north of 45th. There's no point, and it would be a pointless disruption.	See Comment #5
302	mous		Comment Form VOH	Do not widen/no build	Out expend at all, if you must, don't expend north of IDS.	Sea Comment #5
302	Anonymous	1.5	VOH		Cont. expaind at all. If you must, don't expairs north of IDs. There are great local businesses that will be registrively impacted by the expansion.	See Comment #5 See Comment #21
303	Anony	r knijani	VOH	Do not wider/i o build		Suo Comment #5
304	Anony	2/13/2023	MyCapEx Website - Comment Form	o build Do not widen/no build	Don't expand at all. If you must definitely not north of 135. Please DO NOT expand the laries on the 1-35. It will only create unhealthy air quality for residents as more case pile up to move shouly through the city.	Sec Comment 45 See Comment 45
	mous					
305	Anony mous	2/23/2023	MyCapEx Website - Comment Form	Managed laines	Lagrae with adding (COV loses to 1-35 foot degreed that I went to resonate the wellth expension through town.	Assigned for several development of the contract of the contra
306	Anonymous	\$ (A7) Second		Do not widen/no build	I regional expending 1.25. As recording spear contemporal in Assistant should be choosing and the 2 draph and to such for all mod ones. Text have to break around Audit on an intended in tighting, whether is a cir or by waiting or bigging, I want safe, pleasant, and waikable and bhasible stream. I want community alternatives to expension, including flucorenct Audit mad fluctuated to be fully included.	Sea Commune 45
				East/West Connectivity Air Quality/Noise	East-west crossings should be at least every 1,14 mile	See Comment #20 See Comment #34
307	Anony	3/3/2023	MyCapEx Website - Comment Form	Air Quanty/Noise General Support	Expension will sensen traffic and many other problems, including air, water, and noise publishor; health impacts; heat cleand impacts; and coaless. Hallo FLOOT, I am writing to voice my support for the project to lear down the double decked portion of 155 and expending the noiseley, increasing inter_follow/problety and connectivity. I do, however,	See Comment #34 See Comment #8
	mous		Comment Form		Note DOES, it can writing toward any purpose for the project tower does not adults deaded profes of £55 and equating its eventuals, recovering event investight that highly eventual to a project proj	
				Do not widen/no build	agon to reprint distribution and any representation of \$15\$ freely desirable basis. Defer the abstraction physical products the data of facus, for control clean are not an appropriate from the first section of facus, the control clean are not an appropriate from the reservation, which has been desirable and the control control clean are not an appropriate from the reservation of the section of	See Comment #5 See Comment #5
				Air Quality/Noise	The application of an 12-50 equation is in natural to the control of the control	

				Recial justice	The Instrucial placement of 1.55 through Audin is will documented. East Audin was instancially diservented by Federal and State governments through the practice of reditining. Placing a Newsy to separate East and Domition Audin wise a control practice in close to physicially predict against the "Infilhization of inflamentious recall groups" (yes, this is a quote from section 925 of the FRNA. Underwriting Manually, Removing they would help has the activated that and decide own or it.	See Comment #3
					Manual). Removing the fiseway would help heal this scar rather than double down on it.	
308			MyCapEx Website -			
300	Anonymous		Comment Form	Community alternatives	Finally, the lack of maningful alternatives provided by TxDOT is very concerning. From the very start of the process, adding two managed lanses was the only alternative given to consistuants. Options to recissign, rerocte or remove the freeway or introduce maningful transit infrastructure were never offered. By giving different versions of the same option poised as alternatives,	See Comment #4
					receipt, record or remove me inseemy or infroduce meanings infrared, infraence, the service or other services or the service proton posed as assembly experiences.	
				Community Engagement	TADOT is missleading the public into a specific project to benefit special interests rather than the citizens of Texas. However, I would like to highlight one reasonable option that should be studied that can still benefit all parties—a recruix.	See convent #320
					benefit all parties—a nercute.	
				Reroute to 130	Remarks (Taylows, accord only continue as any control in Teas. Any business made in a by is lately to be the semant of the original tophous alignment. This type of project excits each well for the control of the original tophous alignment. This type of project excits each well for the control of the original tophous alignment. This type of project excits each well for the control of the original tophous alignment. The type of the control	See convenue #3
					Autoin 1.55 expansion with the existing adjustment becoming a smaller, loss disruptive business route serving vehicles travelling to and from downtown and the capital and a realignment of 1.55 along the US-183. 591:30 or another route serving the result and a realignment of 1.55 along the US-183. 591:30 or another route serving the result and the realization of the realiz	
					all over Teas would benefit from increased capacity and a reduction of congestion when they drive or their freight moves along the 155 control.	
				Latent/Induced Demand	to second to the control of the cont	Sec Comment #18
				Lawry House Delians	It is important to note that congestion along the preferred alterative is unlikely to improve as latent and induced Demand are likely to greatly increase which solutions along the road. It is unlikely that many Teams asked prefer to see billions of dollars spent on a project that may provide less benefits than a project that could cost millions of dollars such as a resouts. It would be worse if the more affordable	JAN CONTINUE & DE
					Spools was the type again.	
						See Comment #5
					This project is information. To exist and bot hoolids to pudorities and cyclast. As a minimum, 1,007 should find all of the device, and put that borders on the local supposes who will suffer invergence to 1 dept. The public of	See Contrast #3
					in gift Spir assess from spiriting accretion the highway. It's where the separation between costs in color to the second color	
309	Anonymous	3/6/2023	VOH	Do not widen/no build	constructed as foliation managed intension in other temporal variation strategy contracted and the contraction of the contracti	
ID	C N	Da R d		Topic	c	Rp
				Bike/ped safety	For this and pulsations influences, don't pury pound for the facil action diseased one perfit. Those are fine for substitute or constrained projects, This are doing a full floar done and distinating the aware (including pounds) in home and businesses, deletablishy developes, jue you about at least come facils in with separate belief out this laines, solvenible, street least, its upporter facility fulfill display, occurred from their productions.	Sax Comment #30
					(b)key/scooters) from slower pedestriars.	
310	Anonymous			Do not widen/no build	ModingS Program Manager Tomny Abrego, I aran a moletic of Auditi. OVOIDE TO Audit of Auditi. OVOIDE TO Auditi of Auditi.	Sec Comment #5
					**Apprays operations CMT such. They somet congestion (as we saw with the King Freeway) air noise and eather publicion, safety, and transportation replaces beyond driving 10 years of construction for just a few years of congestion resid in NOT search. Construction was an intension following for opposit or type. Secret CMT, Association operation, and eather representations to laised up for mis.	
					I don't want to use an interstate highway for my local trips. I expect TxODT, Austin City Counch, and other representatives to stand up for me.	
				Reroute to 130	i am FOR The Rethrink35 proposal, redesignating another highway such as \$14.130 as an intensiste, a boulevard going through town, a public transit-first project, and money and time going elsewhere.	See commant #3
				Latent/Induced Demand	TuDOT's process in this project is flawed: It ignores induced Demand, construction impacts, particulate matter pollution from tire wear, the failure of almost all highest expansions, the success of freeway	See Commant #18
					removals, and its traffic modeling is filewed	
311	Anonymous		MyCapEx Website -	Air Quality/Noise	Expanding IH-SS will only increase traffic, pollution (noise and air), The cost and time of construction will be outrageous.	See Correnat #34
			Comment Form		and create a greater divide between the east and west Austin.	See Commant #20
				Public transit / Multimodal	The time and money should be spent on reducing traffic by building public transportation,	See Commant #13
				transportation		
				Bike/ped safety	blee and pedestrian infrastructure and green spaces that we all can enjoy.	See Contrast #30
312	Anonymous		MyCapEx Website -	Latent/Induced Demand	In 2023 why are we still disregarding the abundance of reputable research and knowledge proving that highway expansion negatively effects traffic congestion? and reducution in environmental pollution?	See Comment #18
			Comment Form	Multimodal Transportation	Why are we still ignoring the citizens' desires and suggestions for Multimodal Transportation	See Commant #20
				Air Quality/Noise	and reducution in environmental pollution?	See Correlat #34
313	Anonymous		MyCapEx Website -	Do not widen/no build	1 strongly oppose the expansion through Central Austin. I live near 35 and E 51st and do not want the access road any closer to my home.	See Correlat #5
			Comment Form	Public transit / Multimodal transportation	We should invest in make trainst, like high frequency but lines and dedicated bus laines, instead of widening the highway.	See Commant #13
				transportation		
				Latent/Induced Demand	Butter public triansk will decrease demand on the highway.	See Commant #18
314	Anonymous		MyCapEx Website - Comment Form	Do not widen/no build	This entire expansion is a waste of money! Shame on everyone involved in this corrupt project.	See Commant #5
			Website - Comment Form	Latent/Induced Demand	It will make traffic and	See Commant #18
					polition were.	See Commant #34
315	Anonymous		MyCapEx Website - Comment Form	Business/Residential Displacement	Expending I-SS at the expense of local businesses is simply not worth it,	See Commant #21
			Comment Form		I would simply prefer an alternative route to go around Austin in order to make it more efficient for thru traffic.	See commant #3
				Public transit / Multimodal	The expansion goes against the city's aims to be less car dependent –	See Commont #13
				transportation		
				Do not widen/no build	reconsider, please.	See Commant #5
316	Anonymous		My	Do not widen/no build	This project sucks so much please demotish it and	See Commont #5
			Cap Ex	Reroute to 130	move the highway to Nee 183	See correnal #3
			We		To the Staff of the Texas Department of Transportation:	See Comment #5
					We previously provided TXDOT with our comments to the proposed explansion alternatives during TXDOT's brief notice and comment period in 2021. In that letter, we expressed concerns that the favored build alternatives would nadically reduce our quality of life white expanding the many east-west divides in our city.	
					Having carefully considered the literatives presented in the current DEIS, we urge TxDOT to choose the No Build Alternative because the benefits of Modified Build Alternative 3 would not justify the costs and impact on our community. As noted by many well-informed members of our community.	
					The project itself would worsen traffic and congestion for many years, especially at a time when Austin will be building Project Connect. It would be difficult for our community to support a proposal to expand a highway that has a deep history of dividing the city without providing significant and meaningful improvements in connections across it. Caccinst the histman downtown	
					does offer a monumental opportunity to reconnect our urbain fabric and to symbolically units the geographic division that began with the 1928 mester plan. However, the downtown effort alone does not adequately address the wide-spread east-west barriers that 135 represents today. In fact, the planned explansion erects new barriers outside the downtown core. For example, 51st Street is currently the only crossing in our area between Airport Bird. and U.S. 200, a distance of 1.5	
					miles. Although adequate when 135 was originally planned, it is no longer sufficient due to the development of Mueller community and anticipated growth along the Airport and Cumeron Road corridors. These neighborhoods and communities—North Loop, Ridgetop, Styview, Highland, Mueller, Windsor Park, St. John's, and so many others—are precisely where lower and middle income residents have comprehended in search of affordable housing	
					This has did not been been been been been been been bee	
				Do not widen/no build	For better or worse, this highway is part of our neighborhood and traveling on, across or along 5.55 is a dialy reality for residents in our community. As some of the stakeholders most personally and directly impacted by this project, we are willing to work with TXDOT on a more aspirational vision for this readway. We view this highway expansion as much more than a simple readway - and hope that you do as well.	
317	Anonymous		MyCapEx Website - Comment Form			
				Latent/Induced Demand	160T's projected traffic growth and communing times are easignment because communities will change their driving patherns as alternatives become more available or fenorable. -Equinating will not eliminate congestion due to include Demond. -Equinating will require a supplementation of the communities of the communi	See Comment #18
					- ToCOT can improve highway safety immediately by reducing the speed limits on the highway and access reads.	
1	1	1		Public transit / Multimodal transportation	The project would encourage the use of single-occupancy vehicles, promote urban sprawl, and hinder progress toward reaching goals of the Austin Climate and Equity Plan.	See Comment #33
				Business/Residential Displacement	In order to expand the highway, the project would confincate land from businesses and residents man the right of way,	Sus Connect #21

				Recial justice	disproportionality impacting innel businesses and minority communities. Widering the highway with the limited connectivity, currently in Modified Solid Alternative 3, would perpetuate, expand, and worsen the demographic divide that begin with the city 1028 maker plan.	See Comment #3
			-	East/West Connectivity	ETGGT continues to pursue Madriad Alternative Build 1, then we spend by the resident adapted by or CNG Council which all to Ment is a cell for a substantial increase in each event connections white advantage for one more applicate of their is the factor as the factor as the factor and the f	Sas Comment #20
				Public transit / Multimodal transportation	One that emphasions the health and safety of the residence who have along its borders, one that makes space for an expending new public transportation spaces, one that does not connect into the earth the fiscal based transportation of the last contrary to it is fiscable enough to entopy see the inchnologies of the next generation.	See Comment #13
318	Anonymous		MyCapEx Website - Comment Form	Burytunnel	As only given that is not all (3.5) to be a positive. Additions, by a constraint of the case to be in playing seat, and are activated in the case to be in playing seat, and are activated in the case to be in playing seat, and are activated in the case to be in playing seat, and in the case to be in playing seat, and in the case to be in playing seat, and in the case to be in playing seat, and in the case to be in playing seat, and in the case to be in playing seat, and in the case to be included as a more also discovered by the case to be in the	See Comment 425
				Regional connectivity	It would also be great if the project could somehow incorporate future rail into the design.	See connect #1
				Business/Residential Displacement	l know businesses will be displaced. They should be compensated for having to move.	See Connecut # 21
319	Anonymous	3/7/2023	MyCapEx Website - Comment Form	Latent/Induced Demand	I don't think it's been will communicated how the plans will benefit the region and the traffic flox.	See Comment #18
320	Ananymous		Vou on must 1	Cannwall Engligement		1607 is as warked with community and approxy desambleation to create an engaging policit condensed present. The project fasts were controlled feedback regarding the condensation pairs valuable, reject propose and meet, origin of alternatives. Now the accurate controlled feedback regarding the condensation pairs valuable, and of the referendance is associated to the quarter of the project feedback regarding the condensation to require documents, 1507 is well appeal additional time and project project feedback regarding fe
				Do not widen/no build	Me and a lot of people here in Austin don't want 35 expanded, we don't want more lanes.	San Comment #5
ID	C N	Da R d	s	Topic		R p
321	Anoosh Razian			Community alternatives	hs 13 Cours Express Course, Our florwance large development of the attempt to consider his out of meaningfully considering meaningful alternatives in the ES proses, including the study done by Course and American Course (and the Course) and the Course and American Course (and the Course) and the Course and American Course (and the Course) and the Course and American Course (and the Course) and the Course and American Course (and the Course) and the Course and American Course (and the Course) and the Course and American Course (and the Course) and the Course (and the C	
			ľ	Do not widen/no build	Please run the rigorous analysis found throughout thousands of pages of ES on the ReThink35 and Reconnect Austin proposals.	See Comment #5
322	Anthony	3/1/2023	Email	Do not widen/no build	To 1 Size occurrent as a ration bable. The as were, written, and aging prince, the proposal consenge for the city, the experience occurrently for an extend and building it displayed in experience. The principle occurrent of the city of the city occurrently for an experience occurrently for the city occurrently for city occurrently for the city	Se Comment #S
323	Anthony Ballestas	è-ne, insk	VOH	Do not widen/no build	Note the even in plaquement with the controlled of 155. These has been a platfore of formed research and executions that table us this is the writing direction. Curriating and from the search and executions that table us the size of the execution controlled to the execution of	Sec Comment #5
			ļ	Public transit / Multimodal transportation	So with that in mind why don't we invest in methods that would encourage other transportation mediums such as walking, non-cer motorized whicks (like a bless), and public transit.	Sw Comment #13
324	Anthony Butler	1/31/2023	MyCapEx Website - Comment Form	Regional Connectivity	William of this three support of a high lapsed and system to be installed in Texas. Manify between the 'big crise' as an alternative to flights. Would cut long distance communics in half. See Action to EP Pass. Houston to Dillias. And as on.	Second 11
325	Anthony Cruz Jr.	1/19/2023	MyCapEx Website - Comment Form	Regional Connectivity	Town needs a bitter parameter and returns, Commons are getting some because of the number of case on the road and expansion bort alleviating the problem. Please review the Lond Star fled proposal so we can have true high-speed rail and decrease traffic along the 25 condor.	Sectional #1
326	Anthony Fowlkes	3/1/2023	VOH	Do not widen/no build	Suppressed the efforts undersides by 1500°ts to be more approaches to the project. However, I feel that it should not be a printing to increase capacity on 35. While we should be concerned about driving staffic to other develop, think maintaining or even reducing capacity on 35 might be a better part forward fee the future.	Sectioner(45)
327	Anthony Harper	\$100,0000	VOH	Do not widen/no build	Take disappointed in the convent given for the LSS Capital Express Centur project, and it this is advocable address the needs of Auditiris communities, it places are undus burden on the only in interceptive and does not do enough in seconage alternate transportation sprices such as opining or public traves. The proposed toke line only given as file much this Wilderbert St., which is computely inadequals. The proposed toke line advocable to a file and the substitute of the proposed toke line and odd for expended to a file and Stangtfort care for greate accessibility. Thank you for your consideration.	Sectioner(#5
			ŀ	Reroute to 130	I strongly urge the Texas Department of Transportation to revoke intensiate traffic around the city of Austin instead of through it, to include enhanced public transit options, and a more expansive bodievand.	Seconment #3
328	Anthony Lacagnina			Do not widen/no build	National Ampsion Manager Temps Open as The Control Co	The Comment #5
					We have numerous real-entificacy experiences hashing to ECEN VODES fastic congestion, such as the Kay highway expension. Frough a well-documented phenomenon income as "bolazed Demont". Stilling of dations are specificated, and what are set in with 10th to saffic, may publisher, more froutnoted, and a benerificated gooding of this for citizen.	Sec Comment #15
				Business/Residential Displacement	Moreover, the expension will demotish and displace many residents and businesses. With the buddross rise in rental prices Austin has fissed in the last decade, many of these residents will likely be unable to residents.	Set Comment #22
				Public transit / Multimodal transportation	These are many alternatives. One would be to actually invest in public transportation, installation of a light cell or actionsy that actually services high-baffic areas would be the most effective strategy for decreasing table.	See Comment #13
				Community Alternatives	rerouting traffic around Austin, as proposed by Rethink35, would allow for better access to the city from the growing suburbs without clogging the downtown stretch with even more traffic.	See Comment #4

	1			Do not widen/no build	Too and the second seco	See Comment #5
329	Anthony Sone			Do not wider/no build	Nation(Sh Program Manager Tomorp brings). In an extended of data for the second of advanced to the second of a secon	San Commant #5
					I DOPOSE TADO'T's plants for I-35 and 10 PPOSE expansion. Highway expansions DON'T work I help women complaints (as we with the Katy Priesway), sir noise and water poblution, safety, and transportation options beyond driving. 10 years of construction for just a few years of congestion relief is NOT	
					worth it. I don't want to use an intensistate highway for my local trips.	
					I expect TxDOT, Austin City Osuncis, and other representatives to stand up for me. Anthony Sone	
				Reroute to 130	I am FOR The Rethink35 proposal, redissignating another highway such as SH-130 as an intensite, a boulevard going through town, a public transit-first project.	Seconnert#3
			l f	Tire Wear	TxOOT's process in this project is flawed. It ignores induced Demand, construction impacts, particulate matter pollution from tree wear, the failure of almost all highway expansions, the success of freeway removals, and its traffic modeling is flawed.	See Comment #18
					MobilitySS Program Manager Tommy Abrego,	See Comment #5
					MARKED STANGER NAME TO THE WAR AND	
					According at the plant. All 5 is currently 5 is currently 5 in cur	
				Do not widen/no build	by customers of controlly with account controlled with account controlled con	
330	Anthony Stevens				communa across the city every say can not affect 5° editaria's day just to get to sork. This plan would alled once a major accoss point for Lady-ford Lady-rors control cuts or you by search! This lake is the heart of the town, and it's just unaccoptable to dose one of the most accessible access points. If his plan dose go forwards. I hope we dictobe many more protected (or isolated) blow paths, and other transit options, and improved access to ladyleid slaw. Anthony	
	Annual y Savetta				If this plan does go forwards, I hope we include many more protected (or isolated) bike paths, and other transit options, and improved access to ladybird lake. Anthony	
				Reroute to 130	Encouraging the use of 99-130 for freight and strough shaffs would do fair more to improve braffic than anything Islad in the plan, and be cheaped Simply allowing freight to travel free strough that path, would save us the writer cost of inhabiting (SS. This was the purpose purpose of 99-150, and wit if failed because people dislate toll reads.	See comment #3
					would have us the entire cost of rebuilding (35. This was the purpose of SH-130, and yet it failed because people dislike toll roads.	
331	Anthony Telada	1/31/2023		General support	Why not	Sectionment 48
331	Annualy repaids	2/32/2023	MyCapEx Website - Comment Form	онин варухи	mig too	JAN CONTROL TO
200	fothers W. Y.			Do not widen/no build	Mahitri-S Sarrow Monoey Yangu Akoda	See Comment #5
332	Anthony Whiting			Do not widen/no build	Abdolish Program Manager Transprising. The second	See Contract #3
					neces. The appears meture or my norms man ror gone unmoved by a pletform of people. A better future is always possible and if feeds wants to keep fulfill with its calim, and promise, as a leader in the 21st century this is it. The con sequences break the facility in a buttle with ToDOTs unsupported benefits. Therefore I oppose expansion to 35 and the standing plans made almost exclusively by ToDOT. A once in a lifetime opportunity to meet the transportation needs of all - not just to	
				Recial Justice		See Comment #3
					Intendities 25 was constructed through a once skeep mere college and state capital town but undoubtedly embedded in institutional radiom. It is no accident a vessal for large quantities of transmissional subprement can right through the historically black resolution and Austra, instead of vessality while pocked to the exect of Mapper, such as Temptom. What message does it send to these same communities affected by rediring, put, the programmed provides are considered by rediring, put, the programmed provides affected by rediring, put, the programmed provides are considered providers, put, the programmed provides are considered providers, put and providers are considered providers.	
333	Anton Hazlewood			Community Alternatives	Mahilir S Barraw Managar Yanna Abada	See Connected #4
333	ATTOTI PIAZAWOOD			Community Aramativas	Mobility35 Program Manager Tommy Aznego. As a born and raised Austiniah have seen this city grow tremendously and have also seen 135 smilling set worse, and worse, Lagree with ReThink35 that the current proposal will not resolve the issue.	Sau Contract #4
				Reroute to 130		
				Reroute to 130	135 should be rerusted outside the heart of downtown. There should not be an interstate traffic going through the middle of a City. The current expansion will incentivize more baffic through the city and will have irreversible health effects to our citizens.	See corresest #3
334	Antonia Taylor	1/23/2023	MyCapEx Website - Comment Form	Regional Connectivity	This maney should be used to create train systems from San Antonio, Austin, Delais & Houston. Surrounding areas can be serviced. HIGHWAYS ARE OUT RAILWAYS SHOULD BE INI	See comment #1
					MobilityS Program Marager Tommy Abrego, Hallo	See Comment #5
					Making to request the segretary forms storing the segretary forms and the segretary forms and fine again in whole \$5 class throughout history (finite and deep make a segretary of \$3.5. 1 has present the earth for a segret in a whole \$5 class throughout history (finite and deep make a segretary of \$3.5. 1 has present the segretary of \$3.5. 1 has present throughout throughout history (finite and deep makes). The segretary of \$3.5. 1 has present throughout throughout throughout history (finite and deep makes) and the segretary of \$3.5. 1 has present throughout through the segretary of \$3.5. 1 has present throughout the segretary of \$3.5. 1 has present throughout throughout throughout throughout throughout throughout throughout throughout throughout through the segretary of \$3.5. 1 has present throughout the segretary of \$3.5. 1 has present throughout throughout throughout throughout throughout throughout throughout throughout throughout through throughout throughout throughout throughout throughout through throughout through throughout throughout throughout throughout throughout through throughout through throughout throughout throughout throughout throughout through throughout through throughout throughout throughout throughout throughout through throughout through throughout through throughout throughout throughout throughout throughout throug	
					The make of highways that Austrations currently have to morphism as taking to be a support of the control of th	
					Melaisure bruce, cut ordos. Priesse. Simply, Antonio	
				Do not widen/no build	Artonio	
335	Antonio Mondragon					
335	Antonio Mondragon					
335	Antonio Mondragon		-	Air Quality/Noise	Not only an historical endoince is a factor in my opision but the fact that the TACOT plan comprisedly ignores the very likely previous than that it will could in the environmental, sportal, and commercial	Sea Comment #3-5
335	Antonio Mondragon		-	Air Quality/Noise	This daily is historical evidence is a factor in my opision but the fact that the 1-00T plus companing spores the very likely potential from that I self cause in the environmental opcortat, and commercial events of the opision between higher than but it had cause in the environmental opcortat, and commercial events of the opision between higher than but it had cause in the environmental opcortat, and commercial	See Comment 434
335	Antonio Mondriagon		-	Air Quality/Noise Community Alternatives		See Connect 634 Son Connect 64
335	Antonio Mondragon		-		Not any to historical solution is a factor in my opinion but the fact that the TOOT gave computely grown to very filled potential factor that it do clear in the innovemental, according, and commercial sequels of the log just to create a factor for a problem caused by the sections in embodrating to the spiritury factor to begin with processing required recent tringue. I expect TOOT, the sides government, and this local government of the Audion motor served in interest the colors of the people, they have at the only in this correct and future states, and create a given the color of the people, they have at the only in this correct and future states, and create a given to according to the color of the people, they have at the only in this correct and future states a given to according to the color of the people, they have at the only in this correct and future states, and create a given to according to the color of the depth of the color of the people, they have at the only in the correct and future states a given to according to the color of the people, they have a given to according to the color of the people that and the states a given to according to the color of the people, they have a given to according to the color of the people, they have a given to according to the color of the people, they have a given to according to the color of the people that a given to according to the color of the people that a given to according to the color of the people that a given to according to the color of the people that a given to according to the color of the people that a given to according to the color of the people that a given to according to the color of the people that a given to according to the color of the people that a given to according to the color of the people that a given to according to the color of the people that a given to according to the color of the people that a given to according to the people that a given to according to the people that a given to according to the people that a given to accordin	
335	Antonio Mondragon	Da R d	-	Community Alternatives		See Connect 44
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10 336	Antonio Mondragon C N Antonio Pioncak	Os R d	S	Community Alternatives		See Connect 44
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338 338 339 340 341	C N Anterio Puorcali Anterio R. Casingral Anya Gantanasii App Gantanasii Anterio Radiolinan Anterio Paratta Anterio Paratta	1/31/2023 3/7/2023	Comment Form Email Email	Community Albarrations Titles Do not eviden/no build Public barrier/ Multimodal Response control Response control Public barrier/ Multimodal Control Do not eviden/no build Control Control Do not eviden/no build	regard 1500°, the stood government, and this boad government, and this boad government, and this boad government, and this boad government, and the boad of the day now and for many many years to come. **Committing Suns (the Town of this Rethink 55 proposed) that will actually made the needs of the day now and for many many years to come. **Committing Suns (the Town of this Rethink 55 proposed) that will actually made the needs of the day now and for many many years to come. **Committing Suns (the Town of this Rethink 55 proposed) that will be subset or goods and building more highways have done soften to good and the suns of the supplement of the subset of the su	The Connect 45
330 330 331 332 340 344	C N Antonio Pisancale Antonio P. Calasagnal Anya Gandeesel: Apacha Badoy Ant Saleman Anasan Paralla	1/31/2023 3/7/2023	Comment Form Email Email	Community Athernations Tune Do not sedan, not build Public barrier / Multimodal wavepartners Regional connectivity Amende to 1300 Do not sedan, not build Community Athernations General support Do not sedan, not build	regard 1500°, the stood government, and this boad government, and this boad government, and this boad government, and this boad government, and the boad of the day now and for many many years to come. **Committing Suns (the Town of this Rethink 55 proposed) that will actually made the needs of the day now and for many many years to come. **Committing Suns (the Town of this Rethink 55 proposed) that will actually made the needs of the day now and for many many years to come. **Committing Suns (the Town of this Rethink 55 proposed) that will be subset or goods and building more highways have done soften to good and the suns of the supplement of the subset of the su	The Contract #4 The Contract #5
337 338 339 340 341	C N Anterio Puorcali Anterio R. Casingral Anya Gantanasii App Gantanasii Anterio Radiolinan Anterio Paratta Anterio Paratta	1/31/2023 3/7/2023	Comment Form Email Email	Community Albarrations Titles Do not eviden/no build Public barrier/ Multimodal Response control Response control Public barrier/ Multimodal Control Do not eviden/no build Control Control Do not eviden/no build	regard 15007, the states government, and the total governments, and the total governments of the Audion notes are to leader to the victors of the appoint, help toes at the only in the content and follows place and an experiment of the Audion notes are to leader to the victors of the people, help toes at the only in the content and follows place and an experiment of the Audion notes and follows place and for many many years to come. All Allowages Thomps Manager Tomes Manager For this last 70 years, then and then applied to the subtract growth and building more highways have done withing the family production. All Allowages Travers to bursts, find from the State of the Audion of	The Connect 45
337 338 339 340 341	C N Anterio Puorcali Anterio R. Casingral Anya Gantanasii App Gantanasii Anterio Radiolinan Anterio Paratta Anterio Paratta	1/31/2023 3/7/2023	Comment Form Email Email	Community Albarrations Titles Do not eviden/no build Public barrier/ Multimodal Response control Response control Public barrier/ Multimodal Control Do not eviden/no build Control Control Do not eviden/no build	regard 1500°, the stood government, and this boad government of the Auditor action area of the day now and for many many years to come. **Committing Suns (the Town of this Rethink 55 proposed) that will actually ment the nearby of the day now and for many many years to come. **Committing Suns (the Town of this Rethink 55 proposed) that will actually ment the nearby of the suns of the nearby was to come. **Committing Suns of the Nearby Suns of the nearby suns the suns of the nearby	The Connect #4 The Connect #5
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337 338 339 340 341 342	C N Antonio Rumana Antonio R Cassagnal Antonio R Cassagnal Anga Gandanasii Agachie Baday Antonio R Salanianasii Anana Penalia Anana Penalia Anana Penalia	1/31/2023 3/1/2023 3/1/2023	Comment Form Email Email	Community Atternations To not wider, the build Do not wider, the build Partic several, Attended Transportations Regional connectivity Attended to 130 Do not wider, the build Community Attended Do not wider, the build Paties carear, I Authorizedad Transportation	regard 1500°, the stood government, and this tood government, and this tood government, and this tood government, and this tood government, and the tood process and for many many years to come. **Committing during the Tools of this Rethink 55 proposed that will calcular ment the needs of the day now and for many many years to come. **Committing during the Tools of this Rethink 55 proposed that will calcular the needs of the day now and for many many years to come. **Committing during the Tools of the September of the September of the Needs of the day now and for many years to come. **Committing during moving on road subsering invest or public thereoper from the committee of the september of	Des Connect 43 The Connect 44 The Connect 45

2.46	Associación Outis		McCoully Website	Air Quality/Noise	This connection accounts draw not have the health and added of Years in most Three will be more related to the country of the largest site which will contain more accounts to	See Comment #34
343	A manufilla Orto		MyCapEx Website - Comment Form	All Quality House	This expansion proposal does not have the health and safety of Touris in mind. There will be more whiches going through the middle of Touris 4th largest only which will create more air pollution leading to respiratory problems. The airway's problems for many including children, often adults and people with respiratory problems. We airway's enduringer our lives with the big rigit trailers that drive right next to cars much smaller than them. It is trine for Touris to post people airway or group in a head of group.	Jan. 00110001 1 2 3 4
					It is time for reases to pick peoples arrised or protec.	
					Better idea: build a connection from ISS connecting to 183 on both north and south sides so the big ripy ap around Austin. Then add additional lains to that portion of 183.	
						See comment #3
346	Arman do	3/6/2023	Email	Do not wider/no build	Mobility55 Program Manager Tommy Abrogo, Halfo,	See Comment #5
	Castan				Media. Media Thomas Septiment of Transportation is consistently expended polyment and the state of the state	
					paciple and also provide easy walking routes between everyday sesentials and takes. A highway desiry accomplish any of this. I serve us in Dalliss and moved aware for colleas, I want to routen't or feast when the serve and the serve us in Dalliss and moved aware for colleas. I want to routen to feast when the farm of this when I know that what awards me in Texas is hishwook and history we consistent.	
					Sasting of feedom being able to live my life without a car. This is simply not possible in Yeas. Americans do not want ages allow to my want to he found into traffic Provide not want inhibitory amening to the contract of	
					Stop the highway expansion and save lives. Reduce traffic fatalities by reducing traffic and keeping speeds low. Maintain Austin culture by not buildozing urban cores for cars.	
347	Arpad Takacs	1/17/2023	Email	General support	Dear Chairman Bugg and Commissionnes: Thank you for recognizing that 1.95 through Austin is one of the most congested readway segments in the State of Texas. As this seriously outlined readway is often	See Comment 48
					Date Chainman Bugg and Commissioners: Thank you for recognizing that 153 through Justica in one of the most composite makings segment in the State of Texas, it is in assimpting consistent makings in state of the Main State of Texas, it Texas is should call for bodd and duckink action to brandom this critical whether of infortunction into a readway that will accommodate the report and exemption of the segment of the SS SS Capital Express Central design as proposed by 160°C. Thank you for your consideration of this request. After thom my illnown	
348	Arturo Arriaga				Mobility 55 Program Manage Thome, Parkage, I are a resident of Audit, case, who like this counted of other Auditinities, uses 155 daily. This is why I am writing to oppose ThOM's cornert proposal to expand 155. To be clear, the cornert proposal counted or a disaster for the Chip of Auditin, and the worst informationary project. Thost have on enterpreted, right-ups on the contract proposal to expand 155. To be clear, the cornert ground, and make shall be expand 155. To be clear, the cornert ground, and make shall be expanded to the analysis of the contract ground, and make shall be expanded to the contract ground, and make shall be expanded to the contract ground, and make shall be expanded to the contract ground, and make shall be expanded to the contract ground, and make shall be expanded to the contract ground to	See Comment #5
				Do not widen/no build	worst infrastructure project. Tubbt has ever attemprate, Highweys don't work and the current proposal to expand 35 would miss Austin less safe, softle economic growth, and make traffic even worse during pask out. Tubbt should immediately consider the attemptate reconcess like turring 15 in a believed or come like more consideration from the outilic.	
					Thank you.	
				East/West Connectivity	Of 135's many flaws, none is more important than its division of the exist and west portions of the downtown area	See Comment #20
349	Asena Tapaevalu	1/30/2023	Email	General support	Dair Chairman Bugg and Commissioners: Think you for recogniting that 155 through Audin is one of the most congested nodway agenetis in the State of Teass. As this seriously outdated nodway is offer a collect of the Main Street of Teas, at Teass should not for tool send accesses action to branch mits cricial service of instructions into a moderary but will accommodate the report and immense growth we are operancing in our great States. According, it is writing bodge to spream or promises support from 145 School begrown comprising suppor	See Comment #8
					called the Main Street of Teast, all Teasts should call for bold and decisive action to transform this critical streets of Ireast, all Teast, all Teasts, all Teas	
					request. Asena Tapawalu	
350	Ashley Jackson		MyCapEx Website - Comment Form	Do not widen/no build	Eve lived in Austin for 40 years and I have never seen such an avful highway expansion proposal. This is an extremely hiermful project. Until you have lived east of IH35, you do not understand how cut-off	See Comment #5
			Comment Form		No lived in Austin for 40 years and have never seen such an anifold highway expansion proposal. This is an externelly harmful project. Until you have lived east of PSS, you do not understand how cot off and inconvenient the HSS device makes daily life, is an rote on axis as to think that the sales will stop this project but vie one sell modify. A. Aurilia no or capital and the beautiful crone-jeved of our state. Life undertake a project that is sortly off those defice. Life was the paper district to extra paper district to extra paper district is confirmed and the DOSI light FSS exert. We can do better them the current plan. Fixes	
					deserves the best that TXDOT can deliver. Are we serving Teams or are we serving 18-wheelers from Mexico?	
				for the second	We need more east-west connections over ROSs. It is worth the investment to drop the highway underground entirely between 200 and Lady Bird Lake	
				East/West Connectivity		See Comment #20
				Caps/Deck Plazas	FUND CAP AND STITCH. Modify the plan to include better pedestrian crossings and east-west bridges at ground level that can support future developmen	See Comment #42
351	Ashley Keith	3/6/2023	Email	Do not widen/no build	Mobility55 Program Manager Tommy Abrego, Expanding 195 means further dividing OUR city, displacing and burdering OUR citizens. It means doubling down on policies that increase pollution and decrease quality of life. It's the wrong move for Austin.	See Comment #5
					The proposed submitted for the shalling of \$3.0 from;) the centre segment on one man Deboord 2 registrations results and actually cause mobility season. The proposed highlyse segment of one man Deboord 2 registration of the centre of the c	See Comment #184
					The proposed alternatives call for closing one of the four entrances to the neighborhood. This will increase the difficulty of getting in and out of the neighborhood, and increase the cut through traffic in the neighborhood when the right hand lane broaden report having on which it has contained and all times of dozen. Which is the contained of the proposed alternatives address the cut of the neighborhood when the right hand lane.	
					Severag corns on Ariport cucks up, which is close regulately at all times or cay, waterer or one proposed internatives address this issue, and interest close to the left turn to go scott on 1-35, a section of training that only before up of the proposed internatives address this issue, and interest close to the left turn to go scott on 1-35, a section of training that close. Accur.	
					have. The proceed polarization rived use pathways to makings the Apport, 355 interaction without a car are surroccussely hostife to approx without a car. Instead of diverting car chanes, who can easily traverse hits, goods changes, and increased chances, more care up and to apply the contract of the apply the app	
					The proposed pathways sits include an outrageous proposal of underpasses for protestrains, including a very long segment in which pediatrians are expected to pass under the 8 tunns of Airport Bhd introduced crossing at the intersection above ground. These tunnels table expediatrians out of a sign of airporae expendit, which is uncertaintied and interest the segment of a sign of airporae expendit and professional and a sign of airporae expendit and airporae expe	
					aware of the number of people who use highway infrastructure as alletter because Austin lexis sufficient, effordable housing, it is inconceivable that the tunnels will not be turned into whether for these people, resulting in poor outcomes for weapone. As a final point it this interaction regularly was issues with flooding during heavy risk, making pedestrians and cyclists are with number of the contraction of the property of the property of the contraction of the property	
					to do so it is about. All of the above issues appear to be driven largely by the choice of intersection at Airport Blod and I-SS that TuDOT is proposing. The Single Point Urban Interchange is extremely unfriendly to anyone not in a car. Delevood 2 strongly encourages.	
352	Ashley Scherr	3/6/2023	MyCapEx Website - Comment Form	Delwood	100T is consider a more traditional flow may intersection where postertians, cyclists, and other cars are on equal footing with the rest of the read uses and do not have to trivel so far out of their way in deference to cars. We understand that 100T is automating to restaur's certain interest cards in our an automatinis so citation for these rest users.	
					Proposed highway dissigns have negative environmental impacts that cobeeigh the purported benefits. The removed alternative histories designs and removariative through the purported benefits and removed an experimental properties and removariative through the negative allows and removariative through the negative and removariation and removar	
					scorors capitalism in central austin. There are no crossings or plans for capital gord of Argon Blod, which is the current capitalism in central austin. There are no crossings or plans for capital gord of Argon Blod, which is the current capitalism in central austin. There are no crossings or plans for capital gord of Argon Blod, which is the current capital austin and the proper of color and papple with former common resonance are current; conservated. The service of the proper of color and papple with former common resonance are current; conservated. The service of the proper of color and papple with former common resonance are current; conservated. The service of the proper of color and papple with former common resonance are current; conservated and papel with former common resonance are current; conservated and papel with former common resonance are current; conservated and papel with former common resonance are current; conservated and papel with former common resonance are current; conservated and papel with former common resonance are current; conservated and papel with former common resonance are current; conservated and papel with former common resonance are current; conservated and papel with former common resonance are current; conservated and papel with former common resonance are current; conservated and papel with former common resonance are current; conservated and papel with former common resonance are current; conservated and papel with former common resonance are current; conservated and papel with former common resonance are current, conservated and papel with former common resonance are current, conservated and papel with former common resonance are current, conservated and papel with former common resonance are current, conservated and papel with former common resonance are current, conservated and papel with former common resonance are current, conservated and papel with former common resonance are current, conservated and papel with former common resonance are current, conservated and pa	
					williance on polluting and irrefficient forms of transportation like cars. It also has negative social and economic impacts by making it difficult to cross the city east to west or vice versa.	
					Table of Section Action All of the above section segment to the other largely by the choice of innecessition of Angert End and 1.5 that ToOT is proposing. The Single heat Union Internatings is accommally unformedly to anyon or of in our Co-Dection 2 directly international and the section 2 directly international and	
					We are concerned train the environmental impairs or an the anternatives are imposed cased outstand modeling methods and inacturate and unrelated training projections. Training on 1-20 may remained	
					MobilityS Program Marsager Tomny Abrego,	See Comment 45
					MbbillydS Program Marrager Tommy Atrago, Plasse consider resouring the Injurys without expansion, such as implementing a design like Kryda Warren Park in the DPW area. This Injurys-turned-park is now one of the main attractions to Dallack's central aircs district. Audit in loss to much more potential to implementing injurient gleanery in our concrete spaces. Aller all, we are bleased with such amounting float desirating injuries. Secured of or city equanding and people moving leans, we need to put in exist effort to consider have to Yeap or the part of the program of the part of the program of the part of the p	
				Do not widen/no build	Austin Beautiful and Creen. As a borm and raised Houstonian, I can speak from first hand lived experience that highway expansions DO NOT WORK. Houston has 8.10 lane freeways that CONTINUE to get more and more backed out. Highway expansion is a failacy, an	
353	Ashley Yen			Do not wider/no build	Illusion. Please hear the people cut, we are eaking you to consider alternatives to the I-SS highway expansion. Secondly,	
					Ashtey	
				Business/Residential Displacement	There are intricate, special businesses along i-S5 that would no longer exist with the expansion.	See Comment #21
354	Ashton Sandoval Oaks	3/6/2023	Email	Business/Nesidential Displacement Do not widen/no build		See Comment #21 See Comment #5
354	Ashton Sandoval Oaks	3/6/2023	Email	Do not widen/no build	Mobility 55 Program Manager Tommy Atmego. Staunchly opposed to widening projects be the empirical data suggesta it just doesn't solve traffic problems.	See Comment #5
355	Ather Beig	3/7/2023	Email	Do not widen/no build	Mobility55 Program Manager Tommy Abrago, I don't want to use an intensiate highway for my local trips. Build a bypaiss to move t35 out of city	See Comment #5
356	Audrey Brumback	3/7/2023	MyCapEx Website - Comment Form	Air Quality/Noise	We need precise and accurate measurements of air quality Prevent water ruroff from polluting the river Bus only lanes.	See Comment #34
ID	C N	Da R d	S	Topic	c	R P
357	Audrey Straus			Do not widen/no build	Mobility35 Program Manager Tommy Atrogo,	See Comment #5
					Hallo, Em a native Central Texan; Time in Austin off of Koenig and work at 135 and William Cannon, I oppose the 135 expansion proposal in its current state. I would support a proposal that: Expanding 35 as proposed does not solve our problem long- texan Please modeling comment the solutions.	
1					Serm. Presser componer acriter on the accustoffs.	
				Reroute to 130	1. Redrincts through-traffic to 130, or the 183 toll, either as affordable toll roads or - better - as state highways or intensiates. Local residents should not have to compete with travelers and trucks for road	See comment #3
					space downtown.	
1				Public transit / Multimodal	2. Puts outric transit at the forefront. We cannot continue to rely on cars. Austin "must" improve the routes and reliability of our public transit.	No Comment 815
1				transportation	THE PROPERTY OF THE PROPERTY O	
						Sea Common &CD
					3. Thoroughly connect east and west sections of the highway	
				Caps/Deck Plazas	4. Create more green space — eg covered sections, grassy berns.	See Connecus #42
					No TLOCH TLOCK; Law way strongly opposed to the 155 expansion project. This is an antiquisted project that is werely for our city, if widening highways worked, Houston and Lou Angulas would be known for their great traffic rather than fiamously hornible stroff. "Intellific or "congression" is a function of density-expecially density of desirable electristics. Countrow Austin is "congested" because there are a lit of pieces people want to gp, next to seath other. This problem is not advabable until we finally scale.	See Comment #5
					"fraffs:" or "congestor" is a function of density-especially density of desirable destinations. Downtown Austin is "congested" because there are a lot of places people want to go, next to each other. This problem is not solvable until we finally raze the city (and all the places we want to go) until it's just a parking lot.	
					Why not manage demand through tolling? Why are we working against the public trained investment being made in the City of Austin? Why are we compromising the health and safety of Austin nesidents for the sake of exurban commutant? I do NOT support the destruction of my city, I would like to see the unsightly upper dock removed and NO expension. No additional lareas.	
358	August Stanley	3/7/2023	Email	Do not widen/no build	It is challenging enough to access my daily needs from the Cherrywood neighborhood. I have to cross i-35 at 38th 1/2 St to get to my local HEB, to my gem, and to work. My choices are walking, where I have to actually get OFF the sidewalk because there are giant transformer poles blocking my path, or bising on the street without any protection. I cannot afford a car and I don't think I should have to our chains a vehicle that is tens of thousands of Antibus without any another warms and in	
					extremely dangerous just to participate in everyday life in Austin. The average American spands appropriate in Secretary (2000) annually on our ownership. The average American is also 40x more likely to de in a traffic crash than a European resident. Please take a lark on the mon	
					The day justed and the systems were the given life of its past a parking bit. When the property were proposed in the property of the property	
359		1/26/2023	MyCarpEx Walvaler	General support	Chairmen Bust & Commissioners. With the new processed schematics and alternatives I ask that there be significant attention noist to drawnace when even contravorance. After coversing communications in	See Comment #8
70%		4,44,4043	MyCapEx Website - Comment Form	were aupport	Chairman Bugg & Commissioners, With the new proposed schematics and alternatives I side that there be significant sthertion paid to drainage when going automaneas. After spending some years living in Houston I became quickly apparent that in Internation that the second service of the Second Seco	
360	Aurora Silva	1		Do not widen/no build		See Comment #5
360	Aurora Silva			Do not wider/no build	MobilitySS Program Manager Tommy Abrogo, I arm a resident of Austin and live near 135 in Windsor park.	ONE CONTRACT PO
					I don't want to use an intensiale highway for my local trips.	
					-	

				Latent/Induced Demand	I OPPOSE TADOT'S plans for 135 and I OPPOSE expansion. TADOT's process in this project is filewest: it ignores Induced Demand, construction impacts, particulate matter poliution from tire wear, the failure of almost all highway expansions, this success of freeway removals, and its traffic modeling is flawed.	See Comment #18
				Air Quality/Noise	Righway equations DOTF work. They exchan congradion (as we see with the Kelly Pressury), air roots and water pollution, safely, and transportation options beyond driving 10 years of construction for just a lear years of congradion confident in SOT worth 3.	See Comment #34
					Oser those interested in the factor of 25%. We write as a symbiol five all and even developed and even even ment of the factor of 25%. We write as a symbiol five all and even evenomental group became as the Audit Climate Caulition (ACCI) in regist of the 1.55 Capital Depress Central Dark Environmental Impact Statement point comment period. Current, may and ACCI) remethers are sensor in high school that are conto to invest to redige production. And or just environmental law, but climate of the 1 bittle distance, we've notices a pattern in desirable configure production. And or just environmental law to contour and the 1 bittle distance, we've notices a pattern in desirable configure for a control Dark Environmental Dark to some the production. And or just environmental Dark to a control Dark Environmental Dark to some the production of the 1 bittle distance and a pattern in desirable configure production. And the production of the production of the production of the some pattern of the factor pattern and the factor the factor patt	Sau Comment #5
					sufficient project transportation. Close but implement these patients into the retroduction become more principled points to se, so the humans of the future, between it is of the utmost importation but or government foliases to our contents. Autim is a single soft of the plant into the source of	
				Do not widen/no build	our opmonts known and protest the expansion. We believe that, together, we can create a truly transformative future for all. Thanks you for opticaling our country's democracy, Austin Climate Coalition	
361	Austin Climate					
301	Coalition			Community Alternatives	As high shooters from across the city, we send to express our strong opposition to ToOT's plans to expend 3.5 due to the register expects at social have on our city and the surrounding environment, in an effort or relocus such effects, we would like to be conveniented concerning attendance to preparison, such as RehindS.	Sai Commint #4
				·		
				Climate Change	COC maters in participant to grant receipt in the same granter absorption in the contract grant and granter and gr	See Comment #51
					Modespith Resigned Homespite Training According to Strongs Section 4. As placed to \$1.000' expresses, this project will not see or reduce compation within the region, but just increase the number of people experiencing is, as that been the case with every other operations of using the project of the region of	See Comment #5
				Do not wider/no build	The project will only add new emissions, the forecasted congestion is confight list made to get the project through environmental review. The supposed trait for exemplation has been projected time and time again, set the number of cars on ISS today in the same and here were decisions again, when the initial projection was 2000 and we have considered scientific. This project does not savine the interests of those who actually line in Austin, but softer services to promote environmentally destructive generalled development in new suburbs miles away from the city.	
362	Austin Donovan				11.33 is min supposedly ordical limit doubt purpose a to but, them it would be writing unaccopations to reduce its equility for the detert part or a caused to epignio it. I have very fact to introduced on or leadant for so long provise them; it is not economically reconsulty and thus should be minigrated rather than expanded.	
				Reroute to 130	Remoting 125 and reducing this laws count of the convertily alignment in the only foliase that can enduce ownell emissions, and the only one that would make the area around the highways fiveliti, as it was foliated to be a second that the second through the se	See comment #3
				Heliadie to 4.30	before the highway was cranmed through to be a barrier between teleck and white neighborhoods.	AN MATTER OF A
363	Austin Haag		Mcode	Recial Justice Do not widen/no build	This project is racially unjust, condemns the future of Austin to car dependency for decodes to come, and is climate anon. Lose 1-55 all the time and of time for Ciber, Please do NOT expand 1-55. It will make things worke from the time it starts to the time it finishes, it will NOT make traffic better.	See Comment 4'S See Comment 4'S
-			MyCapEx Website - Comment Form	Public transit / Multimodal	Please put the 3 BILLIONS OF DOLLARS towards public transportation!	See Comment #13
				u anaportuna.		
364	Austin Hopkins			Do not widen/no build	ModifyS5 Program Manager Tommy Arrago, I am a reader of the lates that make a replacehance and oppose TOOT's proposed expension of dis. This project will do nothing but waste billions of tappager dollars and only in initial building costs, but also the amount of money that will be readed to marriant the explored readers and of the increased were and fast due to the increased amount of car building.	See Comment 45
				Latent/Induced Demand	The current plan of expansion will do nothing to alleviate the traffic currently effecting the roadway and will lead to worse traffic in the future due to the Induced Demand that it will cause.	See Comment #18
365	Austin McWilliams	2/8/2023	Email	General support	We control paid of agreement with an inflating tablewide the inflating control principal flow including with an inflating control principal flow including with an inflating control principal flow including with a set of the control principal flow including with a set of the control principal flow including with a flow including with a set of the control principal flow including with a flow inc	See Commont #8
366	Austin Pyhrr	2/14/2023	Email	General support	Out or Common Ring and Commonstrate (Commonstrate). The App Point or required Commonstrate (Commonstrate) is one of the most congested residency agents in the State of Teas. As this serviced producted residency is often called the Main State of Teas, all Teams should call for total and decisive action to be under the Main State of Team, all Teams should call for total and decisive action to be under the Main State of Team, all Teams should call for total and decisive action to be under the Main State of Team, all Teams should call for total and decisive actions to the Common Team State of Team, all Teams should call for total and decisive actions to the Common Team State of Team, all Teams should call for total and decisive actions to the Common Team State of Team, all Teams should call for total and decisive actions to the Team State of Team, all Teams should call for total and decisive actions to the Team State of Team, all Teams should call for total and decisive actions to the Team State of Team, all Teams should call for total and decisive actions to the Team State of Team, all Teams should call for total and decisive actions to the Team State of Team, all Teams should call for total and decisive actions to the Team State of Team, all Teams should call for total and decisive actions to the Team State of Team, all Teams should call for total and decisive actions to the Team State of Team, all Teams should call for total and decisive actions to the Team State of Team, all Teams should call for total and decisive actions to the Team State of	See Comment 48
367	Austin Schnepp			Do not widen/no build	Mobility35 Program Manager Tommy Abriego,	See Comment #5
					MobilityS Program Manager Tommy Atrago, 109902E TxCOTs plans for LSS and 109902E expansion.	
				Air Quality/Noise	I don't find highway expansions to be effective. They women congestion jax we saw with the Kally Freeway, air noise and water pollution, safety, and tonsportation options beyond driving.	See Connect 634
				Air Quality/Noise	Idon't find highway expansions to be effective. They servine congestion (as we saw with the Kaly Freezes), or nose and water policion, salidy, and toersportstorn options beyond driving.	So. Connect #34 Sea Connect #5
				Air Quality/Notice	Author find highway operations to be effective. They worse congession just we size with the Ally Freeway, or rose and water poliulous, salety, and transportation options beyond change. Where'd is ensured induced became in the fine counted application converse. It also recognize processing on the covered professed build alternative. Yeard does build alternative. Yeard for one support sepecting a fewery through the heart of any op, mush has the interest capital of a growing places such as Texas. However, but have not believed and heart hand of the professed sold alternative and the processing of the covered places such as the process of the processing	
				Air Quality/Yosse	Author find highway operations to be effective. They worse congession just we size with the Ally Freeway, or rose and water poliulous, salety, and transportation options beyond change. Where'd is ensured induced became in the fine counted application converse. It also recognize processing on the covered professed build alternative. Yeard does build alternative. Yeard for one support sepecting a fewery through the heart of any op, mush has the interest capital of a growing places such as Texas. However, but have not believed and heart hand of the professed sold alternative and the processing of the covered places such as the process of the processing	
368	Aussin Taibert	3/7/2023	Email	Air Quality Yolsee Do not widen/no build	Control for Engineer equations to be affails. They are comparison points are as as well the fully freeze, as note and seler publish, sulfay, self transportion options beyond during. Reside the residence is closed by the full for the full freeze, as note and seler publish, sulfay, self transportion options beyond during. Reside the residence is considered by the full for the ful	
368	Austin Tailbert	3/7/2023	Email		Author find highway operations to be effective. They worse congession just we size with the Ally Freeway, or rose and water poliulous, salety, and transportation options beyond change. Where'd is ensured induced became in the fine counted application converse. It also recognize processing on the covered professed build alternative. Yeard does build alternative. Yeard for one support sepecting a fewery through the heart of any op, mush has the interest capital of a growing places such as Texas. However, but have not believed and heart hand of the professed sold alternative and the processing of the covered places such as the process of the processing	
366	Aussin Turbert	3/7/2023	Email		Author find highway operations to be effective. They worse congession just we size with the Ally Freeway, or rose and water poliulous, salety, and transportation options beyond change. Where'd is ensured induced became in the fine counted application converse. It also recognize processing on the covered professed build alternative. Yeard does build alternative. Yeard for one support sepecting a fewery through the heart of any op, mush has the interest capital of a growing places such as Texas. However, but have not believed and heart hand of the professed sold alternative and the processing of the covered places such as the process of the processing	
368	Aussin Teibert Aussin Warner	3/7/2023	Email		Control for light year operations to be afficially. They arrow congestion is as asset will be fault frameway as room and water publicly, safety, and toesportation approach beyond sharing. Manifest to recover prompt the fault is the second of public comment. The consequence of control bearing in the second of public comment. The consequence of control bearing in the second of public comment. The consequence of control bearing in the second of control bear	
		3/7/2023		Do red widen, to build Air Quality Tomas	Author find highway operations to be effective. They worse congession just we size with the Ally Freeway, or rose and water poliulous, salety, and transportation options beyond change. Where'd is ensured induced became in the fine counted application converse. It also recognize processing on the covered professed build alternative. Yeard does build alternative. Yeard for one support sepecting a fewery through the heart of any op, mush has the interest capital of a growing places such as Texas. However, but have not believed and heart hand of the professed sold alternative and the processing of the covered places such as the process of the processing	Sea Contracted 5
				Do net widen no build	Control for Engineer requestions to be afficially. They are comparation to an ease with the fact frames, are rose and water principle, selection expenses beyond change. Market to recover the control of the fact of the fact frames, and the selection of the fact of the f	Soc Construct 55 Soc Construct 554
		3/7/2023		Do red widen, to build Air Quality Tomas	Control for lighty are presented in the difference in the officence in the first private of the first private is conserved in detailed bank in the time removed of policie connection. Whereas it is entered to entered in changes in the time removed of policie connection. Whereas it is entered to entered in the control of policie connection. The control of policies is the control of policies connection. The control of policies is the control of policies connection. The control of policies is the control of policies connection. The control of policies is the connection of the control of policies control of policies in the control of	Sea Contracted 5
		3/7/2023		Do red widen, to build Air Quality Tomas	Control for lighty are presented in the difference in the officence in the first private of the first private is conserved in detailed bank in the time removed of policie connection. Whereas it is entered to entered in changes in the time removed of policie connection. Whereas it is entered to entered in the control of policie connection. The control of policies is the control of policies connection. The control of policies is the control of policies connection. The control of policies is the control of policies connection. The control of policies is the connection of the control of policies control of policies in the control of	Soc Construct 55 Soc Construct 554
		3/7/2023		On most widers, his brasile And Quality Philosope Stand	Control for lighty are presented in the difference in the officence in the first private of the first private is conserved in detailed bank in the time removed of policie connection. Whereas it is entered to entered in changes in the time removed of policie connection. Whereas it is entered to entered in the control of policie connection. The control of policies is the control of policies connection. The control of policies is the control of policies connection. The control of policies is the control of policies connection. The control of policies is the connection of the control of policies control of policies in the control of	Soc Construct 55 Soc Construct 554
		3/7/2023		Do red widen, to build Air Quality Tomas	Control for lighty are presented in the difference in the officence in the first private of the first private is conserved in detailed bank in the time removed of policie connection. Whereas it is entered to entered in changes in the time removed of policie connection. Whereas it is entered to entered in the control of policie connection. The control of policies is the control of policies connection. The control of policies is the control of policies connection. The control of policies is the control of policies connection. The control of policies is the connection of the control of policies control of policies in the control of	Soc Construct 55 Soc Construct 554
		3/7/2023		On most widers, his brasile And Quality Philosope Stand	Control for lighty are presented in the difference in the officence in the first private of the first private is conserved in detailed bank in the time removed of policie connection. Whereas it is entered to entered in changes in the time removed of policie connection. Whereas it is entered to entered in the control of policie connection. The control of policies is the control of policies connection. The control of policies is the control of policies connection. The control of policies is the control of policies connection. The control of policies is the connection of the control of policies control of policies in the control of	Soc Construct 55 Soc Construct 554
		3/7/2023		On most widers, his brasile And Quality Philosope Stand	Control for Engineer requestions to be afficially. They are comparation to an ease with the fact frames, are rose and water principle, selection expenses beyond change. Market to recover the control of the fact of the fact frames, and the selection of the fact of the f	Soc Construct 55 Soc Construct 554
300		3/7/2023		On most widers, his brasile And Quality Philosope Stand	Control for Engineer requestions to be affacilities. They access comparison in season with the fact fraction, and they are triased in the season of control products control. **Control for Engineer Season in Control Products (Control Products)** **Control For Engineer Season in Control Products (Control Products)** **Control For Engineer Season in Control Products)** **Control For Engineer Season in Control Products (Control Products)** **Control For Engineer Season in Control Products)** **Control For Engineer Season in Control Products (Control Products)** **Control For Engineer Season in Control Products)** **Control For Engineer Season in Control Products (Control Products)** **Control For Engineer Season in Control Products)** **Control For Engineer Season in Control Products (Control Products)** **Control For Engineer Season in Control Products)** **Control For Engineer Season in Control Products (Control Products)** **Control For Engineer Season in Control Products)** **Control For Engineer Season in Control Products (Control Products)** **Control For Engineer Season in Control Products (Control Products)** **Control For Engineer Season in Control Products (Control Products)** **Control For Engineer Season in Control Products (Control Products)** **Control For Engineer Season in Control Products (Control Products)** **Control For Engineer Season in Control Products (Control Products)** **Control For Engineer Season in Control Products (Control Products)** **Control For Engineer Season in Control Products (Control Products)** **Control For Engineer Season in Control Products (Control Products)** **Control For Engineer Season in Control Products (Control Products)** **Control For Engineer Season in Control Products (Control Products)** **Control For Engineer Season in Control Products (Control Products)** **Control For Engineer Season in Control Products (Control Products)** **Control For Engineer Season in Control Products (Control Products)** **Control For Engineer Season in Co	Soc Construct 55 Soc Construct 554
300		3/7/2023		On net widen, his build Aur Questly Trisman Time Do net widen, his build Latert Vintured Comment	Control for Engineer requestions to be affairban. They are not congolized in an ease will the fault frameway at roles and water publicles, safety, and to expert through the heart of any ope, much then be other capabil of a growing date such as Tourne, and the control of the c	Toe Contract #53 Toe Contract #53 Toe Contract #53 Toe Contract #53
300		3/7/2023		On net widen, his build As Quelly frame Topic Topic	Control for Tight-pay regardates to the affaction. They are not composition is not as see with the faily frameway, are rose and water problems, valley, and to expert to expend the pay of the part of any off, much has the short capabil of a growing date such as Teachers of the states of the part of the par	See Consense 53 See Consense 63 See Consense 65
300		3/7/2023		On net widen, his build Aur Quality Fisions Time Do not widen, his build Laterty frobused Comment Finance States of State	Control for light part operations to be affailth. They are not comparison in an asset with the failty frames, as room and water publics, safety, and toesportation options beyond during. White the control option of the c	Sea Construct #35 The Construct #35
300		3/7/2023		On net widen, his build Aur Questly Trisman Time Do net widen, his build Latert Vintured Comment	Control for Tight-pay regardates to a effective. They are not comparison in a sea will be fault frames, are rose and water principle. And they are the comparison of the effective for the payor of the	Toe Contract #53 Toe Contract #53 Toe Contract #53 Toe Contract #53
300		3/7/2023	Crissi S	On net widen, no build Aur Quality Teams Time Do not widen, no build Laterty Teams Demand Florence to 130	Control for Engineer requestions to the affacilities. They are not comparison in an asset with the facility frames, as roise and water principle. As in the proportion of principles of the prin	Sea Construct #35 The Construct #35
300	Audin Warner C. N. Audin Warner	3/7/2023		On net widen, no build Aur Quality Teams Time Do not widen, no build Laterty Teams Demand Florence to 130	Control for Tight-pay regardates to a effective. They are not comparison in a sea will be fault frames, are rose and water principle. And they are the comparison of the effective for the payor of the	Sea Construct #35 The Construct #35

030		_		Do not widen/no build	The state of the s	See Comment #5
372	AULITIN PORKY			Do not wastyno ogia	Mobility 59 Program Manager Tommy Abrago, Lam storage in appealance of RicOT's expansion of 1:35. Additional lanes will only marginally and temporarily improve traffic, and the construction alone will make traffic even worse way before it would get better. We need better solutions to traffic issues.	Sea Contract #S
					trantic closures. Whate do not move forward with the plans for I-35. There are better solutions that prioritize people over cers.	
				Public transit / Multimodal transportation	Instead, efforts should be directed towards improved public transit infrastructure. This will decrease the # of vehicles on the road by making public transit feasible for more Texans.	See Comment #13
373	Ava Waters	3/7/2023	Email	Bike/ped safety	Ernal copy: Please see our concerns in the pdf attachment. Your neighborhood is not affected so it's easy for you to say destroy the older homes in an awesome neighborhood. This is is shameful on the city and something must stop this from happening.	See Comment #30
					The pdf letter explains it. The complete PDF is located in the public hearing summery, appendix F:	
					Preserve and defend the safe padestrian, brighting, and traffic limited throughness that Wistire Boulevard and Schieffer Avenue provide -Padestrian—contrars with stroker, dog-eners, entire searce of societyleing lides, eitherly ambient—walk from their neighboring horses to reach Pattersion Park. To jeopardize their safety and rander the park more inaccessible would be worse than a restable in which reach information in the walk hower.	
					that a missian't much resear disconning their well-being. An expected that you mitigate these damages by developing you'der, at the 1-35 opening of Wilshire Bouleaush where it would conjoin with the east sole of the interestate with longhorms, so that cut derough traffic could not seen it willing from the 1-1st Eners conseave by woods be competed to turn left onto the fontage read instead, where they will have away access to Argout Bouleaush	
					COSIO FOR STREE WINDOWS FROM THE 4-14 STREET CHARGE CHARGES DIX WOULD BE COMPARING TO STREET HET COST OF THE COST	
374	Ava Wroten			Do not widen/no build	Mobility.35 Program Manager Tommy Abrego, Austin is growing. There are proven ways to keep up with this kind of growth Adding more lanes to an existing overly saturated highway is not the way forward for us.	Sau Corment #5
				Public transit / Multimodal transportation	Invest this money in public transit. Renoute through traffic elsewhere	See Comment #13
375	B Barnett	1/26/2023	MyCapEx Website - Comment Form	General support	Chairman Bugg & Commissioners. With the new proposed schematics and alternatives I ask that there be significant extention paid to chairage when going extensioners. After spending some years inlined in thousand the Security of the Chairman specific grows and the security of the Chairman specific grows are whose at time in the property than the insulation area. I just worked to make command and was seen the designess are considered in this in their approach. Chairman, which is the property of the contribution area. I just worked to make command and was seen the designess are considered in this in their approach. Chairman, which is their approach. Chairman is their approach of the SC depublic Designess (certain design as proposed by ToOT). This key is,	See Centract #8
					concern and make sure the designers are considering this in their approach. Otherwise, I write in support of the I-SS Capital Express Central design as proposed by TxDDT. Thank you,	
					See at 1601 Emburs ID Audio 1s 78741. Built 1956. When I bought this property knew it was close to the freeway. All the same, there was no free trade thus fee trudes on (35 and of course over 30	See Comment #21
					hear aginety as count in feed office the count man countries (specific agree) as a countrie of countries (specific agree) as a countries (specific agr	
					Upraisat. 1200 Joints in to to learn come for the sake of this poorly rought more project. In not not con a construction. Look it upas sors or easies around original construction to that, are want governous and it worsed on its, not skiding, over 4 years The foundation was a neal sease, and over 4 years The foundation was a neal sease, and over 4 years The foundation was a neal sease, and over 4 years The foundation was a neal sease, and over 4 years The foundation was a neal sease, and over 4 years The foundation was a neal sease, and over 4 years The foundation was a neal sease, and over 4 years The foundation was a new 4 years The founda	
					above and beginn all this allowances COM made (contacting code and they imply complained above hard beginn all this allowances COM made (contacting code and they imply complained above hard beginn all this allowances COM made (contacting code and they imply complained above hard beginn and the contacting code and they imply complained above hard beginn and the contacting code and they imply complained above hard beginn and the contacting code and they imply complained above hard beginn and the contacting code and they imply complained above hard beginning code and they imply complained above and to the code and the code a	
					not. and the get away with 11. Developer's managing to have robust, healthy protected these deemed to have 4 diseased that size in their driver job in building and were sixed by owners some years later, so for well over 3 years principly 4, some years in the having a chulus of concrete across form me they do gain day, comment in a foundation to the other size earth is seems, no shading that part of repair took, will cover 1, year and in have comment jointhered all	
					concern and make some the designment one consistency data in their expension. Otherwise, I want to suppose the proof of the SES Ougle Expense Contract datages as prepared by TOCC These year. If we at 100.1 Enternation of Audion 1, 17674— But 100.0 Enternation of the SES Ougle Expense Contract datages are prepared by ToCC These year. If we at 100.1 Enternation of Audion 1, 17674— But 100.0 Enternation of the SES Ougle Expense Contract datages are prepared by ToCC These years of the second of the SES Ougle Expense SES Out and the SES OUT AND ADMINISTRATION OF THE SES OUT ADMINISTRATION OF THE SES OU	
					can be great to deal for it. When the product of t	
					then building a sturdy freeway would do. I believe you are 'condenning' my home Also though what regard for those of us who buildth here weighing up inconvenience of traffic noise one convenience of location thus lower footprintwalk to brain size the whom would live ALONGOIDE the freeway? I Never mind that, I couldn't impairs survivance conformation which would not would have a new 24.7. And then will have been of home mind on a feature of the control of the survivance of	
					Trails etc. HID THIS YOU ALL PAULISHE, THE TREWAY? NAME THIS THIS, I COLIST IT THIS, I COLIST IT THIS COLIST IT THIS ALL PAULISHE, THIS THIS ALL PAULISHES, THIS THIS ALL PAULISHES, THIS ALL	
376	b shunn	417,066		Business/residential displacement	Extra commission USETTINGS in Autor bedieve CCA decided to advertise Autor on a place INCT for people who water to find recovery and places with the high books. But from I have provided find I will have to find a control provided for a sub-law provided find I will have to find a control provided for a sub-law provided find I will have to find a control provided find I will have to fi	
					find another place to be. This when the word is out that this property will overlook IDS. I am single, not able to work much; we are much. Lets start them, utilis any though that sees on much finely with this proceed also beyond my recorned final out. Stringskyll All the disruption for exceptibilities and so E desert feel visually cut off from W. I bought on the East side because I wanted to.	
					loved at the Merican stores and rectavarant, the presence of different ethnicidies back than and i clearly KNEW there was a freeway. To now try to make a freeway break between what is east of it and what is west of it seetheficially is plain stupid whereason? Seeding, safer at life the tereforcharistic first the south common for False that Teleprinisation?	
					Supported Colorist by at all	
					Institute of the state of the s	
					Cassail mention of historic venues and buildings to be talein. wenin if having quadestrain bridgism to he talein. wenin if having quadestrain bridgism the number patament is just redicutous	
					I am available at another issue is see skudies for noise reduction and wellwhy is everything corch and south of us considered, and the cost of a barrier justified and yet our #ESDENTHA, simple and upton thousing units wearn even assessed Thus clearly not underectift?? Most if, paperterent complete, dog parks got barrier but this hood. Est place in the science in the sc	
					SELING the project to the community is NOT considered	
						Sectionment #5
					1) he lived here well over 30 years, just 1 building off the N bound feeder road of 135 between Woodland and Rhensides. Thats enough time to tell you with oritainly that the buildup of traffic / stopped traffic backing up 3 of Riverside at times has NOT A THING TO DO with any curve in the freeway and EVERYTHING to do with too many on and off ramps on 135	SAL CONTRACT #S
					part facility in common Malan. Wildring SQ 21 Six all simply less from both from the control of	
					Topics Treat. This just 1 building width way from the N bound feeder road of 155 AND YET i have been challenged to find out feeds about the intended 155 expension. Once i pushed, i connected with 2 TX COT employees who were very kind, 1 tried	
					to send me answers to 1/2 of my concerns, couldn't answer others. The other didn't 50 i am still left with judifiable concerns beyond thinking this is a ridiculously huge project proposed when surely PART of it could help	
				Danet		
377	B Shunn			widen/n o build	3) Coart stress enough what a bad taste it leaves, how very much stress it has quiesed that you havent shown those of us so close to the freeway werent shown the respect of being given a better understanding of what was giving on. So now we sit on property, our largest investment that noone will wanne buy while things are up in the air nor will anyone wanne buy heading into years of noisy construction DVEN if for commercial useso basically im fuched, my retirement plans are now	
				o build	messed with and this is storna cost me husbly financially	
					4) Noone has been able to explain why how you chose JSTS boatdons to test for NOSE decibies. ALLS tested postly a sound barrier, to me and any is peak to then ALL of the length will justify sound barrier but only those areas chosen to test will be given noted barriers. Now under it shalf? For process an areasy or processes about the earth movement caused with construction and what that will do for my fragile home, built in 1956.	
			l		S) none can arrower my concrors about the earth movement claused with construction and what that will do for my fragilie home, built in 1998. 6) none can arrower questions wit construction noise — who from home and my sessions require quiet. 7) what you are doing is vasiasy to ambitious.	
	1	1	1		7) what you are dong its wasaay to combitious. So is did the responsibility, though chose in, curried that cost so as to not do colluting commutes and now we get to be compromised so others can commute feater. -(3) sall does how what the changes with feel like here where I lose. and that is unfair.	
			l		-0) i still don't know what the changes will feel like here where I live. and that is unfair	
	1	1	1			
			l			
378	B Shunn	3/7/2023	Email	Construction	to the what is still needed is that those of us living so very close to the freeway be given a CLEAR picture of what TX COT proposes. Incleed this should be given well enough in advance so that our entire financial future/ means of sourching enforcement is not potentially proposed set	See Comment #278
					financial future/ makin of surviving retirement is not potentially inoparticabel?! Also the not concerns need PMOPEY indexessing	
					Also once built it will continue to cause my home to vibrate. ALREADY certain vehicles on 155 cause my house to vibrate	
379	Badri Krishnan		l	Do not widen/no build	MobilityS Program Manager Tonney Abrego, To when it my concision. Lama resident of said Audin .	Sau Corrent #5
			l		I am a nesident of east Austin . 1 OPPOSE ThOD'Ts plan for 135 and 1 OPPOSE expansion. With the increase in sky rises and population - Publix transit should be the crises number one priority, not highway expansion. 10 years of construction for lust a few years of construction	
			1		1.09902E TuDOT's plan for 135 and 1.09902E expansion. With the increase in sky rises and population - Public transit should be the cities number one priority, not highway expansion. 10 years of construction for just a few years of congestion nell of NOT worth. The with the middle of the city is one of the most prime locations in each Austin and have had to deal with urbeasable noise from the highway, I don't want to use an intensiate highway for my local trips.	
	1	1	1		sespect TxDOT, Auslin City Councit, and other representatives to stand up for me.	
			1			
	1	1	1			
			l	Reroute to 130	I believe the highway should be purposed as a boulevard and all non local traffic should be redesignated around the city, such as on \$4.130	See comment #3
				Latent/Induced Demand		Sec Comment #15
			l		TxDOT's proces in this project is flaved. It (ignores induced Demand, construction impacts, particulate matter pollution from the wear, the failure of almost all highway expansions, the success of fineway removals, and its traffic modeling is flaved.	
			l			
				Air Quality/Noise	Highway explansions DONT work. They worsen conglistion (six we saw with the Xidy Freeway), air noise and water pollution, safety, and transportation options beyond driving.	See Committ #34
				Business/residential displacement	Expanding it will impact the the cibies' land owners and business from building in prime location because of the awful impact of living or running a business on or near a highway.	See Comment #21
ID	C N	Da R d		Topic		**
					Due Claims big and Commissions. The Commission of the Commission	See Comment #S
					action to benefice the time of entire depth of inflammation into a making that it accommodate the reput and immense growth we are operancing in our great State.	
380	Bailey Tipps	2/9/2023	Email	General support	selected but know this is better for US/TeasyAustin.	
	,,,,,,				ления уров от усил согваниямого се тога педывас.	

381	Bandini Patel			Do not widen/no build	Making 18 Program Manage Tramps Yorking (Sangara). 10 Program Manage Tramps Yorking (Sangara). 10 Program Manage	Se Commert #5
				Latent/Induced Demand	TOOT's process in this project is Rewell It (grows induced Demand, construction impacts, particulate matter pollution from the water, the failure of almost all highway expansions, the success of freeway removals, and this order model and the failure of almost all highway expansions, the success of freeway removals, and this order model and the failure of almost all highway expansions, the success of freeway removals, and this order model and the failure of almost all highway expansions, the success of freeway removals, and the failure of almost all highway expansions, the success of freeway removals, and the failure of almost all highway expansions, the success of freeway removals, and the failure of almost all highway expansions, the success of freeway removals, and the failure of almost all highway expansions, the success of freeway removals, and the failure of almost all highway expansions, the success of freeway removals, and the failure of almost all highway expansions, the success of freeway removals, and the failure of almost all highway expansions, the success of freeway removals, and the failure of almost all highway expansions, the success of the s	See Comment #18
				Air Quality/Noise	They worsen congestion (as we saw with the Kerly Freeway), air noise and water pollution, safety, and transportation options beyond driving.	See Comment #34
				General support	Full comment can be viewed in the appendix of the public hearing documentation. First and foremost, I would like to commend your staff who were at the Public Hearing. They were very kind, helpful, and informative - I approximate them and the time they seent interacting with me and all of the other columns who were there.	See Comment #8
					red comments on an extension in an application of the application controlled and application of the application controlled and application of the application controlled and application application and application and application and application and application and application and appli	
					greaty appreciation for the innormal or that control control and produce the greatest colors and control and contr	
					**Recitation resident Charal field Programments and the 3-be sectionals with **De regional Ground markets **De recitation of a continuous crisise will assign the contribution frontage need **Toronaled connectify below regional or below recitation of the contribution of the contribut	
					o The inclusion of a continuous noise well along the northbound frontage road - increased connectivity between each and west Austin	
					The elements proposed bicycle and padestrian facilities Assembling inscreament with part of 17th process belongs	
					- Newtonic Control of the Act Act Act Control	
				Noise	I do have concerns as follows:	See Comment #69
382	Barbera Cull		VOH		In his was consens as foliose. Commission less with the third to reduce the noise in our neighborhood using construction, please consider constructing the proposed noise walls as a first prises of the construction process or providing temporary noise walls during construction. In effort to walcome the construction process or providing temporary noise walls during construction. Forecome providing temporary noise wall to same production.	
					process or providing temporary noise walls during construction.	
					A Limitation for course to a Revention of the continuous the continuous transfer conti	See Comment #20
					2. Limitations for access to southbound 1-35 maintaines. Currently we use the existing southbound entraince ramp at 32nd Street to access the 1-35 southbound minimanes. With the removal of the southbound instraince ramps at 22nd street, access to southbound 1-35 could only be achieved at two locations, the 1-35 southbound entraince ramps at either Aleptor or 1-3th street. The two scenarios based on the modified Alternative 3	
					Intelligence Control, The Graph of the Section Activities of the Control of Section Activities activities of Section Activities of Section Activities of Section Activities activi	
					sessing undergot of garages in the account of the proposed speed limit of 35 mings from proposed speed speed limit of 35 mings from proposed speed	
					signals to optimize the traffic flow along the foreing resear. Application is the property of the control flow along the foreing resear. Although this would add a little distance to the trip, it is represented in the control of t	
				East/We	sould require passing through only one traffic signal at Wishins. Concerns regarding the Arport Inferdangle and u-turn configuration include:	
				St. Connect	This single less balls condition northboard foreign read a furth to suchboard foreign read to fell; volume has a higher volume (see 2005-45-0), than the sociales northboard foreign read to weathboard Anyor flead and fell; volume (see 2005-45-0). Please marker reading read to support the sea of the second section of the sec	
				ivity	II.A. It the connection of the utum to the formage road there is a confluence of traffic from three different directions. High traffic volumes, in addition to the skew of the u-turn cents the frontage road may cause safety concerns. Please consider providing as deficiated lare from the u-turn to the southboard formage road.	
					iii. The ermance to 1.55 southbound requires traffic to were (approx 1300 ff weeve distance) with the southbound 1.55 exist traffic to 38 % street. Please verify adequate length for the high traffic volumes in this section. Thank wo for volume consideration of this commerce, as well as your times and intenstreet in this section.	
				Do not widen/no build	The complete comment is located in the public hearing summery, appendix F. Does Sinc: Does Sinc: Topose the current plan for widening of 135 through Austin for the following resource. Just look at the pattern on the Austin VisionZero map body along 135. The TDDOT plan will only make injuries and deaths along 135 grow exponentially.	See Comment #5
					https://visionzero.austin.gov/viewer/map)	
				Reroute to 130	In its analysis justifying videning I-SS, TXDOT is not addressing what vehicles will use it. If videning I-SS is intended to allow more long-hauf truck use, we would be better served by ending the toll charge on I-	See convenue #3
					30 so that trucks will choose to bypasis central Assin. If the objective is to accommodate more vehicular traffic, there is ampte evidence to show that more lanes merely result in more vehicles—when Houston widened the Katy Freeway, (I-10) to as many as 28 lanes in 2011, it only alteriated traffic flow for one year, and then traffic inturned to the same gridook.	
					https://www.bloomberg.com/news/features/2023-09-28/why-widering-highways-doesn-t-bring-traffic-relief)	
					Mough TDOT funds some public transit, in its analysis, there is no explanation how Autin will increase public transit use—or any advocatedpment that unless public transit in faster than driving, the public variet is faster than driving. The public variet is faster than driving, the	See Comment #13
					public will continue to drive—voters support public brainst, but for someone else to use. TDOT, Austin, and Capthero have ignored the proven international model of Curitibe, Brazil's rapid bus system that has some number over 90 seconds, in four of "business as usual". 3. In its samples, TDOT does not adequately address the future of public trainers, stated but the rew will be an implicated part of the register of public trainers. International that there will be an impleated system of may public burst public trainers afficient enough to get people out of their care. (During the pendentic	
383	Barbera Epstein	2100,000		Bublic Named /		
-				Multimodal	my house in Central Austin, a roughly one mile trip to the groomy or chotor is a fixe-minus drive, by bus, it requires two bus routes and half an hour, or a half hour wall, weather and aggressive drives permitting.) Even in our planning for public training, but the proper from stops to be the desirable on the been legally implement to be the related in the planning and budgeting. Other status have been for more innovative and pragravatic, using highlyway funds directly for public training.	
					Relations for Solitions from Quality Quality Quality and the Conference of the Confe	
					Do not not containing discress, in 1920's 'support's.' The policy results for and production related in the opportunit or policy results for an advantage of the policy results	See Comment #51
					were adarrang worst-case continent. CD levels would shalp be lower than personnel most set of the continent	
				Climate Change	Desel Turns after just two hours. (https://www.housecans.out.out.edurant.out.e	
					choosing the easient measure yeals that the grotelern, business assumed a second of the property of the proper	
	1				did care, they'd do the right thing. We will increase air notitation and create insoluble traffic and housinst creaters for sheets near the histhese once others become frustasted with the slow cace of fulfic on the hist	
384	Barbara Eostein	2/18/2023	Email	Air Quality/Noise General support		See Comment #34 See Comment #8
384	Barbara Epstein	2/18/2023	Email	General support	wall, one of my fineds) sat called to bootly accid me about my critique of the 135 experience plan., and made a vailed point, something's gaing to be built whether we like it or not, so we might as well endorse the best opinion for our neighborhous-which would include buring the highway and copping of with given space and polarizative walkways. Incorporate that we went to be insertified in 155 or made to recent a ferricing to a feature made in the service of the companion of the companion of the companion of the control of the service of the companion of the c	DAM CONTROLL # G
					I recognize trait we need to exist can is 20 out make the reliability to Austin neighborhoods—and the city as a whole—as possible.	
385	Barry Haydon	2/7/2023	Email	General support	Dear Chairman Bugg and Commissioners: Thank you for recognizing that 135 through Austin is one of the most congested readway segments in the State of Texas. As this seriously outdated readway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a readway that, will accommodate the rapid and immense growth we are experiencing in our great State.	See Comment #8
	1				Accordingly, I am writing today to express my complete support for the I-SS Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request. Sent from my #hone	
386	Bart Matheney	1/17/2023	Email	General support	Dear Chairman Bugg and Commissioners: Thank you for recognizing that 135 through Austin is one of the most congested readway segments in the State of Texas. As this seriously coddated readway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a readway that, will accommodate the rapid and immense growth we are experiencing in our great State.	See Comment #8
					Accordingly, I am writing today to express my compiles support for the 135 Clapinal Express Central design as proposed by TsDOT. PLEASE PLEASE PLEASE As not squander this opportunity and money for Central Tesas. EXPAND 1.55 NOW! Thank you for your consideration of this request. Bart Mathemay	
387	Bart Matheney	2/7/2023	Email	General support	Date Chairman Bugg and Commissioners: There you for recognizing mail 155 through Audin is one of the most congested reachesy segments in the Date of Texas. As this services's outsided reachesy is offer could be the Mail Sheet of Texas, as Texas should used to be bad and outside action to be selected miss official services in finishers/use into a readerly sheet as in commodate the purple and immense growth we are experiencing in our great States. Accordingly, in an emblority to sepress any process be populated sepress and to Section Services are considered in the services are conside	See Comment #8
	1				Accordingly, I am writing today to express my complete support for the I-SS Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this requisit. Burt Matheney	
388	Becky Liendo	3/7/2023	Email	Reroute to 130	Mobility35 Program Manager Tommy Atrego, Are there other methods to revocate non-local traffic? This seems like a headachu	See comment #3
389	Bek Stryker			Do not widen/no build	MobilitySS Program Manager Tommy Abrego, I am a resident of Georgetown and have been and on/off again resident of Yeas since I was 9. I am about to be 31 and I have never known ISS to not be in some phase of expansion in the towns I have lived in along ISS. Studies have shown	See Comment #5
					Manipul Shapper benome forces or force and the second of t	
						See Comment #13
				Public transit / Multimodal transportation	Please invest in expanding public transportation rather than something that has already proven to have failed in Houston and Katy.	SW COMMIN #13
390	Beten Ferree	3/7/2023	M.Carfy Water	Do not widen/no build	Taxis refix that on the interest and there is nothed inneutro about hereto ferring a sider in St through Justin Juliford ferrors.	See Comment #5
390	Desert Perries	3/1/2023	MyCapEx Website - Comment Form	Do not wiself/no build	Tools prides thelf on it's ingenuity and there is nothing innovative about brute forcing a vider 1.55 through Audin. Additional freeway larves are above to increase congestion over time. This proposed freeway expansion would create more problems than it solves. Invest in your citains and spend the effort and funding they deserve finding a thought solution to increased traffic.	AND ADDRESS FOR
901	Ran Ahatr		tr-	Latent/Induced Demand	What reconfination is being drop among all three popular arranges revisers to missass abstract property in innovation in construction, colors 91.9% in a sunior feliate consistent most will be discussed.	See Comment #18
302	and the same		sica	Laterty mouses demand	What cocordination is being done among all three capital express projects to mitigate enteries multiplicative construction impacts (a construction, safety)? 135 is a major fright corridor that will be disrupted. How does this not clause induced Demand in the same way that 1.10 Kathe Freeway expension? . Where is the proof that managed lanes will solve the problem?	
		i	1.1			
			Co men	Reroute to 130	Are there ways to divert through trips to alternative roads? Could tolls on alternative roads be lowered or removed? Could you make it easier for people to choose to use toll alternatives more	See comment #3

392	Ben Firulto	200,000	VOH	East/West Connectivity	As someone who lives only a first total shinn 135, it towage regions any operations of the highway, commute to disententer from east audit along the 46s at this laines and the most designous pay of the tips is crossing the foreign reads along 135 shready, Adding more laines and making the distance to cross larger all only make people's lives wrise just to see drivers a five minutes until indicate Demand companies the highway shready.	Sae Comment #20
					congoda the highway again.	
				Public transit / Multimodal	I also do not believe we should be emburking on a decade long process to invest in the most melficient, cactors-emitting mode of transportation when other forms of sustainable transportation are labeling fluoring such as belief lams, bosis and project connects. 35 should be demotished and replaced by a restorable network of complete streets, or in a bare imminum should be buried as-is and capped the entire length through the only	Sec Comment #13
				transportation	langth through the city	
ID	C N	Da R d	s	Yapic	c .	R p
393	Ben Goldenberg	1/31/2023	MyCapEx Website - Comment Form	Regional Connectivity	Bring commuter rail to Teals, at least connecting the four major cities in a triangle. Options are always a good titing for capitalism	See comment #1
394	Ben Goodwin	3/7/2023	Email	Do not widen/no build		See Comment #5
324	Den GOODHIII	3/1/2023	Cinan	DO NO. WIGHT HOUSE	Mobility ST Program Manager Tommy Abrego. We don't need to been making these injectives began, descriping what is left of our land in the process. It creates a huge incommission in back times and it only helps the transplants corning in mining our seasor. The commissioning probably lead 20 years to considering how large they've been varieting on 15-00. There's no good reason for expanding the highway, Leave our state the way it is. In commissioning probably lead 20 years to considering how large they've been varieting on 15-00. There's no good reason for expanding the highway, Leave our states the way it is.	- Contraction -
395	Ben Hamill		M.Confe Waterto	Do not widen/no build	I annual de la Company de la C	See Comment #5
			MyCapEx Website - Comment Form		Toppose expanding LSS. Loon't want to travel around Auslin on an intenstate highway, whether in a car or by walking or brycling, I want safe, pleasant, and walkable and bikeable streets.	
					East-west crossings should be at least every 1/4 mile.	See Comment #20
				Air Quality/Noise	Expansion will worsen traffic and many other problems, including air, water, and noise pollution; health impacts; heat island impacts; and casehes.	See Correlant #34
				Community Alternatives	I want community elternatives to expansion, including Pleconnect Austin and Rethink35, to be fully studied.	See Correlant #4
				Lower Speed Limits	All mon-high speed roadways in Austin should be designed for 25mph and be safe for all road users	TACOT is evaluating the design goldence, which includes design speak, and must comply with helderal and state standards for highway design, including TACOT's Nasodway Design Manual, the ARXHITO Pailty on Geometric Design of Highways and Shreets, and the final Manual of Uniform Trailfoc Control Designs. Control postage (Institute and posted speaks with him the project severa range between 40-50 mpt, Updated posted speaks which do eithermined once construction is complete, it is enricipened that frontage read speeks would be reduced to \$55-40 mph and
						Currently, existing financiage road posted speeds within the project area range between 40-50 mph. Updated posted speeds would be determined once construction is complete. It is articipated that frontage road speeds would be reduced to 35-40 mph and posted speeds for the general purpose interes of 155 would be 600 mph.
396					Make this now.	San Comment #8
396	Ben Hogan	1/31/2023	MyCapEx Website - Comment Form	General support	NAME COST (COST.	SECULIFICATION FO
397	Ben Keiderling				Mobility S. Program Manager Tremms Athreto	Sau Commant #34
	- Newward				Mathematical Register Services Fromework Conference (Services Andrews 2012) Williams Standard, Audion 20120 Conference (Services Andrews 2012) Williams Standard, Audion 20120 Conference (Services Andrews 2012) Williams Standard Andrews 2012 Conference (Services An	
					as the volume of traffic is already terrible. And expansion is only going to increase traffic and pollution. There are many actools and millions of people that will be breathing this bad air, they are the ones that live in the city and the ones that will pay the price for the expansion.	
				Air Quality/Noise	The expansion is rushed. The voice of the people who live in this only must be heard. The voice of those that live here who will suffer many many years while this work is ongoing, those that will be displaced because of this work, and those that live near this monstookly and will be breathing ever more polluted air, during construction and even after it's all done.	
					Austin has grewn and the city is a cancer that cuts through our dially lives and causes stress and health issues. We want to be heard by the council and TXDet. Thank you for listening and tooking forward to cooperating with you on this.	
				Public transit / Multimodel	The sourt all this braffic diverted amount the city and a bouleased with bus larnes and cycle larnes as the mode of barroout. Making this expension will only encourage people to drive through the city more windows by should be discovariaged from that and encouraged to lake positive temporar or walk or cycle. Driving should be the least attractive option. Indicated Demand is wait, and this will only increase the protection are use alliency laceng.	See Comment #13
				transportation	problem we are afreacly facing.	
398	Ben Kessler	3/6/2023	Email	Do not widen/no build	Mobility35 Program Manager Tommy Abrego, I oppose bridot's 135 expansion in the absence of substantial transportation demand reduction options. These you	See Comment #5
399	Ben Leffler	2/7/2023	MyCapEx Website - Comment Form	Recial justice	1.55 was built to divide Audin along racial lines, and it remains a physical barrier and an environmental disaster. The current upper dack segment is the most designous shorth of road in Texas and must be addressed. but there is no sense in learning a wider scar through the heart of the most vibrant of the display with current signals with currentity goals wither than further dividing our community, and we must ensure that removation are see adults, exclusively, exclus	Sia Comment #3
400	01			Do not widen/no build		See Comment #5
400	Ben Lester			Do not widen/no build	Mobility55 Program Manager Tommy Atrago, Please and temparia the highway.	Sac Corrent #>
			-	Latent/Induced Demand	It is a waste of tax dollers to fall one to the 'induced Demand' setument. I am assisst TxXXI's clar.	San Comment #15
401	Ben N. Snyder	2/9/2023	Phy	Laters/Induced Demand Do not wider/no build	It is a waske of the oblines to fell proy to the 'indused Demand' argument, i am against 1000's plan. I don't support you	Se Connect #35 So Connect #3
401	Ben N. Snyder	2/9/2023	Phy sica I		It is a waste of the defines to find pay to the "tobused Demand" argument, I are against 10/01s plan. I don't appear pius	See Comment #3 B See Comment #5
401	Ben N. Snyder Ben Ovard	2/9/2023	Phy sica I Co	Do not widers/no build	Telent support you	Son Connect #33 See Connect #5 Son Connect #5
401	Ben N. Snyder Ben Overd	2/9/2023	Physical I Co	Do not widers/no build	It is a wasse of an didness to led pays to the 'Indused Demons' argument. Len agginst 10/01b plan. Learn's support, pos Washing St. Program Manager Training Stranger Washing St. Program Manager	Sea Connect #5 Sea Connect #5
401	Ben N. Snyder Ben Ovand	2/9/2023	Physica I Co	Do not widers/no build	Telent support you	Sec Comment #3 Sec Comment #5 Sec Comment #5
401	Ben N. Snyder Ben Oward	2/9/2023	Physica sica I Co	Do not widers/no build	Fairt Support pos Managa Shigana Managa Tomay Sangto. Mil ny same & Bio Charle and I are a resident of Audit. The writing th suppose my \$10000 ONYSETON to any post all expansion of internate 35 through audit. It has been repeatedly shown that highway expansion do not improve buffer. This expansion will only success traffic, any output post of the pos	Too Connect #3 Too Connect #5 Too Co
401	Ben N. Styder Ben Ovand	2/9/2023	Physica I Co	Do not widern/no build Do not widern/no build Do not widern/no build Rerorie to 150	Had no sport you. Makang 35 Regions Manager Training Alongs. Mit my values the Sub-Outral and I have 1 facility to express my \$11000 000000000 to say and all organisms of intended 35 through suder. This been repeatedly above that highway expressed and in proper late. This express will not only to provide the control of the control o	Secured 6
401	Ben N. Snyder Ben Ovand Ben Roth	2/9/2023	Physica I Co	Do not widen/no build Do not widen/no build	Having Springers Manager Training Gorge Co. Manager Shapers Manager Training Gorge Co. Manager Manager Training Manager	
	Ben N. Snyder Ben Ovand Ben Ovand	2/9/2023	Physical Co.	Do not widern/no build Do not widern/no build Do not widern/no build Rerorie to 150	dan't seport pro. Madeing St Region Manager Training Alongs. No system of the Proceedings of the Proceedin	Secured 6
	Ben N. Snyder Ben Ovand Den Rech	2/9/2023	Physical Science Co.	Do not widen/no build Do not widen/no build Persone to 130 Do not widen/no build	House, 125 Annual Services and deposit from your Services. Misse, 125 Annual Services and deposit from your Services. Misse, 125 Annual Services and deposit from your Services. Misse, 125 Annual Services and Annual Services	See promoted 5.5 fac Contracts 5.7
	Ben N. Snyder Ben Ovend Den Roth	2/9/2023	Physica sica i Cos	Do not widern/no build Do not widern/no build Do not widern/no build Rerorie to 150	Having Springers Manager Training Gorge Co. Manager Shapers Manager Training Gorge Co. Manager Manager Training Manager	Secured 6
403	Ben Ovand Ben Ritth	2/9/2023	Physical III Co.	Do not widen/mo build Do not widen/mo build Do not widen/mo build Remarks to 230 Do not widen/mo build Particular to 230 Do not widen/mo build Particular to 230 Particular to 2	Habiting 25 Program Manager Transp Arange. Making 25 Program Manager Transp Arange. The Manager Manager Transp Arange. The Manager Mana	See connect 43 See Connect 45 See Connect 413
	Bon N. Snyder Bon Outed Bon Ruth Bon Suddely	2/6/2023	Physics in Co.	Do not widen/mo build Do not widen/mo build Do not widen/mo build Remarks to 230 Do not widen/mo build Particular to 230 Do not widen/mo build Particular to 230 Particular to 2	Habiting 25 Program Manager Transp Arange. Making 25 Program Manager Transp Arange. The Manager Manager Transp Arange. The Manager Mana	See promoted 5.5 fac Contracts 5.7
403	Ben Ovand Ben Ritth	2/0/2023	Physics in the control of the contro	Do not widen/mo build Do not widen/mo build Do not widen/mo build Remarks to 230 Do not widen/mo build Particular to 230 Do not widen/mo build Particular to 230 Particular to 2	Habiting 25 Program Manager Transp Arange. Making 25 Program Manager Transp Arange. The Manager Manager Transp Arange. The Manager Mana	See connect 43 See Connect 45 See Connect 413
403	Ben Ovand Ben Ritth	2/0/2023	Projection of the Control of the Con	Do not widen/mo build Do not widen/mo build Do not widen/mo build Remarks to 230 Do not widen/mo build Particular to 230 Do not widen/mo build Particular to 230 Particular to 2	House, 125 Annual Services and deposit from your Services. Misse, 125 Annual Services and deposit from your Services. Misse, 125 Annual Services and deposit from your Services. Misse, 125 Annual Services and Annual Services	See connect 43 See Connect 45 See Connect 413
403	Ben Ovand Ben Ritth	2/6/2023	Prop Scota	Do not widen/mo build Do not widen/mo build Do not widen/mo build Remarks to 230 Do not widen/mo build Particular to 230 Do not widen/mo build Particular to 230 Particular to 2	Habiting 25 Program Manager Transp Arange. Making 25 Program Manager Transp Arange. The Manager Manager Transp Arange. The Manager Mana	See connect 43 See Connect 45 See Connect 413
403	Ben Ovand Ben Ritth	2/9/2023	Physical Section 1 in Co.	Do not widen/mo build Do not widen/mo build Do not widen/mo build Remarks to 230 Do not widen/mo build Particular to 230 Do not widen/mo build Particular to 230 Particular to 2	Habiting 25 Program Manager Transp Arange. Making 25 Program Manager Transp Arange. The Manager Manager Transp Arange. The Manager Mana	See connect 43 See Connect 45 See Connect 413
403	Ben Ovand Ben Ritth	3/9/2023	Proy store I co	Do not widen/no build Do not widen/no build Remarks to 130 Do not widen/no build Public spend / Multimodal bus reportation Do not widen/no build Do not widen/no build	Hoding SS Regions blanger from y Songs. Moding SS Regions blanger from y Songs. No. 1. In the Sear repeated y though the sear of the Sear Search Se	See connect 43 See Connect 45 See Connect 413
403	Ben Ovand Ben Ritth	2/9/2023	Prog. Store I.	Do not widen/no build Do not widen/no build Remarks to 130 Do not widen/no build Public spend / Multimodal bus reportation Do not widen/no build Do not widen/no build	Hadring 25 Program Manager Training Acress. Major Standard See Driver and of an an invested of Audit. This writing is express my STROMG OPPOSTOR to any word all expansion of intendeds 25 through audit. This beam repeatedly plane that highway requirements that integrates. This integration of the company o	Des connect #5 Too Connect #53 Too Connect #53 Too Connect #53
403	Ben Ovand Ben Ritth	2/9/2023	Proy man i Co	Do not widen/no build Do not widen/no build Person to 130 Do not widen/no build Person to 130 Do not widen/no build Transport house of Millimodel Transport house of Millimodel Do not widen/no build Continuently Albertration	Hazing 25 Regions Manager Training Acress. Major Same Same Same Court and if an a related of Audit. This willing to express my STECOS CMMOSTOR's same and disquested of interedate 35 through sudin. This beam repeatedly about that highway expressed and integrated and interedate 35 through sudin. This beam repeatedly about that highway expressed and integrated much	Des contract #3 Ins Contract #3 Ins Contract #3 Ins Contract #3 Ins Contract #4 Ins Contract #4 Ins Contract #4 Ins Contract #4
403	Ben Ovand Ben Ritth	3/9/2023	Proy series of the Control of the Co	Do not widon/no build Do not widon/no build Do not widon/no build Fernando to 2300 Do not widon/no build Public barrol / Multimodal barroporticion Do not widon/no build Commonly Alterianion Luteri/Induced Demand Luteri/Induced Demand	Heading St Regions Namegaer Training Acceptant. The same of the second of se	See Content #3 See Content #4
403	Ben Ovand Ben Ritth	2/9/2023	Proy man in the control of the contr	Do not widon/no build Do not widon/no build Do not widon/no build Fernando to 2300 Do not widon/no build Public barrol / Multimodal barroporticion Do not widon/no build Commonly Alterianion Luteri/Induced Demand Luteri/Induced Demand	Heading St Regions Namegaer Training Acceptant. The same of the second of se	Des contract #3 Ins Contract #3 Ins Contract #3 Ins Contract #3 Ins Contract #4 Ins Contract #4 Ins Contract #4 Ins Contract #4
403	Ben Ovand Ben Ritth	2/8/2023	Province of the Control of the Contr	Do not widon/no build Do not widon/no build Do not widon/no build Fernando to 2300 Do not widon/no build Public barrol / Multimodal barroporticion Do not widon/no build Commonly Alterianion Luteri/Induced Demand Luteri/Induced Demand	Heading St Regions Namegaer Training Acceptant. The same of the second of se	Des contract #3 Ins Contract #3 Ins Contract #3 Ins Contract #3 Ins Contract #4 Ins Contract #4 Ins Contract #4 Ins Contract #4
403	Ben Ovand Ben Ritth	2/9/2023	Prov. Sec. Co.	Do not widon/no build Do not widon/no build Do not widon/no build Fernando to 2300 Do not widon/no build Public barrol / Multimodal barroporticion Do not widon/no build Commonly Alterianion Luteri/Induced Demand Luteri/Induced Demand	Hazing 25 Regions Manager Training Acress. Major Same Same Same Court and if an a related of Audit. This willing to express my STECOS CMMOSTOR's same and disquested of interedate 35 through sudin. This beam repeatedly about that highway expressed and integrated and interedate 35 through sudin. This beam repeatedly about that highway expressed and integrated much	Des contract #3 Ins Contract #3 Ins Contract #3 Ins Contract #3 Ins Contract #4 Ins Contract #4 Ins Contract #4 Ins Contract #4
403	Ben Ovand Ben Ritth	2/9/2023	Programme of the Control of the Cont	Do not widon/no build Do not widon/no build Do not widon/no build Fernando to 2300 Do not widon/no build Public barrol / Multimodal barroporticion Do not widon/no build Commonly Alterianion Luteri/Induced Demand Luteri/Induced Demand	Heading St Regions Namegaer Training Acceptant. The same of the second of se	Des Contract #3 Ins Contract #3 Ins Contract #3 Ins Contract #3 Ins Contract #4 Ins Contract #4 Ins Contract #4 Ins Contract #4
403	Ben Ovand Ben Ritth	2/8/2023	Province of the Control of the Contr	Do not widon/no build Do not widon/no build Do not widon/no build Fernando to 2300 Do not widon/no build Public barrol / Multimodal barroporticion Do not widon/no build Commonly Alterianion Luteri/Induced Demand Luteri/Induced Demand	Heading St Regions Namegaer Training Acceptant. The same of the second of se	Des Contract #3 Ins Contract #3 Ins Contract #3 Ins Contract #3 Ins Contract #4 Ins Contract #4 Ins Contract #4 Ins Contract #4
403	Ben Ovand Ben Ritth	2/9/2023	Prov. Service Co.	Do not widon/no build Do not widon/no build Do not widon/no build Remarks to 230 Do not widon/no build Public burnel / Multimodal to stayloristican Do not widon/no build Community Abbritation Laten/violand-Dominal Air Quality/Nobea Do not widon/no build	Hadring St. Program Manager Training Accepts Michigan St. Region to Manager Training Accepts Michigan St. Region to Manager Training Accepts Michigan St. Region to Manager Training Accepts The Michigan St. Region to Manager Training Accepts The Michigan St. Region and Control of Acceptance of Michigan St. Michi	Des Contract #3 Ins Contract #3 Ins Contract #3 Ins Contract #3 Ins Contract #4 Ins Contract #4 Ins Contract #4 Ins Contract #4
403	Ben Ovand Ben Ritth	2/9/2023	Programme Constitution of the Constitution of	Do not widon/no build Do not widon/no build Do not widon/no build Remarks to 230 Do not widon/no build Public burnel / Multimodal to stayloristican Do not widon/no build Community Abbritation Laten/violand-Dominal Air Quality/Nobea Do not widon/no build	Hadring St. Program Manager Training Accepts Michigan St. Region to Manager Training Accepts Michigan St. Region to Manager Training Accepts Michigan St. Region to Manager Training Accepts The Michigan St. Region to Manager Training Accepts The Michigan St. Region and Control of Acceptance of Michigan St. Michi	Des connect 45 Into Connect 45 Into Connect 45 Into Connect 45 Into Connect 44 Into Connect 44 Into Connect 45 Into Co
403	Ban Dundel Ban Budonly Ban Suddely Ban Trisma		Programme Constitution of Cons	Do not widon/no build Do not widon/no build Do not widon/no build Remarks to 230 Do not widon/no build Public burnel / Multimodal to stayloristican Do not widon/no build Community Abbritation Laten/violand-Dominal Air Quality/Nobea Do not widon/no build	Hadring St. Program Manager Training Accepts Michigan St. Region to Manager Training Accepts Michigan St. Region to Manager Training Accepts Michigan St. Region to Manager Training Accepts The Michigan St. Region to Manager Training Accepts The Michigan St. Region and Control of Acceptance of Michigan St. Michi	Des Connect #3 Ins Connect #3 Sec Connect #4
403	Ban Dundel Ban Budonly Ban Suddely Ban Trisma		Pay and Co.	Do not widon/no build Do not widon/no build Do not widon/no build Remarks to 230 Do not widon/no build Public burnel / Multimodal to stayloristican Do not widon/no build Community Abbritation Laten/violand-Dominal Air Quality/Nobea Do not widon/no build	Hadring St. Program Manager Training Accepts Michigan St. Region to Manager Training Accepts Michigan St. Region to Manager Training Accepts Michigan St. Region to Manager Training Accepts The Michigan St. Region to Manager Training Accepts The Michigan St. Region and Control of Acceptance of Michigan St. Michi	Des Connect #3 Ins Connect #3 Sec Connect #4
403	Ban Dundel Ban Budonly Ban Suddely Ban Trisma		Programme Constitution of Cons	Do not widon/no build Do not widon/no build Do not widon/no build Remarks to 230 Do not widon/no build Public burnel / Multimodal to stayloristican Do not widon/no build Community Abbritation Laten/violand-Dominal Air Quality/Nobea Do not widon/no build	Hadring St. Program Manager Training Accepts to the St. The state of the St. The St.	Des Connect #3 Ins Connect #3 Sec Connect #4
403	Ban Dundel Ban Budonly Ban Suddely Ban Trisma		Programme Company	Do not widon/no build Do not widon/no build Do not widon/no build Remarks to 230 Do not widon/no build Public burnel / Multimodal to stayloristican Do not widon/no build Community Abbritation Laten/violand-Dominal Air Quality/Nobea Do not widon/no build	Hadring St. Program Manager Training Accepts Michigan St. Region to Manager Training Accepts Michigan St. Region to Manager Training Accepts Michigan St. Region to Manager Training Accepts The Michigan St. Region to Manager Training Accepts The Michigan St. Region and Control of Acceptance of Michigan St. Michi	Des Connect #3 Ins Connect #3 Sec Connect #4

407	Ben Totson	1/23/2023	Email	General support	Dear Chairman Bugg and Commissioners: Thank you for exognizing that 135 through Austin is one of the most congested readway segments in the State of Teas. As this seriously outsided readway is often collect the Main Street of Teas, as the leaves should call for total and decisive accion to transfer this critical street in inflastructure into a readway that will accommodate the supple and immense grown was we experiencing in our great State. According, it is many integrably to begin seen grown professing support to profit State. According, it is many integrable supple support for parts State States States and States S	See Comment #8
					Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request. Ben Tolson	
408	Ben Turner	2/7/2023	Email	General support	Dear Chairman Bugg and Commissioners: Thank you for recognizing that 135 through Audin is one of the most congested madeway segments in the State of Texas. As this seriously addited readway is often called the Main Street of Texas, all Texas should call for bod and decisive action to transform this critical streets of infestivuture into a readway that will accommodate the rapid and immense growth we are experiencing in our great State.	See Comment #8
					One Chairmen Brigg and Commissioners: Thank you for recogning that 1.55 through Audits is one of the most congained randows pergeners in the 20x4 of Texas. As this sericus positioned readway is offer a certain the Nation State of the Your Audit of the Vision of the Vi	
					12002 Shoal Crisis Boolevand, Suits 2000. Austin, Texas 78702. T.8.F.E. Frim No. 78592 WRIE FRALD WARNON: Please be aware of increased risk of theft by swine face. Conscript does not require payment via automated wire triansfer. If you receive a message requiring payment via wire triansfer. WRIE FRALD WARNON: Please be aware of increased risk of theft by swine face. Conscript does not require payment via automated wire triansfer. If you receive a message requiring payment via wire triansfer.	
					It is fraudulent. Please disregient. If payment via wire is preferred, please call Conson to confirm wiring linstructions before wiring funds. Thank you.	
409	Benjamin Beng					See Comment #5
409	Bergamin Berg			Do not widen/no build	Mobility35 Program Marrager Tommy Abrego, To whom It may concien,	See Comment 45
					I arm writing this to ask that you reconsider your I-35 expansion plans. Given how much maintenance costs run for these highways, as well as how there are numerous studies that suggest highway expansion makes congestion worse, this seems ill-advised.	
				Public transit / Multimodal transportation	It would be more partinent to reinvest this money towards other forms of public transit.	See Comment #13
				transportation		
					Completes proposed files (25 represent in Ales). Our pear blanch is not ground quarter in years and a low Collisions Engling Commissioners. These pair in regulating files 125 through Auditor in over of the most complete releasely segment in the Stand of Blanch, in the section of produced continuously, often called the Made Street of Texas, all Texas which self for field and decisions. Accordingly, in which gives present or completes apport for in \$1.35 Could Engline Section of deeps a proposal. In 10 Country, it is not register, to require the section of this require.	See Comment 48
					Dear Chairman Bugg and Commissioners: Take's you for recognizing that 155 through Austin is one of the most congested read-way segments in the State of Teas. As this seriously outdated read-way is often called the Main Street of Teas, all Teams should call for bold and decisive	
410		2/13/2023		General support	action to transform this critical stretch of infestivuture into a roadway that will accommodate the rapid and immense grown we are expeniencing in our great State. Accordingly, is an winting foliaty to express any completes support for the 15% Colphial Express Central design as preposed by TROCH you for your consideration of this request.	
410	Benjamin Bittner	2/13/2023	Email	General support		
						See Comment #18;
				Latent/Induced Demand	It is disclose that it all the malarial, there is not a single reference to the concept of trickned behaved or bases's, garadoc concepts that have been well discled into the 1960s, I see one reference to concept this have been seen and process. The proposal is presented in school to be reduced congestion, but it is a well-supported fact that highway operations do not not adopt congestion. The only guarantee in that we will have more staffic and accidents for years as construction way process.	DAN LIGHTMENT # 20;
			VOH		INDEPENDENT OF THIS REQUIREMENT IN CHARGE TO CHE PREJUCIO CONGRESSION, CULT IT IS A WEST-SUPPORTED THAT CHARGE TO THE REQUIREMENT IN THE SUPPORT OF THIS REQUIREMENT IS THE WEST IN THE SUPPORT OF THE SU	
411	Bergamin Bradshaw	\$-mjours	VOH			
				Reroute to 130	TXDOT meeds to listen to the evidence; Re-route intra-city traffic to SH-130 and convert I-35 to a boulevard or business route.	Securional #3
ID.	C N	Da R d	8	York	C .	8 0
					Pour Photograp Boot and Prescriptionses:	
					One Chainman Bigg and Commissioners. The last point recognition that 55 month, shadon is one of the most congenied residency segment in the blast of Freez, at this servicely additional residency is often called the Main Driver of Freez, all Teams should call for total and decisive section to section than contact sheet of indistructive stress	San Correnat #8
					action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and imminise growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the ISS Capital Express Central design as proposed by TsDOT. Thank you for your consideration of this request.	
412	Benjamin Burrow	2/15/2023	Email	General support		
413	Bergamin Deyo			Do not widen/no build	W hoothoot.	See Comment #5
	- Carrier Sayo		1		We facilitated: I appear expending U.S. All of the second secon	
			1		Wide polluting highways through town are not what want for Austin. I want safe, pleasant, and waitable and bleasble streets.	
				Air Quality/Noise	Expansion will worsen traffic and many other problems, including air, water, and noise polition; health impacts; heat island impacts; and crashes.	See Comment #14
				Community Alternatives	West community alternatives to expansion, including Reconnect Austin and Rethris 35, to be fully studied	See Contract 44
				Community Alamativas		SAL CONTROL 4
414	Berjamin Ghaemmaghami				Mobility55 Program Marrager Tommy Acrego. Lam a reliable of Audion Feesa 1 people the expension of 155. An endless construction project through the center of Audion will not support the growing community and an alternative road should be designated as an intension. The Audion fees or a reliable feesa 1 people the expension of 155. An endless construction project through the center of Audion will not support the growing community and an alternative road should be designated as an intension.	See Comment #5
				Do not widen/no build	Thank you for your time, Ben	
				Community Alternatives	I support the inherestive rethink 35 proposal and the creation of additional public transit and bike infrastructure. Our current public bank its effectively unusable.	See Comment #4
415	Benjamin Kleiman		My	Community Alternatives Bike/ped safety	Export the abressine entires 35 proposal and the creation of additional podic trainst and bine enhancedures. Our current public trainst is effectively unsuable. Please do not add more larse to 1935 true central Audio. Improve all of the creating for bines and podestries.	See Connect 4.5 See Connect 4.50
415	Berjamin Kleiman		My Cap Ex			
415	Benjamin Kleiman		My Cap Ex We	Bike/ped safety	Please do not add more lares to 1955 thre control Audion, Improve all of the openings for bibbas and pushedranes. Cap 2 all the way to 10 2000 to opportunit	See Comment #30
415	Benjamin Kleiman		My Cap Ex We	Bike/ped safety	Please do not add more lares to 1955 thre control Audion, Improve all of the openings for bibbas and pushedranes. Cap 2 all the way to 10 2000 to opportunit	Sec Comment #30 Sec Comment #42
415	Berjamin Kleiman		My Cap Ex We	Bike/ped safety	Please do not add more lares to 1955 thre control Audion, Improve all of the openings for bibbas and pushedranes. Cap 2 all the way to 10 2000 to opportunit	Sec Comment #30 Sec Comment #42
415	Bergamin Welman		My Cap Ex We	Bike/ped safety	Please do not add more lares to 1955 thre control Audion, Improve all of the openings for bibbas and pushedranes. Cap 2 all the way to 10 2000 to recovered a tang age divided city.	Sec Comment #30 Sec Comment #42
415	Berjamin Weiman		My Cap Ex We	Bike/ped safety	Please do not add more lares to 1955 thre control Audion, Improve all of the openings for bibbas and pushedranes. Cap 2 all the way to 10 2000 to recovered a tang age divided city.	Sec Comment #30 Sec Comment #42
415	Berjamin Meirnan	3/7/2023	My Cap Ex We	Bike/ped safety	Please do not add more lares to 1955 thre control Audion, Improve all of the openings for bibbas and pushedranes. Cap 2 all the way to 10 2000 to recovered a tang age divided city.	Sec Comment #30 Sec Comment #42
		3/7/2023	My Cap Ex We	Bise/ped safety Capsy/Deck Plazas	Please do not add more lares to 1955 thre control Audion, Improve all of the openings for bibbas and pushedranes. Cap 2 all the way to 10 2000 to recovered a tang age divided city.	Sec Comment #30 Sec Comment #42
		3/7/2023	My Cap Ex We	Bise/ped safety Capsy/Deck Plazas	Please do not add more lawne to 1955 from control Audion, intropose and of the crossings for bites and podestrans. Cap it all the way to 105 290 to reconnect a large age divided only.	Sec Comment #30 Sec Comment #42
		3/7/2023	My Cap Ex We	Bise/ped safety Capsy/Deck Plazas	Please do not add more lares to 1955 thre control Audion, Improve all of the openings for bibbas and pushedranes. Cap 2 all the way to 10 2000 to recovered a tang age divided city.	Sex Comment #30 Sex Comment #42
		3/7/2023	My Cap Ex We	Bise/ped safety Capsy/Deck Plazas	Please do not add more lares to 1955 thre control Audion, Improve all of the openings for bibbas and pushedranes. Cap 2 all the way to 10 2000 to recovered a tang age divided city.	Sex Comment #30 Sex Comment #42
416	Benjarrén Rogers	\$/7/2023	My Cap Ex X We	Binaryod safety Cays Geon Places Library of Tools University of Tools	These do not deal more time to 1925 five control Audion, improve all of the consenge for blokes and periodicines. Copy all the week to 10.2.2.2.2 for incomments and seeing approximation for any other periodicines. Copy all the week to 10.2.2.2.2 for incomments and seeing approximation for any other periodicines. This is commented in the self-periodicine and the self-periodicines and entire to be less and entire to the less and the self-periodicines. Laboration for the design citizen servind approximation approximation and entire to the self-periodicines and entire to the control of the self-periodicines. Laboration for the design citizen servind approximation and entire to the self-periodicines and entire the s	Sec Contract 450 Sec Contract 443 Teach trans-constitution with the Contempt of Teach on comp access. Preser resols and to 3ff for more information or to provide feathback.
		\$/7/2023	My Cap Ex Wu	Bise/ped safety Capsy/Deck Plazas	The set of read and man lares in 1955 five control Audion, improve all of the opening for bloke and publishes and publishes. Opp 2 life is two to 100 2000 to recovered a large glob closed (to). Bases power of the control of the c	Sex Comment #30 Sex Comment #42
416	Benjarrén Rogers	3/7/2023	My Cap Ex We	Binaryod safety Cays Geon Places Library of Tools University of Tools	The set of read and man lares in 1955 five control Audion, improve all of the opening for bloke and publishes and publishes. Opp 2 life is two to 100 2000 to recovered a large glob closed (to). Bases power of the control of the c	Sec Contract 450 Sec Contract 443 Teach trans-constitution with the Contempt of Teach on comp access. Preser resols and to 3ff for more information or to provide feathback.
416	Benjarrén Rogers	3/7/2023	My Cap Cap Ex We	Binaryod safety Cays Geon Places Library of Tools University of Tools	The set of read and man lares in 1955 five control Audion, improve all of the opening for bloke and publishes and publishes. Opp 2 life is two to 100 2000 to recovered a large glob closed (to). Bases power of the control of the c	Sec Contract 450 Sec Contract 443 Teach trans-constitution with the Contempt of Teach on comp access. Preser resols and to 3ff for more information or to provide feathback.
416	Benjarrén Rogers	3/7/2023	My Cap Cap Ex. We	Binaryod safety Cays Geon Places Library of Tools University of Tools	These do not deal more time to 1925 five control Audion, improve all of the consenge for blake and periodicines. Cap all the way to 10.2.200 for recoverable and an explanation of the control of the co	Sec Contract 450 Sec Contract 443 Teach trans-constitution with the Contempt of Teach on comp access. Preser resols and to 3ff for more information or to provide feathback.
416	Benjarrén Rogers	3/1/2023	My Cap E W	Binaryod safety Cays Geon Places Library of Tools University of Tools	The set of read and man lares in 1955 five control Audion, improve all of the opening for bloke and publishes and publishes. Opp 2 life is two to 100 2000 to recovered a large glob closed (to). Bases power of the control of the c	Sec Contract 450 Sec Contract 443 Teach trans-constitution with the Contempt of Teach on comp access. Preser resols and to 3ff for more information or to provide feathback.
416	Benjarrén Rogers	3/7/2023	My M	Biological solidor Caso Green Photos Caso Green Photos Discoversity of Texas Discoversity of Texas	These do not all all most invest to 1025 five control Audion, improve all of the creating for blake and periodicines. Copy of the New York 1025 202 to recovered a large ground reduced by the control of the control o	Sec Contract 450 Sec Contract 443 Teach trans-constitution with the Contempt of Teach on comp access. Preser resols and to 3ff for more information or to provide feathback.
416	Benjarrén Rogers	3/7/2023	My Cop	Binaryod safety Cays Geon Places Library of Tools University of Tools	The set of read and man lares in 1955 five control Audion, improve all of the opening for bloke and publishes and publishes. Opp 2 life is two to 100 2000 to recovered a large glob closed (to). Bases power of the control of the c	Sec Continued 450 Sec Continued 450 1600** Take home coordination with this Dimensity of Trace on range access. Present reach and its VIII for more information or to previous features. Sec Continued 45
416	Benjarrén Rogers	3/7/2023	My M	Binary red safety Caso Green Prisess Listownsky of Texass Do not exten/horboard Public shares / Multimondat Sampar/seloss	These dis noted and more times to 1955 five control Audion, improve all of the covering for bibbas and productions. One of the two to 105 2000 intercented and using application for the control of the	Sec Comment 453 Sec Comment 453 Sec Comment 453
416	Benjarrén Rogers	3/7/2023	My, Csp Ex We Email	Biological safety Caso Green Photos Caso Green Photos University of Texas University of Texas Do not wider, into build Photos search / Michimedial Variance Search / Michimedial Variance Search / Michimedial Variance Search / Michimedial	These do control and more times to 1925 five control Audion, improve all of the consenge for blokes and periodicines. Copy of the way to 15 2000 for concreta, a facility and periodicine for the control of the contro	Sec Comment 450
416	Benjarrén Rogers	3/1/2023	My Cap Cap Ex We	Binary red safety Caso Green Prisess Listownsky of Texass Do not exten/horboard Public shares / Multimondat Sampar/seloss	The set of resided many times to 1952 five control Audion, improve all of the covering for bibbas and productions. One of the set to 1052 200 to recorned a large gas deviced (the control of the set to 1052 to 1052 to recorned a large gas deviced (the control of the set to 1052 to 1052 to recorned a large gas deviced (the control of the set to 1052	Sec Comment 453 Sec Comment 453 Sec Comment 453
416	Benjarrén Rogers	3/7/2023	My Cap	Biological safety Caso Green Photos Caso Green Photos University of Texas University of Texas Do not wider, into build Photos search / Michimedial Variance Search / Michimedial Variance Search / Michimedial Variance Search / Michimedial	These do not all all more times to 1925 five control Audion. Improve all of the counting for bibbas and periodicines. Copy all the way 10.15 200 for recoverable and any application of the program of t	Sec Comment 450
416	Benjarrén Rogers	3/1/2023	My Cap Es	Biological safety Caso Green Photos Caso Green Photos University of Texas University of Texas Do not wider, into build Photos search / Michimedial Variance Search / Michimedial Variance Search / Michimedial Variance Search / Michimedial	The set of resided many times to 1952 five control Audion, improve all of the covering for bibbas and productions. One of the set to 1052 200 to recorned a large gas deviced (the control of the set to 1052 to 1052 to recorned a large gas deviced (the control of the set to 1052 to 1052 to recorned a large gas deviced (the control of the set to 1052	Sec Comment 450
416	Benjarrén Rogers	3/7/2023	My Cap Es. Viv	Binary part authory Casso Green Praces Casso Green Praces Linearing of Texase Linearing of Texase Do not widen, ino build Photos trained Municipality Benefit sharing Municipality Do not widen, ino build	These districted and more times to 1925 five control Audion. Improve all of the consenge for blokes and probleman. Copy of the See to 1925 200 to recommend and period ordinary. This is a comment on the 150 Project in Audion. The see to 1925 200 to recommend and period ordinary. This is a comment on the 150 Project in Audion. The see to 1925 200 to recommend a period ordinary ordinary ordinary ordinary. This is a commend or the 150 Project in Audion. The seed of the seed or t	Sec Comment 4-13
416	Benjarrén Rogers	3/1/2023	My Cap Ex Ex William Constitution of the Const	Biological safety Caso Green Photos Caso Green Photos University of Texas University of Texas Do not wider, into build Photos search / Michimedial Variance Search / Michimedial Variance Search / Michimedial Variance Search / Michimedial	These districted and more times to 1925 five control Audion. Improve all of the consenge for blokes and probleman. Copy of the See to 1925 200 to recommend and period ordinary. This is a comment on the 150 Project in Audion. The see to 1925 200 to recommend and period ordinary. This is a comment on the 150 Project in Audion. The see to 1925 200 to recommend a period ordinary ordinary ordinary ordinary. This is a commend or the 150 Project in Audion. The seed of the seed or t	Sec Comment 450
416	Benjarrén Rogers	3/1/2023	My Cap From My	Binary part authory Casso Green Praces Casso Green Praces Linearing of Texase Linearing of Texase Do not widen, ino build Photos trained Municipality Benefit sharing Municipality Do not widen, ino build	These do not all all more times to 1925 five control Audion. Improve all of the counting for bibbas and periodicines. Copy all the way 10.15 200 for recoverable and any application of the program of t	Sec Comment 4-13
416	Benjarrén Rogers	3/1/2023	My Cop	Binary part authory Casso Green Praces Casso Green Praces Linearing of Texase Linearing of Texase Do not widen, ino build Photos trained Municipality Benefit sharing Municipality Do not widen, ino build	These do contained many terms to 1925 five control Anadom, improve and of the consening for bideas and periodicines. Copy of the Year to 1925 200 to reconsect as large grounded only. Copy of the Year to 1925 200 to reconsect as large grounded only. This is grounded on the Year to 1925 200 to reconsect as large grounded only. This is grounded on the Year to 1925 200 to reconsect as large grounded only. This is grounded on the Year to 1925 200 to reconsect as large grounded only. This is grounded on the Year to 1925 200 to reconsect as large grounded only. This is the design reconsect and the Year to 1925 200 to reconsect as large grounded only the year to 1925 200 to reconsect as large grounded only the Year to 1925 200 to reconsect as large grounded only the Year to 1925 200 to reconsect as large grounded only the Year to 1925 200 to 1925	Sec Comment 4-13
416	Benjarrén Rogers	3/1/2023	On Cap	Energies safety Casis Green Phases Casis Green Phases Deverably of Texas Do not widen/no build Phases same of Malmondal Serveypriston Reside Auditor Do not widen/no build	These districted and more times to 1925 five control Audion. Improve all of the consenge for blokes and probleman. Copy of the See to 1925 200 to recommend and period ordinary. This is a comment on the 150 Project in Audion. The see to 1925 200 to recommend and period ordinary. This is a comment on the 150 Project in Audion. The see to 1925 200 to recommend a period ordinary ordinary ordinary ordinary. This is a commend or the 150 Project in Audion. The seed of the seed or t	Sec Comment 450
416	Benjarrén Rogers	3/7/2023	No. Go	Energies safety Casis Green Phases Casis Green Phases Deverably of Texas Do not widen/no build Phases same of Malmondal Serveypriston Reside Auditor Do not widen/no build	These do contained many terms to 1925 five control Anadom, improve and of the consening for bideas and periodicines. Copy of the Year to 1925 200 to reconsect as large grounded only. Copy of the Year to 1925 200 to reconsect as large grounded only. This is grounded on the Year to 1925 200 to reconsect as large grounded only. This is grounded on the Year to 1925 200 to reconsect as large grounded only. This is grounded on the Year to 1925 200 to reconsect as large grounded only. This is grounded on the Year to 1925 200 to reconsect as large grounded only. This is the design reconsect and the Year to 1925 200 to reconsect as large grounded only the year to 1925 200 to reconsect as large grounded only the Year to 1925 200 to reconsect as large grounded only the Year to 1925 200 to reconsect as large grounded only the Year to 1925 200 to 1925	Sec Comment 450
416	Benjarrén Rogers	3/1/2023	On One of the Control	Binary set authory Caso Clean Places Caso Clean Places University of Texase Do not wider, two build Public search / Multimedial Searcy for the search / Multimedial Public search / Multimedial Searcy for the search / Multimedial Public search / Multimedial Public search / Multimedial Searcy for the search / Multimedial Research / Multimedial	The set of mile and many trains to 1925 five control Audion. Improve all of the consening for bilders and periodization. Copy all the set is 10.2.2.2.2. To recovered a periodization of the periodization of the set is 10.2.2.2.2.2.2.2.2.2.2.2.2.2.2.2.2.2.2.2	Sec Comment 450 Sec Comment 451 Sec Comment 450
416	Benjarrén Rogers	3/1/2023	No Go	Binary set authory Caso Clean Places Caso Clean Places University of Texase Do not wider, two build Public search / Multimedial Searcy for the search / Multimedial Public search / Multimedial Searcy for the search / Multimedial Public search / Multimedial Public search / Multimedial Searcy for the search / Multimedial Research / Multimedial	The set of mile and many trains to 1925 five control Audion. Improve all of the consening for bilders and periodization. Copy all the set is 10.2.2.2.2. To recovered a periodization of the periodization of the set is 10.2.2.2.2.2.2.2.2.2.2.2.2.2.2.2.2.2.2.2	Sec Comment 450 Sec Co
416	Benjarrén Rogers	3/7/2023	On Case of Cas	Bisaryant safety Caso Green Praces Conscious Praces Linearing of Texase Do not exister, into build Public trained / Multimodal transportation Do not exister, into build All Quality Precess Bisaryant safety Community Marriadions	These districted and more trains to 1925 five control Audion. Improve all of the consening for bilders and periodization. Copy of the few to 10.2.2.2.2.2.2.2.2.2.2.2.2.2.2.2.2.2.2.2	Sec Comment 450 Sec Co
416	Benjarrén Rogers	3/1/2023		Binary set authory Caso Clean Places Caso Clean Places University of Texase Do not wider, two build Public search / Multimedial Searcy for the search / Multimedial Public search / Multimedial Searcy for the search / Multimedial Public search / Multimedial Public search / Multimedial Searcy for the search / Multimedial Research / Multimedial	These districted and more trains to 1925 five control Audion. Improve all of the consening for bilders and periodization. Copy of the few to 10.2.2.2.2.2.2.2.2.2.2.2.2.2.2.2.2.2.2.2	Sec Comment 450 Sec Co
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417	Berganin Rugera Berganin Rumano Berganin Window	3/1/2023	Digital Security Secu	Bisaryant salety Caso Green Praces Conscious Praces Linearing of Texase Do not exister, into build Public trained / Multimodal transportation Do not exister, into build All Quality Precess Bisaryant salety Community Reprintations	These do contained make in the 100-25 five control Audion. Improve all of the consening for blokes and periodicines. Copy of the 100-25 five control Audion. Improve all of the consening for blokes and periodicines. Copy of the 100-25 five control Audion. Improve all of the consening for blokes and periodicines. Copy of the 100-25 five control Audion. Improve all of the periodicines are controlled to the copy of the control of the copy of the control of the copy of th	Sec Comment 450 Sec Co
417	Berganin Rupes Berganin Runero Berganin Window	3/1/2023		Bisaryant salety Caso Green Praces Conscious Praces Linearing of Texase Do not exister, into build Public trained / Multimodal transportation Do not exister, into build All Quality Precess Bisaryant salety Community Reprintations	These do contained make in the 100-25 five control Audion. Improve all of the consening for blokes and periodicines. Copy of the 100-25 five control Audion. Improve all of the consening for blokes and periodicines. Copy of the 100-25 five control Audion. Improve all of the consening for blokes and periodicines. Copy of the 100-25 five control Audion. Improve all of the periodicines are controlled to the copy of the control of the copy of the control of the copy of th	Sec Comment 450 Sec Co
417	Berganin Rupes Berganin Runero Berganin Window	3/7/2023		Binary and substy Caso Green Praces Caso Green Praces Linewarding of Texase Do not eviden, into build Puddle trained / Multimodule transportation Do not eviden, into build All Quelling Praces Binary and substy Cason Build Do not eviden, into build	These districted and more trains to 1925 five control Audion. Improve all of the consening for bilders and periodization. Copy of the few to 10.2.2.2.2.2.2.2.2.2.2.2.2.2.2.2.2.2.2.2	Sec Connect 430 Sec Connect 440 Sec Co

420	Bernadette Hutchinson			Bike/ped safety	Mr INDOT TADOT. Expanding this highway is such a horrible decision for this city. It will encourage more drivers, which is not what we should be moving towards as a city. Encouraging traffic and more cars on the roads is the worst idea for this city. Have you seen	See Comment #30
					We factor 1000?, Expending the highesy is such a horrists action for this city, it will encourage more chiese, which is not what we should be moving towards as a city, Encouraging fraffic and more case on the made is the worst idea for this city. Have you seen thousand 7 you expend 25 its searchy what will happen. If the highesy is expended idn't we might using for thiswiding lie in Austral, will not do the mass stiffs that will come out of this project. These contacts the pages of this operation the line (compressed to this worst in an and transfer this will come in a contact with this worst.) And the contact is a contact with this worst. These contacts the pages of this operation the line (compressed to this worst.) are and the rest in which is the variety of the line of the contact with t	
				Multimodal Transportation	We should be expanding pedestrian and bike paths to encourage green modes of transportation, which are not only better for the city's health but also the environment and noise pollution.	See Comment #20
					Dear Chairman Bugg and Commissioners: Thanks you for recognizing that ISS through Austin is one of the most congested readway segments in the State of Yeas. As this seriously conditioned readway is other called the Main Street of Yeas, all Years should call for bold and decisive	See Comment #8
					Thank you for recognizing that 1.5.2 through Austin is one of the most conglesion readway signates in the Baske of Teasis. All Teas is seriously collabeled collaborary at the called the Maint Sheet of Teasis, all Teas is should call for bold and decisive action to transform this critical stretch of infristructure into a made key that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing flooling be express any complete support for the 155 Capital Express Certail design as proposed by TADOT. Thank you for your consideration of this request.	
421	Bernardo De alba	2/9/2023	Email	General support	Accordingly, I am writing today to express my complete support for the E3S Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request.	
422	Beth Hood			Do not widen/no build	Making Sh. Payers Manage Thomas (Assign Thomas (Ass	See Comment #5
					I recently moved back to Austin Mais year - a lich his chaleged in the city, including an expanding community in the east and west saide of the highway. Expanding ISS would divide our community further and make the quality of hirrig for the Austin resident much worse, and intrinsively degraded our downtown for tourist.	
					Expanding highways DOES NOT WORK to improve traffic and will make it worse (have you been to Houston??).	
				Community Alternatives		Sax Comment #4
				Community Aramstives	I oppose the expension and sisk you consider alternatives, including the rethrik35 proposal. I do not enjoy crossing i35 nor will I use it for my local trips-I enjoy seeing the beauty of the city and always use alternative routes to avoid the highway. Please help be the leadership we need to keep our community thriving and connected?	Data Contribution 4-4
423	Beth Langley	2/7/2023	Email	General support	Due Chairman Bugg and Commissioners: Their you for recognizing that 155 through Audits is one of the most congested nouthery segments in the State of Teass. As this seriously auditated reachery is often colled to Made Store of Teas, at Teas should call for the did and decisive action to transfer this critical settles of relinsations in the State of Teas. As this seriously auditated reachery is often colled to the State of Teas, at Teas should call for the did and increase growth as a set of the seriously and and increase growth as a set of the seriously and increase growth as a set of the seriously and the seriously and the reacher than a set of the seriously and the seriously additional and th	See Comment #8
					Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request. Both Langley Sent from Mail for Windows	
					Email Copy: Dear TxD0T+35 Cap Ex Central Project Team,	See Comment #150
					Please see attached and below for a memo from the Austin Outside coalition regarding community feedback for I-35 Cap Ex Central.	
					Austin Outside Limber on 155 2023-02 The complete PDF is located in the public hearing summary: - Current build scenarios propose a significant increase in capacity, which will add toxic pollutants from the	
					The contract of the contract o	
					Mistopolitan Park could cause future damage to the park. There will be incentioned in a formation in a manage to the park. There will be incentificate intent of remarks to makken or an industrial areas included by the park of the park. There will be a formation of the park.	
424	Beth Larkin	3/1/2023	Email	Parks	Festival Beach, and the Butter Trail. The current project does not do enough to protect those natural resources.	
					*Risinguistic startingpies (or 1-50-aire outry being appried continues and out 1/4 Makes). This milligatest sortanges strought expenses continues to a person to the starting of the starting of the starting outry being appried to the starting of the starting outry being a person to the starting outry being	
					wro neigh moreover air position leading lands.	
					Dear Chairman Bugg and Commissioners: Thank you for recognizing that 135 through Austin is one of the most congested readway seatments in the State of Toxis. As this seriously outdated readway is often	Sax Corresent #8
1					Date Chairman Bugg and Commissioners: Thank you for ecopying that 135 through Audin is one of the most congested readway segments in the Date of Texas. As this seriously outsided readway in other control of the Control of Texas, as the seriously outsided readway in other control of the Control of Texas, as the seriously outsided readway in other control of the Control of Texas, as the seriously outsided readway in other control of the Control of Texas, as the seriously outsided readway in the seriously outsided readway in the Control of Texas, as the seriously outsided readway in the seriously outsided readway in the Control of Texas, as the seriously outsided readway in the Control of Texas, as the seriously outsided readway in the control of Texas, as the seriously outsided readway in the Control of Texas, as the Seriously outsided readway in the Control of Texas, as the Seriously outsided readway in the Date of Texas, as the Seriously outsided readway in the Date of Texas, as the Seriously outsided readway in the Date of Texas, as the Seriously outsided readway in the Date of Texas, as the Seriously outsided readway in the Date of Texas, as the Seriously outsided readway in the Date of Texas, as the Seriously outsided readway in the Date of Texas, as the Seriously outsided readway in the Date of Texas, as the Seriously outsided readway in the Date of Texas, as the Seriously outsided readway in the Date of Texas, as the Seriously outsided readway in the Date of Texas, as the Date of Texas, a	
425	Beth Pieprzica	2/7/2023	Email	General support	ACCORDING, I am writing today to express any companies support for the E-35 Culphasi Express Culmbal passing as proposed by TSLO1. Trains you for your consumation or time required. Jean Preprince	
ID		Da R d		Topic		A.P.
426	Bethan	1/13/2023	Email	General support	Dear Chairman Bugg and Commissioners: Thank you for recognizing that 1-35 through Ausán is one of the most congested readway segments in the State of Texas. As this seriously outsisted readway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infestructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State.	See Comment #8
	Leffing				cases the Main Jones or I relax, as issues should use to color and to become secret or format or present or many or present or many or present or the secret or many or present or the secret or the s	
	well					
427	Bethzabe Cortez	3/6/2023	Email	Public transit / Multimodal transportation	MobilityS Frogram Manager Tommy Abrego,	See Comment #13
				transportation	Helic, I am a transportation engineer, however, I am against this. This should be a public transit project.	
428	Beverly Kerr	2/7/2023	Email	General support	Dear Chairman Bust and Commissioners: Thank you for recognitions that I-35 through Austin is one of the most consisted madries seaments in the State of Texas. As this serious vouldated readway is often	See Comment #5
	, .				Date Chairman Bugg and Commiscioners: Thank you for recognizing that 135 strough Audit is one of the most congested nadway segments in the State of Teasa. As this seriously outsided readway is offer coaled by the Mail Street of Teasa, all Teasa should not for the date and excesse action to transfer mits critical seatests of references them to readway that will accommodate that repaid and immense growth was are experiencing in our great State. Accordingly, in writing tools to be recovered processes proport to 90 SCT in Section 2, you for your consideration of that request.	
429	Beya Valenzuela			Do not widen/no build	Mobility55 Program Manager Tommy Atrogo, Lam a resident of San Actions Tix and topoxer TixOTs, plans for 1-55 expansion. Working and driving in the area I do know that 1-35 does have a huge congestion issue, however I don't believe the solution lies in building more highway. I believe	Sai Comment #5
429	Beya Valenzuela			Do not wider/no build	MobilitySS Program Manager Tomany Alongs. Lear a sourcer of the Antonia That and a population Strategy learn for Strategy and the Control of the Antonia That and a population of the Antonia That and Antonia That	Sec Comment #5
429	Beya Valenzuela				make it worse.	
429	Beya Walenzuela			Do not wider/no build Air Quality/Noise	make it some. More vehicles on the nost will sell sell only lead to more noise, air and water pollution. Not to mention increase risk of accidents.	See Contract 55 See Contract 535
429	Beya Válonzuela			Air Quality/Noise Public trienst / Multimodal	These varieties are the rest will will just to more roles, are and water products. Not to mention increase and a condens. More varieties are the rest will not just to more roles, are and water products. Not to mention increases the rest for more viriliances. Press who all is will to set it want to work and	
429	Beyor Vision zuella			Air Quality/Noise	The first and the code of only lead to come review, are and water publisher. Not to mention recesses and a science. What is included an own many publisher transfer forms and an a passenger trans and/or increasing the code with ability to discrease the need for motor vehicle scape. Propile should be able to get to send and the code not not refuge to the science will be code to the code of the code o	See Comment 654
		1/31/2029	Freet	Air Quality/Noise Public transit / Multimodal transportation	The first and the code of only lead to come review, are and water publisher. Not to mention recesses and a science. What is included an own many publisher transfer forms and an a passenger trans and/or increasing the code with ability to discrease the need for motor vehicle scape. Propile should be able to get to send and the code not not refuge to the science will be code to the code of the code o	See Comment #34 See Comment #13
429	Beya Valenzuela Bhoodev Kumar	1/31/2023	Email	Air Quality/Noise Public trienst / Multimodal	Intellet Execution. Where well-below mit to make will not by fixed to more revision, and water profitation. Notify mentions recesses and all accordance. While it is needed an income make public for search open profitation and profit to make applications and an application profit to make and the search of the mode for motion vehicles, seage, Profit infloat the addition to get to send and the search of the mode for motion vehicles, seage, Profit infloat the addition to get to send and the search of the mode for motion vehicles, seage, Profit infloat the addition to get to send and the search of the mode for motion vehicles, seage, Profit infloat the addition to get to send and the search of the seafer to get the send and the seafer to get t	See Comment 654
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430	Bhoodev Kurnar			Air Quality/Hosse Public transit / Multimodal transportation General support	Now will clear to the most will be all to might all to more mixing, are and and production. Not to mention in reviews and of accidents. More wallicking on the most will be all to the mixing of the most will be all to the part of accidents. And it is resemble on more manapoints because given such as an assemble of the most well-below the most for most well-below the most of the most most part of the most wall and the state of the most most part of the most most part of the	See Communi 454 See Communi 453 See Communi 48
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430	Bhoodev Kurnar		Email MyCapEx Website - Comment Form	Air Quality/Hosse Public transit / Multimodal transportation General support	Now will clear to the most will be all to might all to more mixing, are and and production. Not to mention in reviews and of accidents. More wallicking on the most will be all to the mixing of the most will be all to the part of accidents. And it is resemble on more manapoints because given such as an assemble of the most well-below the most for most well-below the most of the most most part of the most wall and the state of the most most part of the most most part of the	See Communi 454 See Communi 45 See Communi 45
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430	Bhoodev Kurnar		MyCapEx Website - Comment Form	Air Quality/Hosse Public transit / Multimodal transportation General support	These validation of the resid will only land to more robus, ser and suder products. Not to neutron robustes and of accidants, and the resemble or more means public travel options such as a passager from each of an observable of the climate of the control of th	See Comment 613 See Comment 613 See Comment 613 See Comment 613
431	Bhoodev Kumar Bianca Millan	1/31/2023 3/1/2023	MyCapE+ Website - Comment Form MyCapE+ Website - Comment Form	As Quality Frence Public seases / Molimodal Strenger Lates General support Begannel Connectivity Begannel Connectivity	These validation of the resid will only land to more robus, ser and suder products. Not to neutron robustes and of accidants, and the resemble or more means public travel options such as a passager from each of an observable of the climate of the control of th	See Conneces 613
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440						
	Billy Tetrud				MobilityS Program Managar Tominy Ahrego. 10/9905 NDOIN 155 Geografism (July).	See Comment 45
					Make 25 Transpire Makegar Transpillages (Transpillages) Transpillages). There is a unique says defining for experimental process. The indicates th	
					enties the freewily to such a degree that the capacity of the freewily soft acceptable, price is accepted, price in the capacity of the freewily soft accepted, price is accepted, price in the capacity of the freewily soft accepted, price is accepted, price is accepted, price is accepted, price is accepted by the freewily soft accepted by the freewily soft is because it is accepted by the freewily soft is because it is accepted by the freewily soft is because it is accepted by the freewily soft is because it is accepted by the freewily soft is because it is accepted by the freewily soft is because it is accepted by the freewily soft is because it is accepted by the soft is accepted by the freewily soft is because it is accepted by the capacity soft is accepted by the soft is accepted by the freewily soft is because it is accepted by the soft is accepted by th	
				Do not widen/no build	Also, the frontage roads to the freeway are an incredibly bad waste of specu. The freeway separation could simply turn frontage road space into freeway space without anexing adjacent land. The city should be using coordinated signal tirring to make our city stress more efficient. This modul eliminate most of the need to use the freeway in the first place.	
					Beyond that, 135 is very poorly positioned, cutting a deep scar through the city. The pedestrian accomplations of the plan are all piece. **Record TADO*** to respect the whiten of Austritin residents! a leavest the foot open of the plan are of a piece. **Record TADO*** to respect the whiten of Austritin residents! a leavest the foot open of the state up of the plan are all piece. **Record TADO*** to respect the whiten of Austritin residents! a leavest the foot open of the plan are all piece. **Record TADO*** to respect the whiten of Austritin residents! a leavest the predesting and the predesting are all piece. **Record TADO*** to record the whiten are all piece the predesting are all piece. **Record TADO*** to record the piece that the predesting are all piece. **Record TADO*** to record the piece that the piece	
				Business/Residential Displacement	It is poorly designed for people. It will certainly move more cars, but it is bad for everyone near the freeway, its bad for the neighborhoods that would be further split apart by the freeway expansion, and won't reduce freeway congestion for any significant length of time. The construction alone will cause far more congestion than the expansion will reduce, its a net negative plan.	See Comment #21
				Community Alternatives	Support Retting(35% priens, including the plan to turn the freeway into a boulevand. Glant freeways should go around cities, not through them. Better yet, freeways shouldn't be giant behamonths in the first name.	See Comment #4
					years.	
441	Billy Utt		MyCapEx Website -		Two littles in content TOOTh covered present for the 155 Sealer. Historical desired models proud inaccurate, as evidenced in this service (migra, //sink.com/pubrical/scare/sc	See Comment #5
			Comment Form		35-expansion-20-Lanea hards) and the state has not considered that their math may be wrong. At any sate, there have been sightingstat studies showing that widening highways creations even more traiffic,	
					Assuming the state is deaded on carving 1.55 and widening it through Austin, capping it should be a first priority in design. Currently the caps do not extend fair enough, leaving a 20-something lane gulf between two parts of fine city that would result brandf for no caccest bringle over 1.55, increasing exponent occurring for branders on 1.55.	
				Do not widen/no build	Quite simply, this project is ill-advised. There need to be more feasibility studies on routing traffic to 130, environmental impact studies on pollution (opecifically particulates), and considering capping 135 from 71 to 290.	
				Caps/Deck Plazas	The caps would also help mitigate air and noise pollution, which is an astimistic who resides withing a mile of \$35, would be greatly appreciated. There have also been studies that show constant exposure to highway rose increases the likelihood of dementia	See Commant #42
				Reroute to 130	so the problem is saff-fulfiling, Internative trucking routes should be diverted to DH130, created operationly for non-local traffic. Simply limiting the number of soles allowed on 135 between 71 and 45 would improve adoption of 130 land generate revenue) white easing the traffic burden.	See contrast #3
					improve adoption or 150 (and generalis revenue) write eating the draftic curden.	
442	Bitia Buenrostro	2/28/2023	MyCapEx Website -	Do not widen/no build	Exceptor the Chy Council's list of dismands for the 135 Capital Express Project. Adding laines is not the solution. A growing body of research demonstrates that urban highway expansions induce more driving and worsen congestion (as in Houston's Kiny Freway) which negatively impacts residents' health and well-being. The goal of these changes should be the overall welfness of the people.	See Comment #5
			Comment Form		and worsen congestion (as in Houston's Katy Freeway) which negatively impacts residents' health and well-being, The goal of these changes should be the overall wellness of the people.	
443	Blaine Cowen			Do not widen/no build	MobilitySS Program Manager Tommy Abrego,	See Comment #S
					Michilip\$5 Program Manager Tommy Atriago. Expanding lightnesses does not review comparison. Tubbs review is department of Transportation, not a department of highways. Encourage transit by making busdess and trains more frequent, not by using valuable decoration into fire dangerous, glant coment escapacion.	
					A	
				Business/Residential Displacement		See Connect #21.
				Business/Residential Displacement	It just creates more congestion and displaces communities. It will make your only ugly and full of bright.	
444	Blaine Grissom				Mr TLDOT TLDOT, To whom it may concern,	See Comment #5
				Do not widen/no build	To advant may concern. This lakes are more concern from ECOT plans to increase expend 1:35 in the Austra area to be 20 or more lainer. As you have most living been tald, this is an device array, and one made either in ginnarior or in great. As most direis in the first world have most been public investigation of the authorization of the autho	
					planet, yet we can consistently see that the traffic along that stretch of road is permanently congested and slowed to a halt every single day. This is an issue that has been solved time and time again, and the answer has never been to increase the size of the roads.	
				Multimodal Transportation	Same as many antitable infrastructure incommed and order bits transported arms of the city and focus or expected many of trade to the city and focus or expected many or	See Comment #20
445	Blaine Martin	1/12/2023	Email	General support	One of the same thange and commencement has a present commencement has been as the commencement of the commencement has been as the	See Comment #8
					called the Main Street of Texas, all Texans should call for bodd and decisive action to transform this critical stretch of infastructure into a readway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to experse any occeptable support for the SSI Suppliat Express descriptions of better allegate and accordingly, and are interesting to the suppliance of the SSI Suppliat Express descriptions are supplied by Toda Charles allegate and accordingly, and are interesting to the suppliance and accordingly and accordingly and according to the suppliance and accordingly and according to the suppliance	
					request. Bisine Martin	
446	Stoke	1/26/2023	MyCapEx Website -	General support	Dasar Dasisman Ruser and Corresponders: Think was for year surroort to address LSR threath Joseph Joseph Control of the Contro	Sur Comment &
440	us.	1/20/2023	Comment Form	чини виррил	Date Chairman Bugg and Commissioners: Think you for your support to address 155 through Austin in a comprehensive manner. This atheir of highway is notionally resided as the 15th work for buffic congestion and 354 work in the second. 355 through Austin is evented and convent and future resided or a graving region is event and read table excessive control and table	AND CONTROL OF THE PROPERTY OF
					Exprise tension seages as proposed by 19201. This is a guided stamportation project that is MULH MALKE OWNERS. It make you by your desclarion to serving the distants or Tests. Tests.	
447	Blake Bennett	3/7/2023	Email	Do not widen/no build	MobilitySS Program Manager Tommy Alrego, No wider no higher!	See Correct #5
					Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested readway segments in the State of Teass. As this seriously outsided readway is often called the Main Street of Teass, all Teass should call for botd and decisive action to transform this critical stretch of infrastructure into a readway that will accommodate the rapid and immense growth we are experiencing in our great State.	See Comment #8
448	Blake Brown	1/12/2023	Email	General support	Called the Main Divise of Texas, all features should call for bodd and decaves action to brainform this critical shelten of infestive/close into a routherly that will accommodate the rapid and immensis growth we are experiencing in our givest States. Accordingly, I am writing today to express my complete support for the 155 Capital Express Central design as proposed by YLOOT. Thank you for your consideration of this request. Sant from my (Pincha)	
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		Da R d	s	Yapic:	•	R p
	C N	Da R d	S MyCapEx Website -	Topic	Control Section (Commissioners)	8 p
	C N		S MyCapEx Website - Comment Form	Торіс	C Our Chairmen Brugg and Commissioners: Thisky being pure support to address 355 strong Musics in a comprehensive manner. This should of lightway is notionally swined as the 15th worst for suffic congustion and 3rd worst in the date. 155 through Austin is overdue for improvement to reserve for married of future worst for right to service and out and date according on control out thrink.	R p See Construct 48
449	C N	Da R d	MyCapEx Website - Comment Form	Yepic General support	Concrete being and Generalization. This is the property of th	N p
449	C N		S MyCapEx Website - Comment Form	Topic General support		to Contract 48
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458	Bob Barnes	2/7/2023	Email	General support	One Chammes Brigg and Chemissioners: Their type for recogning that 1,55 through Audit is one if the rend congested madesy segments in the Date of Texas. As this services ducidated residency is demonstrated from the Date of Texas. As this services is not an extra poll of the rend congested made in the New Date of Texas. As this services should not be to date of decide used on the services for inflorationates that is an extensive that all accommodate the regular and more sport in early segment of the services profit or the services of the	Sue Comment #8
459	Bob Gass	2/8/2023	Email	General support	Oser Chairman Bogg and Commissioners: Thank you for ecognizing that 155 through Audith is one of the most congested coadney segments in the Date of Texas. At this seriously outdated readney is often coaled be filed. Sheet of Texas, at Texas should not for took and accesses action to brancher this critical sentent of infoliation-thank into a mobilety that will accommodate the regard and immensa growth we are experiencing in our great State. Accessing, it is writing bugsty an express or proceedable support the 145 ST-Oser, and for your consistent of their state of the state of the state of their state	See Comment #8
					Accordings, all writing occup to express my companie support for the 1-30 Legisla Captess Central chappy as proposed by TALUI. There's you no your consideration or that request. Bits Gass	
460	Bobbi Saulmon	100,000		Do not widen/no build	Mr ToCOT ToCOT, Please don't ruin our diventioner with an explanation. Lut's enhance the beauty of Austin, not turn in to any only, USA. Thank you.	Sun Comment #5
				East/West Connectivity	We want to connect east and west Austin in a walkable, tree-lined way.	See Comment #20
					Dear Chairman Bugg and Commissioners:	See Comman #8
461	Bobby Jankins	3/7/2023	Email	General support	Data Claims being and Commissioners. This was been being and Commissioners. This was been been prompting that the dready shades a our of the most congested markets suggested in the State of Team. In this exercise, inclination conseque year offer called the Main Shade of Team, all Teams shaded call for total and decisive formation of the state of Team. In the second of the state of Team, all Teams shaded call for total and decisive formation of the state of Team. In the State of Team, all Teams shaded call for total and decisive formation of the state of Team. In the State of Team, all Teams shaded call for total and decisive formation of the state of Team. In the State of Team, all Teams shaded call for total and decisive formation of the state of Team. In the State of Team, all Teams shaded call for total and decisive formation of the state of Team. In the State of Team, all Teams shaded call for total and decisive formation of the state of Team. In the State of Team, all Teams shaded call for total and decisive formation of Teams shaded call for the State of Teams shaded call for	
462	Bobby Murphy	\$06,000		East/west connectivity	These, a minimal door, the developments beganning for 15th. The future of Audit meets to be one that not built extend a massive freeze plant in converge freeze, the content of the copy. I believe 15c01 should consider how they could register the register of the copy. I be content of the copy. I believe 15c01 should consider how they could register the register of the copy. I be content of the copy. I believe 15c01 should consider how they could register the register of the copy. I be content of the copy. I believe 15c01 should consider how they could register the register of the copy. I be content of the copy. I believe 15c01 should consider how they could register the register of the copy. I believe 15c01 should consider how they could register the register of the copy. I believe 15c01 should consider how they could register the register of the copy. I believe 15c01 should consider how they could register the register of the copy. I believe 15c01 should consider how they could register the register of the copy. I believe 15c01 should consider how they could register the register of the copy. I believe 15c01 should consider how they could register the register of the copy. I believe 15c01 should consider how they could register the register of the copy. I believe 15c01 should consider how they consider ho	Sale Comment #20
					Upgission the rightway interactructure, out weep the traceworing in minor: Thanks, Bobby	
				Bike/ped safety	We should be incorporating walking (the larnes as much as possible so that people are not limited to only getting around via a cut. We should be putting in Caps over the highway for large sections where 1- 35 ness through desire communities. Stealy adding east-to-east connections (stealy every quarter mile and so less than every half mile along the certain	See Comment #30
				Public Transit / Multimodal	We should be putting an emphasis on public transportation options to remove highway congestion and allow folks to easily navigote	See Comment #33
				Reroute to 130	We should through 15 wheeler traffic to 5H 13O	Sw connect #3
463	Bonni Mylius	2/9/2023	Email	Emergency services	The annual Demonstrat Comment with Code Code Code Code Code Code Code Code	
403	Dam nyius	2/4/2023	Lines	Lineigency an vices	The death of the Supplement of Alland The Supplement controlling on the Statistical Assembly Statistics of the Statistic	The process of the process of process in the process the critical local, regional, evidental and international throughful by: - Addressing safely with the critics. - Addressing safely sa
					her view to prevent common automotible traffic, but to allow Price out out of the webly to price that is not because for members and the price to the common automotible traffic. but to allow Price out out of the webly to price the bars to prevent common automotible traffic. but to allow Price out out of the webly to price the bars to be unable access for emergingly exhibits in the west of an emergingly. The owner of the exhibit of the description for a feet plant price trade and the exhibits of the exhibit of the exhibits of the exhibit	*Improving operational efficiency. - Chestinal on more describable and consistent mose for the traveline outsic, including biocisies, sedestrians, emergency resconders and traveli.
					we will watch our homes burn white emergency whickes at in traffic_secple will die of as it is impossible to make it through traffic timely. How is this accessible? Your study does NOT consider the full impost and the NOT worked extensively with the sec filleds.	TADDIT continues to coordinate with the Austin-Riskins Department, Assist First Department and EMS as the project moves forward. The Preferred Alternative, when compared to the No Build Alternative, improved emerging response tense for EMS, posite, fire and hospitalists trends the contract better time and accessed to POM managed lines, it to work for extract accessed entering the accessed to POM managed lines, it to work for extract accessed entering the accessed and accessed entering the accessed entering
464	Bonnie Cultum		VOH	Do not widen/no build	I am strongly opposed to TxDOT's plans for LSS. The devisitation to businesses and residences, the impact of years of construction and dislocation without an adequate outcome is not forward-looking, I understand that this plan has been veer in the making. but that is part of the croblem. The solutions have been so narrowly viewed and see connected to paid.	See Comment #5
				Reroute to 130	understand that this plant has been years in the making, but that is plant or the proteins new overside factors are on any controlled to place. The need to look an extrake how fours, looking at brighter more oreative solutions, eather trook four of the central conder and profession resemble through any controlled to the central conder and plant the controlled to the central conder and plant the central conder and central central conder and central centra	Second #3
465	Booth Kristyn	3/7/2023	MyCapEx Website -	Reroute to 130 Do not widen/no build	We need to look an entirely new future, looking at brighter more creative solutions, getting truck traffic off of the central corridor and prioritizing neighborhoods and business over highways. Out a better plan: The reads are already bad enough, Improve HWY 21 and PM 812	See comment #5 See Comment #5
465	Booth Kristyn	3/1/2023	Comment Form	Do not widen/no build	Get a better plan. The roads are stready bad enough, Improve HWY 21 and PM 812	Sac Commant 45
					Dear Chairman Bugg and Commissioners: Thank you for recognizing that LSS through Austin is one of the most congested readway segments in the Date of Texas. As this seriously outstand readway in other contents that the Chairman Serious of Texas. As this seriously outstand or seriously other contents the regular and immense growth we are experiencing in our great State.	See Comment #8
466	Brad Chelton	2/7/2023	Email	General support	Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request.	
467	Brad Dushkin	490,000	VOH	Do not widen/no build	Capabili proposements to M 55 will not improve halfor conditions and in fact will only exacerbate long-term congestion. While I am resigned to an expansion of the infrastable in its current consider. This project could end us as an award-striming beacon of good faith stewards, or yet arother deneging urban highway expansion. Please make the night choice for the future of humans, and not just for case.	See Comment #5
					project could end us as an award-winning beacon of good faith stemandality, or just enother damaging urban highway expansion. Please make the right choice for the future of humans, and not just for cars.	
				Reroute to 130	the State should exercise good faith and bear the burden of fully capping the project from Airport Bind to Hidly 92. This will allow the City of Austin to minimize the damage an expansion will cause and provide an opportunity for the community to reconnect across the highway	See comment #3
				Caps/Deck Plazas	A full cap will also give the State the unique opportunity to capture and filter the heavily polated air the expansion will directly cause from the additional traffic it generates	See Comment #42
468	Brad Hebert	1/31/2023	MyCapEx Website -	Regional Connectivity	Esupport rail service between San Artonio and Austin and beyond	Seconomial 5.
		,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,	Comment Form			
469	Brad Love	100,000	VOH	Do not widen/no build	It is with how inthe listening is actually happening. Every bit of community feedback and modern transportation research is against the expension of the highway; vol. here we are. This process is a sham. It shows how much was predetermined in birth builting more was always going to be the sensor. The opportunity to copy intigin and improve multi-hondoid transport is great, but none of that requires searing down access- ned behaviorable with the control list with not observed in the control list the process with sufficiently but it will splatfally but it will splatfall	See Comment #5
				Business/Residential Displacement	We are knocking down important focal businesses and housing for lanes that will soon be just as full as the current, as TDOT knows from other work in the state.	See Comment #21
470	Brad Maples	2/7/2023	Email	General support	Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested readway segments in the State of Texas. As this seriously outdated readway is often	See Commant #8
					Data Channal Degrand Commissioners. This day not recognize (table 3.5 frough facility or part or opposite (table 3.5 million) and inclined transport or the state of the state	
471	Brad Philip	2/8/2023	Email	General support	Daier Chairman Bugg and Commissioners: Thank you for recognizing that i 35 through Audin is one of the most conguland malesity segments in the State of Texas. As this seriously outdated malesity is often under the Main-Street of Texas, all Texas should call for bodd and decive action to transform this critical sheeth of infestivation into a malesity that will accommodate the spot and immense growth we are experiencing in our great State.	Sau Comment #8
					called the Makin Sheet of Teass, all Teams should call for bold and decisive action to transform this critical stretch of inflastructure into a readway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing days to express my compiles support for the 1-35 Capital Express Central design as proposed by TxOOT. Thank you for your consideration of this request. Each Plan.	
10.		Da R d		West to		
1D 472	C N Brad Robinson	Da R d	S Email	Topic General support	Day Chairman Russ and Commissioners: Thank out for commission that LSK through Austin is one of the most engaged washes comment in the Boats of Years. As this colorate and and an extension of the Commissioners.	R p
7.2	LIBO PACTIBON	2/4/2023	- Common	Office appoint	Date Chamme Bogg and Commissions: Thirdly you for recognizing part 158 through Audit in own of the most conpeasat countings segment in the Base of Brase. At this service, in addition translary in offers and state the Mail South Free and Tensa, at Tensa, Brase of B	
473		2/7/2023	Email	General support	According, I have refine fully to express any complete largered to the 155 Cycle (Cycle (Cycle Copies Cycle (Cycle (Cycle Copies Cycle (Cycle (Cycle Cycle (Cycle (Cycle Cycle (Cycle (Cycle) (Cycle (Cycle (Cycle (Cycle (Cycle (Cycle (Cycle (Cycle (Cycle) (Cycle (Cycle (Cycle (Cycle (Cycle (Cycle (Cycle (Cycle (Cycle)	See Comment #8
		1			Accordingly, I am writing today to express my complete support for the I-95 Capital Express Central design as proposed by TuCoT. There you for your consideration of this request.	
474	Bradford Fults			Community Alternatives	No TOOT TOOT, Phase segles community alternatives to apparation, including fluctoreset Audio and Retrink25, We do not need the Induced Demand of more lines through downtown Audio that will then bottlemosk again just north and booth, creating even more triffic.	See Comment #4
					more builtic.	
				Reroute to 130	Send the big righ around downtown via 391.330 by whithing fall nices for commercial loads. Focus more on evaleting the Chy of Audits to connect its neighborhoods and don't verry as much about highway throughput.	Se connect #3
475	Bradley Schlosser	2/7/2023	Email	General support	Date Charmon Beg and Commissioners: Than you for recipioning that 1-55 through Audin is one of the most conglished makes suppress in the State of Teach. As this surrount you delined makes in the Charmon of the Charmo	See Comment #8
					Accordingly, I aim writing today to express my complete support for the I-SS Capital Express Central design as proposed by TuCOT. Thank you for your consideration of this request. Sent from my illhorse	
476	Bradley Winans	3/1/2023	Email	General support	Dear Chairman Bugg and Commissioners:	See Commant #8
	Winans				Thank you for recognizing that 1-55 through Austin is one of the most congested read-way segments in the State of Texas. Although my firm was part of building the overpasses back in the day and we have sentimental value with them, the read-way is undersized and it's time to transform this oricical stretch of infrastructure into a read-way that will accommodate the rapid and immense growth we are experiencing in our great State.	
					One Cleanes hag and Commissions: A service of the Commission of t	
499		9/8/0000	Eu-T	Short	NA DADATAGE	Ear François #PD
477	Braeden Sawyer	3/6/2023	cmill	Bike/ped safety	We ToOT TOOT. **May flowly after months as shown that expanding highways makes traffic WORSE. We should absolutely not make 35 worse their it already is, we should be expanding thin and periodrisin infristructure. Travel by automobile needs to be phased out more and more, and expanding triginesys only screen over the future generations with publicion, notice, and physical disruption. DONT DO IT.	Jam Marianan Pad
478	Brandon Cawthon	1/31/2023	MyCapEx Website - Comment Form	Regional Connectivity	1 just want some rail options, man.	See comment #1
470	Brandon Lamb	b 1/12/2023	Email	General support	Day Chairman Rust and Commissionary: That we for seventiate that 15% through Justin is your of the most congagged analysis contracts in the Boss of Year. As this contract, analysis in other	See Comment #8
4/3/	Liveridon Lamb	4/44/2023	LIMIT .	were all support	Our Channer higg and Commissioners: Think you for recipiting that 135 through Audit is one of the most composed receiving segments in the State of Fasini. As this seriously obtained receiving without the composition of the seriously obtained receiving the seriously obtained receiving the seriously obtained receiving the seriously obtained receiving the seriously obtained received diseases a seriously obtained received the seriously obtained received the seriously obtained received diseases a seriously obtained received the seriously obtained received diseases a seriously obtained received the seriou	
					vequest. Enlandon Lamb 852.722.0951	
	1	1		l .		

480	brandon miller	2/6/2023	Email	General support	Dart Charmen Bagg and Commissioners: Them you for recipioning that 135 foreign Auch is not set the most congenied markety segments in the Date of Feezo. As this services desirable markety is the Date of Feezo. As this services is not the Commission of the Commissi	Se Comment 48
481	Brandt Gomez	3/5/2023	MyCapEx Website - Comment Form	Do not widen/no build	Do not expand 135 and if it is expanded, do not expand north of 45th street.	See Comment #5
482	Brandt Swanson	3/6/2023	Email	Public Transit / Multimodal Transportation	Mobility 5 Program Manager Tommy Alergis. There have been minimented accessed for allow included year of the flux. A report inglinesy deals with serious congestion, and the objections to report it and ents, up with 5 leaves of series, included of 3.5 downs to select the congram of the congr	See Comment #13
483	Brandy Savarese		voH	Do not widen, the build	Section 1.	Sec Comment 45
			-	Caps/Deck Plezas Air Quality/Noisse	This design for the Capif Committed agents and include provisions for facility consistent between ESVID 8 and Wilder Body CASE Storm, I require that ICEO These a solventire design a service of the Capif Committee of the Capif Com	Se Connect 64:
				on Amerik series	To confidence the second of registers and many families, converige live within a quarter relief of 35 belower Dean Xueston Blod and shipped Blod. The residential population in this same area is expected to increase during the actions of an object of copiest from the confidence of a copiest from the companion of the copiest from	AND COLUMN TO AND
484	Bree	2/16/2023	Voicemail	Public Transit / Multimodal Transportation	Natio. My remain is these. This rectifies of a problem forms, but I plus went to sup that the 12 25 expension will not do experting to sup the traffic that goes up on on the two in fact, at 15 gainty of so sup of a little investing more into particle problems will be in more supplied to supplied the supplied to suppl	Sec Comment #13
485	Brenda Hindsman	2/7/2023	Email	General support	Such Character Space of Tomas partners in should prefer for experience the space of the space of Tomas and the space of Tomas partners in the space partners in the space of Tomas partner	So. Convent #8
486	Brenda Malik		Phy sica I Co	Business/Residential Displacement	Sersory constant. This areay to record for eyone is fully immerse themselve in My neighborhood is most intended in the recoloristic and business displacement and the process involved in purchasing makingful dway. Report Mountains (in purchasing makingful dway. Report Mountains) from the Constant September 1997 (in the Constant September 1997) (in the Constant S	See Communi #21
			ent	Racial justice	In UT being impacted the same as folks on the east side of the highway? What is that percentage and how will the full community know about what's being sold and for how much? Benda Malls, President	Sau Commert #3
487	Brendan Hinman			Do not widen/no build	Manica Segment Manage Tramp Areas, oppose the deposition of decision and produce would bring by believe and surrounding lesses. But an entries a fidure without close or we can further point ourselves it.	Sea Comment #5
				Latent/Induced Demand Public Transit / Multimodal Transcontains	The loss of housing and businesses would damage the city and the congestion would only be recreared by Induced Demand Me experience in chies with good to great public transportation throse into sharp relief the flave and abortsomings of a transportation system relief to individual care.	Sec Comment #28 Sec Comment #35
				manaporasour		
488	Brendan Owen	1/31/2023	MyCapEx Website - Comment Form	Regional Connectivity	Name but for our light passages red. The rests with red to select the country of	Se convert 5:
					The Color David To Stilland No. Montage Sp. Programs, and The Auditorigation. Here the standards and explained improved from Color Sp.	
ID	C N	Da R d	8	Do not wider/no build	c	**
					SOIT Case not opeas on specific bound of any of its member registrotrous, but we start in support of auto of their converse. Several registrotrous illusions are statubule freein. Comments included in the attached to engine their converse statubule freein. Comments included in the attached to engine their converse statubule freein. Comments included in the attached to engine their converse statubule freein. Comments included in their statubule freein. Comments included in their statubule freein. Comments included in their converse statubule free statubule freein. Comments included in their statubule free statubule freein. Comments included in their statubule freein. Comments included in their statubule. Comments in their converse statubule free statubule free statubule free statubule free statubule free statubule freeze statubule free statubule	
				Enal/Mont Connectain	COS to consistently used for ToO's to permission processing to East Connection in East West Connection	Sea Consenset #20

480	Brandan Williamuck			Capi, Osci Plana Dennis 19, 120 Januari 19, 120 Lant West Concentration Capi, Osci Plana Bancana Prosteriori Distinguaria	The explosion of the in ToOT for the product profession of the significant control insignation about all comments and profession saling as the agency has demonstrated in other portion of the significant control insignation and in the profession of the significant control insignation and insignation an	Too Connect #47 Too connect #3 Too connect #22 Too Connect #47 Too Connect #47 Too Connect #47
				Lower Spield Limits	Contract of To the all formings reads as part of the neighborhood sense get and employ design appropriate to receive all contracts. NEXC has beginned to the sense and of the private of the private of any plantage of the private of	See Comment 6395
				Construction	Comment #E! Provide date information on controllation disruption. As a most of this project, they desire to have better information available to these about what these disruptions will extend 1.100T has blank to recognize the controllation of the controllation	Toe Contract #118
490		2/14/2023	Email	5th Street	These for required grows that when, I fill be well had productive reveiling and told. Found to working off any our design derivant. On present of the long this recent production of the register production of the COS flow. I fill be this as in COS flow. I fill the lines and the COS flow. I fill the lines are considered for the production of the cost of	TACOT and sighten the 60 daywe but in the dange to accomplain behalf to the ten lave suggestion. The current dange no larger reflects belong it down to one benue.
491	Brenham Adams	3/7/2023	VOH	Business/residential displacement	Any staging wees should avoid destricting city residents access to Austin's natural resources. Properties should not be estand to expand the highway, unless the space is used to include passenger rail through the Texas I-SS contribut.	See Comment #21
492 ID	Brenna Lozano	1/30/2023 Da R d	Email	General support Tools	Our Chammer Bugg and Commissioners: Then's you for recignizing that 135 shrough Audit is one of the most compound reachiny suggests in the State of Teass. As this services produced manking of the state of the stat	Sec Connect 48
493	G N Brent Powdrill	2/22/2023	Email Email	Topic General support	Support this project and renovation.	M p Sair Comment #8
494	Bret Hirsch	1/18/2023	Email	General support	The Character Bag and Commissions. This is not in registering facility of 15 months and in a sear of a real companion studies, or general in the Stand of Fame, it is no invasion studies contained, and in a sear of a real companion studies contained as the Stand of Fame, it is no invasion studies contained as the Stand of Fame and it is not investigated as the Standard of Fame and it is not invasion and invasion of the Standard of Fame and it is not invasion and invasion of the Standard of Fame and it is not invasion and it	The Comment 45
495	Brett Ames	2/10/2023	Email	General support	Our Cleaner higgs of Commissioner. In the Commissioner of Com	See Comment 4 S
496	Brett Hall			Do not widen/no build	Manifest Symposis Manager frames sharing miss and security of the second	So. Contractis S
				Multimodal Transportation	Bing in more alternative forms of direct transportation via electric assist bicycles, accorders, or even sensi carts or micro cars. Of course, a better public trainet system altogether is needed and study after study shows the benefits of those. There is already planty of infrastructure in place to build on top of or around to support that.	See Comment #20
497	Brett Larson	2/10/2023	Email	General support	One Observate Regigned discretiseness: These, per foreigning that 150 longs Auton over of the most completed readonsy segments in the State of Texas, in this service, discretiseness in the State of Texas, and the service, discretiseness in the State of Texas, and the service, discretiseness in the State of Texas, and the service, discretiseness in the State of Texas, and the service, discretiseness in the State of Texas, and the service of the	Sea Continent #8

400	Brett Metzger	3/6/2023	Email	Community Alternatives	Makinda Barram Manara Yannar Nada	See Comment #4
420	Litera menuger	3/4/2023	Lines	Community Assistances	MobilitySS Program Manager Tommy Azmago. Please review the "motive CSS" project crisics. It pleas to turn the portion running through the city into a boulevaind. It will finally desaggragate the city.	Jan Welliams 47
499	Brian Bechtel	2/26/2023	Email	General support	Lac Claims higgs and Commissions. In this poll of recognition of the Street, but the sear of the most congested readway segments in the State of Texas, as this services's published readway in Administration of the Mann Street of Texas, at Texas should call for bold and decisive action to streetform this critical and set of reads and the second second to the second secon	See Comment of S
				Ener/West Connectivity	The materials of the blanch in the grade has region and security or the second of the second or the grade has been depleted as a second or the grade has dependent a	Net Comment 450
500	Brian Bedrosian			Do not widen/no build	have registrated and contractions. Note the contraction of the contrac	See Comment 4'S
				Latent/Induced Demand	Equanding the highway would not eliminate congestion due to Induced Demand. The project their would worsen traffic and congestion for many years, especially at a time when Austin will be building Project Connect.	See Comment #18
				Lower Speed Limits	DOT can improve highway safety immediately by reducing the sceed limits on the highway and access roads.	See Comment # 305
				Business/residential displacement	Install can improve regrinely sweety immediately by reducing the speed terms of the regrinely and access creats. In order to expand the highway, the project would confisciols land from businesses and residents near the right of way, disproportionalsly impacting small businesses and minority communities.	See Contract #21
				Racial justice	Widering the highway with the limited connectivity, currently in Modified Build Alternative 3, would perputuate, expand, and worsen the demographic divide that began with the city 1928 master plan.	See Comment #3
501	Brian Badrosian	3/7/2023	Email	Do net widen/no build	In the same of the Name Department of Depart	
502	Brian Caudle	2/13/2023	Ernail	General support	New Common Begins of Commonwealth and Co	Ten Comment 4 &
ID	C N	Da R d	s	Topic	С	R p
503	Brian Fordyce			Do not widen/no build	Making Speem Manager Tomay Surage, Making Law a smolect of Sear Austra, and I am opposed to TOCT's plan for ISS and I's sequencion. I truly believe that the city will be whole if it were able to rectors the touriser's whore Sear Assense used to be. All to this three advantable over force on incorporating public reason brand and padeditary fourples across. This is a sine apporationly to invent in the failure of or growing only and we have to do it night.	See Comment #5 See Comment #13
				Public Transit / Multimodal Transportation	g → di нава часки ви римениц и примениц и примениц и нава чероп штор и нечени и ин више че оне дочено, че виде Ш 00 г. г.п.дг.	
				Community Alternatives	1 do, however, support Rethink35 proposal for a submerged highway with caps to create boolwards between certral and east Austin.	Six Comment #4
				Bike/ped safety	As an aidd blogdist and walker, I know what en unpleasant experience it is to crass 155 with the noise and air pollution, (litered treah and broken car parts, and the dangerous challenge of navigating a cadeministed environment. Not to mention the long distances pediatrians are forced to travel in order to cross the noads.	See Comment #30
				Business/residential displacement	Construction plans should prioritize the local population and not require the demolition of homes, businesses. I hope TxCOT takes the feedback of locals into consideration for the best of all Texas.	See Comment #21
					Re-Ceiar Chavez and River Street Intersections Empart In this River Street Intersections Empart In this River Street Intersection of the Street Intersection in 2000 following a Street Intersection in contrast in account of PPP nationalists with involvable of investment in the Street Intersection of International Internation of Intersection of Internation of Internation of International Internation of Internation of International Internation of Internat	Suc Comment #5
504	Brian Furtong	2/21/2023	Email	Do red Widen, No Build	aringer amounts in virially wavely with leg (2) this, by assert invited distabled stay of the later data. Security processing the security of the later data	

505	Brian Furtong	3/1/2023	Email	Do Not Widen, No Build	Food Code (Marches). In reading or same from Marchae, who I how from the mapped selection. Marchael first power the personal to seek out to los as to set up a movining with the mapper. As equiliment in the adaptations, of list to invest with the selection of the loss pointed and personal to the selection of the loss pointed and personal to the selection of the loss pointed and personal to the selection of the loss pointed and personal to the selection of the loss pointed and personal to the loss pointed person	
506	Brian Furtong	3/4/2023	Email	Construction	As to Causer Tourney As excess in long or 15% in the true forms of the country of	Fatimed by
507	Brian Kelly	3/7/2023	Email	General support	Does Chairman higg and Commissioners. When you for recogniting the State State And State Stat	See Comment # B
508	Brian Malloy	2/2/2023	MyCapEx Website - Comment Form	Regional Connectivity	Phases provide light nell options between the major crises in Texas. This obsession with "one more lainer" in bleeding state resources that can be used to upgrade the power grip or failing education system.	Seconde(4)
					I aim submitting my concerns with the current plain for the I-35 plain. B	See Comment #34
509	Brian Morgan		MyCapEx Website - Commert Form	Air Quality/Notion	Ten Auderbilder (in concerns with the content gain for the 155 pairs.) We dead the advection of the content gain for the 155 pairs. We dead the advection of the content gain for the 155 pairs. We dead the advection of the content gain pairs of the content gain provide one one person one whole. We dead the advection of the content gain pairs from the forming gain provide one one person one whole. We dead the advection of the content gain pairs from the forming gain provide gain provide gain provide gain provide gain provide gain provide gain part of the project. Why do Audin templayers have to fast add the date used gain part of the gain part of the project. Why do Audin templayers have to fast add the date used gain part of the gain part of the project. Why do Audin templayers have to fast add the date used gain gain gain gain gain gain gain gain	
				Water Quality	Engineers should study ways to treat the water rundf (currently it goes directly into the lake - our direking water source)	See Comment #125
				Caps/Deck Plazas	We should have more caps (bury the freeway in longer segments so we truly create connections between east and west)	See Comment 442
510	Brian Muhraney	1/30/2023	Email	Community alternatives	Dair Chairman Rogg and Commissioners: New's my suggestion. Make 155 and read for all 15 wheelers. Double the tall for wheelers in currently charged on 45/130 for these trucks. Remove the tall for 13 sheelers in 45/130. This ail. 8. Mulesway Sect from my Phones	See Comment 44
511	Brian Potest	10000	VOH	Air Quality/Noise	This plan is worse than nothing. If another keing the upper decks than literally connect a plan this bad into our only for decides. The widering will lead to higher carbon emissions and pollution, possessing the surrounding englicholooks. Please extern to the drawing blood.	See Comment e34
				East/west connectivity	EW connectivity is a huge problem right now, and this plan dosen't make that any better.	See Comment #20
512	Brian Stingerland	2/8/2023	Email	General support	Such Channess heighting of Commissioners. Such Channess heighting of Commissioners. The property of the Commissioners of Co	Sac Comment dis
513	Brian Vettiet	3/7/2023	Email	Do not widen/no build	The proposed I-35 expansion is bad for Austin neighborhoods and won't solve congestion on I-35. Rethink in!	See Commant #5
514	Briana Cohen	3/7/2023	Email	Public Transit / Multimodal Transportation	MobilitySS Program Manager Tommy Alregio, MobilitySS Program Manager Tommy Alregio, Molic (oppose the 35 experience, Please redirect energy and resources towards public transit, active transportation, bits larner, sidewalds, neighborhood streets, and high volume bouytrain lines. Th	See Comment #13
515	Briana Miriani		MyCapEx Website -	Transportation Business/residential displacement		See Comment #22
			Comment Form		The first in the first f	
				Latent/Induced Demand	It will also do nothing to relieve conglodon along IH35 through central Austin.	See Comment #18
ID	C N	Da R d	s	Yopic	c	Ř p
516	Brianna Evans			Do not widen/no build	Modelly She Program Manager Transp Manage, growth country of the Control of the She She She She She She She She She S	Sec Connected in
				Racial justice	There is already a clear line of demandation between sext and West Austin. This project will only increase the separation between the new which will disproportionally affect poor, black, and breven tiple in the obj.	Sea Comment #3
				Community Alternatives	I believe that the Rethink35 project provides viable options that can increase equity in our city.	See Comment #4
517	Brianna Penney			Air Quality/Noise	Mobility35 Program Manager Tommy Arrage, Thislin, Trian a related of Auditor, T. Am of former resident of First Worth, T. I. Ye been driving on 35 my whole life and have always haled the experience despite the recessity of the lightway. However, this new effort to equal 55 is indicated and purishor some in a growing Opt.	See Comment #34
				Reroute to 130	Drigorig should be divertised amound the city on 120 and other reachings and public beanst about the invested in to advanta local traffic. When I go not on 120, it is almost sharply and faster and seems like a great order from the diseignment of many of the common than the diseignment of many order to the diseignment of 35 in Austra holding and more lamins will only make it more unable for those just trying to get through their common. Please reflects the expension of 35 and consider alternate studies.	See comment #2
518	Bridger Gunderson	2/15/2023	Email	General support	Succession high per Commissions. The Commission has been continued as the contract of the most congester minimary support in the State of Teach. In this services positive results in the State of Teach, in this services positive results in the State of Teach, in this services positive results in the State of Teach in the State o	Sac Comment de
519	Bridget Kenny	3/7/2023	Email	Latent/Induced Demand	No. MOST MOTION. These selections (3.5 will not keep any of traffic problems facing Audio, 1 will only make it worse as we have see in other class, for Audio falses, we can do better.	Sea Comment #18
520	Bridget McKinnley	3/7/2023	Voicemail	Do not widen/no build	My name is Bridget McKinnley, And I'm opposed to the plan. It is 10-49 on the seventh.	See Comment #5
				.,		

	Bridgett Schiele			Latent/Induced Demand	MobilitySS Program Manager Tommy Abrego. Highway expansion does not lessen traffic. This has been proven many many times and TxDOT has no plan besides highway expansion.	See Comment #18
				Business/residential displacement		See Comment #21
				Business/residential displacement Community engagement	If the TADOT plan is approved it will displace homes and businesses at a time that Austin is experiencing a huge housing shortage and affordability crisis.	Sec Contract #21 Sec Contract #21 Sec Contract #21
				Community engagement	Teapert the city council to listen to the large number of citizens who appose this expansion and to stand up for our neighbors who would be displaced by a plan that will only make truffic and publicion worse in our city.	Sau contrain #220
				Air Quality/Noise	Repect the city council to listen to the large number of citizens who oppose this expansion and to stand up for our neighbors who would be displaced by a plan that will only make staffic and pollution worse	See Comment #34
				Air Quality/rease	I expect the cry counted to insent to the larger matrix or crizams wind oppose tris experience area obstants up tor our neighbors who would not expected by a plan that the cry make trainic area possition without in our oils, in our oils,	Sau Cottrant e S4
522	Brien Strelau	3/7/2023	MyCapEx Website -	Caps/Deck Plazas		See Correnant #42
522	Drien Street	3/1/2023	Comment Form	Capsy Deck Prazas	As someone who lives on the east side of Austin, I beg you to include more and longer caps over the freeway -CAP the whole thing event - in order to restore our connection to the rest of the city. The current plan does not adequately reflect or respect the interests of the residents of Austin most directly affected by this project. Please revise the plan according to their input. Thank you.	See Contrast e-2
					Helio Chinda,	See Comment #5
					Thank you for the email. Thank you for the email. Thank you for the email.	See Contrast #3
					In this case you record on this 3-to recognity, into it as an observationation. In or this project, in a second continue of the case you cause upon a set removament or too state. It is a deep in a set upon a maint. It will not dispersable before it is finished, and millions of main hors will be set asked. And, it's going to be a males. All for nothing. There is no unifying design setment. It is a deep in ye multitude of committee compromises, frontage access requirements and old state laws (like the U transcrounds). It doesn't speak the language of a next. generation urban freeway, it is not prandomative, some or memorable in any way.	
					Total is not distripting cooling relatified. It is a Cooling to you missission or commission comprehensive, indicated an experimental and consistence of contract	
					For a few bitton buoks? I think it should be all of these thingd. It's law DOT has deployed the same design elements and principles that it would for Arington, or Plano. Lanes fly all over the place, willy nilly. They're removing at grade pedestrian street crossings and replacing them with ramp flyowers that	
					To the 1-Diff That designed the same design pleasants and prompts that the stand for Antique, or these, been for your pleasants and the prompts that the stand for Antique, or the format and the prompts that the stand for Antique, or the format and the prompts that the prompts t	
					There are many elegant, compact urban freeways around the works to look towards for potentian friendly osign principles. This has been done before, We jost need a TADOT lead designer with the vision and budget to do it. If we this his does around, we can all search the laten count. 2 reducts the freeway's footnint, and out of it offers the increased cost of the credit to read land.	
523	Brint Davy	3/6/2023	Email	Do not widen/no build	This is Project Reconnects one design element. It's the idea that makes it work. Put the access reads inwards, capped atop a cut-aird-cover carryon of larnes. Then, suddenly, The State of Texas has hundreds of acres of highly-valuable real estate fronting an unbear businers in the Logistic City, That's April 1997, with a continue to the Company of t	
					All one 13-5 heading a reside states agent common to tron. Due fromted common like I heaving the common to the com	Sec Comment #5
					Tough nongies. Everyone will have a tought time as this project gate underway. Contraction is not easy pease; Peagle complaint. Do they see in Cent They? We see pagle to build as in Interstate Highway shreet will last for hundred of years. And IT shop off on it when it looks good to me. Because I know so much more, than your average real estate agent, chiming in on a	
					hearing with disregard to everything I snow is true. Sha've a birthes, burs. I don't mean to be rustle, but she is.	
					The point is, if you complain about laines. I'm a leavely listening to you. Do you listen to man? We can do a might decider. Regional trauses and mich excess what might great a state layease. It, south be super-limited access. Third layer.	
					That's probably for intro-state busines, to be horned. That's two larnes. So where are we ar? We get 0 larne bullewaved up top. This is gornes happers, the get 0 larnes of larnes are so were We get 0 larne bullewaved up top. This is gornes happers, the get 0 larnes of larnes are larnes.	
					We get 2 lanse of ultre-limited bus and high-veible truck regional access. That scunds like unit to me.	
524	Brint Daw	3/7/2023	Email	Do not widen/no build		
					Dear Chairman Bugg and Correlissioners:	See Comment 4S
					Those your first proposition that I 96 thought Audio is one of the west consequent content and several first of Taxon. At this content, content of content in the Otto of Taxon of Taxo	
525	Brita Hovde	2/13/2023	Email	General support	Accordingly, I am writing today to express my complete support for the 155 Capital Express Central design as proposed by 1,001. Thank you for your consideration of this request.	
526	Brittany Jeisenker	1/31/2023	MyCapEx Website - Comment Form	Regional Connectivity	I would love a train connection between San Antonio and Austin airportal	
						See comment #1
527	Brittany Kellogg					Sacroment #1
1				Do not widen/no build	Michigas's Program Manager Tommy Alongs, I am a resident of Audit Triass and his in central Start Audit and have for the last 5 years, 10990SE 100Th plans for 155 and 10990SE expension.	Se convert 4.5 Se Convert 45
				Do not widerr/no build	Nation(55) Regions Mininger from y Group. Less a solice of Austri Texas and Inna centre fize Austria and Inna for the last 5 years, 1070005 ToOTh yields for 135 and 1097005 expension. Less a solice of Austri Texas and Inna centre fize Austria and Inna for the last 5 years, 1070005 ToOTh yields for 135 and 1097005 expension. Less a solice of Austria Texas and Inna for the Inna for Inna	
				Do not widen/no build	MAXINGS Program Movinger Training Rough. Maxing Soft Program Movinger Training Rough (Soft Program Soft Prog	
					Fach was found in the property of the property	
					Fach was found in the property of the property	
					I sect heart to tow an internate signing on you have type. I report DOT, Auchi DQ Count, and of the reposentations to stand up for me and issen to the papeps who live, commute, black, rick and to sevel in this CD; I see The Retiron-SS proposal, missingenizing contine Tighneys such as 49-5120 as in internation, a boulevant gaing through town, a road of all a public transit for papept. The paperty was the medicard along this Bug DQ count and not be reposed to the advantage of the first transit for the paperty town to the medicard along the bug DQ count and not be reposed to the advantage of the bug DQ count and not be reposed to the advantage of the bug DQ count and not be reposed to the advantage of the bug DQ count and not be reposed to the advantage of the bug DQ count and not be reposed to the advantage of the bug DQ count and not be reposed to the advantage of the bug DQ count and the reposed to the advantage of the bug DQ count and the reposed to the advantage of the bug DQ count and the reposed to the advantage of the bug DQ count and the reposed to the advantage of the bug DQ count and the reposed to the advantage of the bug DQ count and the reposed to the advantage of the bug DQ count and the reposed to the advantage of the bug DQ count and the reposed to the reposed to the advantage of the bug DQ count and the reposed to the advantage of the bug DQ count and the reposed to the repose	Das Connect #53
					I sect heart to tow an internate signing on you have type. I report DOT, Auchi DQ Count, and of the reposentations to stand up for me and issen to the papeps who live, commute, black, rick and to sevel in this CD; I see The Retiron-SS proposal, missingenizing contine Tighneys such as 49-5120 as in internation, a boulevant gaing through town, a road of all a public transit for papept. The paperty was the medicard along this Bug DQ count and not be reposed to the advantage of the first transit for the paperty town to the medicard along the bug DQ count and not be reposed to the advantage of the bug DQ count and not be reposed to the advantage of the bug DQ count and not be reposed to the advantage of the bug DQ count and not be reposed to the advantage of the bug DQ count and not be reposed to the advantage of the bug DQ count and not be reposed to the advantage of the bug DQ count and the reposed to the advantage of the bug DQ count and the reposed to the advantage of the bug DQ count and the reposed to the advantage of the bug DQ count and the reposed to the advantage of the bug DQ count and the reposed to the advantage of the bug DQ count and the reposed to the advantage of the bug DQ count and the reposed to the advantage of the bug DQ count and the reposed to the reposed to the advantage of the bug DQ count and the reposed to the advantage of the bug DQ count and the reposed to the repose	See Continent #5
				Public Transit, Multimodal Transportation	Fach was found in the property of the property	Das Connect #53
528	Britiany Paxman	3/1/2023	MyCapEx Website	Public Transit, Multimodal Transportation	I fact test for two sea interests higher by the year local season of the project	Das Connect #53
528	Brittany Pawnan	3/1/2003	MyCapEx Website - Comment Form	Public Transit, Multimodal Transportation Laters/Induced Demand	I fact test for two sea interests higher by the year local season of the project	Son Continent #3 Son Continent #33 Son Continent #33
528	Brittery Pawneri	3/7/2023	MyCapEx Website - Comment Form	Public Transit, Multimodal Transportation Laters/Induced Demand	I sect heart to tow an internate signing on you have type. I report DOT, Auchi DQ Count, and of the reposentations to stand up for me and issen to the papeps who live, commute, black, rick and to sevel in this CD; I see The Retiron-SS proposal, missingenizing contine Tighneys such as 49-5120 as in internation, a boulevant gaing through town, a road of all a public transit for papept. The paperty was the medicard along this Bug DQ count and not be reposed to the advantage of the first transit for the paperty town to the medicard along the bug DQ count and not be reposed to the advantage of the bug DQ count and not be reposed to the advantage of the bug DQ count and not be reposed to the advantage of the bug DQ count and not be reposed to the advantage of the bug DQ count and not be reposed to the advantage of the bug DQ count and not be reposed to the advantage of the bug DQ count and the reposed to the advantage of the bug DQ count and the reposed to the advantage of the bug DQ count and the reposed to the advantage of the bug DQ count and the reposed to the advantage of the bug DQ count and the reposed to the advantage of the bug DQ count and the reposed to the advantage of the bug DQ count and the reposed to the advantage of the bug DQ count and the reposed to the reposed to the advantage of the bug DQ count and the reposed to the advantage of the bug DQ count and the reposed to the repose	Son Continent #3 Son Continent #33 Son Continent #33
			Comment Form	Public Transat: Matheroidal Transat: Matheroidal Transat: Laters/Induced Demand Laters/Induced Demand	I fact was to tow an interest in light of the year but year. I see The Melton Op Clouds, and of the representation to Stated up for near and interest to the people who is, commands, take, alls and therefore this city, several COSF, and melton of Clouds, and of the representation to Stated up for near and interest to the State of the State of Cosfer and State of the State of Cosfer and State of Cosfer a	Des Connect #33 See Connect #33 See Connect #33 See Connect #33
528 529	Britishy Paeman Britishy	3/7/2023	MyCapfe Website - Comment Form MyCapfe Website - Comment Form	Public Transit, Multimodal Transportation Laters/Induced Demand	I fact test for two sea interests higher by the year local season of the project	Son Continent #3 Son Continent #33 Son Continent #33
		1/31/2023	Comment Form MyCapEx Website -	Public Transat: Matheroidal Transat: Matheroidal Transat: Laters/Induced Demand Laters/Induced Demand	I fact was to tow an interest in light of the year but year. I see The Melton Op Clouds, and of the representation to Stated up for near and interest to the people who is, commands, take, alls and therefore this city, several COSF, and melton of Clouds, and of the representation to Stated up for near and interest to the State of the State of Cosfer and State of the State of Cosfer and State of Cosfer a	Des Connect #33 See Connect #33 See Connect #33 See Connect #33
			Comment Form MyCapEx Website -	Public Transat: Matheroidal Transat: Matheroidal Transat: Laters/Induced Demand Laters/Induced Demand	I fact mater for town an interest in light on the project of page. For the fact of the page of the pa	The Content #3
		1/31/2023	Comment Form MyCapEx Website -	Public Transat. Matheroidal Transat, Tr	I fact mater for town an interest in light on the project of page. For the fact of the page of the pa	Des Connect #33 See Connect #33 See Connect #33 See Connect #33
529 ID	Brittney C N	1/31/2023 Da R d	Comment Form MyCagEx Webnite - Comment Form S	Anti-Transit. Multimodal Transportation Laters/Volocal Demand Laters/Volocal Demand Laters/Volocal Demand Regional Correctivity Figure	I fact mater for town an interest in light on the project of page. For the fact of the page of the pa	The Content #3
		1/31/2023	Comment Form MyCapEx Website -	Public Transat. Matheroidal Transat, Tr	I fact was to tow an interest in light of the year but year. I see The Melton Op Clouds, and of the representation to Stated up for near and interest to the people who is, commands, take, alls and therefore this city, several COSF, and melton of Clouds, and of the representation to Stated up for near and interest to the State of the State of Cosfer and State of the State of Cosfer and State of Cosfer a	The Content #3
529 ID	Brittney C N	1/31/2023 Da R d	Comment Form MyCagEx Webnite - Comment Form S	Anti-Transit. Multimodal Transportation Laters/Volocal Demand Laters/Volocal Demand Laters/Volocal Demand Regional Correctivity Figure	I shart west found and interest in lights of the registeration to Stand up for near and interest to the people shall be, commode, take, risk and toned in this city, several COOT, Anni Originate, and other improvements to Stand up for near and interest to the people shall be, commode, take, risk and toned in this city, several commode, and the registeration to the people shall be interested in our expectation of project. Tonepartity som the mode and stang fine shall be people shall be interested in our expectation and up of the shall be an interested in our expectation and originated in the shall be applicable to the people shall be interested in our expectation and originated in the shall be applicable in the people shall be interested in our expectation and originated in the shall be applicable in the people shall be interested in our expectation and opinion of the shall be applicable in the people shall be ap	Doc Contract #5 Soc Contract #13 Soc Contract #18
529 ID	Brittney C N	1/31/2023 Da R d	Comment Form MyCagEx Webnite - Comment Form S	Anti-Transit. Multimodal Transportation Laters/Volocal Demand Laters/Volocal Demand Laters/Volocal Demand Regional Correctivity Figure	I shart west found and interest in lights of the registeration to Stand up for near and interest to the people shall be, commode, take, risk and toned in this city, several COOT, Anni Originate, and other improvements to Stand up for near and interest to the people shall be, commode, take, risk and toned in this city, several commode, and the registeration to the people shall be interested in our expectation of project. Tonepartity som the mode and stang fine shall be people shall be interested in our expectation and up of the shall be an interested in our expectation and originated in the shall be applicable to the people shall be interested in our expectation and originated in the shall be applicable in the people shall be interested in our expectation and originated in the shall be applicable in the people shall be interested in our expectation and opinion of the shall be applicable in the people shall be ap	The Content #3
529 ID	Britishey C N Brook Jones Brooks	1/31/2023 Da R d 2/9/2023	Comment Form MyCagEx Webnite - Comment Form S	Anti-Transit. Multimodal Transportation Laters/Volocal Demand Laters/Volocal Demand Laters/Volocal Demand Regional Correctivity Figure	I fact the est found on an interest in light of the proposed state in the property and the	Doc Contract #5 Soc Contract #13 Soc Contract #18
529 ID	Brittney C N	1/31/2023 Da R d 2/9/2023	Comment Form MyCapEx Website - Comment Form S VOH	Mate Tomas Mate Tomas Transportation Leters/Induced Demand Leters/Induced Demand Leters/Induced Demand Regulard Connectivity Floor Reveals to 130	I shart west found on an interest in light of the proposed state in the property and the pr	Doc Contract #5 Soc Contract #13 Soc Contract #18
529 ID	Britishey C N Brook Jones Brooks	1/31/2023 Da R d 2/9/2023	Comment Form MyCapE - Website - Comment Form S VOH	Mate Tomas Mate Tomas Transportation Leters/Induced Demand Leters/Induced Demand Leters/Induced Demand Regulard Connectivity Floor Reveals to 130	I fact the set found and interest in light of the project of project. Specific and the project is all the project and the project and the project is all the project and the project is all the project and the project is all	Doc Contract #5 Soc Contract #13 Soc Contract #18
529 10 530	Brothiney C N Brook Jones Brooks Brooks	1/31/2023 Da R d 2/9/2023	Comment Form MyCapEx Website - Comment Form S VOH	Reads Translated Participation of Transportation Transportation Transportation Transportation Transportation Transportation Transportation Transportation Translated	I fact the set found and interest in light of the project of project. Specific and the project is all the project and the project and the project is all the project and the project is all the project and the project is all	Doc Contract #3 Too Contract #3
529 10 530	Brothiney C N Brook Jones Brooks Brooks	1/31/2023 Da R d 2/9/2023	Comment Form MyCapE - Website - Comment Form S VOH	Reads Translated Participation of Transportation Transportation Transportation Transportation Transportation Transportation Transportation Transportation Translated	I shart west found on an interest in light of the proposed state in the property and the pr	Doc Contract #3 Too Contract #3
529 10 530	Brothiney C N Brook Jones Brooks Brooks	1/31/2023 Da R d 2/9/2023	Comment Form MyCapE - Website - Comment Form S VOH	Reads Translated Participation of Transportation Transportation Transportation Transportation Transportation Transportation Transportation Transportation Translated	I fact the set found and interest in light of the project of project. Specific and the project is all the project and the project and the project is all the project and the project is all the project and the project is all	Doc Contract #3 Too Contract #3
529 10 530	Brothiney C N Brook Jones Brooks Brooks	3/31/2023 Do R - 4 2/9/2023 2/7/2023	Commert Form MyCapEx Website Commert Form 5 VOH Email MyCapEx Website Commert Form	Reads Translated Participation of Transportation Transportation Transportation Transportation Transportation Transportation Transportation Transportation Translated	I fact the set found and interest in light of the project of project. Specific and the project is all the project and the project and the project is all the project and the project is all the project and the project is all	Doc Contract #3 Too Contract #3
529 0 530 531 532	Britisky C N Brook Janes Brook Janes Brook Assessor	3/31/2023 Do R - 4 2/9/2023 2/7/2023	Comment Form MyCapE - Website - Comment Form S VOH	Anoth Treatment Multimodal Treatment and Tre	Instruction of the content of the	Dec Construct #3 See Construct #3

534	Bruce C Sheehan		MyCapEx Website - Comment Form	Laters/induced Demand Nations Nations	like on East 14th count in the Seeder Will heightforward. 21 the late comprise that is very hard to analyse hard one section (in the way) TaDOT is presenting the sections in 15th is in impacting program that is very hard to design a single application of the section in 15th is in impacting program that is very hard to design a single application of the section and in 15th is in interest to the section of the 15th is in 15th	See Comment # 20
				Business/Residential Displacement	Consentation under three. If the description of OPO beginness and horse This plant study visited if the local process of OPO beginness and horse This plant study visited if the local plant in the SEGN / 70s - who really benefited Quality ends poorly for the reall plantwock, 800 divided. Two are choosing COPCRET and CRIs, over people and neighborhoods, again mit beloase assignationable and plant consequence of the same of progress and orbits notices. Also 2.7 Free.	See Comment #25
535	Bruce Hunt	1/21/2023	MyCapEx Website - Comment Form	Reroute to 130	Among fewery frough the motited of discuss an annual seal of data and in a cure that desary mode, the lay product as England 2 and Annual products as England 2 and Annual fewer from the fewer frought and the seal of data of the seal of data of the seal of data of the seal of the seal of data of da	So connect#3
536	Bruce Malcolm	2/7/2023	Email	General support	have Channes high gent Commissioners. Notes an interruption for 15 Strongly shade is now of the next congestion stable, support and the properties in the State of Plane. As it is an arrival, and believe the state of Plane. As it is an arrival, and believe the state of Plane. As it is an arrival, and believe the state of Plane. As it is an arrival, and immoss growth as a respective or the properties of the	The Communit 48
537	Bruce Ravenscraft		VOH	Caps/Deck Plazas	Number one priority is capping as must of ISS from Lady Bird Lake to SIst Street as feasible. This will add entremely valuable green space and, connect the community.	See Comment #42
				Business/residential displacement	Also, herinage businesses lost to expansion, such as The Chronicle and Stanseeds can be preserved and moved to the capped area over the expanded 155 corridor.	See Comment #21
538	Bruce Sangent	1/18/2023	Email	General support	Succious begins of Commissioners. Next you for recepting the 15th Strongs, feath is not of the nanc composing casking segment to the Store of Feath, As it is invested in state of the second of the s	Se Connect #8
539	Brune	1/19/2023	MyCapEx Website - Comment Form	Public Transit / Multimodal Transportation	Nets: Law a resident of See Actions and a progresser of public transportation. I would this to urge TDCs to include a plan to review the Loren Star Relating populat to the Austria and See Actions with regular commander and Modering reads without improving therein it is a wester of money, as it only induces more demand and results in the same traffic and more publishes. Make public transportation is more efficient and accessible for Tessa residents. Thanks you.	Sea Comment #13
540	Bryan Cady	2/8/2023	Email	General support	Data Channess Bugg and Commissioners: Thesis you for recognizing from \$1.55 through Audits is one of the most compated modes agreemen in the State of Floras. At this secondary obtained reviews in the state of the secondary obtained reviews in the secondary obtained in the State Office of the secondary obtained in the State Office of the State O	See Comment #8
541	Bryan Cumby(Synerg	2/8/2023	Email	General support	Dear Chairman Bugg and Commissioners: Thank you for recognizing that 135 through Audin is one of the most congested readway segments in the State of Texas. As this seriously outdated readway's other valid of the Mark and Amission print in the transfer miles in our goal of State valid the Main State of Texas at Texas at Texas should not for hold and Amission print in the transfer miles in our goal of State valid the Main State of Texas at Texas should not for hold and Amission print in the transfer miles in our goal of State valid the Main State of Texas at Texas should not for hold and Amission print in the transfer miles in our goal of State valid the Main State of Texas at Texas should not for hold and Amission print in the print of the Main State valid the Main State of Texas at Texas should not for hold and Amission print in the print of the Main State valid the Main State of Texas at Texas should not for hold and Amission print in the Park of the Main State valid the Main State of Texas at Texas should not for hold and Amission print in the Park of the Main State of the Main State valid the Main State of Texas at Texas should not for hold and Amission print in the Park of the Main State of the	See Comment #8
	3)				Accordingly, learn writing facility to express one complete segrent for the 145 Copiest Express Central designs a perspect only 15-00T. These hype is report annihilation of the sequent. Will Guideline, Beyon Central complete and the sequent of the 15-00 of the sequent of the 15-00 of the 15	
					Name contains connectionary producted by Content and State Date A. Page 41.08 of the Content and State Date A. Page 41.08 of the Content and State Date A. Page 41.08 of the Content and State Of th	See Comment #20
					The podythis crossing times for the Arport, 25 interchange might be excessive with the ramping necessitated. More direct crossing paths would be wiscomed. The new Wilstiny 42st connection is farsastic and much needed. Please consider restricting 30th 50 access to the 35 fromage. Drivers attempt to maneuver to lift turn lanes across all lanes of truffic.	
542	Bryan Golden	3/7/2023	VOH	East/west connectivity	Common commencing the No Doctiverently contrage from overn view makes to Edgewood, over the main series to avoid columns savings work view. Please consider a convension of East Ave (38 frontinge read) from Ceaer Chavve to hotely 52, as a two way local readway to help provide points of eights for the Rainey 52, neighborhood.	
	-,					
					Our Channe hog and Commissions:	Se Connect 6
543	Brjan Kaminski	2/8/2023	Email	General support	Thinks you for regulating that 155 frough Justin is not of the not compared readow yagement in the Java of taxas. At this service, activated readows you then called the March Street of Texas, all Texas should can fine total and decided activate to travellar that all contained activates of the Street of Texas, all Texas should can fine total and decided activate to travellar that the Street of Texas is a street of the Street of Texas of Te	
544	Bryan Kent	2/8/2023	Email	General support	Data Chairm being and Commissioners. This light of the control of the Chairm of the Front Competion Frontiery supports in the State of Teas. As this seriously authorized review ye with a called the Main State of Teas. All Teams should call for total and decisive action to security all evaluations are called an activities the region of the Chairm of	Sea Contract #8
545	Bryan Morales	1/31/2023	MyCapEx Website - Comment Form	Regional Connectivity	Please bold will in San Antonio.	Se connect#1
548	Bryce Frisher			Do not wider/no build	ModingS Program Manager Tommy Arregis, 1 oppose widering a highway,	See Comment #5
				Business/residential displacement	It's 2023 you got got more creative with the solutions instead of the typical "fat's just displace 5,000 more people so the suburbanities save 20 seconds on their commute."	San Comment #21.
547	Bryce Tabb	2/7/2023	Email	General support	Date Chairman Bugg and Commissioners: Thank you for recognizing that 1-55 strough, Audin is one of the most congested markeys segments in the 20ate of Texas. As this seriously outdated reachesy is often coaled the Main Street of Fess, at Fession should call for the did and centime action to transfer mits circular seriously distributions with an analysing but will accommodate the region and minemate growth we are experiencing in our great States. According, it is merity design to sepress our profit commissions because groups from the 3-55 design proposed by TeXCH. The August of province surfaced and of the serious sepress of the 3-55 design proposed by TeXCH. The August on for your consideration of the 3-55 or 100 per series of the 3-55 or 100 per	See Comment #6
					request. Best, Bryce Tabb Sent from my Phone	
548	Brydan Summers	3/7/2023	Email	Reroute to 130	Materials Program Manager Investor deeps. The an extender of the Program Manager Investor deeps or the Application of Auditor case 1.35 and want to vota any appointment to STOT's correct proposed to expend 1.35. This social bits is warried use of older recovered to promote additional traffic through the correct on Corp. and with price and correct to recover the Application of A	Se connect #3
					Supposed further. TDOOT insists on further developing a highway for austin book into ways to make 39-130 a more desirable route instead of disrupting and debtoying properties all through the obj. Boot regards,	
ID	C N	Da R d	S	Topic		R p
					Data Chairman Bogg and Commissionne: This also poir or recognition 15 Strength, Assistant is used of the most congenited readway segments in the State of Texas. As this seriously confidend readway is other called the Main Street of Texas, all Texas should call for bold and decisive scalars to be confidend the Commission to the Commission that confidence is not individually in the call commission to the special and immense growth we are experiencing in our goal State. According, It is writing bodges a special or promission property from 455 College Texas confidence on the Commission State of the Co	Jose Controlle 40
549	Bryn Williams	2/8/2023	Email	General support	Accordingly, I am writing today to express any complete support for the 135 Cupital Express Central design as proposed by TuCOT. Thesh you for your consideration of this request.	
				Latent/Induced Demand	As a resident of the Hypo Park Registershould of Austin 13. There services consume over the 135 Capital Express Central project as currently proposed by 1000T. As recently discussed by Naria Accidentes. Here this University of Treas and Austin now boat reven (1), the expenses of highewy appeally will not elisive traffic congestors, but softwir crossess if over first. I provide the contraction of the contrac	San Comment #18
					The first of the contract of t	
					у, чими / жежим миници и жеми и жеми у жемий распистру до верхот нервите на том на комина основного ского отфакт 555 упредел соорфотов набы!	
				Air Quality/Noise	This respires impact will only be compareded by environmental policion, noise policion, and organic risks only access beamen. On the whole, I feel that the project as currently insegred will be a negative for the health, sufely, and quality of life in on city and that the promised benefits will not be residented for any socialized period of time.	Sae Comment #34
550	Byron		MyCapEx Website - Comment Form			
			Comment Form	Reroute to 130	As entirence, Insideo TOOT exect to the colores of feet to time comprehensive years the following questions: 2. Has TOOT consistency may have been been been extended 50 control of 40 5120000 as greatered for a constrained control strongly as whether 50 control of 40 512000 as greatered for a constrained control strongly as whether 60 conserved to be a region road for commercial yout studied in our face that this fundamental question has been self-confly addressed.	Se connect #3

i	ı			Caps/Deck Plazas		See Comment #42
				Capa/Deck Plazas	2. Were more as grade crossings considered? Without these, automobile, bicycle, and pedestrian traffic will all be constrained. 3. Should not so of the consider be contained by existency or cipying? His TDOD regulaged stakeholders such as the city, the university, and the private sector to conceptualize creative funding solutions? Containing noise and air pollution and regalder notes concept to the private sector to conceptualize creative funding solutions? Containing noise and air pollution and regalder notes concept to these reads with the a service for all tradesing noise and air pollution and regalder notes concept to these reads with the air reads for all tradesing noise and air pollution and reads or accordance to the concept to the private sector to conceptualize creative funding solutions? Containing noise and air pollution and reads or accordance to the conceptualize creative funding solutions?	ONA CONTROLS #42
					creating new space for urban use would be a win-win for all stakeholders. 4. How can the impact on surrounding neighborhoods be reduced?	
551	Byron Davis	s 3/7/2023	MyCapEx Website -	Do not widen/no build	Lam opposed to the proposed expension of 1.55. The just over a mile from the highesy and I'm concerned about the environmental impact, the hundreds of people and business that will be displaced, the roundl' into our derivining walls, the increased carbon emissions. The environmental impact to exact and the diseaged for the screen of the public on this. We need to move beyond on-entric infestivation to calculate our carbon and the result of the public on this. We need to move beyond on-entric infestivation to calculate our calculated on the public on this. We need to move beyond on-entric infestivation to calculate our calculated on the public on this. We need to move beyond on-entric infestivation to calculate our calculated on the public on this. We need to move beyond on-entric infestivation to calculate our calculated on the public on this. We need to move beyond on-entric infestivation to calculate our calculated on the public on this way to calculate our calculated on the public on this way to calculate our calculated on the public on this way to calculate our calculated on the public on this way to calculate our calculated on the public on this way to calculate our calculated on the public on this way to calculate our calculated on the disease of the public on this. We need to move beyond on-entric infestivation to calculate our calculated on the public on the calculated on the public on the calculated on	See Comment #5
			Comment Form		Table into the different guarant, the inclusive Carbon into the control of the world. These shared be failed in a high shared produced in the control of the world. These shared be failed in the children and produced in the control of the world. These shared be failed in on this this project is a high share becomes on.	
					To when it may concern: As a sacrifice of this bids that bids this bids bids bids bids bids bids bids bi	See Comment #5
					Is detain it may process: As a reclaim of the right plants tagglishmaned of statis. This has extend an extended of the right has digital handles of statis. This has extend an extended of the right has digital handles of the right handles o	
				Do not widen/no build	At a minimum, it believe TXXXI to be close to the close of feed to more comprehensively assessment for feeding to the close to the close of the clos	
				Reroute to 130	 Has TXDOT considered requiring truck traffic to bypass the diventourn I-SS corridor by way of SH-1307 is it appropriate for a constrained corridor through an urban environment to be a major route for commercial truck traffic? I do not feet that this fundamental question has been sufficiently addressed. 	See comment #3
552	Byron Wyche				commercial truck traffic? I do not feel that this fundamental quelque number of the sufficiently addressed.	
				Bike/ped safety	2. Were more al-grade crossings considered? Without these, automobile, blocks, and pediatrian traffic will all be constrained.	See Contrient #30
				Caps/Deck Plazas	3. Should more of the comidor be contained by decking or capping? Has TXXXX engaged stakeholders such as the chy, the university, and the private sector to conceptualize creative funding solutions? Containing noise and air outurion and creating new scales for urban use would be a win-win for all stakeholders.	See Comment #42
					Containing noise and air pollution and creating new space for urban use would be a win-win for all stakeholdens.	
				Business/residential displacement	Allow can the impact on surrounding neighborhoods be reduced?	See Comment #21
					4-How can the impact on surrounding religibliorhoods be reduced? Think you for your continuation. [1] Italian you be your continuation. [1] Italian you was assumed you find for all proposed, 9-5 expension-yequely (it-expert explains how-induced demand could-impact -55-projects conglistion-relief.)	
					As a resident of Wilshire Wood, I am asking for TXXOT to mitigate staffic for the proposed 41st Street extension to Wilshire Bind that would increase staffic significantly as a cut-through to Airport Bind in our 100% residential assignment.	See Comment #9
					100% residential neighborhood. The removal of the Speak of Welders River on section would be extraorded risks which and section of the sectio	
					houses to our elementary school, park and churches. And needlessly so, as there are existing arterials 3 blocks in either direction - 38 1/2 Street and Anport Bivd - that currently handle much higher traffic levels and could accept more traffic with much less impact and change of use their curring up our neighborhood bodeward.	
553	CWilk	3/7/2023	Email	Witshire	20th management or agricultural. The contractive of the contractive o	
554		1/23/2023	Email	General support		See Comment #8
554	C. Brian Cassidy	1/23/2023	Email	General support	Selection to the selection of Texas, all Texas should call for bod and decisive action to transform this critical sheeth of infestivation into accuracy into a readously additional intelliging the commodated in the selection of	The Control of the Co
					Loc Coasses by go of Communication. Now yet for required feet of SC Strongly delices is our of the root congrained unders a generation in the State of Texas, As in the second confidence of the second coasses are considered unders as generated as the second coasses are considered unders as generated as the second coasses are considered unders as generated as the second coasses are considered unders as generated as the second coasses are considered unders as generated as the second coasses are coasses are coasses as the second coasses are coasses as the second coasses are coasses as the second coasses are coasses are coasses as the second coass	
						See Comment #5
					Material Report Manager Temps region; Less and local of State March Temps. Less and Local Office March Temps. Less	
				Do not widen/no build	10 years of construction for just a few years of congestion relief is NOT worth it. It makes the city uplier, more scattered, more difficult to navigate. It will greatly hinder quality of life for locals. I expect TxDOT, Austin City Council, and other receives believes to stand up for me and value LOCAL residents over commutate.	
						See Comment #18
555	Cadence Tomlins	son		Latent/Induced Demand	1.00Ts process in this project is flawed. It ignores induced Demand, construction impacts, particulate matter pollution from the water, the failure of almost all highway expansions, the success of freeway removals, and its brillion cooking is filtered. Highway expansions control risks. This years excrept place was with this Xaty Freeway), air noise and water pollution, safely, and transportation options beyond driving.	Date Comment # 25
					migrassy expansions LUN I MOTA. They worker congestion (see we have with the Aust Presently), air notice and water position, haven, and transportation opports despired oriently.	
				Public Transit / Multimodal	I am FOR a public transificial project and no designating a different highway (SH-130 for instance) as an interstate highway. I don't want to use an interstate highway for my local brigs. I want to walky biskyride the teain and connect with my fellow austinibles.	Date Comment #25
				Transportation	Only way to allowide traffic is to build a high-apead railway from here to austin, all along 155. Don't let 261 become next 155	
330	Jan Ma	leeser 1/31/2023 svier	Comment Form	regions connecting	Company of annotation to the control and proposed control of administration of administration of the control of a control of administration of the control of a c	
557	S II Cage Johnson	an 3/6/2023	Email	East/west connectivity	Mr TXOOT TXOOT.	See Comment #20
					We TuDOT TuDOT, Data 17:0017, The transport of the transp	
					walk near it. The problem lies in that the east and west parts of downtown need to be connected. Minimum amount of separation between them is ideal. If I live on the east side and I work in downtown, I shouldn't have to survive a life threatering situation	
					eary wait. Please considerability gover entire sharm to ISS and getting on bities or washing. Close it at each opportunity. Wait until doals and then crose it again. You will see what I mean. The bigger ISS is the worse it's impact on the fabric of the city. The more hormonies people call it home.	
					more knowless people call it home. Don't make it wome. The plants you have released show it expanding in terms of total foot print.	
558	Caia LaCour			Do not widen/no build	Mobilitot's Program Manader Tomers Abrado.	See Comment #5
					Mability55 Program Manager Tommy Abrego. Law a session of Audio. I have in the Window Park neighborhood where there is never a moment in the day where I don't hear traffic from 1.55. When 1.55 was built, it cut the only in ten. Now it is a major source of air pollution, noise pollution, and water pollution. I willow, it is the cause of hundreds of deaths a year both human and widdle. Expending 5.55 in not auditors to congestion in the only, it will only some congestion.	
					In appect 150x, Austin City Council, and other representatives to stand up for me, Austin oily residents, and future Austin oily residents by doing what, in the long run will be best for the city. Please oppose the expansion oil 155 and instead use funding to create more mass public bases. It is the coty way to end congestion.	
					expansion of I-35 and instead use funding to create more mass public transit. It is the only way to end congestion.	
				Latent/Induced Demand	It has been seen time and again, expansion only encourages more people to drive and adds more congestion, more cars, more noise, air and water pollution, and more death. TxDOT's proposal is flawed. It	See Comment #10:
				-	ignores Induced Demand, construction impact,	
					particulate poliution from tire wear, and the historical failure of aimost all highway expansions.	TXOF conducted an Environmental Impact Statement (ES) which evaluated studies on several environmental topics, including air quality, To review the findings of these evaluations, please see Section 3.12 in the FES.
				Air quality		NOO! matched as the intervential impact Supposed (E.M., with matched adults makes at interventional traps, schooling as explainly for intervential impact, without produced and the intervential impacts and intervential impacts. The intervention is the intervention of the intervention is the intervention intervention and intervention intervent
				Air quality		the Clean Air ACt, National Environmental Policy Act (NEPA) and Federal Highway Administration code regarding project effects on air quality (see the Air Quality Toolshit https://www.bdx.gov/inside-bdx/d/division/environmental/compliance-booking/air-quality_horse
				Community Alternatives	am for the Rethink 95 and a public transit first project.	See Comment #4
			MyCapEx Website -			See contrasted \$1
559	0.10	uth 1/28/2023	Comment Form	Regional Connectivity	increasing due to new construction) I can spend anywhere from 9.5 hours total as I navigate highway shut downs due to major accidents and reads that can barely handle the traffic on them. I know that TuDot is doing the best that they can with the explosion of development and new folks moving into the central Texas corridor, but the plan for a multilevel I-35 near San Antonio is a temporary bandaid on an anterial wound. Investinal in the creation of an inter-Texas rail system	
559	Caira Spenrat	un 1/28/2023		regional Connectivity	As 50m employee who cannot direct to be where two, it common ways go from the reference to a common way from the reference to the common ways from the reference of common ways	
560	Caltin E Kugle	len 1/26/2023	MyCapEx Website -	General support	Dear Chairman Bugg and Commissioners: Thank you for your support to address 135 through Austin in a comprehensive manner. This stretch of highway is nationally ranked as the 19th worst for traffic	See Comment #8
			Comment Form		Dair Chairmin Bugg and Commissioners: Thairk you for your support to address 35 through Austin in a comprehensive manner. This sheeth of legitively is indicately resided as the 25th word for traffic conglished and old word in the state. 15 through Austin is overball and in a comet and future media of a greating region to ensure and issail and state according as one of the 155 Capital Science Central George as proposed § 1000. This king to lay of additional to reside the control and state according as to their state.	
561	Caitlin Falk			Do not widen/no build	M TOOT TOOT,	See Correnat #5
561	Caittin Falk			Do not widen/no build	Ms TACOT TACOT,	See Comment #5
561	Caitlin Falk			Do not wider/no build	We DOOT LOCK. To group expeding 5.5 in in glear to how oil, for only all expension serven traffic and many other proteines, including our, water, and nose publisher, health impacts, had based injects, and coarbe, but it is also announces paid a commonal policy false.	See Comment #S
561	Caltilin Falk			Do not widen/no build Public Triensit /		See Commert 45 See Commert 43
581	Cartin Falk			Do not wider/no build Public Transit / Multimodal Transportation	Teach search benefit amount Autors as in interestabilishings. If much other get places quickly and easily is a bits or through public transportation. This project will discoverage waiting and brighting and	See Commert #13
561	Caltin Falk			Do not wider/no build Public Transe; Multimodal Transportation		Sec Comment #13
561	Caltin Falk Caltin Gary		MyCapEx Website -	Do not widen/no build Public Transit/ Multimodal Transportation	Teach search benefit amount Autors as in interestabilishings. If much other get places quickly and easily is a bits or through public transportation. This project will discoverage waiting and brighting and	See Comment #3 See Comment #3
561	Caltin Fatk Caltin Gary		MyCapEx Website - Comment Form	Transportation	Early early best designed Audit or an interaction ingress. It much where get places equity and easily in a bits or through public benegotistics. This proper still discoverage sealing and folioping and account use, semining Audit in a six-basic falling its residents. When public following from a six-basic falling is residents. When public following from a six-basic falling is resident in. When public following from a six-basic falling is resident in. When public following from a six-basic falling is resident in. When public following from a six-basic falling is resident in the six-basic fall in the six-ba	
561 562	Caldin Falk Caldin Gary		MyCapEx Website - Commerci Form	Transportation Reroute to 130	That's select to been already Audit or as interested highers, if much other gar purse specify and savely in a bitle or through public transportation. This project will discoverage swalling and trapping and severage was assembled to be a severage and the severag	See connecte's
561 562	Caltin Falk Caltin Gary		MyCapEx Website - Comment Form	Transportation Reroute to 130	Sen's want to been around. Audit in an internation highway, if much other perf planes quickly and seality in a blear it through judic beroperation. This project will discoverage washing and longing and stream as a sensiting fusion is always failing in recipions. The funds of the funds and the sensitive and selected	See connecte's
561 562	Caitlin Falk Caitlin Gary C N	Da R d	MyClapEx Website - Commerct Form	Transportation Reroute to 130	Sen's want to been around. Audit in an internation highway, if much other perf planes quickly and seality in a blear it through judic beroperation. This project will discoverage washing and longing and stream as a sensiting fusion is always failing in recipions. The funds of the funds and the sensitive and selected	See connecte's
561 562 10	Castin Fash Castin Gary C N Custin Gladings	Da R d	MyCapEx Website - Comment Form	Transportation Reroute to 130 Caps/Deck Plazas	Sen's want to besid enrout Audits on an interaction inglews, 15 minuth where get places equicity and easily in a bits or through public transportation. This progest will discoverage sealing and following the control case. Which public projects are designed to a stress of failing to resident in. Which public projects are designed to a stress of failing to resident in. Which public projects were designed to the end of the stress of the fail must be fault. I text study, passed, and well-alter designed to the stress of the resident to the stress of the stre	See connecte's
561 562 10	Cattin Fash Cattin Gary Cattin Gary C N Cattin Gidings	Car R d	MyCagEx Website - Comment Form	Transportation Reroute to 130 Caps/Deck Plazas Topic	Sen's want to besid enrout Audits on an interaction inglews, 15 minuth where get places equicity and easily in a bits or through public transportation. This progest will discoverage sealing and following the control case. Which public projects are designed to a stress of failing to resident in. Which public projects are designed to a stress of failing to resident in. Which public projects were designed to the end of the stress of the fail must be fault. I text study, passed, and well-alter designed to the stress of the resident to the stress of the stre	See Comment 4-12
561 562 563	Castin Fash Castin Gary Castin Gary C N Castin Girdings	Da R d	MyCapEx Wubsite Commune Form	Transportation Reroute to 130 Caps/Deck Plazas Topic	Sen's want to been around. Audit in an internation highway, if much other perf planes quickly and seality in a blear it through judic beroperation. This project will discoverage washing and longing and stream as a sensiting fusion is always failing in recipions. The funds of the funds and the sensitive and selected	See Comment 4-12 See Comment 4-12 Re p
561 562 (b) 563	Caritin Fash. Caritin Gary Caritin Gary C N Cartin Griddings	Car R d	MyCagEx Website Comment Form	Transportation Reroute to 130 Caps/Deck Plazas Topic	Sen's want to besid enrout Audits on an interaction inglews, 15 minuth where get places equicity and easily in a bits or through public transportation. This progest will discoverage sealing and following the control case. Which public projects are designed to a stress of failing to resident in. Which public projects are designed to a stress of failing to resident in. Which public projects were designed to the end of the stress of the fail must be fault. I text study, passed, and well-alter designed to the stress of the resident to the stress of the stre	See Comment 4-12 See Comment 4-12 Re p

					Studies and real-world results have shown that expanding highways does nothing to lessen traffic	See Connected #18
				Public Transit / Multimodal Transportation	To move Ausdin forward into the future, we need to focus on alternate solutions—light rail, more bus lines and bus laines, more bike pathts, etc.	San Corressor #13
L	<u></u>	L				
564	Caitlin Griffith				Mr TDOT T-00T, https://eichtokanhip.org/uz/filen/3ig2188p	See Comment #5
					All the cell of the large in th	
				Do not widen/no build	envicementally unificately. This is not the future that I want as a lifeting Texan, current and future resident of Austin, and current public policy and regional planning graduate student at The University of Texas at Austin. The future I want includes a wildeline and bitabase community accessible to all.	
				Recial justice	IH-35 has served as a racial and economic boundary in Austin since it's conception. The City of Austin is working to mend its history and to break down this historical barrier so that the entire city can be	See Comment #3
				Pacial Junior	Coputing the highest will doubte down on the highests have been an accompanied to the coput of the coput	See Constant 92
					- Spiritung on registrating an included coloring and an included spiritung and an included spiri	
				Air Quality/Noise	Expanding the highway will worsen health and climate effects of air pollution and healt islands, and cause more accidents resulting in injury and death.	See Connected # 334
				Public Transit / Multimodal Transportation	It want to spand the commute home on the bus or, ideally, a light rail. This is what TXDOT should be investing in. Not another lane.	Sae Connecut # 23
				Community alternatives	TXDOT needs to fully consider alternatives to expansion, including Reconnect Austin and Rethink 35.	See Cerement #4
					MobilityS Program Manager Tomny Abrego. TADD's process in this project is flavor. It riginos induced Demand, construction impacts, particulate matter pollution from tire wear, the failure of almost all highway expansions, the success of fneway removals, and its traffic modeling is flavor.	See Comment #5
565	Caleb Fleischer	3/1/2023	Email	Do not widen/no build	filtered. **Egymow expensions DONT work. They worsen congistion (as we saw with the Kuty Freeway), air noise and water pollution, safety, and transportation options beyond driving, 10 years of construction for just a few years of congestion relief is NOT	
					worth it	
566	Caleb Ogier	1/31/2023	MyCapEx Website - Comment Form	Regional Connectivity	Pleases please dear god give us a rail spitem from San Antonio to Austin. I would love you with all my heart.	See comment #1
567	Caleb Pina	1/31/2023	MyCapEx Website - Comment Form	Do not widen/no build	It would be really nice if Texas could build something besides a bigger wighway I've lived here my whole life and I'm sick of traffic, driving and the chardic mass that is our current readways.	See Comment #5
568	Calla Dorais				Mobility35 Program Manager Tommy Abrego, Helfo.	See Comment 45
					My name is Calta Donais and I am an Austin resident. I firmly oppose the I-35 expansion project. Highway expansion plans historically do not work and only invite more cars and congestion to our city. This plans specifically will further encroach on the already volterable each Austin. six will list bring more posts. collisions and safety concerns to the area. This colon improve formation invasive, numbers, numbers, numbers and configuration from the area.	
				Do not widen/no build	My reason as class Dovers and It is man A shall not mission. If there of popular to \$1.55 in equation project, fighting separation plants historized plan to force and entiry in historized more case, and completed to not on cry. This plants specifically will further encrease not an abundant profession from the service of the second plants of the second project, in the plants of the second project manual and plants of the second plants of the second project manual and plants of the second plants o	
					AND THE RESIDENCE OF THE PROPERTY OF THE PROPE	
				Community alternatives	I support alternative plans like flothink35, and an investment in other transportation infrastructure such as public transit and bike and pedestrian path networks. The only way to reduce congestion sustainably and long-term is to offer alternatives to driving.	Sae Corresent #4
					Mobility55 Program Manager Tommy Abrego, As a former Austin resident and a college student who finds himself driving through Austin from time to time, I don't want to see Austin become the next Los Angelos. From 2012 to 2017 the time spent in traffic has increased 20% throughout	See Comment #5
569	Callaway Kobes	3/7/2023	Email	Do not widen/no build	Austin. A growing population means an increased demand for transportation but a wider highway isn't the solution to this demand. An actual investment into reliable public transportation is what needs to be done in order to reduce the number of cars on the road. I strongly oppose the expansion of I-35 because I believe that there are a multitude of alternative solutions that need to be looked into.	
570	Callie Fowler	2/7/2023	Email	General support	Less Classes Bagg and Commissions. This is, no in recipioning fault 2.55 mode, but in our of a react registered making suppose in the State of Year. As it is an extensy solutional reaction in solution and in the second of Year. As it is an extensy solutional reaction or second or secon	See Comment #8
					Accordingly, I aim writing fooling to express my complete support for the I-35 Capital Express Central design as proposed by TxDDT. Thank you for your consideration of this sensest. Pulsa like "Cent from my library."	
					Tanganan Canada	
					Dear I-35 Capital Express Central.	See Comment #15
					Case 15 St. Capital Express Control. 18-15 Capital Express Control. And Theoremental Impact Statement and for the includent of an early and closers cauge analysis in a 2000. This is a post of the appropriate to comment or the proposal 55 State Control	
					Toxicos: Tox not celevor to the the air quality with central drafts; and central arrayses as surfaced. Splitting that I such another as it introduces an third following sector sminning one result criminal straight and surfaces as surfaced. As it is a surface of the surface of the surface and the following sector sminning one result criminates on the surface of the	
					- Alach is hateast on machinement for minus 2.5 after that 46 in Educations) training for way well on branchists of the Committee of the Commi	
					- Itsuit insense to a quantizative strategies are more three project assessment for an experiment. - Greenhouse give emissions analysis incomplets, forly obois at committed, not long term. Also, the models are based on the CAMPO regional growth forecasts, which assume the expected effects on housing and other real estate decisions.	
571	Callie Hardin	3/7/2023	Email	Air Quality/Climate Change	That widening this freeway will cause. The model must be able to analyze the cumulative climate emissions outcomes of variable afternative investment scenarios, travel behavior assumptions, and regional growth alternatives, or it is somewhat meaningles.	
5/1	Callie Hardin	3/1/2023	Email	Air Quality/Climate Change	Thank you for all that TxDOT is doing to improve the health of all the people of the Austin region and reduce the heavy negative health impacts of our transportation system.	
					Mr TLOOT TLOOT, Helia,	See Comment # 18
				Latent/Induced Demand	The miding to you budy to express my opposition to 135 expansion and urgs you to revene this measure. Empirical evidence suggests that adding more laises to highway only stratch more can and leads to increased congestion. This additional usage leads to more air and ratio publishing, or eater has test industries in an invest by notice, and requires in our communities. ThEOT planners should be asset of these issues and adding accordingly to not accordant leads to the recovery and department in the register to provide accordant learns. Herewore, and department in the register before the testing accordingly to not accordant learns. Herewore, and department in the register before the testing accordingly to not accordant learns. Herewore, and department in the register before the testing accordingly to not accordant learns. Herewore, and department in the register before the testing accordingly to not accordant learns. Herewore, and department in the register before the testing accordingly to not accordant learns. Here were a construction of the register of th	
572	A. N N					
572	Callie Kennedy			Public Transit / Multimodal	Lab Addressided: I are officiented in the sweeting consists, organized approach, any time of investment in their forms of public responsibility to achieve a sweeting or investment in the forms of public responsibility to achieve a sweeting or investment and the same of the specific responsibility and the same of the specific responsibility and the same of the specific responsibility and the specific responsibil	See Comment #13
				Transportation Transportation	I strongly urige you to invest in a reimagined future where community alternatives are accessible, affordable, and even preferable to individual car use. We need community alternatives to expansion, including Reconnect Austin and Rethink25, to be extractly considered and invested in.	
573	Callie Taylor	2/7/2023	Email	General support	Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-95 through Austin is one of the most congested readway segments in the State of Texas. As this seriously outdated readway is often	See Convent #8
					Date Chairmant Bogg and Commissioners. Think you for recognizing that 1.55 through Audin is one of the most conjusted makehosy segments in the State of Tooss. As this seriously outsided readways in their contined the Nation State of Tooss. As this seriously outsided readways in their contined produced in the State of Tooss. As this seriously outsided readways in their contined produced in their c	
	1					
574	Cam Herringshaw	3/7/2023	VOH	General Support	I support Modified Build Alternative 3 as a way to bury I-35 and improve the walkability and bikeability of Austin.	Sue Commant #8
575	Camdon Durfee	1/31/2023	MyCapEx Website - Comment Form	Regional Connectivity	A railway would lower the global GDP more than the push to electric as well as lower car dependents.	See comment #1
576	Cameron Babberney		MyCapEx Website - Comment Form	Air Quality/Climate Change	We need greater measurements of air quality during this *envisormental* review	See Comment #18
				Water Quality	Engineers should study ways to treat the water runoff (currently it goes directly into the lake - our direking water source)	See Comment # 125
				Public Transit / Multimodal Transportation	We should have direct BLS ONLY on ramps and off ramps so that transit gats a priority over one person one vehicle; We should have bus only laries (or butter yet a plan for rail have - that would be truly awasome) - but we need PREFERRED transit options.	See Comment #13
				Transportation		
				East/West Connectivity	We should have more caps (bury the freeway in longer segments so we buly create connections between east and west) Early plans suggested TXXXII would pay for the project. Why do Austin supplyers have to feet the bill for the region and the state?	See Comment #20
					And the state of t	
				Do not widen/no build	MobilitySS Program Manager Tommy Abrogo, I live in San Morcos and seemd a couple days our week sitting in Auxilin downtown traffic.	See Comment #5
					Makinish Shippine Makagar Temmy Alayar Samura Analysis and Samura	
					The second secon	
	l					
577	Cameron Herber			Air Quality/Noise	Instead of putting money into more larses which increase pollution and will have a substantial negative impact on vital greenspaces and residences along IOS through central Austin.	Sue Comment #34
				Public Transit / Multimodal Transportation	Why not uponed that money developing public trained and not infrastructure using \$5 which would docrused the munther of people reading to drive. Towar readway death natus are skynokreting and people generately don't haid to drive use that to drive or phone or liable to a pockast, I've seen policy providers say that cans are more "New", or formathing of the sort, but nothing is more fine that walkable, communities with in a formal brased.	Sae Connecut # 23
				Transportation	communities with neglocal transit.	
L_	<u> </u>					
578	Cameron Johnson	3/6/2023	Email	Multimodal Transportation	MobilitySS Program Manager Tommy Abrogio, Ruther than investing in more expensive, pollution classing highways - please investing in clean infrastructure that will help clean my family and neighbors from the dangers of pollution	See Comment #20

579	Cameron Llewellyn	3/7/2023	Email	Do not widen/no build	Maching's Program Manager Tomany Aranga, **In a connected constanct and exould like to socially oppose (35 expension, most urban austrinias don't want to use (35 to travel, especially locally, traffic will only increase, especially if you intentionally choose to incentivale it, any critical training about this issue would be growing specialists.	See Comment 45
580	Cameron McQuinn	3/7/2023	Email	Community alternatives	Mobility.55 Program Manager Commy Asneps. Audin is an annating city with so much to offer and I think that removing the freeway would have a positive impact on the environment in downtown Audin. I support replacing the freeway with a boulevard or public transit.	See Comment #4
ID.	C N	Da R d	S	Yopic	C C	A p
581	Cameron Waltz	3/7/2023	Email	Do not widen/no build	MobilityS5 Program Manager Tommy Atrego, 1-55 is drawly a mess and adding more laines and construction is only going to make things worse. It's going to make congestion worse, I strongly oppose this plan.	See Comment #5
					1-35 is already a mess and adding more lanes and construction is only going to make things worse. It's going to make congestion worse. I strongly oppose this plan.	
582	Cami Babineaux	3/6/2023	Email	Do not widen/no build	MobilityS Program Manager Tommy Atmaps, The Shed in Teas for a majority of my file from Austin to Dallas I 35 has been a continuous shit show. If you choose this expansion it means you want to waste Teases money	See Comment #5
583	Camila Restrepo	3/7/2023	Email	Do not widen/no build	Mr ToCOT TOCOT, To whom it may conouns,	See Comment 45
					I am writing to express my opposition for the expansion of (35.1 believe that expanding (35 will further decrease our air quality, create more vehicle congestion and most importantly decrease access to public transit and bicycle use in the city. Please consider alternatives for this expansion and protect our communities.	
584	Camille Sabino			Do not widen/no build	Mr hoot hoot,	See Comment #5
					Male. It am writing to appose the 135 expansion. There are many studies showing how freeway expansion desirt actually improve traffic flow. This expansion will actually make our mobility worse. It will dose many businesses and horse, make waiting and biving less attainable with more mone for highway, make our overall health worse due to compant publiction, and the lost gase on.	
				Bubble Tennett /	What makes Audin special is the ability to get anywhere in the Chy using side streets. We should to continue to invest in realkable, bike able, and bus friendly neighborhoods. Wide polluting highways will	See Comment #13
				Multimodal Transportation	Please review Recornect Austin and Rethrink 35. Austin CANNOT make the same mistake that other Chies have when choosing highway expansion over equilable mobility.	
585	Camryn Blackmon	1/20/2023	MyCapEx Website - Comment Form	Regional Connectivity	Please include a plan to revive the Lone Star Rail Proposal. We need better public transportation and accessibility.	See comment #1
586	Carny Simone	1/12/2023	Email	General support		
300	Carry Simone	1/12/2023	Email	General support	Our Channes Reg and Commissioners Third you for recipiting that 35 through fault is a use of the most congular tracking segments in the State of Teas. As it is an invalid underland a serious production could be set to the State of Teas. As it is an invalid underland a serious production could be set to the State of Teas. As it is an invalid underland as it is used to the second of the State of Teas. As it is an invalid underland as it is used to the second of the State of Teas. As it is an invalid underland as it is used to the second of the State of Teas. As it is an invalid underland as it is used to the second of the State of Teas. As it is an invalid underland as it is used to the second of the second of the State of Teas. As it is an invalid underland as it is used to the second of the State of Teas. As it is an invalid underland as it is used to the second of the se	ONE CONTROL NO
					raquast.	
					14, As an person who currently lives off 135 and East reversion, I see the current impact that 135 is currently facing, It's not a positive impact either. This is currently my response to 135 expansion:	See Comment #5
					1. No Higher No Wildow - don't repain to 20 Janea. There are so many issues currently to 1-55 and expendit of 10 Janea. There are so many issues currently to 1-55 and expendit of 11 Janea - 135. Solve this problem instead of	
				Do not widen/no build	expanding L35.	
587	Cara Bartlett					
				Caps/Deck Plazas	2. A full cap from Lady Brid Lake to Airport Blad 3. Dan't pseckular future capping Airport Blad 200	See Comment #42
588				Reroute to 130	4. Route trucks to SH 130	See comment #3
588	Cana Bertron			Do not widen/no build	Maintain Targets Manager Tensor Storage. In the Conference of the	Sec Contract #3
					5) Specifically, I support the North Central Duck proposed by the Cherrywood Neighborhood Association and supported by NCINC and other local organizations. The deck-would add an amenity for current and future neighbors as the area grows more dense.	
				Latent/Induced Demand	Theready and another NY despectable is for hierarchical property and highly the eff case	See Comment #18
				Lawny Hubbas Delians	1) horeasing road capacity does NDT decrease traffic. In fact, tagger roads lead to more cars. If you build it, they will come. 2) Current full cost 35 is well below previous TuCOT projections for the intension. The assumption that a dismatically wider road is needed must be examined, given current data, trends, and the previous inaccreate projections.	
				Public Transit / Multimodal Transportation	4) Austin needs more transit, fewer cars, and an urban landscape with less space dedicated to car-centric readways. The proposed project is immersed in the thinking of the 1950s and 1960s, not of 2023 and beyond. I support a narrower readway that can be entirely caused.	See Comment #13
589	Cara Biasucci	3/1/2023	Email	Business/residential displacement Do not widen/no build	6) Nasid-violening projects that displace nearby residents and local businesses are not what Austin needs. TuDOT must do better to reduce displacement. Mobility OS Description Manager Transport Abreton.	See Comment #21 See Comment #5
343	CHI DIRECT	3/2/2023	Ciai	DO HOL WORLY HO SOLID	Mobility 50 Program Marrager Tommy Atrego, Dates skylmolarm, Lappise explained in: Lappise explained in: Lappise explained of 1.55 and the proposed plain put forth by TxDOT. Highway expansion is a failure, as has been proven in many other locations. How about making a change that his significant and long lasting impact as well as improving the	
					Data of Contact Annual Contact Annua	
590	Carl Ezell	2/8/2023	Email	General support	Due Chairman Bugg and Commissioners: Thesis you for recognizing that 1-35 strongs Audits is one of the most congested madews yeigners in the State of Texas. As this seriously addited readway is often coaled by Malin Street of Texas, at Texas should call for both and decisive action to transfer this contribution will not a mostlewy that an advantage and an advantage and an immersion growth as we experiencing from any Edition. According in the writing should be open or comprised support for the 1-35 Capital Expense Contribution gives a proposate by 1500. This keys for your consideration of this required.	See Comment #8
					are expensioning in our great State. Accordingly, I am writing today to express my complete support for the 135 Calpital Express Central design as proposed by 1,00T. Think you for your consideration of this request.	
591	Carl Cheng			Do not widen/no build	MichityS Program Manager Tommy Arrago, 1 am a resident of Travia Courty, 109Y05E ThOTh plans for 3S and 109Y05E expension.	See Comment #5
					I am a resident of Travis County, 1.09/005E (h20Th plans for 135 and 1.09/005E expansion. Con not brinke a highesy expansion will make baffic or origination better and sell negletonly impact communities and businesses. I don't want to use an intensiste highway for my local trips, lespect 1.001, Audit of Discurd, and other presentatives to sale and price me.	
					I expect INAUT, when any counts, and other representatives to stand up for mis.	
				Reroute to 130	With Austin's continued growth, we have to think of butter alternatives and I am for the Rethink35 proposal, motesignating another highway such as 94-130 as an intendate, a boulevard going through town,	See comment #3
					and a public transit-first project.	
592	Carl Condon	2/7/2023	Email	General support	Date Chairman Bugg and Commissioners: Thank you for recognizing that 1-35 strongs Audin is one of the most congested madewy segments in the State of Teaus. As this seriously addited readway is often coaled by Male State of Teaus, at Teaus should call for the State of Teaus and Teaus should call for the State of Teaus and Teaus should call for the State of Teaus and Teaus should call for the State of Teaus and Teaus should call for the State of Teaus and Teaus should call for the State of Teaus and Teaus should call for the State of Teaus and Teaus should call for the State of Teaus should call for the T	See Comment #8
	0.45	440		4		See Connect #8
593	Carl Condon	1/13/2023	Email	General support	Duer Chairman Bugg and Commissioners: Think you for recognizing that 155 through Austin is one of the most congested readway segments in the State of Fees, As this seriously outsided readway is offer coaled by Main Think Commissioners and a size of but and decisive action to seriously make in finisherations into a readway that will accommissioned be required an immensing upon we are experiencing in our great State. Accordingly, In armifolds the sequence in compliant peops of them 150 capital peops of the 150 capita	DAM COTTENTS #0
	0.4	4.0.	6			See Correct #21
594	Carl Judd	1/3/2023	Email	business/residential displacement	To be made that could be made of 20 man, every time age (classes bypoling) and, metal prices gives. Getting and messor built lives every gives age (many time) prices to accommodate prices, time), and made of 20 man, every time age (classes bypoling) and the could could find the manufacture of a time of time of the many time of an entire prices of the manufacture of the could could find the manufacture of a time of time of the manufacture of the time of time of the manufacture of the time of time of the manufacture of the time of the manufacture of the time of time of the manufacture of the manuf	DAN CONTRACT #21
					no salidy net for cid fiers like ms. I'm a former business owner that was wacked by 2008 depressors. All of you false that think it's easy. Toy leaving your house in reasonable weather and go stand in your year for an evening. You can't use the butteroom and you have a busy pass that epress before you need to get to work. PSy your expression to weak the press before you need to get to work. PSy your expression to weak a busy pass of your expression to weak a pression but firm a not even. In other words,	
					nest pulseches is Sidus eway. The doriest, can you'? What his bosing black do you have? There's no sirrops a reasews. But please have some compassions I was a read person but firm a not even. In other words, have the most alone, or provide allorable attenuatives for the truly trying to get by. Leng term all individuals attenuatives are a paramount. Please give a shit about low-income employed folios. Thanks for reading my rant. Truly Empty your waited, No constituent have a but a long or a shit about low-income employed folios. Thanks for reading my rant. Truly Empty your waited, No constituent have a but provided in the provided of the pro	
					from Yahoo Mail on Android	
595	Carl Leefe	1/30/2023	Email	General support	Duer Chairman Bogg and Commissioners: Think you for recognizing that 155 through Austin is one of the most congested readway segments in the State of Tests. As this seriously outsided readway is offer colded to Make Sheet of Tests, as I this seriously outsided readway in other colded to Make Sheet of Tests, as I this seriously outsided readway in the colded to Make Sheet of Tests, as I this seriously outsided readway in the seriously outsided readway for the seriously outsided readway for the seriously of the seriously outsided readway for the seriously outsided readway in the seriously outsided readway i	See Comment #8
596	Carl Warren	1/31/2023	McCorFy Water	Regional Connectivity		See connect #1.
23/0	Carr Walter	4/34/2023	MyCapEx Website - Comment Form	waganan Connectivity	Sen amono is the largest city in the LS without a passenger rail. Messe consider the proposals of San Antoniums for Rail Transit to connect Austin and San Antonio by rail, and consider connecting any practical sections of the dry ball.	

597	Carta Kalekin	3/6/2023	Email	Aesthetics	Mobility55 Program Manager Tommy Abrago, Like man'ny Claus S Sis in the Insort about Resource and Sister Si	To hors and celebrate Austria, scharal and community devenity, TADDT issurched LivedS (Locally influenced Visioal Enhancements), we institute cologies progress in particular buyers during the Cologies and the Cologies of C
					In East, 155 mould like to maintain a stimmer and feater phylique by streaking AROUND Austin interest of packing on the pounds and lumbering through Austin, 135 has been admiring the 3H-130 earnier moute and thinks it would be the key to attained 15 NS hybrid-membershare follow surviner souls.	TuDOT will also work with the community to develop materials and guther feedback on outreach and engagement strategies.
					about sign of the region of th	
					SCOND LOOK is the friendly, approachable, approachable, approachable, or some observable of the control of the	
					Nation 25 Anguest Making of Temps Ording and Security of Security	
598	Carlos A Colina			Do not widen/no build	M DOOTDOY	See Comment #5
					In 10d TOCT Interfaced for the real Department of Temporation proposes to either Interface Agricus 55 through Audit - Eith this represents a disservice to all Auditines, whether or not they used 35. Not only in t well demonstrated that adding feeting interface and int	
				Community observations	walking, or using public transit.	See Connect 64
				Community anamatives	sware; go using point: waver and the bit consider one of the proposals to bury the riveway, or cap and sitch over it. through the middle of born. But best by far sould be to sensor it completing, resorts regional facility, proxy you did und on the city's subchain perplay, and expursors the season of former freeway for trainst, public remindles, and down residerated development in the city's core. This would refer have been subclearly controlled to the core of the completing of the completing of the core o	Julia Constant 1 4
599	Carlos Mendoza	3/7/2023	Email	Do not wider/no build	NAMES Form Name Company	The County of
599	Carios Meridoza	3/1/2023	Email	Do not wider/no build	Monitors Program Monitors (Texture Service). Takewise ToO's Type of 15 Service Services (Texture Services). Takewise ToO's Type of 15 Service Services (Texture Services). Takewise ToO's Type of 15 Services Services was greatly to be a disease for the future of Audit and the residents. The project has so many faults from construction impacts, flawed traffic modeling, and only being a short term goal. However, I no support the Michigan's proposal and am hopeful that Auditor Diy Courcil and ToO's will take that into consideration instead.	Day Contracts #5
600	Carlotta McLean	1/16/2023	Email	General support	The displace term materials of proposes are an indigenous term materials and indicates	See Comment #8
600	Canotta McLean	1/10/2023	Email	General support	Due Chairman Bogg and Commissioners: Thesis you for recognising that I 35 through Justin is one of the most congession making segments in the State of Teas. At this seriously outsided making is often called the Miles Dever Of Teas, at Teas section of the other of the control of the State of Teas, at Teas and a section of the State of Teas, at Teas and State of Teas, at	DAN LOTTERED #O
601	Carlo Brown			Do not wider/no build		The Francis III
601	Carry Boarst			Do not wider/no build	Mobility35 Program Manager Tommy Abrego, As a lifetong Austration, I wehamently oppose any I-35 expansion.	Day Contracts #5
				Business/residential displacement	For one, it would uproot residents from their homes and force beloved local small businesses such as Aster's Ethepian restaurant to relocate, if not close down altogether.	See Comment #21
					FOR ONE, IT WALLO LIJPOUT RESIDENTS IT	See Contrast # 2.5
				Latent/Induced Demand	Not to mention, expansions such as these don't even fulfill their purpose to relieve traffic congestion, as seen in Kalp, in a few years after a decade of construction and traffic on 1-35 invertiably girts baid again, what's next? How many homes and businesses have to be distringed until we say enough?	See Corresest # 25
						See Comment #13
				Public Transit Multimodal Transportation	For the good of any community, I hope representations in the government draw the line here 1.55 has except lines. I sould greatly porter if my to distins went to public beauti, the only proven way to parameterly lines to will. I rected data appreciate if my expresentations in only and state government would have 10.001 froza more or maintain preceding reads instead of expanding them. There you for reading	See Comment #13
				Transportation	n reading	
ID		Da R d	S	Yapic	c	A #
					Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-SS through Austin is one of the most congested readway segments in the State of Texas. As this seriously outsized readway is often called the Main Street of Texas, all Texas should call for bold and decisive	See Comment #S
					These you for recogning that 1-55 enough Austin is one of the most congested roodway signests in the State of Teass. As this seriously outdated roodway is often called the Main Sheet of Teass, all Teams should call for bold and decisive action to brankform this critical intent of enfoliations into an anadway that will accommodate the region and minimate growth we are experiencing to or great State. According, I man influencial troughts supported to profine begrowth the State of Teass, and Teams should call for bold and decisive action to brankform this critical instance and the state of the state	
602	Carly Christopher	2/8/2023	Email	General support		
603	Caro Yahoo	1/31/2023	Email	General support	See Channel being and Commissioners Thank you for recognizing that 135 trivings hadris in our of the most congenized reading supports in the State of Texas. As this surround unliked or makes a white in the State of Texas. As this surround unliked or makes a white in the State of Texas. As this surround unliked or makes a white in the State of Texas. As this surround unliked or makes a white in the State of Texas. As this surround unliked or makes a white in the State of Texas as the State of Texas as the surround unliked or makes a state of the State of Texas as the	See Comment #8
					called the Main Street of Texas, all Texans should call for bed and decisive action to transform this critical stretch of infostructive into a routway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordinals, I am writing tolder to expense we connotive texaport for the 15% Capital Express Certain disents as crossed by TADOLT textors.	
					request. Carolina	
604	Carol Burk-Braxton		MACOUR Wolcoto	Do not widen/no build	The second state that the second state of the second state of the second state and the second state of the	See Comment #5
004	Carol Dalk-Gratial		MyCapEx Website - Comment Form	DO NO. WIGHTY TO DUTIE	Law vary concerned about the placement for PSS in characters Audin. 1. People from all areas of Audin meet to have equal access, i.e., there need to be enough access points that exidents of home access and the placement of the	See Constant 85
					tequire to general requirement matter than of which we have currently.	
					Consideration needs to be in place to deal with air and water pollution from glascine-powered vehicles.	
				Air Quality/Noise	Consideration needs to be in place to deal with air and water pollution from gascline-powered withdes.	See Comment #34
0.00				Multimodal Transportation	3.) Dedication to different modes of transport (e. g., bus, personal vehicle, rail, bicycle, padestrien, and goods transport trucking would be safer if each had their own space.	See Comment #20
805	Carol Goodwin			Multimodal Transportation Do not wider/no build	\$1, Delication to different mode of transport (e.g., tau, personal website, cal. Sopies, periodelise, and goods transport., trocking., wastid be safer if each had there own opens. Albertin \$3, The September September \$4, The September \$4, The September September \$4, The Se	Se Connect 50 Se Connect 65
605	Carol Goodwin			Do not wider/no build	ModRIJSS Program Manager Tomory Azregin. As an Audel Toleric St residence, i strong sy oppose the ToCOT LSS expansion proposal.	See Comment #5
605	Carol Goodwin					
605	Carol Goodwin			Do not wider/no build Air Quality/Climate Change	Basicidis Angues terrage Tempo Region as A Regional Security Company (1996) and A Regional Security Company as A Regional Security Company (1996) and A Regional Security Company as A Reg	Sec Connect 6 S
				Do not wider/no build Air Quality/Cirnate Change Community Alternatives	Nacion 55 Program Manager Tomory Arragin. As an Austral Descript Season, Less registry groups are Ta-COT1.55 explanation programs. As an Austral Descript Season Less registry groups are Ta-COT1.55 explanation programs. It considering the advantability of the paint of discover resering on hewever programs in order LLS metropolities areas. The unexplored reserves were traditioned more congestion. This is not what Audit metabol at this time of distinations where we must improve are quality, endoce control environmental programs and provide transportation alternatives to cars.	Ser Connect 43 Ser Connect 44
606	Carol Goodwin Carol Landry	1/30/2023	Email	Do not wider/no build Air Quality/Climate Change	Nacion 55 Program Manager Tomory Arragin. As an Austral Descript Season, Less registry groups are Ta-COT1.55 explanation programs. As an Austral Descript Season Less registry groups are Ta-COT1.55 explanation programs. It considering the advantability of the paint of discover resering on hewever programs in order LLS metropolities areas. The unexplored reserves were traditioned more congestion. This is not what Audit metabol at this time of distinations where we must improve are quality, endoce control environmental programs and provide transportation alternatives to cars.	Sec Connect 6 S
606	Carol Landry			Do not widen/no boild Air Quality/Climate Change Community Alternatives General support	The an extract for "Ministra Shee" year on the 1001 1.50 separation propose. Considering the substitute of the substitute of the 1001 1.50 separation propose. Considering the substitute of the substitute of the 1001 1.50 separation propose. Considering the substitute of the substitute of the substitute of the 1001 1.50 separation in order 1.	Se Content 65 Se Content 63 Se Content 64 Se Content 64 Se Content 64
		1/30/2023 3/7/2023	Erniël Erniël	Do not wider/no build Air Quality/Cirnate Change Community Alternatives	Nacion 55 Program Manager Tomory Arragin. As an Austral Descript Season, Less registry groups are Ta-COT1.55 explanation programs. As an Austral Descript Season Less registry groups are Ta-COT1.55 explanation programs. It considering the advantability of the paint of discover resering on hewever programs in order LLS metropolities areas. The unexplored reserves were traditioned more congestion. This is not what Audit metabol at this time of distinations where we must improve are quality, endoce control environmental programs and provide transportation alternatives to cars.	Ser Connect 43 Ser Connect 44
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606	Carol Landry			Do not widen/no boild Air Quality/Climate Change Community Alternatives General support	Nation(5) Region Manager Training Graph. As a class of board of wallows, I coming in your on the DOOT 158 expension proposal. It considering the advantage of the plant of the command of the plant of	Se Content 65 Se Content 63 Se Content 64 Se Content 64 Se Content 64
606 607	Carol Landry Carol Reflanyder Carolina	3/7/2023	Email	Da not widon/no build Are Quality/Climate Change Community Alternations General support Do not widon/no build Regional Connectivity	The control of the standard of the control of the c	Se Comment 413 Se Comment 44 Se Comment 44 Se Comment 45 Se Comment 45 Se Comment 45 Se Comment 45
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606 607	Carol Landry Carol Reflanyder Carolina	3/7/2023	Email	Can not widen/no build for Questing Climate Change Community Alternations On not widen/no build On not widen/no build	The analysis through the property of the prope	Se Connect 43 Se Connect 44 Se Connect 45
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600 607 600 600 611	Cered Landay Cered Relietysler Carolina Carolina Charobartain Carolina Charobartain Carolina Gambia Carolina Gambia Carolina M. Weight Carolina M. Weight	3/1/2023 3/33/2023	Ernet MyCayEx Website Commert Form MyCayEx Website Commert Form MyCayEx Website	Da not widen/not build An Quelity Cinnate Change Community Alternation General support Do not widen/not build Regional Consentiny Do not widen/not build Laters/indused Community An Quelity/Notice Laters/indused Community Da not widen/not build Laters/indused Community An Quelity/Notice Laters/indused Community Da not widen/not build	The contracting five advantability of the plant, of all some resetting on freeze operations or other U.S. interpretation areas. The companions reset treatment was more treatful and invest congestion. This is not what Audion and Audion State of St	So Contract 53 So Contract 53 So Contract 54 So Contract 55
600 607 600 600 611	Cered Landay Cered Relietysler Carolina Carolina Charobartain Carolina Charobartain Carolina Gambia Carolina Gambia Carolina M. Weight Carolina M. Weight	3/1/2023 3/33/2023	Ernet MyCayEx Website Commert Form MyCayEx Website Commert Form MyCayEx Website	Do not widen/not build for Quelly Climate Change Community Albertation General support Do not widen/not build Do not widen/not build Do not widen/not build Laters/Indused Change Laters/Indused Change Do not widen/not build Laters/Indused Change Do not widen/not build All Quelly Findused All Quelly Findused Do not widen/not build Community Indused Change Do not widen/not build Community Indused Change Do not widen/not build Laters/Indused Change Laters/Indu	Another Description advantability of the plant, I did some reserving on homeographic proposal. Screening the advantability of the plant, I did some reserving on homeographic proposal. Screening the advantability of the plant, I did some reserving on homeographic proposal. Screening the advantability of the plant, I did some reserving on homeographic proposal control in the service of control crisis where we make represent or early species and the service of control crisis where we make represent or early species and the service of control crisis where we make represent or early species and the service of the se	So Connect 43 So Connect 43 So Connect 44 So Connect 45
600 607 600 600 611	Cered Landay Cered Relietysler Carolina Carolina Charobartain Carolina Charobartain Carolina Gambia Carolina Gambia Carolina M. Weight Carolina M. Weight	3/1/2023 3/33/2023	Ernet MyCayEx Website Commert Form MyCayEx Website Commert Form MyCayEx Website	Da not widen/not build Art Quartiny Chronics Change Community Alternatives Community Alternatives General support Con not widen/not build Regional Connectably Con not widen/not build Con not widen/not build Con not widen/not build Laters/Induced Commend Community Alternatives All Quartiny/Induced Commend Laters/Induced Commend Description Business, Institute of Salance Description Business, Institute of Salance Control of Salance Description Descript	The contracting five advanting of the pain. I did soon reading on homesy experience in order 15 interception areas. The semajorised reads was recorded to the pain of the pain. I did soon reading on homesy experience in order 15 interception areas. The semajorised reads was recorded to the pain of the pain of the pain. I did soon reading on homesy experience in order 15 interception areas. The semajorised reads was recorded to the pain of the pain	So Connect 43 So Connect 44 So Connect 45 So
600 607 600 600 611	Cered Landay Cered Relietysler Carolina Carolina Charobartain Carolina Charobartain Carolina Gambia Carolina Gambia Carolina M. Weight Carolina M. Weight	3/1/2023 3/33/2023	Ernet MyCayEx Website Commert Form MyCayEx Website Commert Form MyCayEx Website	Da not widen/not build Art Quartiny Chronics Change Community Alternatives Community Alternatives General support Con not widen/not build Regional Connectably Con not widen/not build Con not widen/not build Con not widen/not build Laters/Induced Commend Community Alternatives All Quartiny/Induced Commend Laters/Induced Commend Description Business, Institute of Salance Description Business, Institute of Salance Control of Salance Description Descript	The contracting five advanting of the pain. I did soon reading on homesy experience in order 15 interception areas. The semajorised reads was recorded to the pain of the pain. I did soon reading on homesy experience in order 15 interception areas. The semajorised reads was recorded to the pain of the pain of the pain. I did soon reading on homesy experience in order 15 interception areas. The semajorised reads was recorded to the pain of the pain	So Connect 43 So Connect 43 So Connect 44 So Connect 45
600 607 608 609 610 611	Cered Landay Cered Relietysler Carolina Carolina Charobartain Carolina Charobartain Carolina Gambia Carolina Gambia Carolina M. Weight Carolina M. Weight	3/1/2023 3/33/2023	Ernet MyCayEx Website Commert Form MyCayEx Website Commert Form MyCayEx Website	Da not widen/not build Art Quartiny Chronics Change Community Alternatives Community Alternatives General support Con not widen/not build Regional Connectably Con not widen/not build Con not widen/not build Con not widen/not build Laters/Induced Commend Community Alternatives All Quartiny/Induced Commend Laters/Induced Commend Description Business, Institute of Salance Description Business, Institute of Salance Control of Salance Description Descript	Analysis (Section Contents) and a content of the advantability of the specific Contents of the s	So Connect 43 So Connect 44 So Connect 45 So

614	Caroline Reynolds, P.E.	3/7/2023	VOH	Regional connectivity	Without before planning, you will end up delaying and diswring all of the tryot hardin: and askes and trade between the sits and Messay, Camsul Annorso. All of Annotics will be waiting the CRMSD. Too have a day as infried	Sea contract #1
615	Caroline Tourna	3/6/2023	Email	Do not widen/no build	Maintain Region Manager frames drough regions (and the second of the sec	The Communit #S
616	Carolyn Hill	3/6/2023	Email	General support	Date Claims thing and Commissioners. When the Property of the Commissioners is the Commissioners of the control of the Commissioners o	The Comment 48
617	Carrie Cunningham		VOH	Do not widen/no build	No higher and no water highway through our central day 35 data not need to expand to 20 lanead	Sea Comment #5
				Reroute to 130	Reroute all trucks to SH 120	See comment #3
				Caps/Deck Plazas	A full cup from lady bird lake to airport without preducting future capping from airport to 290	See Comment #42
618	Carrie Parsons			Do not widen/no build	Name for or Ankaders: 1 Annual Proof Ankaders (1 Annual Proof Ankaders) (1 Annual Proof Ankader	See Communit #S
				Lower speed Limits	have construction in Central Audio judicipilish Prigac Connect) will activately effect my ability to visitation in Sien Antonio, I am also very connected about the additional landing risk from the construction island. For before waiting an I SS, I record upon endounced similar pricingly as well as a contraction during eight mentional,	Sea Comment #401
619	Carrie Smith	3/6/2023	Email	Do not widen/no build	On Incest Post. Income the experience of SE. This wasket if minney that will only induce more traffic and thus more pollution. It will also make it harder to bite and wish in the area. Please consider community created attentions to the finition-55 instant.	Sac Cerement #5
620	Carroll Rabatais			Do not wider/no build	MobilitySS Program Manager Tomory Alzego. Mobility State of the correct up as of the reach few more rights than the residents. This project will cost Audits the last westages of its history and and of the community.	Sec Connect 65
				Latent/Induced Demand Business/residential displacement	The proposed plan is a waste of money, more lanes have been proven not to change traffic lavels. The communities this demolshes are a vital saint of the cit. There should be a more environmental. Cublic trained and community conscious plan developed.	See Comment #25; See Comment #25
621	Carson Marston	5-5000	VOH	Business/residential displacement Do not widen/no build	he communities this demotishes are a vital part of the city. There should be a more environmental, public trainal and community conscious plan developed. Please do not widen 1-35.	See Comment 421 See Comment 45
				Business/residential displacement	This will destroy local businesses and only increase traffic. We should be routing cars outside the only center!	Sau Comment #21
622	Carson Marston			Do not widers/no build	Fine a langiture Austion resident. My feedback is to please do not expend 35 to 20 lanes, it should be no wider and no higher than it is today. Let's badd of this for people not cars.	See Commut #5
				Caps/Deck Plazas	Secondly, Na's keep Austin a city and not a highway with a city around it. We need a full cap from lady Bund lake to airport blvd with the option for future caps to 290.	See Comment #42
				Reroute to 130	Faulty Transport purpor on any producty mode departs where for indeparts Transport purpor and producty mode departs where for indeparts Transport purpor and producty mode departs and product to the pro	Section 15
623	Carter Edwards Casca Capulet	1/17/2023	Email Email	General support Business/residential displacement	Such Chamme Bing and Commissioners have just for security of the complete plant of the c	See Comment #5 See Comment #23
024	Casca Capute	2/23/2023			These in an article that the 135 equinous might require blue Seets to be term close. That was the Trajector himset up with finding sharp account, or before a recoil. That was the Trajector himset up with finding sharp account, or before a recoil. The forci or servanting This takes concert the piece, and where where can your pertia in register of this piece? Leave II share.	
ID	C N	Da R d	s	Topic	c	A p
625	Cassey Casper	2/8/2023	Email	General support	Due Claume Rings and Commencement. The commencement of the commencement of the control commencement of the contro	Sea Contravent # IB
626	Casey Corless	2/4/2023	MyCapEx Website - Comment Form	Regional Connectivity	Suil a commuter bean from San Antonio to Audin priseas.	Se connect#1
627	Casey Mayer	2/10/2023	Email	General support	Our Claims Ring and Commissioners. This poll of Commissioners are the Commissioners and	Sax Coronaves 48
628	Cassandra Taylor	i yang dana		Do not widen/no build	No FOOT DOOR. The armitting Good good are agreemed to 350 as it convertly dualed. This project will not not you are now splittly the issues for registronic bus me in interests but most like you'll not subset the issues. This project will not not you are now splittly the issues for registronic bus me in interests but most fine and subset for its subset. This project will become the money office that subset gives for its clusterly work later. Author is subset fine fine and with attention for its contraction. The project will be contracted to the contraction of the contraction	The Communit 45
				Lower Speed Limits	In have lived right of of 155 for 23 years and our neighborhood streets will be also less safe than they currently are. I still want to be able to have the 25 mph on neighborhood streets so they can be shared with blakers, walkers and can able.	See Commant #395
				Community Alternatives	In a sking that basines study hilly and release those results on floormed. Autor. Method 35 and any other alternative plans that are hatched in near Mure. We have so many brilliant people here that if they can put their health appeture and visitions for skells can carrier to light.	See Communit 44
629	Cassidy Cox	fortune	VOH	Do not widen/no build	Learn many disequented in 2007's proposed. Fresh, need critical time 4.5 (Dates), Reductor, etc.; and 1007' expected figuresys, further, 10007' mands to do more in terms of the environment behavior and of the state plant o	Sea Comment 65
			ŀ	Bury/tunnel	Indiad, highways are being sunk-creating new, valuable green space.	Sau Committ #25
				East/west connectivity	Section (s. COST lates saying have this project will increase facility first Correctionly which is clearly not a priority from this project because 1.COST and even funding the proposed caps tool Card West Correction's would be set much before with larger caps is similar the full privary increase.	The Comment 850
630	cassidy kincaid	1/22/2023	A Coule Water	Air Quality/Noise Regional Connectivity	Additionally, the project will create much more pollution that will simply sit above Austin thanks to the Coone inversion layer.	See Comment #34 See comment #3
		1/22/2023	MyCapEx Website - Comment Form		And would benefit me and to many other people who don't once can, we will an donesery flexic transportation emissions. Belongs are also wild promited for people who do not can, the people who to come can, the people who do not can, the people can be people of can b	
631	Cassie Thorbum			Do not widen/no build	Making Shipman Managar Transport Services Transport	Soc Contracted #5
				Public Transit / Multimodal Transportation	The enty way forward is a undistudes investment in public transportation options including tous and hight real. Anything date will have the city and make life some difficult for poor and disabled individuals to make throughout the city.	See Convent #13

632	Catherine	1/20/2023	MyCapEx Website - Comment Form	Regional Connectivity	We want trains not more highways!	See comment #1
			Comment Form			
633	Catherine Chan			Laters/Induced Demand	Material Shapes Manager Terrors Variety. Dur To DT, Why man as Charles Claim and Trial approximate seasonized proper off. The neighboly from Along, Teaus, which is a suburb right codeal of Trial approximate and I can supprise the seasonized proper off. The neighboly from Along 1 to State Plant I found the seasonized proper of the seasonized property of the seasonized propert	Sac Commet #18
			-	Air Quality/Noise	Seconds, I have suffered from a lithma my whole If its Pollution and authma are very stosely Inited and although TxOOT has considered the pollution that will come from the construction, they haven't considered from much pollution will come from all the cass they're vercoming onto the highway. Initiated,	See Comment #34
			F	Community alternatives	I would low to emulate something like the Cyle-Warren park in Dallas. They have built a park over an existing highway where families can play, flood trucks can generate revenue, and carn can still pass, I understand that I'm only in college, but as I think shoot, my future, I'cl like to be a mother one day; I want my leful to grow up in a city that flexis safe, welcoming to the community, and istens to their constituents. So I vige you to please think of	See Comment #4
634	Catherine Chiodo		MyCapEx Website - Comment Form	Do not widen/no build	ne, my feliche schafent, the generation that sill cores after us, and oppose this expension with me. In separate to the scenarior of felicided Device and Constitution Special presented at the 2 0.23 Public Having for the proposed Modified Niterative 3 at Argont Streic In class that the layer but any disposition coronaution services to patiently service. When are modestly of	Sec Comment 45
			Commerc Form	Latent/Induced Demand	The clean that the pair was produce to comparison experiency stroke. Wit makes a recovery or The increased throughout that this croked enables for non-local buffic cooled with the induced Demand in local traffic.	See Comment #18
				Air Quality/Climate Change	ill inheretry produce greater local poliution that my child will have to breath, and greater climate impacts globally (that my child will have to live with).	See Contract 8.28
			-	Bike/ped safety	be process to claim that this project will have no cumulative impact, since increasing throughput is the stated purpose, and the pedestrian cycloit creasings are so regigiently designed as to force even those of us trying to reduce our own timpact back into vehicles just to creas the fourse 3.5.	See Comment #30
				Water Quality	Energy-time to the pieces presented at the 2-022-7-2-2-2-2-2-2-2-2-2-2-2-2-2-2-2-2-	See Comment #125
				Caps/Deck Plazas	In response to the summary of bike and Pedestrian Facility Features presented at the 2-0-23 Public Hearing for the proposed Modified Alternative 3: It is immorphished and sentence for T-MOT to book these independent and we define senting for these should fine the funded by the site or other assessment.	See Correlat #42
					To depose on the secondary of the sea of Necessary Annies / Frances presented of the 2-257 Notice Newsyll, the proposed Modeled Annies S. New years with the ending set of 2007 Tessues are settled with control of the 2007 Notice are settled with control of the 2007 Notice are settled with control of the Section of the Section of	
			-	Bike/ped safety	TXDot should be planning not just for motorized vehicles, but for all of the residents of the state of Texas that rely on foot and bicycle or other non-motorized transportation to traverse the ISS confider.	See Correlat #30
				East/West Connectivity	In response to the plans presented at the 2-9-23 Public Hearing for the proposed Modified Atternative 3 at Airport Bird: The current design at Airport Bird manages to increase the pediatrian travel distance across 35 and/or Airport by "twice" what it currently is, not to mention the change in elevation that people on foot or bike are forced to navigate due to	See Comment #20
635	Catherine Chiodo		MyCapEx Website - Comment Form		This deadles jainning or just for motional workloads but for all of the resident of the side of free to the region for the place of the	
			f	Bike/ped safety	The shares use paths at the Arport Bhol Intersection are classly not designed with the needs of pedestrians or cyclins, Single Prior Librain Interchange (SPUE) are optimized for vehicular travel but make the pedestrian consisting larger and was appealing, increase general exposure to environment larger in continger and provided and increase and of ringer, SPUE) discovage non-vehicular transportation and deals the included are continued in report and increase and of increase	See Comment #30
					temportation and should be included as a cumulative impact and considered as part of induced growth.	
636	Catherine Clark	3/1/2023	Email	Do not widen/no build	Mobility55 Program Manager Tommy Abrego. Tappose the \$1.55 plan. It is to evidence and underveniments the construction impacts for at least \$2.0 years, it is too expensive and unlikely to improve \$\frac{1}{2}\$ that \$1.00 \text{ to evidence and underveniments the construction impacts for at least \$2.0 years, it is to expensive and unlikely to improve \$\frac{1}{2}\$ the \$1.00 \text{ to evidence and underveniments the construction impacts for at least \$2.0 years, it is to expensive and unlikely to improve \$\frac{1}{2}\$ the \$1.00 to evidence and underveniments the construction impacts for at least \$2.0 years, it is to expensive and underly the following the construction impacts for at least \$2.0 years, it is to expensive and under the following the construction impacts for at least \$2.0 years, it is to expensive and underveniments the construction impacts for at least \$2.0 years, it is to expensive and underveniments the construction impacts for at least \$2.0 years, it is to expensive and underveniments the construction impacts for at least \$2.0 years, it is to expensive and underveniments the construction impacts for at least \$2.0 years, it is to expensive and underveniments the construction impacts for at least \$2.0 years, it is to expensive and underveniments the construction impacts for at least \$2.0 years, it is to expensive and underveniments the construction impacts for at least \$2.0 years, it is to expensive and underveniments the construction impacts for at least \$2.0 years, it is to expensive and underveniments the construction impacts for at least \$2.0 years, it is to expensive and underveniments the construction impacts for at least \$2.0 years, it is to expensive and underveniments the construction is the construction of the construction of the construction is the construction of	See Comment #5
					sure what would improve the trailfic flow, but I think this proposed project is too expensive and won't yield what fleazes waret-emorth trailfic flow on i-35.	
637	Catherine Gulley	1/30/2023	Email	General support	Due Chairman Bugg and Commissioners: Thank you for recognizing that 155 through Audin is one of the most competed roadway segments in the State of Teass. As this seriously outdited roadway is other coaled the New 2004 (Teas, at Teass should call for tool and accious action to transform this cricial service of infestructive into a readway that will accommodate the region and immerse growth we are experiencing in our great State. Accordings, I am writing bodgs to spreamy an organization support for his SS College Support for a Vision Scale Support for his SS College.	See Comment 48
638	Catherine Palmer	3/6/2023	Email	Public Transit / Multimodal	Mobility SS Program Manager Tommy Marquis. Public Favoral to virial to the city. (I'm winther it grow over the last 20 years and we need it. Expanding a highway will cause multiple years of bottle recking because of construction. Please invest in more light.	Sie Comment #13
				Multimodal Transportation	Public senset is vital to the city. Two watched it grow over the last 20 years and we need 5, Expanding a highway will cause multiple years of booker nothing booker of construction. Please invest in more light rail.	
				Do not widern/no build	As Justices from the foreign results from greater and grea	See Cotomore 4 S
639	Catherine Tucek		MyCapEx Website - Comment Form			
				Recial Justice	Lide how that 136 increased the residul separation in the city. Size of the past sent headed by a bigger gulf and guaranteed gotting of the property on the east side of 35 for development. But I don't think 16/00T thought a thing about it in their design. They only responded when they gut their hand slapped.	See Comment #3
			-	Air Quality/Noise	I do ballieve the environmental impact is understated. I do ballieve that where I live east of UT Austin will have worse pollution than it already does - I ballieve it because my neighbor who lives 3 blocks east of I	See Comment #34
					In blackers we extrement input, a sectional, it is known to the east of T Audio will have write pollution than it already doe. I believe it because my negliber who leve 3 blacks and of 3 blacks and of 3 blacks are professional to register the country of pollution. The pollution than it already does. I believe it because my negliber who leve 3 blacks and of 1 blacks are pollution. The pollution of the pollution	
640	Cathy Coneway	1/11/2023	Email	General support	Dear Chairman Bugg and Commissioners: Thank you for recognizing that 135 through Azadin is one of the most congested roadway segments in the State of Texas. As this seriously outdated readway is often	Sac Comment #8
					Succious high get Commissions. That you for requising fact 15 Strongs found is not of the succious conduct enables agreement in the Stand of Stand. As it is invested y adultation enables a present on the Stand of Stand. As it is invested and other stand to require the standard of Standard S	
ID	C N	Da R d	s	Topic	c .	R p
641	Cathy Coneway	1/19/2023	Email	General support	Duer Chairman Bugg and Commissioners: Think you for recogniting that 155 through Audin is one of the most congested mediusy segments in the State of Teass. As this seriously outdited modesy is offer could be the Mass Down of Teas, at Teass should only for control and the could be the Mass Down of Teas, at Teass should only for could be the Mass Down of Teas, at Teass should not for took and encoise action to transform this critical series of ministrations into a modesy that will accommodate the region and minister growth on any as expensed principle. The Author of this request, Teas Resident for this Study below the commission of the could be supported by Teach Teas Author of this request. Teas Resident for this support from 145 Study below to provide provident of the sequest. Teas Resident from Commission Information Result to Management of the Study Study of the Study	See Connect #8
642	Cathy Tuttle	3/7/2023	Email	Do not widen/no build	Services Mobility55 Program Manager Tommy Abrago, Them's on much need in all the communities using the freeway for safer local neighborhood streets. Pleatly of jobs. Just spend the money where its needed, not on freeway expansion? These you.	Sau Comment #5
643	Cecetia Raker			Do not widen/no build	Nr Too'l Troo'	See Comment #5
					As a community member, 1 fely appear expending 135. The area area to the control of the displayers are single of the past, and we deside the innexaling toward the financial feature. The area area towards are the financial feature from the control of the past, and we deside the innexaling toward the financial feature. The control of the financial feature from the fina	
			Ī	community alternatives	We should be making our clty friendly to cyclists and pedestriam, not huge, polluting lighneys. As a young parent, I find it shreadly to have to get on and off intendiate highways to just get around twen with my label, in client want to be merging and worknying global safety as to be get to the store or as finish should be a finished to be intended	Sia Comment #4
					Was should be likelating to community alternatives like fluctoment. Austin and fluctivis55, which have done the hard work of studying from to keep our day moving. I want you to do your dise diligence in fully causing these alternatives.	
				Reroute to 130		Su remort IV
644	George Francis	6.06.0011		Mercute to 130	Leave our City stonet Build a highway AHOUND Austin if you want to keep focusing on roads.	SM COTTAIL 7.3

				Regional connectivity	But when are we going to see things that actually help allevials suffic congestion like more redroads? I can't believe that we are still not then yet in 2023 with our State continuing to experience exponential growth.	See comment 4.
645	Cecilia Hogan	3/6/2023	Email	Parks	Mobility\$5 Program Manager Tomory Abrago, My concern with the CSS expension is the potential loss of green Spaces. I expecially don't want to lose any of Festival Beach Food Forest or the community gorden or any of Chicano park.	Saw Comment #150
646	Cecilia Lasseter		McCapEx Website -	Do not widen/no build		Sai Comment #5
			Comment Form		Specified (25) as any operation, way short form the for competition and transportation issued 100 NOT support expending (35), but if it is given to purport in the laws and the support in the laws of the laws o	
				Latent/Induced Demand	Studies have shown that expanding madeways temporarily docreases congestion but the discreased congestion leads to increased demand and the nadeway becomes more crowded than it originally was Let's work on real, long-term public bransportation solutions for our growing city.	Ser Comment #18
647	Cecily Foote			Do not widen/no build	Mobility.S Program Manager Tommy Airego. I grear up half a mile from 1-35 in Travis Heights, using it nearly every day of my file. Before I could drive, the highway made me feel topped and isolated, dependent on my parents to go anywhere. Once I had a license and a car, the highway	See Connect #5
					Asserted Engine Manager Immore Storage (Immore Storage Immore Storage Immore Storage Immore Storage Immore Storage Immore Storage Immore Immor	
				Public Transit / Multimodal Transportation	Audithitish have shown over and over again in our local elections that we want batter choices for transit, bilding and walking	See Comment #13;
				Community Alternatives	I strongly support florities35's bouleward proposal.	See Commant 44
648	Celeste Padilla			Do not widen/no build	Mer TuCOT TuCOT, Expending CSS jance of their highways in Austini is not the right must be take. Austin has mismanaged (or not managed at all) the report growth. These expension plans will create a gross, toud, smally, but, sizes morning parking to their off or difficus with the long	See Comment #5
					stowing pairing lot and it's effects will be long liabling.	
				Racial justice Public Transit / Multimodal	35 was poorly designed in the beginning - effectively separating Within Audin from Black & Brown Audin. These plans will only serve to further the disclose of East and West Audin. Find been here for 33 years, and as the only gives and traffic encinesed, Audin did refining. Put more money into books that run more dhen and go where people want to git. Put money into building shakes	See Comment #3 See Comment #3
				Transportation	Structures at bus stops (flow hard can it beff).	pai Cummin #15
					Due TOOT Staff. The COOT Staff. The Coop Staff	Sau Comment #5
				Do not widen/no build	Early-versions of IRSS had assets truly appreciated. We were at one time looking at dedicated box laren through the heart of this project. That was corapped in subsequent planning efforts. While other improvements have been done I wish I coold say we have a plan that would help with the climate crisis we are now in and would give incentives for branch which would help with throughput. We are not there yet.	
				Do not wider/no build		
				Air Quality	Air quality- in an environmental review in which you are doing your own self assessment and NOT sending this to USDOT for review, I would hope you were planning on going above and beyond with air quality assessment. It is stiffing to see you assessment that with rore lanes and more imports—even after construction—that or air quality with not versue. Over the label fee years we've seen studies showing our air quality worses, our situation is through with the contraction of the contrac	See Comment #556
					start with air quality shodies.	
				Water Quality	Water quality - I'm havining more and more concerns about direct ruroff into the source of our drinking water. Let's be the best if other projects don't do this then let's be the one to say we did. With more section weether events we should enticipate flooding that addresses capture and treatment of this nureff.	See Comment #125
649	Celia Israel		MyCapEx Website - Comment Form	Reroute to 130	Alternate motion with my insofamility and the heigh of former States Senator Krish Woodon, the inguistance passed the opinit programs to look at removing the heigh for multi-sale vehicles to encourage them to usual as 911.05. The reviews were must, in circumspay to the pick up to encourage them to that when an additional begains in the form of the degreen Expressions, Connect with CTRMA and dig deep into alternatives for defer brough profits. In consultance with the Register Expressions, Connect with CTRMA and dig deep into alternatives for defer brough profits. In consultance with the Register Expression profit to design for Expression profits of the Register Expressions, Connect with CTRMA and dig deep into alternatives for the Proof profits.	See comment #3
			Comment Form	Lower Speed Limits	where transpired residence of the control of the co	See Comment #395
					Let's let this highway be a beacon to safety around the country.	
				Public Transit , Multimodal	Transit priorities. We are now an urban state with more durantly and more potential for us to correct the planning sins of the past and use waiting, biking and transit to help us be more connected and lose reliant on a one-person one-vehicle scenario. We need to incentrivial multi-model sciutions whether they be small or large vehicles carrying our neighbors whether they are living in Hays County or Williamson County and trying to get to the heart of	See Comment #13
				Transportation	Thesel procises. We are now an urban 1884 with more density and more potential for as to correct the planning aims of the post and use arising fishing and transit to help us to more corrected and less what is not a correct the planning aims of the post and use arising fishing and transit to help us to be used to correct the planning aims of the post and use are provided and used. If a post of the post and used to the post of the post	
				Racial Justice	Comention (Sparty - Teleview we should engine or larger it surger it support is comment that and filed to one auchor and repair the damage of the paid. We should be able to engine or that carepor and task to MSS as a mode for for two we can accommodable from commonship. I have been a surper and the surper and to suffer and the surper	Sea Comment #3
					role as a potic official.	
					Dear 1-55 Capital Express Central,	Sau Comment #5
					Table 15 Goal Express Central. As 15 Coural Express Central C	
					Taxes AMT interportation institute on the Rifferei CSS and Recorded April proposals. This this that the process bedone not to making procession and an advantage of the procession of the Rifferei CSS and Recorded the institute that the process bedone not to making procession and the Rifferei CSS and Rifferei Rifferei CSS and Rifferei Rifferei CSS and Rifferei Rifferei CSS and Rifferei Ri	
				Do not widen/no build	the most campions assimulate. This is a multi-migration analysis found throughout thousends of pages of ES on the RefinindS and Reconnect Austin proposals. Thinks, you for all that TACOT is doing to provide sale access and mobility options with multimodal indexers weren into the thriving communities of the Austin region.	
650	Cesar Acosta					
						Sas Connect #4
				Community alternatives	Thought the National Environmental Protection Act required ToOff to maximifying consider maximifying, distinations, but that appears not to have been done in this out ES. There is one community assport for on the National Scientific America, Assembly proposal, including venue level of excelled richina along EOOT is survival protected maximifying and an investing at 1th study was innessing, it is no way is a replacement for enemarphy assigned from this Scientific America America, and the EOOT is survival to the Control of the	Sas Comment #4
					Dear Chairman Bugg and Commissioners:	Sai Comment #8
651	Chad Baldwin	2/8/2023	Email	General support	Date Claims Begg and Commissioner: It has you're regisped to \$5 through, Auton in ord of the most congenied molessy segment in the State of Texas. At this seriously additional readway is offered active of Texas, all Texas should call for bold and decisive section 10 secretary to the Contract state of the Indiancture into a scale style at all accommodate the register of and seriously recommendated to the register of the Contract, and the Contract state of the Indiancture into a scale style at all accommodate the register of the Indiancture is not great 50 and in the Indiancture is not great 50 an	
652	Ched Marsh	2/7/2023	Email	General support		Sau Comment #8
	Chad Michael Ses	4.04		Andrew C	how Channes high and Commissioners. This is, not in recogniting facility 5.55 frough white is now of the recommendation of section of the commission of the respect. Accordingly, Line until option is opened any complete support for the 135 Capital Express, October disease, a proposed by D.COT. These year for your consideration of this respect.	Secondaria
653	Chad Michael Sies	1/31/2023	MyCapEx Website - Comment Form	Regional Connectivity	Nells, I am a Seo Antonian in support of building a rail network between Seo Attories and Austin.	Jase CONTINUED & A
654	Chad Miller	3/1/2023	Email	Do not widen/no build	MobilityS5 Program Manager Tommy Atriago. 10/9002 To Span for 15 San of 10/9002 expension. 10 years of construction for just a few years of congression relief is NOT worth it. I don't want to use an internation highway for my local trips. I expect TxDOT, Auditin City Council, and other representatives to see an internation highway for my local trips. I expect TxDOT, Auditin City Council, and other representatives to see an internation highway for my local trips. I expect TxDOT, Auditin City Council, and other representatives to see an internation highway for my local trips. I expect TxDOT, Auditin City Council, and other representatives to see an internation highway for my local trips. I expect TxDOT, Auditin City Council, and other representatives to see an internation highway for my local trips. I expect TxDOT, Auditin City Council, and other representatives to see an internation highway for my local trips. I expect TxDOT, Auditin City Council, and other representatives to see an internation highway for my local trips. I expect TxDOT, Auditin City Council, and other representatives to see an internation highway for my local trips. I expect TxDOT, Auditin City Council, and other representatives to see an internation highway for my local trips. I expect TxDOT, Auditin City Council, and other representatives to see an internation highway for my local trips. I expect TxDOT, Auditin City Council, and other representatives to see an internation highway for my local trips. I expect TxDOT, Auditin City Council, and the property of the trips. I expect TxDOT, Auditin City Council, and the property of the trips. I expect TxDOT, Auditin City Council, and the property of the trips. I expect TxDOT, Auditin City Council, and the property of the trips. I expect TxDOT, Auditin City Council, and the property of the trips. I expect TxDOT is a final trip of the trips. I expect TxDOT is a final trip	San Comment 45
655	Ched Nordby	2/22/2023	Email	Community alternatives	he 'hoO'T hoO't, White 155 greatly needs updating the 20+ lanses is not the answer. ISS severs East Audin from downtown cuting congestion and pedatriany biocide dunglers. An ISS expansion that included bringing together the two halves of Austin, promoting	Sec Comment 44
					mass territ, ord being wide for all it the most derword. There are digate in many place, the Appears is a particle exceptate of an industrial point in most in all beed a temporary fix at measure temporary experiment. Frailt, management, and using highways as shrind connections for most and point of the appears and poin	
10	C V	Da R d		Yania	This is a core in a generation opportunity to girl it right versus just criticities a videor and evider switch through the metro that like a sugar high creatives back to reality all too soon.	
656	Chad Petro	1/27/2023	Email	General support	Compares the gard Commissioners. Then it you for recognizing that 135 brough hadris in we of the most companied reaching supports in the State of Teams. As this seriously obtained reaching is the seriously obtained reaching in the State of Teams. As the seriously obtained reaching in the seriously obtained reaching in the State of Teams. As the seriously obtained reaching in the seriously obtained reaching in the State of Teams. As the seriously obtained in the seriously obtained i	r. p Sau Comment #8
					Accordingly, I am writing body to express my complete support for the I-35 Capital Express Central design as proposed by 16/01. Thank you far your consideration of this request.	

657	Chandra Mugunda	1/27/2023	Email	General support	Dear Chairman Bugg and Commissioners: Thank you for recognizing that 135 through Austin is one of the most congested readway segments in the State of Texas. As this seriously outdeted readway is often called the Main Street of Texas. As this seriously contributed from the serious in the seriously outdeted readway is not seriously outdeted readway in the seriously outdeted readway is often called the Street of Texas. As this seriously outdeted readway is often called the seriously outdeted readway in the seriously outdeted readway is not a manufacture of Texas. As this seriously outdeted readway is often as a seriously outdeted readway in the seriously outdeted readway is not a manufacture of Texas. As this seriously outdeted readway is often as a seriously outdeted readway in the seriously outdeted readway is not a manufacture of Texas. As this seriously outdeted readway is often as a seriously outdeted readway in the seriously outdeted readway is often as a seriously outdeted readway in the seriously outdeted readway is often as a seriously outdeted readway in the seriously outdeted readway is often as a seriously outdeted readway in the seriously outdeted readway is often as a seriously outdeted readway in the seriously outdeted readway is often as a seriously outdeted readway in the seriously outdeted readway is often as a seriously outdeted readway in the seriously outdeted readway is often as a seriously outdeted readway in the seriously outdeted readway is often as a seriously outdeted readway in the seriously outdeted readway in the seriously outdeted readway is often as a seriously outdeted readway in the seriously outdeted readway in t	See Comment #8
					Accordingly, I aim writing tools to express my complete support for the I-35 Capital Express Central dispits as proposed by TaDOT. Thank you for your consideration of this	
					request. Chandra Magunda	
658	Charisse Bodisch	2/7/2023	Email	General support	Due Chairman Bugg and Commiscioners: Their you for recognizing that 135 through Audits is one of the most congested coultewy segments in the State of Texas. As this seriously addited readway is often coaled by Main Short of Texas, at Texas should not for both and accesses action to stand on the contract of service of relinanchous into a readway that all accommodate the region and minimizing your way are experiencing in our great State. According, it is mentify only to service in secretary support to PSC TOS Texas, and for your consistent of this	See Contreast #8
					Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDDT. Thank you for your consideration of this	
					FRIQUESC.	
659	Charlene Heinrich		Email	General support		See Comment #8
659	Charlene Heinrich	1/30/2023	Email	General support	Dear Chairman Bugg and Commissioners: Thank you for recognising that I-35 through Austin is one of the most congested readway segments in the State of Teass. As this seriously outland readway is often called the Main Street of Teass, all Teams should call for bold and decisive action to transform this critical stretch of infestructure into a readway that will accommodate the rapid and immerse growth we are experiencing in our great State.	See Comment #8
					Accordingly, I am writing today to express my complete support for the I-SS Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request. Sent from Charlene's iPad Pro	
660	Charles Betts	1/31/2023	Email	General support	Date Chamman Bugg and Commissioners: Thinking for recognising that 135 through Audin is one of the most conposed readous pagements in the State of Flexia. As this seriously additional readous is without called to be for the State of Flexia. As this seriously additional readous is not seriously additional recognition of Flexia, as I travel and should call for both and decide action to transform that of the State of Flexia, as I travel and should call for both and decide action to transform that of the State of Flexia, as I travel and should call for the State of Flexia and the State of Flexia, as I travel and should call for the State of Flexia and the State of Flexia an	See Comment #8
					called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will according the rapid and immense growth we are experiencing in our great State.	
					Accordingly, I am writing today to express my companie support for the I-SS Calental Express Central design as proposed by I XXVVI. I mank you for your consideration of this requisit.	
661	Charles Cochran	2/8/2023	Email	General support	Dear Chairman Bugg and Commissioners: Thank you for recognizing that 1.35 through Auddin is one of the most congested readway segments in the State of Texas. As this seriously outdated readway is often called the Main Shreet of Texas, all Texams should call for bodd and decisive action to transform this critical stretch of infestivulous into a readway that will accommodate the raipid and immense growth we are experiencing in our great State.	See Comment #8
					called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infestructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this	
					Accordingly, I am writing loasy to express my companie support for the I-SS Culptus Express Central changes as proposed by I XXVVI. I man is you not your conscienation or this requisit. Such from my illnown	
662	Charles Davis II	3/8/2023	MyCapEx Website -	Bury/tunnel	There is a historical reovement in mid-stand and several major materopolitan areas to cover over existing highways instead of expanding larnes in exposed highway construction. These movements are primarily motivated by the need to munage health issues associated with heavy traffic areas, as well as make a dry exhable (and therefore more institle). Howe that Austin will have to doke with more staffic as it grows, but this will require rethinking its	See Contrient #25
			Comment Form		motivated by the need to manage health issues associated with heavy traffic areas, as well as make a city walkable (and therefore more livable). I know that Austin will have to deal with more traffic as it grows, but this will require rethinking its street system as a whole, not just expanding on the toroughther in the CVI.	
					Mobility55 Program Manager Tommy Abrego, Expending 155 to 20 Janes with out not make suffic better. In fact, it might actually make it worse, (as seen with the Houston kishy freeway) https://interestingonglinering.com/video/heres-why-traffic-congestion-happens	See Comment #34, See Comment #125
663	Charles Edwards	3/7/2023	Email	Air Quality/Noise, water quality	1 OPPOSE 1-35 EXPANSION. Highway expansions will worsen air and water quality for Austin. 10 years of construction for a few years of congestion relief is NOT worth it. I am for building public transit.	
	summits	. ,				
664	Charles Frederick Leonard IV		MyCapEx Website -	Do not widen/no build	Please don't expand 135. More lanes beget more traffic and the whole thing is a blight on the city.	Sae Corresest #5
			Comment Form	Bike/ped safety	If it absolutely must be done, please provide more pediatrian friently crossings to improve general mobility and accessibility for the residents. In particular, a cap on 55st would really benefit our	See Comment #30
					nagriconico.	
		4.00		Burkeya		
665	Charles G	1/31/2023	MyCapEx Website - Comment Form	Regional connectivity	The key to getting less congection is getting cars off the road, NOT expanding our already ludicrous highway/feeway system. Transit rail would do wonders in not only easing traffic, but also in reconnecting our communities, protecting our environment, and reducing motor deaths. It's a worthwhile investment.	See comment # 1
1	1	1				
666	Charles H Zelade		Phy	Do not widen/no build	This "meeting" isn't. It's propagands. I totally oppose this plain. I don't want my tax dollars going to this project. It bothers me that the reasonable / logical technical solutions is blocked by bureaucratic	See Comment 45
			sica		nonsense.	
			Co			
			mm	Reroute to 130	Thru and truck traffic should use 130 - make it 135, out through the bureaucrasy blocking this.	See comment #3
			ent		Mobility/S Progress Manager Tomany Acregs. Learn writing is serviced any owing apposition to Discription to Di	See Comment #3
					I are writing to express my strong opposition to fsDot's plans to expand I-35.	
					restructiveness, a possivener would resp to adoness congularizing essaiss or inequality in our city, or provincing occurrent transportation in give of the disproportionable impact of highway constrollation and expension on low-incommentations or communities and conformation and expension on low-incommentations or communities and conformation and expension on low-incommentations or communities and conformations in pact of low.	
				Recial justice	In conclusion, I urge TxDxt to reconsider its plans to expand I-35 and instead embrace the vision of a boulevard that will improve mobility, enhance our environment, and promote greater equality in our city:	
				Latent/Induced Demand	While Lunderstand the need for improvements to our transcortation infristructure. I believe that expanding the highway will only exportable the existing problems of consistion, collution, and inequality in	See Comment #15
667	Charles Harrison				This is described the result is requested in the second control of	
					aim to REDUCE the VMT par capita in Austin There are many reasons why to boolewant would be a better ootion than exearding the highway. First and foremost, it would reduce consession by providing more transportation octions and reducing the number of cars on the road. It would also	
					improve air quality by reducing emissions from idling cars and trucks. Additionally, it would promote economic development by creating a more attractive and	
					welcoming environment for businesses and residents arise.	
				Community Alternatives	Totals. Living TrOck to consider an attention plan to born 155 into a boolerant, following the RetrievSS plan. This plan would morble transforming the lightway rise a tree-lived, pelastrian-frendly street, with bill leave, and declarated spaces for author calles and stops, Such a boolerant would improve mobility for all modes of temporation, while also creating a more leader and vector community for the residents who be and warn the leave.	See Comment #4
				Community Atlantation	with biles laines, bus lates, and edicated spaces pair or uniformative continued to a business of the space pair or uniformative continued to a business of the space pair or uniformative continued to a business of the space pair or uniformative continued to a business of the space pair of all modes of transportation, while a local continued to a business of the space pair or uniformative continued to a business of the space pair of all modes of transportation, while a local continued to a business of the space pair of all modes of transportation, while a local continued to a business of the space pair of all modes of transportation, while a local continued to a business of the space pair of all modes of transportation, while a local continued to a business of the space pair of all modes of transportation, while a local continued to a business of the space pair of a local continued to a local continu	Julia Delication in T
668	Charles Ozuna			Do not widen/no build	Admitist's Program Manager Entrops (specific programs (specific progra	See Comment #S
					I am a souther as the University issue, an Autor, I am completely against the proposed expension of x3.2. Accordingly, the LO year period or construction that is parented to too much are with not read pour origin the long furt. I would nature a greater a greater amphasis on public transportation and am completely in fewor of the plan put fourth by Methins 35 plans to the public transportation and am completely in fewor of the plan put fourth by Methins 35 plans to the public transportation and am completely in fewor of the plan put fourth by Methins 35 plans to the public transportation and am completely in fewor of the plan put fourth by Methins 35 plans to the public transportation and am completely in fewor of the plan put fourth by Methins 35 plans to the public transportation and am completely in fewor of the plan put fourth by Methins 35 plans to the public transportation and am completely in fewor of the plan put fourth by Methins 35 plans to the public transportation and am completely in fewor of the plan put fourth by Methins 35 plans to the public transportation and am completely in fewor of the plan put fourth by Methins 35 plans to the public transportation and am completely in fewor of the plan put fourth by Methins 35 plans to the public transportation and am completely in fewor of the plan put fourth by Methins 35 plans to the public transportation and am completely in fewor of the plan put fourth by Methins 35 plans to the public transportation and am completely in fewor of the plans put fourth by Methins 35 plans to the public transportation and am completely in fewor of the plans put fourth by Methins 35 plans to the public transportation and the public transportation and the put fourth by Methins 35 plans to the public transportation and the public transpor	
				Latent/Induced Demand	Highway expansions do not help elevate the congestion and traffic within crises. One circly has to look to Houston to see that adding extra laines and expanding highways does nothing to fix the terrible traffic	See Comment #18
					that Houston experiences	
669	Charles Pless	1/31/2023	MyCapEx Website - Comment Form	Regional Connectivity	I feel the rail network would be nicer the economies of both oties, reduce traffic and maintenance costs along I.35 and prepare the area for population increases.	See comment #1
	1	1	and the state of			
670	Charles Roeckle	1	McCapEx Website .	Do not widen/no build	The proposed operator of directable rightway XS are unnecessary apparaturing of diffuser of dilegand strangener consequences and the district be directed to increasive projects to materian and improve the catach agging recognition infrastructures. As fall and condemners, that solution has been growned by only inclines and the highway Department in favor of the proposed octower that will benefit no one but the composure and transfer contracts to condessare the process.	Sax Comment #5
			MyCapEx Website - Comment Form		state's aging transportation infrastructure. As far as I can determine, that solution has been ignored by city leaders and the Highway Department in favor of the proposed scheme that will benefit no one but	
					the companies that receive contracts to undertake the project.	
					the companies that receive contracts to undertake the project.	
				Business/residential vicetarament		Ter Comment 61.
				Business/residential displacement	The progosed diverges and unnecessarily displace businesses and hornes.	Sea Contract #25
				Business/residential displacement Air Quality/Noise	The proposed changes will strenomously displace businesses and homes and will do seat and connoceasy damage to the aminorment.	Sec Comment #13 Sec Comment #14
					The progosed diverges and unnecessarily displace businesses and hornes.	
				Air Quality/Noise	The proposed changes will commonwarily displace businesses and homes and will not be set of commonwarily displace businesses and homes and will not be set of commonwarily displace businesses. As concess settled not be set of commonwarily to the settlement. As concess settlement to the problement of building on MSSs in Audion is to remove the laid on Highway 150 and inclose through harfit, especially trude, to use Highway 150 to bypass Audion.	So Comment 454
	Charles	26.		Air Quality/Noise Reroute to 130	The proposed disregarded amongstuding globals hadronesses and homes and will disread and connectability Standard for the distribution of the distr	See Comment #34
671	Charles	2/13/2023	Email	Air Quality/Noise	The proposed disregarded amongstuding globals hadronesses and homes and will disread and connectability Standard for the distribution of the distr	So Comment 454
671	Charles Wolcha nsky	a 2/13/2023	Email	Air Quality/Noise Reroute to 130	The proposed changes will commonwarily displace businesses and homes and will not be set of commonwarily displace businesses and homes and will not be set of commonwarily displace businesses. As concess settled not be set of commonwarily to the settlement. As concess settlement to the problement of building on MSSs in Audion is to remove the laid on Highway 150 and inclose through harfit, especially trude, to use Highway 150 to bypass Audion.	So Comment 454
	Wolcha nsky			Air Quality/Noise Reroute to 130 General support	The proposed disargent all unmeasurely displace businesses and frames. And offer all colored and unmeasurely displace businesses and frames. An obvious solution to the proteined framing to the environment. An obvious solution to the proteined framing to IRCS in Audion to transport and and IRC and I	Se Commet 454 Se connect 45 Se Commet 45
671	Charles Wolcha risky Charles Zelade	a 2/13/2023 3/7/2023	Email Email	Air Quality/Noise Reroute to 130	The proposed disargent all unmeasurely displace businesses and frames. And offer all colored and unmeasurely displace businesses and frames. An obvious solution to the proteined framing to the environment. An obvious solution to the proteined framing to IRCS in Audion to transport and and IRC and I	So Comment 454
	Wolcha nsky			Air Quality/Noise Reroute to 130 General support	The proposed disregarded amongstuding globals hadronesses and homes and will disread and connectability Standard for the distribution of the distr	Se Commet 454 Se connect 45 Se Commet 45
	Wolcha nsky		Email MyCapEx Website -	Air Quality/Noise Reroute to 130 General support	The proposed disappeared principality of policy in businesses and homes and will district and ordinate and connectivity globality businesses. and will district and ordinate and connectivity globality businesses. And the district and ordinate and settle or MSS is Audion to the settle or Righway 130 and refered brough hardle, sepacially brook to the Righway 230 to Space Audion. Dear Character Brough Commissions. Dear Character Brough Commissions. And Character Brough Commissions. Dear Character Brough Char	Se Connect 654 Se connect 65 Se Connect 65
672	Wolcha nsky Charles Zelade	3/7/2023	Email	Air Quality/Nose Reroute to 130 General support Air Quality/Nose	The proposed diverger sit connectancy diverger that connectancy diverger that environment. And the distribute and elementary diverger that environment. And diverger and elementary diverger that the environment. And diverger diverger that the problem of further on INCS is Audition to the connectancy. And diverger that the problem of further on INCS is Audition to the connectancy. And diverger that the problem of further on INCS is Audition to the connectancy and expenses that the form of further on INCS is Audition. Outs Channel being and Commissioners. And the connectancy of the connectancy of the connectancy of the connectancy and expenses in the form of further on And and the Alast State of Fusion, will Train a should get for total and decidate entre to the structure from the connectancy of	Tex Comment 634 Sea Comment 62 Sea Comment 63 Sea Comment 634
672	Wolcha nsky Charles Zelade	3/7/2023	Email MyCapEx Website -	Air Quality/Nose Reroute to 130 General support Air Quality/Nose	This program diverges will unreasonably displace hadronesses and horses. and will do value and unreasonably displace hadronesses and horses. and will do value and unreasonably displace hadronesses and horses. And the document of the program of	Se Doment 654 Sea convert 51 Sea Convert 63 Sea Convert 63 Sea Convert 64 Sea Convert 645 Sea Convert 645 Sea Convert 645
672	Wolcha nsky Charles Zelade	3/7/2023	Email MyCapEx Website -	Air Quality/Nose Reroute to 130 General support Air Quality/Nose	This program diverges will unreasonably displace hadronesses and horses. and will do value and unreasonably displace hadronesses and horses. and will do value and unreasonably displace hadronesses and horses. And the document of the program of	Tex Comment 634 Sea Comment 62 Sea Comment 63 Sea Comment 634
672	Wolcha nsky Charles Zelade	3/7/2023	Email MyCapEx Website -	Air Quality/Nose Reroute to 130 General support Air Quality/Nose	This program diverges will unreasonably displace hadronesses and horses. and will do value and unreasonably displace hadronesses and horses. and will do value and unreasonably displace hadronesses and horses. And the document of the program of	Se Doment 654 Sea convert 51 Sea Convert 63 Sea Convert 63 Sea Convert 64 Sea Convert 645 Sea Convert 645 Sea Convert 645
672	Wolcha nsky Charles Zelade	3/7/2023	Email MyCapEx Website -	Air Quality/Nose Reroute to 130 General support Air Quality/Nose	This program diverges will unreasonably displace hadronesses and horses. and will do value and unreasonably displace hadronesses and horses. and will do value and unreasonably displace hadronesses and horses. And the document of the program of	Se Demont 654 Sea convert 63 Sea Convert 63 Sea Convert 64 Sea Convert 64 Sea Convert 64 Sea Convert 655 Sea Convert 655
672	Wolcha nsky Charles Zelade	3/7/2023	Email MyCapEx Website -	Air Quality/Nose Reroute to 130 General support Air Quality/Nose	This program diverges will unreasonably displace hadronesses and horses. and will do value and unreasonably displace hadronesses and horses. and will do value and unreasonably displace hadronesses and horses. And the documentary displace in MSS is had the last various displace but of in Piglawy 130 and indiced Brough-baffer, expecsively trade, to use Piglawy 230 to ligoues Audion. Descriptions begins of Commissions. And Commissions. A	Se Doment 654 Sea convert 51 Sea Convert 63 Sea Convert 63 Sea Convert 64 Sea Convert 645 Sea Convert 645 Sea Convert 645
672	Wolcha nsky Charles Zelade	3/7/2023	Email MyCapEx Website -	Air Quality/Nose Reroute to 130 General support Air Quality/Nose	This program diverges will unreasonably displace hadronesses and horses. and will do value and unreasonably displace hadronesses and horses. and will do value and unreasonably displace hadronesses and horses. And the documentary displace in MSS is had the last various displace but of in Piglawy 130 and indiced Brough-baffer, expecsively trade, to use Piglawy 230 to ligoues Audion. Descriptions begins of Commissions. And Commissions. A	Se Doment 654 Sea convert 51 Sea Convert 63 Sea Convert 63 Sea Convert 64 Sea Convert 645 Sea Convert 645 Sea Convert 645
672	Wolcha nsky Charles Zelade	3/7/2023	Email MyCapEx Website -	Air Quality/Nose Reroute to 130 General support Air Quality/Nose	This proposed diverges will connection by dispute between son of famous. An other distance and connections yet any other between the connection of the conn	Se Doment 654 Sea convert 51 Sea Convert 63 Sea Convert 63 Sea Convert 64 Sea Convert 645 Sea Convert 645 Sea Convert 645
672	Wolcha nsky Charles Zelade	3/7/2023	Email MyCapEx Website -	Air Quality/Nose Reroute to 130 General support Air Quality/Nose	This proposed diverges will connection by dispute between son of famous. An other distance and connections yet any other between the connection of the conn	Se Doment 614 Sea convert 61 Sea Convert 615
672	Wolcha nsky Charles Zelade	3/7/2023	Email MyCapEx Website -	Air Quality/Nose Reroute to 130 General support Air Quality/Nose	This proposed disregard all connectionarily displace between send funders. An other discharge and connectionary arisings to the environment. An other discharge and connectionary arisings to the environment. An other send of a send of connectionary arisings to the environment. An other send of connectionary arisings to the environment. An other send of connectionary arisings to the connectionary arisings to the connection of the connectionary arisings are connected as a connectionary arising and connectionary arisings are connected as a connectionary arising arisi	Se Doment 614 Sea convert 61 Sea Convert 615
672	Wolcha nsky Charles Zelade	3/7/2023	Email MyCapEx Website -	Air Quality/Nose Reroute to 130 General support Air Quality/Nose	The proposed disargent all connections of planting by displaces businesses and homes and with district and and execution of planting by displaces businesses and homes and with displaced and an execution of planting by displaces businesses. As discuss sudders to the problems of trailing in 1955 to busin is to increase the bit of in Nighway 120 and robuse Brough halfs, expensity youth, to see highway 120 to tipses Audin. Clear Chamman high good Commissionnesses. As discuss sudders to the problems of trailing in 1955 to busin in an of the recent original planting and the second planting and the se	Se Doment 654 Sea convert 51 Sea Convert 63 Sea Convert 63 Sea Convert 64 Sea Convert 645 Sea Convert 645 Sea Convert 645
672	Wolcha nsky Charles Zelade	3/7/2023	Email MyCapEx Website -	Air Quality/Nose Reroute to 130 General support Air Quality/Nose	This proposed disregard all connectionarily displace between send funders. An other discharge and connectionary arisings to the environment. An other discharge and connectionary arisings to the environment. An other send of a send of connectionary arisings to the environment. An other send of connectionary arisings to the environment. An other send of connectionary arisings to the connectionary arisings to the connection of the connectionary arisings are connected as a connectionary arising and connectionary arisings are connected as a connectionary arising arisi	Se Doment 654 Sea convert 51 Sea Convert 63 Sea Convert 63 Sea Convert 64 Sea Convert 645 Sea Convert 645 Sea Convert 645
672	Wolcha nsky Charles Zelade	3/7/2023	Email MyCapEx Website -	Air Quality/Nose Reroute to 130 General support Air Quality/Nose	The proposed disargent all connections of planting by displaces businesses and homes and with district and and execution of planting by displaces businesses and homes and with displaced and an execution of planting by displaces businesses. As discuss sudders to the problems of trailing in 1955 to busin is to increase the bit of in Nighway 120 and robuse Brough halfs, expensity youth, to see highway 120 to tipses Audin. Clear Chamman high good Commissionnesses. As discuss sudders to the problems of trailing in 1955 to busin in an of the recent original planting and the second planting and the se	Se Doment 654 Sea convert 51 Sea Convert 63 Sea Convert 63 Sea Convert 64 Sea Convert 645 Sea Convert 645 Sea Convert 645
672	Wolcha nsky Charles Zelade	3/7/2023	Email MyCapEx Website -	Are Quality/Related Plemarke to 130 General to appoint And Quality/Related Do not widen/no build And Are	The proposed disargent all connections of planting by displaces businesses and homes and with district and and execution of planting by displaces businesses and homes and with displaced and an execution of planting by displaces businesses. As discuss sudders to the problems of trailing in 1955 to busin is to increase the bit of in Nighway 120 and robuse Brough halfs, expensity youth, to see highway 120 to tipses Audin. Clear Chamman high good Commissionnesses. As discuss sudders to the problems of trailing in 1955 to busin in an of the recent original planting and the second planting and the se	Se Demont 654 Sea convert 63 Sea Convert 63 Sea Convert 64 Sea Convert 64 Sea Convert 64 Sea Convert 655
673	Wolche naky Charles Zetade Charles Henry	3/7/2023	Email MyCapEx Website -	Air Quality/Nose Reroute to 130 General support Air Quality/Nose	The proposed disargent all connections of planting by displaces businesses and homes and with district and and execution of planting by displaces businesses and homes and with displaced and an execution of planting by displaces businesses. As discuss sudders to the problems of trailing in 1955 to busin is to increase the bit of in Nighway 120 and robuse Brough halfs, expensity youth, to see highway 120 to tipses Audin. Clear Chamman high good Commissionnesses. As discuss sudders to the problems of trailing in 1955 to busin in an of the recent original planting and the second planting and the se	Se Demont 654 Sea convert 63 Sea Convert 63 Sea Convert 64 Sea Convert 64 Sea Convert 64 Sea Convert 655
673	Wolche naky Charles Zetade Charles Henry	3/7/2023	Email MyCapEx Website -	Are Quality/Related Plemarke to 130 General to appoint And Quality/Related Do not widen/no build And Are	The proposed disargent all connections of planting by displaces businesses and homes and with district and and execution of planting by displaces businesses and homes and with displaced and an execution of planting by displaces businesses. As discuss sudders to the problems of trailing in 1955 to busin is to increase the bit of in Nighway 120 and robuse Brough halfs, expensity youth, to see highway 120 to tipses Audin. Clear Chamman high good Commissionnesses. As discuss sudders to the problems of trailing in 1955 to busin in an of the recent original planting and the second planting and the se	Se Demont 654 Sea convert 63 Sea Convert 63 Sea Convert 64 Sea Convert 64 Sea Convert 64 Sea Convert 655
672	Wolche naky Charles Zetade Charles Henry	3/7/2023	Email MyCapEx Website -	Are Quality/Related Plemarke to 130 General to appoint And Quality/Related Do not widen/no build And Are	The proposed disargent all connections of planting by displaces businesses and homes and with district and and execution of planting by displaces businesses and homes and with displaced and an execution of planting by displaces businesses. As discuss sudders to the problems of trailing in 1955 to busin is to increase the bit of in Nighway 120 and robuse Brough halfs, expensity youth, to see highway 120 to tipses Audin. Clear Chamman high good Commissionnesses. As discuss sudders to the problems of trailing in 1955 to busin in an of the recent original planting and the second planting and the se	Se Demont 654 Sea convert 63 Sea Convert 63 Sea Convert 64 Sea Convert 64 Sea Convert 64 Sea Convert 655
672	Wolche naky Charles Zetade Charles Henry	3/7/2023	Email MyCapEx Website -	Are Quality/Related Plemarke to 130 General to appoint And Quality/Related Do not widen/no build And Are	The proposed disargent all connections of planting by displaces businesses and homes and with district and and execution of planting by displaces businesses and homes and with displaced and an execution of planting by displaces businesses. As discuss sudders to the problems of trailing in 1955 to busin is to increase the bit of in Nighway 120 and robuse Brough halfs, expensity youth, to see highway 120 to tipses Audin. Clear Chamman high good Commissionnesses. As discuss sudders to the problems of trailing in 1955 to busin in an of the recent original planting and the second planting and the se	Se Demont 654 Sea convert 63 Sea Convert 63 Sea Convert 64 Sea Convert 64 Sea Convert 64 Sea Convert 655

					In 13 Capta forms, Careal Proper Count (Proper Count) in Proper County of extension per county of exte	
					region and should be included in the final ES and inform this project moving forward. The ISS Cashell Express Central Press Central Press should contact a full should not not information of the ISS cashell Express Central Press Central Press Central Press Central Press Central Press	
					ENV. The expected profileration of electric vehicles, as cutilized in the earlt EX, ever on guaranteed to reduce overall pollution from traffic. Pollution from the firstion and wear, for example, may worsen with an increase in EVs due to the receive weight from electric betwines. Research in this field is now and increasing even due, yet on EVS or a subject to the receive of the example of the	
					are inform this project insuring tonewire. The LSS countries Project should mistate future air collution. This expansion recreasers 42 lane-miles of added highway capacity. This will lead to an increase of \$20 million vehicle miles driven every weir, burning the equivalent	
					of 17 million more gallons of gasdine every year, and generating 150,000 tons of CO2.	
ID	C N	Da R d	S	Topic	c	**
675	Charlotte Davis	3/7/2023	Email	Do not widen/no build	MobilityS Program Manager Tommy Abrego. If you are reading this, you can make a difference. You may thrisk you've only one person and your actions don't matter but they do. You lively inone that we are in a deep climate crisis, and that adding lanes to congested bighways will make it	See Comment #5
					If you are reading this, you can make a difference. You may think you're only one person and your actions don't matter but they do. You likely know that we are in a deep climate crisis, and that adding larses to congested highways will make it worse, and will only very temporarily make the congestion better.	
					ware, and off only very improvally make the companion better. This of your clinifor was personated of these the personated of these than the companion of the contract of your clinifor was personated of cliniform guilt your, but can be on the right side of interprise ye ejecting the let thanks been sold to you that equantion is the only way. What will you tell those children when they ask you what did you do to make their world better will you slight for them? Will you sely not you approve to do good, or will you ignore their votices and yout do what's easily? But have,	
					The Entire Co.	
676	Chase Lee	2/11/2023	VOH	Do not widen/no build	Don't expand at all land if you do don't expand north of 135	Sea Convenut #5
677	Chase Coffield	200,000		Do not widen/no build	The COST AGE	See Commant #5
					Data 7 EXOS & excited officials, valenteering oppose the 195 expansion proposals as they currently stand. As noted in numerous cities across the United States, expanding an existing highway has dramatically worsened traffic, accolerated the effects of heat	
					searces, unto national displaces the invalence of contracts to take a contracts to take a contract to take a	
					The state of the first of Congressions, and Congressions Logs. Plantage, did before the Congression and Congression Logs.	
					No.	
				Public Transit /	Mass transit is the only solution to the problem for busting through the traffic headaches that currently exist and future traffic projections. The tax paying voters of this once great city demand cycling, walking,	See Correlat #13
				Multimodal Transportation	and makes transite spectrosis. All it issues, the project with beavily discourage non-car transportation.	
					and must be silvation. All stations, this system will be selected as the selec	
					Date Chairman Bugg and Commissioners: Their sy no for recognizing that 1.55 through Audit in one of the most congested reachesy segments in the State of Texas. As this seriously outsided reachesy is their could be the Main Street of Texas, at If commissioner and in the basis and decisive action to brainform this critical selected in finisher/cute into a reachesy that will accommodate the propiet and immense growth were experiencing in our great States. Accordingly, in arrest product so propriet peops for the State Septical between Extent and appropriet of the States. Accordingly, in arrest products on proping or the State Septical Se	See Comment #8
678	Chase Easley	2/7/2023	Email	General support	Multifamily Capital Markets NEWMARK	
				Do not wider/no build	Mobility55 Program Manager Tommy Atregio.	See Conversal #5
					Manifest Symptom Manager Terrinon Senting. 1 are a realised of Constitution Index. 17. 1 (1999/CER TOOT), plans for 1.55 and 1.999/CER deposition. 1 (1999/CER TOOT) plans for 1.55 and 1.999/CER deposition. 1 (1999/CER TOOT) plans for 1.55 and 1.999/CER deposition. 1 (1999/CER TOOT) plans for 1.55 and 1.999/CER deposition. 1 (1999/CER TOOT) plans for 1.55 and 1.999/CER deposition.	
					Toom want to use an intenstate highway for my local trips. Exepect TxOOT, Austin City Council, and other representatives to stand up for me.	
679	Chase Easterling			Community Alternatives	Fam FOR the Rethirk I-35 proposal including Ideas like redesignating another highway such as SH-120 as an intensiste, a boulevard going through town and a public transit-first project.	See Corresust 4-4
					1500Ts process in this project is favest it grows induced Demand, construction inspects, perfounder matter pollution from the warr, the fallow of almost all highway expensions, the success of feeeway removals, and to self-creating fall features. The fallow of almost all highway expensions, the success of feeeway removals, and to self-creating fall features. The fallow of almost all highway expensions, the success of feeeway removals, and to self-creating fall features. The fallow of almost all highway expensions, the success of feeeway flat will include removal features. The fallow of almost all highway expensions, the success of feeeway flat will include removal features. The fallow of almost all highway expensions, the success of feeeway flat will include removal features. The fallow of almost all highway expensions, the success of feeeway flat will include removal features. The fallow of almost all highway expensions, the success of feeeway flat will include removal features. The fallow of almost all highway expensions, the success of feeeway flat will include removal features. The fallow of almost all highway expensions, the success of feeeway flat will include removal features. The fallow of almost all highway expensions, the success of feeeway flat will include removal features. The fallow of almost all highway expensions, the success of feeeway flat will include removal features. The fallow of almost all highway expensions are successful from the fallow of almost all highway expensions. The fallow of almost all highway expensions are successful from the fallow of almost all highway expensions. The fallow of almost all highway expensions are successful from the fallow of almost all highway expensions are successful from the fallow of almost all highway expensions are successful from the fallow of almost all highway expensions are successful from the fallow of almost all highway expensions are successful from the fallow of almost all highway expensions are successful from the fallow of almost all highway e	See Comment #18
				Latent/Induced Demand	Substitute of the state of the	
680	Chase Easterling	1/14/2023	MyCapEx Website -	Do not widen/no build	Evelormently oppose the expansion of the ISS corridor through Austin. Countless studies have shown the effects of induced Demand via read expansion, which would lead to more traffic in the city and	See Comment #S
			Comment Form		Internation groups the representation of the State Strong Action (Strong Action). Exciting solidars in the State Strong Action (Strong Action) and the State Strong Action (Strong Action) and the State Strong Action (Strong Action) and the State Strong Action (Strong Action (S	
681	Chelsea Acres			Do not widen/no build	an investor or mercus an or construct. Mr TDOT TDOT,	See Correlat #S
					I coppose expansion; i-35. Each exist roccasings should be at least every 1,4 mile. All reve halfs repeat renderson is should be at least every 1,4 mile.	
			İ	Air Quality/Noise	Expansion will worsen traffic and many other problems, including air, water, and noise pollution; health impacts; healt faland impacts; and crashes.	See Comment #34
			ĺ	Community alternatives	I don't want to travel around Austin on an intentitie highway, whether in a car or by walking or brighting, I want safe, pleasant, and walkable and biveable streets. I want community alternatives to expansion, including Recement. Austin and RetinistSt, to be fully studied.	See Commant #4
					Mathed 5 Represent between Temports between Temports and the ST	See Comment #20
					I am a resident of Austin, and I live about 1.5 miles from the central section of I-35. I strongly oppose TuDOT's current expansion plans for the highway. I think they're berrible for the environment, terrible for the chy's public health, berrible for property around the highway. Decides of research have shown that expanding the highway will not solve long-term congestion problems. Moreover, it makes an already-difficult highway crossing even more challenging for people in other modes	
				East/west connectivity	or transportations, coming or the presentation are on expose crossing is any tray historical segregation to cross a loud, huge inglinery is an guite particulate matter into the air. Molecow, it makes an even deeper scar out of Austin's historical segregation in the committee of	
682	Chelsea Burns				от при на при н	
				Community alternatives	Ideally, I'd like to see it removed. Having lived in two cities where the center-city highest was removed (flochester, NY and Review, MAI. I non-tall our that it is transformative to the removative to a devel was	Sectionness 44
				Johnson, and record	libially, if I like to see it removed. Hisking lived in two cities where the center-oby highway was removed (Plochester, NY and Boston, MA, I can tell you that it is transformative to the community in a good way. Visitors and residents allow are excited to be downtown in a way that centers people rather than cars.	
683	Chetsea Gomez	3/7/2023	Email	Do not widen/no build	Mobility55 Program Manager Tommy Abrego,	See Comment #5
					MobilityS5 Program Manager Tommy Abrego. It's been proven highway expansion obsent work and worsen congestion and air quality. We need more public transportation and bike laines not highways.	
684	Chelsea Lake			Do not widen/no build	Mobility55 Program Manaper Tommy Abrego,	See Corrected #5
					Eve lived my entire life in the Austin area and within that time, traveled all around within and just outside Austin. Never once did I think 35 needed to be larger or hold more lanes. The wildlife around us is suffering enough with all of the construction and new buildings. We do not need another addition for their downfall.	
					Candidate Shapes Manage Transport Services (Services Shapes Manages Transport Services (Services Shapes Manages Shapes Manages Shapes Manages Shapes Manages Shapes Manages Ma	
				Community alternatives	Traffic itself is the issue. Most of the highways in Austin turn into a toll road, even still inside the city. You're forcing the people on to the main roads, preventing them from accessing their destination quicker.	See Common #4
					Table but is to wow. Must of the highways in Audio turn into a bit insid, even still inside to eccly, "but in forcing the people on to the main reads, preventing them from accessing their destination quicker. Implimentally a rever law, to prevent their from pings (under not into people complete) and into the readways has proven efficient in their second, this sould allow staffs; to move legisters, select than the lay deplicable, their opposite would be to be get more efficient or their second point. The spould would be to be get more efficient or their second or their contractions of their second or their second	
				Public Transit / Multimodal Transportation	Public transport is another option, whether that's updating the trains and buses we do have or something else worth looking into. All great large cities have good public transport, and I feel as if we've been left behind.	See Comment #13
				THE REPORT OF THE PARTY OF THE		
685	Cheri Courtney	2/23/2023	Email	Reroute to 130	No. TubOf TubOf, Iam against the expansion of RISS because it will displace so many individuals and businesses, and actually bring more traffic into Austin. I have always thought 130 should be free, and 35 tollect. It makes	Secondard #3
					In against the expension of RVSS because it will displace so many individuals and businesses, and actually bring more buffic into Austin. I have always thought 300 should be five, and 35 tollard. It makes much more sense to send traffic around the obj., just like the loops on most every other obj in Americal Please spend our tax dollars on screening more important than this rificulous idea.	
		<u> </u>				
686	Cheryl Degan	1/31/2023	Email	General support	Due Chairman Bugg and Commissioners: Think you for recognizing that 135 through Audin is one of the most congoined read-oxy segments in the State of Teas. As this seriously outdated read-oxy is often coaled by the Min Devel of Teas. As This seriously outdated read-oxy is often coaled by the Min Devel of Teas. As This seriously outdated read-oxy is often coaled by the Min Devel of Teas. As This seriously outdated read-oxy is often commission that you consideration of the seriously coaled in the Min Devel or the	See Comment #8
					Accordingly, I am writing today to express my complete support for the I-SS Capital Express Central design as proposed by TsDDT. Thank you for your consideration of this request. Charyl Degan	
687	Chet Morrison	2/7/2023	Email	General support	Date Chairman Bugg and Commissioners: Thank you for recognizing that 1.55 through Audit is one of the most congested machiny segments in the State of Texas. As this seriously outsided readways in other could be that the Street of Texas, at 10 mans should call for both and decisive action to brandom this critical seriously entire introduction into a relatively what erial accommodate the propiet and immense growth we are experiencing in our great States. Accordingly, in error (policy to sprease your propiet begands begand to the State States Accordingly, in error (policy to sprease your propiet begand begand begand begand begand begand begand to spread to \$10.00 this way for open accommodate that the spread to the spread to \$10.00 this way for open accommodate that the spread to \$10.00 this way for open accommodate that the spread to \$10.00 this way for open accommodate that the spread to \$10.00 this way for open accommodate that the spread to \$10.00 this way for open accommodate that the spread to \$10.00 this way for open accommodate the spread to \$10.00 this way for open accommodate the spread to \$10.00 this way for open accommodate that the spread to \$10.00 this way for open accommodate the spread to \$10.00 this way for open accommodate the spread to \$10.00 this way for open accommodate the spread to \$10.00 this way for \$10.00 this way for open accommodate the spread to \$10.00 this way for open accommodate the spread to \$10.00 this way for open accommodate the spread to \$10.00 this way for open accommodate the spread to \$10.00 this way for open accommodate the spread to \$10.00 this way for open accommodate the spread to \$10.00 this way for open accommodate the spread to \$10.00 this way for open accommodate the spread to \$10.00 this way for open accommodate the spread to \$10.00 this way for open accommodate the spread to \$10.00 this way for open accommodate the spread to \$10.00 this way for open accommodate the spread to \$10.00 this way for open accommodate the spread to \$10.00 this way for open accommodate the	Saa Correnat #8
					Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request.	
1						

688						
	Cheyerne Weaver	3/7/2023	Email	Community Alternatives	As ECOT TOO!. Requiring 150 is a first labe. It all only second holds by allowing four case second to the day second process. The contract labe is a first label. The day is	Son Construct #4
689	Chip Bray (76)	2/7/2023	Email	General support	Our Character Berg and Commissioners have been pure for exceptioning better the contract of th	Son Construct #8
690	Chice Cresse	2/8/2023	Email	General support	Our Cleamon Begg and Commissioners. White Special Properties of Transport of Trans	So Convent #8
691 C	Chris		MyCapEx Website -	Do not wider/no build	Any expansion or extension of 4:35 is an embarrassment, a massive waste of taspayer time and money, and proof that the people at TaDDT have no respect or care for the people of this state. I	See Comment #5
			Comment Form	Business/residential displacement	This project will displace people and businesses in favor of concrete that does not and will never generate enough revenue to justify it's continuation.	See Comment #21
				Public Transit / Multimodal Transportation	nativat of putting money into alternative forms of public transport like mass trainst, TAOT continues to push for read equanitions and embraces the "more lienes" mentality, despite the fact that no amount of lines will alleviate the fundamental problem of too many vehicles on the read, and that exits will alleviate cause delays and traffic jums.	See Comment #13
692	Chris Bowles			Do not widen/no build	To When 1 May Concern: I am a 16-cong Austries and have driven 135 my entire life. As Austin has grown, so too be traffic on 135, but so has the drivide between the east and west side of 135, with all of the historical lauwas present in that division.	See Connent eS
					Turgle you to price a pusse on this work and choose the nebulid option. The last thing we need in central Austin is a decade of need construction. For better to do no herm and allow the finalization of the local plans then to rush into a measure expension of an already remedily highway.	
				East/West Connectivity	An expansion of I-35 by widening the already large highway through the heart of central Texas and Austin would only deepen the divide between east and west,	See Comment #20:
				Latent/Induced Demand	would create as much traffic and induced Demand as it would allow.	Sec Comment #16:
				Multimodal Transportation	More roads is the answer of the past, not of a multi-model future being created in Austin right now via Project Connect and other innovative programs.	Sau Commant #20; Sau Commant #20;
				Mutomodal fransportation	There was as we written to the past, not or a man-mode number being created in Austin right now we project Connect and other introvitive programs.	
ID	C N	Da R d	s	Topic		R p
693	Chris Boyd	2/25/2023	Email	Bike/ped safety	We food? NOO? I putty much have 55 in my fact yet-1 live near Privaride and 135. Dot't make it worse for me. Equation will bring more air pollution, more notes, and more task compounds in the rain numit. Crossing: 35 by bile to get to pisces like Could pay in a singlement. Equation will make it make it worse. Reason by make Justine a more pleasant place to wait or this ij ob both), rather the worse. Pleasant look for suddons that encourage treats due, enhance being, and make it could be make. Recorded from the dishribs 50 was one makering diseas. Pleasant counted from. We interest the make it is a significance. Equation will be interested from the more pleasant pleasant in a significant pleasant pleasan	Sea Comment #30
694 C	Chris Breaux			Do not widen/no build	MobilityS Program Manager Tomery Abregis, Several members of Austin City Council have publicly spoken out against this plan, and the recent election reaffermed that the majority in Austin are diametrically opposed to the plan.	Sea Comment #5
				Latent/Induced Demand	This an Austin resident and university student who has to experience communiting on a regular basis. As someone who's experienced living in Dallas before I transferred to UT, the seen it both ways. I've	See Comment #15
					The Marin related and intensity desired in the bit is represented presenting on a register basis. As increase which requirement desired in the bit is better intensity of the marring of the bit is better intensity of the present the bit is better intensity of the bit is better intensity of the seed to be present in present the bit is better intensity of the seed to be present in present intensity of the seed to be present in present intensity of the seed to be	
				Business/residential displacement	Accept of Explanation of work and fine houseason to include significantly impossible distributions are supported by the suppo	for Connect 421
695	Chris Breaux	3/7/2023	MyCapEx Website - Comment Form	Parks	Two did not want to bear out on valuable park space indefinities, sating part of waller beach park for this plan that will only induce traffic is a line-lose for auditinize, 50 many businesses will need to be inscised and of or want? This reason park for the plan to be inscised and of or want? This reason park growing they're listening to the coronner of us, but of y fails listened to dip planness and one on the government this plan want down on the coronners. This is the proof of this expensive waste of support round, unjust, or reason or no menting business and only the proof of the expensive waste of support round, unjust, or reason or no menting business and only the business could get a subject to the proof of the expensive waste of the expensive waste of the proof of the expensive waste of the proof of the expensive waste of the expensive wast	See Comment #150
698	Chris Forland	1/30/2023	Email	General support	Dear Chairman Bugg and Commissioners: Think you for recognizing that 135 through Austin is one of the most congested readway segments in the State of Yeas. As this seriously cutdated readway is often	See Comment #8
					According, I are writing body to sequence my complete support for the 155 Capital Express Central design as proposed by ToCHT. Thinks you for your consideration of this request. One Portural Austra Resource	Se Connect 5
697	Chris Gannon			Do not widen/no build	Model(15-7) regions that region from forcing. The contract of	
037	Units Gannon					
					Autom nave spower, and we demand that this expansion of nation introducery.	
				Latent/Induced Demand	Assets the segment, we are selected to the segments on tensor entirestance of the segment of the	Sea Comment # 15
698	Chris Hachtman	2/7/2023	Ernall	Latert/Induced Demand General support	Together appearance that the contract term is separated to transport the following pulsarious do not such. They worker congregation, are such and water problem, subde, and transportation options beyond driving. As we saw with the Asian Newson, highway expansion prejects only other devictories made the congregation. Actionates, the substitute of the sub	Ion Comment #3 Section 14 Section
698	Chris Hachtman	2/7/2023	Email		Assets the segment, we are selected to the segments on tensor entirestance of the segment of the	
698	Chris Hachtman	2/7/2023	Email	General support	Figure operations that each thing report original region of the control of the co	See Connect #8
698	Chris Hachtman	2/1/2023	Email		Together appearance that the contract term is separated to transport the following pulsarious do not such. They worker congregation, are such and water problem, subde, and transportation options beyond driving. As we saw with the Asian Newson, highway expansion prejects only other devictories made the congregation. Actionates, the substitute of the sub	
	Chris Hachtman	2/7/2023	Email	General support On not widen, his build	Page a page of the process of the process of the page	See Connect #8 See Connect #9
	Chris Hachtman	2/7/2023	Enai	General support On not widen/to build Laker/Induced Demand	This was a particular for a second contract of the second contract o	See Connect #8 See Connect #5 See Connect #15
	Chris Hachtman Chris Hogan	2/1/2023	Email	General support Do not widen, no build Do not widen, no build Later/, included Demand Personal to 130	And the service of the desired or the response of the second of the seco	See Connect 45 See Connect 45 See Connect 45 See Connect 43
600 0		2/1/2023	Ernal	General support On not widen, no hold Later, forb, and Demand Remote to 1300 Patis Trans, Attempted Transport before Transport before Transport before	According to appear to the contract of the con	See Connect #5
699 C	Chris Hachtman Chris Hagen Chris Lyons	2/1/2023	Email	General support On net wides, via half Laters, finitual Demand Results 5:30 Palis Trained, distinguis	And the service of the desired or the response of the second of the seco	See Connect 45 See Connect 45 See Connect 45 See Connect 43
699 C		2/1/2023	Ernst	General support On not widen, no hold Later, forb, and Demand Remote to 1300 Patis Trans, Attempted Transport before Transport before Transport before	Name that we desired the contract sequence of the sequence of	See Connect #5
699 C		2/1/2023	Great	General support On not widen, no holds Later, forb, and Comment Remove to 1.30 Paris Tream, Alternate Treasportation On not widen, no holds On not widen, no holds On not widen, no holds	Accordance to appear of the contract of the co	The Convent #8 Die Convent #5 The Convent #5

						See Comment #5
1					Mobility35 Program Manager Tommy Abrego, Good day and thank you in advance for hearing my feedback.	See Comment #5
					Faitures include increased travel time, increased pollution, and decreased safety. The core loss there benefit is so other with the construction companies who receive the contracts for these expansions and oil/cur companies who benefit from increased our dependency for travelers.	
					used to up are thin specific through the foundation of the same of	
					Lestody in not on each a entocole place - rippeting others are long that in my absence, so pass a roose in logic every oner modern country obside of America Understand the destination of the long that is understandly badowards and articlate to think otherwise.	
					There are likely counter arguments to my points above. Tel encourage you to listen to them and take into account who is making those arguments. If they are from people with ties to construction companies, oil companies, car companies, car companies, our power to supply companies, etc. If use power to ignore them.	
				Do not widen/no build	These will be good instructed people in the subtries of Anaton who faired this is a good idea. I during you to light on the people of instruction of the subtries of Anaton who feet this is a good idea. I during you to inform them of the final follows will be solved and except people in insentinent (communder rail, walkability, etc.). These will be good instructed people in the subtries of Anaton who feet this is a good idea. I during you to being you to inform them of the final follows and we concept people in insentinent (communder rail, walkability, etc.). These was both of one of contrinction. Food of the proposition of the people in	
					respectfully sole for you to do the right thing.	
701	Chris Nunn					
					Togose 10079 piles to 135. Countries examples after Americans that large crises that segand big these do not fix traffic. Notable examples include: Washington IC-1270 Change 950 Sam Joke 850 Domes 170 Entotes 952 Seattle 1405 Notable 100 Domes 170 Entotes 952 Seattle 1405 Notable 100 Notable	
					1 oppose TxXOT's plans for 1SS. Countiess examples show Americans that large cities that expand highways do not fix traffic. Notable examples include: National No. 1270 (Science) 1270 (See Comment #18
					San Jose 1880 Derver 1-70 Boston 1-93 Seattle 1-405	
				Latent/Induced Demand	1 SOURCE T- LO	
702	Chris Paladino	1/9/2023	Email	General support	Fam writing to totally SUPPORT Atternative 3 in your plan. As the conner of a properly nearby, I am in complete SUPPORT of this project. Please do not let NIMBY's influence your decision. There is a core group of people in every community who just don't want change. This plan is the best for the local neighborhood, the city, and the Suste of Texas.	See Comment #8
					group of people in every community who just don't went change. This plan is the best for the local neighborhood, the city, and the State of Texas.	
703	Chris Peak	3/7/2023	Email	Do not widen/no build	Mr hoot hoot,	See Comment #5
					big time and energy such for some wild, have facinized years ID Disary wouldn't have been state to concise will. Alter much more of old dis-crossic sind rounds are some codes will sell filled been colored and will be a some content and the colored and t	
					After much more of our go-round and round, etc. some pooleds was get tied over partity and they can then go purchase their essential accounts on the wait water to strow account you for account any wind or reason.	
704	Chris Perry	2/7/2023	Email	General support	Date Chairman Bogg and Commissioners: Thank you for recognizing that 1-35 strough Audin is one of the most congested nuishway segments in the State of Texas. As this seriously outdated readway is often coaled in the Mark Down of Texas, at Texas should call for the Mark and excess action to transform this critical seriously expended in commission growing and an immersia growth was are operancing in our great State. Accordingly, in writing bodges to personal proceedures person from 1-35 of State Secretary support on the 1-35 of State Secretary, you for your consideration of this require.	See Centrent #8
					Accordingly, I am writing today to express my complete support for the 135 Capital Express Central design as proposed by TuOCT. These York Control of your consideration of this request.	
					Dear Chairman Bugg and Commissioners:	See Connent #8
	1		1		Thank you for conditions that L.S. through Justin is one of the most conductor contested market in the State of Taxas. As this contests continued continued in other half the Main Street of Taxas, all Taxas all Taxas are continued in the State of Taxas.	
	1		1		action to incident that critical states of disclass/states into a states by the value of the state of the sta	
705	Chris Ramser	3/6/2023	Email	General Support	To the Rainner of the August 100 core of the Dates works conserved to swap commerce reverse of Teach. Not, going forward on this project would set the Dates decided. There's, Chris Rainner	
			1			
			1			
706	chris randazzo	1/27/2023	Email	General support	Dut Clasmon Bug and Commissioners Theirs you for recognizing that 135 through Audin is prive of the most compound readway suggests in the State of Teass. As this seriously soldised readway is when cases the Man Theory of Teas. At this seriously soldised readway is when cases the Man Theory of Teas. At this seriously soldised readway is a seriously soldised readway in the seriously soldised readway in commission of the seriously soldised readway in the seriously soldised readway	See Connent #8
					called the Makin Extract of Texas, all Texas is thought call of the Delta and Extract of Texas is thought call of the Makin Extract of Texas, all Texas is thought call of the Delta and immunes growth we are experiencing in our great State. Accordingly, if an entiring today to express your comprehension of the One of Texas is thought of the SES of Septial Express Central designs as proposed by TpOOT. These to vice consideration of two or considerations of the SES of Texas is thought of the SES of Texas is the SES of Texas is thought of the SES of Texas is the SES of Texas is thought of the SES of Texas is the SES of Tex	
					request. Chris Randezo, P.E. 1	
707	Chris Reid	3/7/2023	Email	Do not widen/no build	Mobility55 Program Manager Tommy Abrego, Lam an Austin Resistent and oppose the 55 separation.	See Comment #5
708	Chris Riley	2/22/2023	Email	Air Quality/Noise	Mr hort hort,	See Comment #15
					The DES significantly understates the negative impacts this separation will have on air quality, givenhouse gas emissions, traffic deaths and injuries, and quality of life. Many Australias, including me, would much rather meet our daily needs on local streets, not an intensitate highesy. Please reconsider the options presented by Rethink 35 and Reconnect Austin.	
ID	C N	Da R d			c	R p
					MobilityS Program Manager Tomity Abrego, Tomity Abr	See Comment #18
		ė.			TXDoT has failed to meaningfully consider the impacts of introducing so much additional car and truck traffic into central Austin: In particular:	
					- IADOTS AIR QUARTY Analysis (UES Appariots P) only analysis CO. Preside consider Preside Study NO.2, P	
1					-The greenhouse gas analysis (DES Appendix V) is incomplete. Please analyze long-term greenhouse gas impacts of the project companed to No Build. The current analysis is only for construction impacts, not long-term impacts.	
					-The greathcase gas analysis (DES Appendix V) is incomplete. Please analysis long-term greathcase gas intended of the project compared to No Build. The current analysis is only for construction impacts, not long-term impacts, -Assist has been filtring with ozene nonattainment, and TuOO's should be studying these. This project will give use all at increased nink of neglative health impacts, in addition to accelerating climate change. Please take another look at the opports confired by Rethrink Austin and Reconnect Assists. The curricy assessment provided by TTI.	
709		1 1 3 3/7/2023	Email	Air Quality/Climate Change	-The generation gas analysis (DCS specific (V) is incomplish. Places analysis to give my generation gas principal of the granged on the Suit. This commercial enalishes in only for construction impacts, not tong term impacts. These to its register interests analysis for 10 and not personant. Assist his section for give transport on the Suit of the Suit	
709	:	3/7/2023	Email	Air Quality/Climate Change	For record of my filt have him of the air double has the same him of the same	
709		3/7/2023	Email	Air Quality/Climate Change	-The generic copies analysis (CEA species VIV) is incorregiste. Phese are single in legislar generation as a required or flavored to the failed. This covered study as only for construction required, not to give minimate. The proper companies of the covered study as only for construction required, not to give minimate. The proper companies of the covered covered study as only for construction required. The proper companies of the covered covered study and the minimate minimate to see the covered covered covered covered minimate to minimate the covered c	
709		3/7/2023 5 1 1	Email	Air Quality/Climate Change	-The generics gas analysis (CES Agronds VI) is incomplete. Please a resign being deep repertious gas a register of the project ompassed by the commercial register of the commercial registers and the project of the commercial registers are only for the commercial registers are professional registers. As also has been free of the commercial registers are professional registers are provided by the commercial registers are professional registers. As also has been free of the commercial registers are professional registers. As also has been free of the commercial registers are professional registers. The commercial registers are professional registers are professional registers. The commercial registers are professional registers are professional registers. The commercial registers are professional registers are professional registers. The commercial registers are professional registers are professional registers. The commercial registers are professional registers are professional registers. The commercial registers are professional registers are professional registers. The commercial registers are professional registers are professional registers. The commercial registers are professional registers are professional registers. The commercial registers are professional registers are professional registers. The commercial registers are professional registers are professional registers. The commercial registers are professional registers are professional registers. The commercial registers are professional registers are professional registers. The commercial registers are professional registers are professional registers. The commercial registers are professional registers are professional registers. The commercial registers are professional registers are professional registers. The commercial registers are professional registers are professional registers. The commercial registers are professional registers are professional registers. The commercial registers are professional registers are professional registers are	
709		3/7/2023	Email	Air Quality/Cirnate Charge	-The generic map is analysis, (CEE Agrowshi's Visi incorregister, Please and major law greater and project or flease of the State III. In court analysis and you consideration requires, not large term requires. This project of they are all recovered used in degree below in frequency in majors. A million to extract configuration of the state could be set as deposit and of the state could be set as deposit and of the state of the state of the set as deposit and of the state of the st	
709	Chris	3/7/2023	Email	Air Quality/Climate Change General support		Sec Connect 48
	Chris Roper	# i i i i		Air Quality/Climate Change General support		See Construct #8
	Chrisi Roper	# i i i i		Air Quality/Climate Change General support	The generation again analysis (CEE Agrowshit VI) is incorrative. Phese are saidly all registers growshit and a register of the special content of the Section II. In court at saidly as early for construction require, but only an impact, and store the section of	See Consent 4 S
	Chriss Roper	2/7/2023		General support	Due Clasmon Bugg and Commissioners: Then you for exceptioning first 1.55 through Audio is an of the root congulate making supports in the 20xis of Team. As this services a children and interest of the control of the	Too Construct #8
		# i i i i		Air Quality Climate Change General support General support	One Channes thing and Commissioners. There are for excepting that ISS trough Audion is one of the result congenied aciding septemen in the 3 that of Teau. As the servicing acidinal randomy is determined as the servicing acidinal randomy in the commission of the co	Sea Connect #8
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720	Chris Stangland Chris Vincent	2/1/2023	Ernal VOH	General support General support Lister/Voluced Denserd Pacies Justice Pacies Tourist, / Transportation	Due Claimant Bugg and Commissionaria: There you for exceptioning first 1.55 strongly Audio is an end than most congested marking supports in the 20ch of Texas. As this services a children containing the control of the first and decided action to be under the critical exemit of influencement mate readway that and accommendate the repair and immorse growth was an expendencing in our givest Stock, required in a similar specific for \$1.55 (s)	See Connect 43
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	Christian Fogerty			Reroute to 130	So much of the traffic passing through the core of austin is truck traffic with no intention of stopping in the city and could be recuted around the city. Redesigning sh 130 would be a great way to do that.	Seconder 43 SecOnder 43
719	Christian Fogerty			Public Transit / Multimodal Transportation	Mathold Shappes Manage Tramp Manage. Tramp Manage And Analysis and Ana	
				Latent/Induced Demand	Sectorly is commissed that an 1-32 expensions will advantas shaffle in the large farm. The problems will such a proposal are so offerous that they do not been repeating. If an in support of completally stripping 1-32 wave part conventing fundamin shaffle contracting contracting the state of the contracting contracting that of the contracting contracting contracting that of the contracting contracting contracting that contracting cont	Sau Comment #18
				Community animatives	Tall in support of completely stripping 3-25 watery after contracting customs untern core with covervance aming peem spaces. Now ever, even remote track, mark any somethy possessions creates operating creaters of dollars over ten years to add a few laines. This expansion has to stop or it will be a consessil weater of public funds and labor by the declinated workers who will build it.	SHI CONTINUE #4
720	Christian Garcia	1/29/2023	MyCapEx Website -	Do not widen/no build	The US expansion is a step in the wrong direction. I thought our state was full of great leaders, yet we continue to deny the effects of pollution on our inner cities not even mentioning climate change here. PCLUTION We have a 30 Bitlen date surplus. Why not consider high speed rail along the US contino?	Sao Comment #5
			Comment Form			
721	Christian Kilgore	2/11/2023	VOH	Do not widen/no build	Don't expand at all, and if you must, don't expand north of I-35	Sec Comment #5 Sec Comment #8
722	Christian Kurtz	1/12/2023	Email	General support	Date Chairmen Bogg and Commissioners: Thinky you for recognizing that 135 through Audin is one of the most companied readway sugments in the State of Tease. As this seriously outlained readway is when could not be the State of Tease. As the seriously outlained in the State of Tease. As this seriously outlained readway is when could not be the State of Tease of	Se Comment 45
723	Christian Leman	2/27/2023	Email	Air Quality/Climate Change	In Incest Tools. We for the Walkers, the Contract of Share County of 1014 National shows, Audion, 11 25100, I am VERT sometid about the current plan for 135 adding more broads, care and politics in the emiddee of our op, 10y to do not part using my bits and my by it is much as the contract of the share of the politics and for a fine our force or the share of the politics in the emiddee of our op, 10y to do not part using my bits and my by it is much as the contract of the share of the politics and force our seasonable but the sequence of the share of the share of the politics and the share of the sequence of the share of	Sea Comment #38
724	Christian May			Air Quality/Noise	Making Shi perior Manager Termin Yanger, (The City plans I beauge Shi Shing Alabon is shared and should a withdrawn. (I be in destination Audit) The very date in Shing Alabon Shing Alabon Shing S	Se Connect Els
				Bike/ped safety	Transactions are continued to the complete that a bright properties the projection of the projection o	Sea Comment #30
				Public Transit / Multimodal Transportation	This about — when a city reaches a certain size, they need to start investing in ways to move people around more efficiently than in 5,000 pound one-occupant sized boses. 135 expansion would escarabelle this issue, by furnishing more and more traffic downtown, where there's already too makey cars to bagin with.	See Comment #13
725	Christian Michael Mahoney	1/20/2023	MyCapEx Website - Comment Form	Public Transit / Multimodal Transportation	Middlering could without improving frames is a waste of money, Look to other countries and we how well it works for them.	See Connect #13
726	Christianna Johnson			Do not widen//no build	Modes places belongs from principal to the principal to t	for Convent 65
				Public Transit / Multimodal Transportation	lain for a public trained first project that will be better and healther for the Austin residents and by extension Sen Marcos. Dury change that happens in Austin trickles down to Sen Marcos in the sent way.	Sectionnet#13
727		1/20/2023	MyCapEx Website - Comment Form	Regional Connectivity	revive the lone star rail proposal-building more highways is making this state into a tangked concrete filled rightmand we NEED rail service in the state11 PLEASE	See comment #1
728	Christina Kelly Burgoss	3/7/2023	Email	Within	Name. The state of the properties of the supplicational bordering 5.51 heavily required by the change being discussed to the highest. While I apport the elimentary of the supplication o	See Convinct 49
ID	C N	Da R d	S	Yopic	c	R p
729	Christina Solis	2/8/2023	Email	General support	Sour Chairman higgs of Commissioners. The source of the source of the source of the most congested residuely suggests in the State of Taxas. As this servicely audited residuely is within called the Main State of Taxas, all Taxas should call for tool and decisive states and the source of the source of the source of the State of Taxas. As this servicely audited residuely is a first called the Main State of Taxas, all Taxas should call for tool and decisive states and the State of Taxas. As this service is not successful to the Main State of Taxas, all Taxas should call for tool and decisive states and the State of Taxas. As this service, and the State of Taxas are the Main State of Taxas. As this service, and the State of Taxas are the Main State of Taxas. **Tool State of Taxas are the Main State of Tax	So Comment #5
790	Christina Yeckley	2/7/2023	Email	General support	Dear Chairman Bugg and Commissioners: Thank-you for recognizing that 155 through Audin is one of the most congested readway segments in the State of Texas. As this seriously outsized readway is often called the Main Street of Texas, all Texans should call for bed and decisive action to transform this critical shetch of infestructure into a readway that will accommodate the rapid and immense growth we are experiencing in our great State.	See Comment #8
					could be Made Depart of Texas, all Texas subside call for bodd and decisive action to be support the cold called the Made Depart of Texas, and	
731	Christine Garvey	3/7/2023	Email	Biss/ped safety	According), I am writing boday to express my complete support for the 1-35 Capital Express Central design as proposed by 1-2017. Thanks, you for your consideration of this request.	Sea Comment #20
731	Christine Garvey Christopher	3/7/2023	Email MyClapEx Website - Comment Form	Bike/ped safety Parks	Sold for Sub-State of Parica, at Traverse should not be that of an extraction that will be a sub-state of the Sub-state of Parica, and Traverse should be a superior of the Sub-state of the Sub-state of the Sub-state of Sub-sta	Ion Connect #350 Ton Connect #350
	Christine Garvey Christopher Christopher Christo		Ernail MyCapEx Website - Comment Form Phy sica I Co		According Its are writing faulty to express any complete except for the 1.55 Capital Express Central design is a proposed by DOOT. This key so by your consideration of this require. 66 TOOT TOOT. 1-In this is concerned officers. This project would make bling and using public trained deallarging, which is already is contained to would impact our quality of life in a segative way. Please rethink 35. This is you.	
732	Christian Garvey Christopher Christopher Christopher Christopher Christopher Christopher Constite	3/7/2023	Ernail MyCapEx Website Comment Form Phy sica I Co ren ent MyCapEx Website Comment Form	Planks Woodland Do not widen/no build	Association (i.e., the mining fusion to expense my complete support for the 150 Ception Express Central design is surpressed by ECOLT. These year for peace or expense of this section of this section. We ECOLT EXPLORED. We ECOLD EXPLORED IN THE SECTION OF THE	See Comment #350 See Comment #258 See Comment #5
732	pher Cavello	3/7/2023	Physica I Connection ent MyCapEx Website -	Purbs Woodland Woodland Do not widen, no build Multimodal Transpondation	According for serving fusion to expense any complete support for the 155 Ception Spreas Central deeps as proposed by FOCH. These you for pass consideration of this serving. In FOCH TOCK. In FOCH TOCK. We present the serving fusion of the serving fusion. The STS berry garg as way on the first plane, del pas when mitting from the key Perf. Present, have finished beach above. They of you, the section delegated to the serving fusion of the serving fusion of the serving fusion of the serving fusion of the serving fusion. The STS berry garg as way on the first plane, del pas when mitting from the key Perf. Present, have finished beach above. They of you, the section descaped fusion of the serving fusion of the serving fusion of the serving fusion of the serving fusion. The section of the serving fusion of	See Connect #250 See Connect #2
732	pher Cirvello Christopher Corsbie	3/7/2023 2/9/2023	Physica I Connect MyCapEx Website - Comment Form	Parks Woodland Do not widen no build Multimodal Transportation Remails to 130	According for serving fusion to expend an appoint expend and profit of the 155 Ception Spreas Central design as proposed by FOOT. This key one of pass consideration of this security. 19 FOOT FOOT. 19	Toe Connect #350 Toe Connect #373 Toe Connect #35 Toe Connect #35 Toe Connect #35 Toe Connect #35
732	pher Cavello	3/7/2023	Physica I Connection ent MyCapEx Website -	Purbs Woodland Woodland Do not widen, no build Multimodal Transpondation	Asserting it, the writing fusion to expense my complete support for the 155 Ception Spreas Central design is any requested by DCOST. These year large year consideration of this security. 19 100T 100T. 19 10T. 19 100T 100T. 19 10T. See Connect #250 See Connect #25 See Connect #26 See Connect #26	
732 733 734 735	pher Cirvello Christopher Corsbie	3/7/2023 2/9/2023	Physica Sica I Control of the Contro	Parks Woodserd Con lest woders, his build Con lest woders, his build Multimodal Transportation Revoke to 130 Dive yout widery General support	Association, it is en writing faulty to expose any exceptible despite of the 1-55 Ceptibl Operate Central despit as proposed by FOCH. These year for past or sequence of this sequence of the	Too Convent #350 Die Convent #238 See Convent #5 See Convent #6
732 733 734 735	phor Carvello Christopher Corsibie Christopher Curtis	3/7/2023 2/9/2023	Physical Comment Form NyCapEx Website - Comment Form VOH	Parks Woodland On not weber, inc build On not weber, inc build Multimedal Transportation Percents to 330 Story year safety	Asserting it, the writing fusion to expense my complete support for the 155 Ception Spreas Central design is any requested by DCOST. These year large year consideration of this security. 19 100T 100T. 19 10T. 19 100T 100T. 19 10T. Too Connect #350 See Connect #338 See Connect #3	
732 733 734 735	phor Carvello Christopher Corsibie Christopher Curtis	3/7/2023 2/9/2023	Physica Sica I Control of the Contro	Parks Woodserd Con lest woders, his build Con lest woders, his build Multimodal Transportation Revoke to 130 Dive yout widery General support	Association, it is en writing faulty to expose any exceptible despite of the 1-55 Ceptibl Operate Central despit as proposed by FOCH. These year for past or sequence of this sequence of the	Too Convent #350 See Convent #378
732 733 734 735	phor Carvello Christopher Corsibie Christopher Curtis	3/7/2023 2/9/2023	Physica Sica I Control of the Contro	Parks Wooden'd Con not widen, inc build Con not widen, inc build Multimodal Toersportation Remarks to 130 Bina jount soling General support Capa, Onco Places	According for serving fusion to expend the support to the 1-55 Ception Spreas Central deeps as proposed by FOCH. These you for your consideration of this serving fusion of the	Too Connect #350 De Connect #378 Se Connect #3 Se Connect #4 Se Connect #4 Se Connect #4 Se Connect #4

738	Christo pher	3/7/2023	MyCapEx Website - Comment Form	Do not widen/no build	We could build a sky gendrále from the airport. ToDid could invest in a real into between San Antonia and Dallas. Expering tyllyways merer does anything but make more traffic. Everywhere, all over the world. Don't separat 64-55. Use other solutions.	See Comment 45
739	ms Christopher	3/2/2023	VOH	General support	105 has long been a sear running through our city, it is a mossasiary wither, however, and our highway system needs to be able to belie to beep pace with the growth of Austin. The changes made with proposed elementary of provided a smart balance of resolution of resolution, color, and or effect product planning and the export of the community. Let; make it bapped	See Comment #8
	Kissock					
					MobilitySS Program Manager Tommy Atrogo, Dear Mr. Abrego,	See Comment #5
				Do not widen/no build	Abortish Program Manager Thomps (Manager Thomp	
740	Christopher Lowery		-	Community alternatives		See Comment #4
					As a seasor of some Audit with registry than \$5 for my type from the total of of \$7 in hose from a content. Then the disease on the highest, it wast must when hose a smaller made of the registry two most behaviors, the hose a desired production of the season. It is not a few and the highest point for the most form, in well and a few and the interest and production of the season. It is not only expend to the proposal \$50 in equation, and of another interest to destroy the highest point of the season. It is not transport to the proposal \$50 in equation, and out of interest format from a smaller mode when the season is not produced by the proposal \$50 in equation, and out of interest from a smaller mode. When the production of the season is a more than the season is a most format from a smaller mode.	
741	Christo pher McKnig	1/20/2023	MyCapEx Website - Comment Form	Regional Connectivity	Needs a passenger nill component.	See connent #1
742	ht Christopher Miller	2/7/2023	Email	General support	Dear Chairman Bugg and Commissioners: Thank you for recognizing that 1.35 through Austin is one of the most congested readway segments in the State of Tessa. As this seriously outside dreadway is often collect the Mark Street of Tessa, all Tessas should call for bold and decisive action to transform this critical sets that of infostruction into a readway that will accommodate the rapid and immense growth we are experiencing in our great State.	See Comment #6
					casts or what no wheet or reads, an issues should be for code and because action to transform this christian street or interpretative into a transform that is externing in our great date. Accordingly, it are globally one great great in the street of the street of the street or interpretative into a transform that is externing on our great date. Accordingly, it are globally one great great in the street of the street of the street or interpretative into a transform that is a compared to the street or interpretative into a transform that is a compared to the street or interpretative into a transform that is a compared to the street or interpretative into a transform that is a street or interpretative into a transform that is a street or interpretative into	
743	Andrew March	0.710000	ford	Do not widen/no build	M hoot hoot,	Saw Comment #5
743	Crinisopher Moore	3/7/2023	Email	Do not water/no build	No. 1907 1900 1900 1900 1900 1900 1900 1900	Sau Contraint #5
744	Christopher Norton	2/22/2023	MyCapEx Website - Comment Form	Do not widen/no build	Firmly apposed to the expension of I-35 comidor thru Austin. The RDI on this is massive works of money better spent in other transportation projects.	See Comment #5
					Fruit Your All	See Connect #30
					Taxel Opp, R. Phase see the fidening encommendation from the Boyck and Probations Achievy Councils regarding the 135 Project. This recommendation should be recorded as the Boyck and Probations Achievy Councils regarding the 135 Project. This recommendation should be recorded as the Boyck and Probations Achievy Councils regarding the 135 Project. This recommendation should be recorded as the Boyck and Probations Achievy Councils regarding the 135 Project. This recommendation should be recorded as the Boyck and Probations Achievy Councils regarding the 135 Project. This recommendation should be recorded as the Boyck and Probations Achievy Councils regarding the 135 Project. This recommendation should be recorded as the Boyck and Probations Achievy Councils regarding the 135 Project. This recommendation should be recorded as the Boyck and Probations Achievy Councils regarding the 135 Project. This recommendation should be recorded as the Boyck and Probations Achievy Councils regarding the 135 Project. This recommendation should be recorded as the Boyck and Probations Achievy Councils regarding the 135 Project. This recommendation should be recorded as the Boyck and Probations Achievy Councils regarding the 135 Project. This recommendation should be recorded as the Boyck and Probations Achievy Councils regarding the 135 Project. This recommendation should be recorded as the Boyck and Project and Projec	
745	Christopher Parks	3/6/2023	Email	Bike/ped safety	The complete PT in DOW, TREEFORE, BET IT EXCENSED, The BCL and PC on support may interest be an important power to collaborating with TuOOT to find designs and solutions that address the Councils concerns enumerated above. BET IT REFERENCES, DOWN TO THOUT EXCENSED AND CONSIDERATION AND ADDRESS AND COUNCIL	
					"WHEREAS" clauses and that TxDOT outline how it plans to respond to concerns raised during the public comment.	
746	Christopher Parma			Latent/Induced Demand	Mobility35 Program Manager Tommy Abrego, To whom it may concern,	See Comment #18
					Making Sing pages Making Promp Alonger Thomp	
					spirit on projects far more baneficial to the people of Austin. As a proof fewn, believe Tx00T should serve what's best for the people of its oties. Urban freeway expansion is not that, I implier that Tx00T go back to the drawing board and consider projects far more beneficial to the health and quality of the destination.	
					Thank you for your time and consideration,	
			-	Community Alternatives	In itsu of freeway expansion, I believe TxCOT should pursue alternate proposals, little those pushed by Rethrisk i.35. Through Itelfic on i.35 can be relocated to parallel SH130, removing the need for a space-intelligient feetway brough downtown Audin. The money-should be directed to trainsit, believely, and patientsian projects that be writt the mobility of pages that has in Audin Itelfic	Sau Comment #4
747	Christopher Parris			Do not widen/no build	Abdulls/Sh regions Manager Timmy Arage. As a resident of Audit is an interrupt to Arage. As a resident of Audit is an interrupt to ToOTh julin to separed 155. The plans simply report 155 is not only poorly thought out, but it is in interruptional embarassement. If something is going to take a decade to build, it should be designed not in an attempt to address the problems of body, but to address the problems of body. But it is a simple report of the problems of body to a difference of the problems of body. But it is a discade to build, it should be designed not in an attempt to address the problems of body, but to address of the problems of body. The plans is a region of the problems of body to be address. The plans is a region of the plant is a region of the plans is a region of the plant is a region of the	See Comment #5
				Do not wideri/no build	those of the next 40 years.	
				Latent/Induced Demand	More laines will not improve traffic congestion, especially when it will mean the need to creat more laines to girt to the entraince and exit ramps, which ultimately work as a bottleneds. Numerous studies have proven highway expansion does not neduce traffic congestion, in addition, a decade of construction for a fundamentally flawed plan is not worth it.	See Comment #15
				Community Alternatives		
				Community Assirtatives	Please consider the Partiel/SS proposal instead as well as alternative forms of transportation. 1 do not want to constantly have to ose an internation to get around Audin. We should have ideas that showcises Tead as a leading innester in the world. This requires investing in something that on 1,out reactionery, but designed with the future in mind	Sal Contract #4
748	Christopher Peake		VOH	Do not widen/no build	Lopose expanding LSS. and noise columns hashit impacts; hast sland impacts and crashs, I don't want to travel around Audin on an intensiate hidness, whether in a car or by walking or blocking, I want safe, desigent, and walkable and bleable streets. Mr family	See Comment #5
					appear expending 15. If you have proposed to the proposed property of the proposed	
			-	East/West Connectivity	Elect-west crossings should be at least every \$14 mile. All non-high speed reacheays in Austin should be designed for 25mph and be safe for all read users.	See Connect #20
			-	Latent/Induced Demand	Epansion will worsen traffic a	See Comment #18;
				Air Quality/Noise	other problems, including air,	See Comment #34
740	Orien	2/7/2022	Second	Water Quality	and many water, Days Challenge Boars and Commissioners: Thord, on for composite that 156 month bodies is one of the west contented analysis contents in the Date of Tons. At this colors be added analysis of the	Sia Comment #25
7 400	pher S Beck	4/1/2023	LIMBE .	Service a support	Not distance values. One of Datament Report Commissioners: These type for recogning that 150 through Audits a over if the result congulated markets septembs in the Spate of Treas, As the services) administrational even or produced to the second or the s	
					vequest.	
ID	C N	Da R d	S	Topic	c	R p
					MARKED, Plaques Makings Florms design. The proposed Antenings of the mobilisting, 2.55 million flores certain segment do not med Debood 2 neighborhood needs and exhally cause mobility season. The proposed Inglement on the mobilisting, 2.55 million flores certain segment do not med Debood 2 neighborhood needs and exhally season. The proposed Inglement on the contract of the contr	See Comment #284
					baseling north on Arport backs up, which it does regularly at all times of day. Neither of the proposed alternatives address this issue, and instead focus on the left turn to go south on 535, a section of realfic that only backs up briefly during rush hour.	
					hour. The promote publishers in mind use gotherway to revige to the rigger to the rigg	
					above ground. These trumes to supposite fixed in price of supposite above. As the fixed of supposite go bury made use parts user, including the young and disablest, expositely first dark. Furthermore, given that \$10.07 is well assessed the number of people who use highway infrastructure as shatter because hastin lacks sufficient affordable housing, it is inconcrisable that the turnels will not be turnel under on the term of the property, exercise the property of the propert	
		210.		Dutant	to do so is abstant. As of the above issues appear to be driven largely by the choice of intersection at Auroor Blod and I-SS that ThDDT is proposing. The Single Point Urban Interchange is extremely unfriently to anyone not in a circ. Deleaced 2 strongly encourages	
750	Christopher Scherr	3/6/2023	Email	Denegod	and of the colors assess appear to the drives legally by the charge of interestant at Appet that set 15 to the COOT is promise; the fill being himst black has been been precised by the promise of the p	
					The proposed detainment is globally except a sound or connection of through the activity region, including pass befores 2 employment or such, by recently connections comes \$5. This solutions are described to the latest card connect coal and exception and or such as the first pass of the second activity of the connection of the proposed activity of the connection of the proposed activity of the connection of the connection of the proposed activity of the connection of the connection of the proposed activities of the proposed acti	
					reliance on polluting and inefficient forms of transportation like cars. It also has negative social and economic impacts by making it difficult to cross the city seat to west or vice vensa. Proposals for elevated mixed are crossings do not amendment the lack of connections. Pelaetrians, cyclinis, and other users should not be forced to climb long ramps or stains for elevated crossings or be forced so far out of their way, Making	
					vines university and interpretating and will SCAT ID UNIVERSITY OF CONTROL UNION.	
751	Chuck Lipscomb	1/27/2023	Email	General support	Date Chairman Bugg and Currensionners: Thesis you for recognizing that 135 through Austin is one of the most composed reaching segments in the State of Teas. As this seriously coditioned reaching is often caused to the Mark Short of Teas, at Teas is sold caused and the seriously coditioned the seriously coditioned translates the seriously coditioned translates in the Mark Short of Teas, at Teas,	See Comment #8
					Accordingly, I am writing today to express my complete support for the I-SS Capital Express Central design as proposed by TuCOT. Thank you for your consideration of this request.	
752	Cid Galindo	\$40,000		Do not widen/no build	TACOT's proposed design will make nutters worse than they currently are on several levels. so I cannot support the proposed design. It is not better than nothing.	See Comment #5
				Community alternatives	Better alternatives provided by credible community groups have not been addressed directly by 1.001,	See Comment #4
					Dear Chairman Bugg and Commissioners: Thank you for recognizing that it Sh through Audit in is one of the most congested readways segments in the State of Yeas. As this seriously conditing readway is other called the Main Sheet of Yeas, all Teams should call for bold and decisive	Sale Comment #8
753	Cindy Goldrick	2/26/2023	Email	General support	action to transform this critical streets of enfostroction into a modeway that will accommodate the regold and immense growth we are experiencing in our great States. Accordingly, I am writing today to express my complete support for the 1-35 Calphal Express Central design as proposed by TuCOT. Thank you for your consideration of this request.	

754						
	Cinthia Pedraza	3/6/2023	Email	Do not widen/no build	Nation(35) Program Manager Jamma Alongo. In the Committee of the Committe	Sau Corrent #5
					condo complex could be potentially impacted using with our neighbors. I we sewed my whole life to afford this 500 square foot cond on this expansion would put at risk. The little equity has able to build a swell as decrease one ari equalsty. Resease executions's taking leaf from the lower formom fields that he off 1st goal and exceeding the scope of the project. Notably some of the on and off ramps are	
					dangerously positioned and too short for a safe merge.	
					Rix Comments on 135 Capital Express Central Project 1*-DOT's CONSISTENT FALLIESES	See Comment #5
					Regarding the LSS CORRECOR FAILURE to include safety concerns beyond lip service. 2022 saw a record number of creatives/deaths in the City of Austin. Current statistics indicate that thanks to initiatives like Vision Zero, the number of traffic fetalities on City of Austin owned	
					streets and reach is declining, while the number of fallatiles on T-DOT's reads and highways has increased. In 2022, 7-8% of lift princip fallatiles were on reads owned and managed by DOT, including ISS. T-DOT's playbook has hundwish of design guidelines for their single-invalided reads and highways. A few presents on himse better overall design safer, which classify is on corruntity, we demand that T-DOT acceled safety paraser relatives called safety parameters.	
					lower design speeds and a geometry that acknowledges the city fabric. FALURE to respond to public comments made during T=00T's parade of comment periods' required by federal law. The official Scoping period generated over 9,500 mostly negative comments and these comments were never meaningfully	
					addressed. It is T+DOT's responsibility to listen to, and ideally analyze suggestions logically and honestly from the general public regarding intelligent land use and economic development proposals from the community.	
					At one point, TxDD's efficial response to public comments was to parie comprehensive comments for comment therens, 29° and then respond to "theresh shall within the complex instert of each colorarie submittal. We demand that as a community our concerns are heard and addressed. This has gone on far too long, we demand change. 3, Proceed with the construction of the sunderground history. It is rised that such a discussion posicious one of the sund offers a reasonable cales to accommodate the public.	
				Do not widen/no build	3. Proceed with the construction of the underground highway, it's critical that such a disruptive project ower a long-time fame offers a reasonable plan to accommodate the public. - FALUED, to remove the barrier by proposing an infinitely more dissattors barrier that contradicts the community jobs in hos light, modern Cerepture, including the TDOT team, thinks the ONLY beninn in the deviated highway in little more man an exposure. The billing are their imme resident of proposable. In the contradiction of t	
					The high-speed range that cut the sign is speed. The score route find the speed range that cut the sign is speed range to the sign is speed range to the sign is speed range that cut the sign is speed range to the sign is speed range that cut the sign is speed range that cut the sign is speed rang	
					Activity Control (Inclinate Control): Newton E. Smith, ALA Principal	
					PTICSON	
					ASSETS consider or public in the 1.55 contributed in promosals in terms are during the medicing plantium. The medicing change is produced in the contributed of the public plantium is contributed in the contributed of the public plantium is contributed in the c	Sac Comment #18
			Mai		The increases from ±.55 to not significantly degrade air quality on a regional level. This allows T-VDO's dow'ny that the issue of poor air quality is caused by 1-55. 15 and 1	
755	City Lights Design	210,000	led Co		1+007's efficial positron on managing air quality concerns publicly dates that electric cars will cure that problem. There is no helling when and if electric cars are a viable solution. Regardless, it is a disrigenous and feeble encose. It's an indication of how that they care short the air your children breaths. 1+005's indication of how that they care short the air your children breaths. 1+005's indication of how that they care short the air your children breaths. 1+006's indication of how that they care short the air your children breaths. 1+006's indication of how that they care short the air your children breaths. 1+006's indication of how that they care short the air your children breaths. 1+006's indication of how the short that they care short the air your children breaths. 1+006's indication of how the short that you can be also short th	
	Altence		mm ent	Air Quality/Climate Change	Indication for this this way was which the any part children frame. Following a second and the second for the s	
					capture and fifter polluted air. This can only be achieved by placing a complete cap on the highway. The polluted air is captured, treated, and then exhausted while fresh air is brought below the cap at strategic points. Of course, there is the age-	
					It is an easy and natural solution. Where are the trees, T+D017 it is essential that TxD01 takes into consideration air quality, climate change, and pollution when determining the best solution for the I-35 corridor. We must do our part.	
				Construction	FALURE to provide the city with a viable traffic management plan for the construction period, which could be as long as 10 years. During the construction period, the disruption of traffic will become a	Sec Comment #178
					* PALCE to provide the city which a value or after management plant for the conservation period, which could be as long as 10 years. During the conservation period, the distribution of the conservation of the conservation period, the distribution of the conservation	
					The state of the s	
				Reroute to 130	**PALIER As and in the conformation desire of the Team Temperature Commission appeared and the Team Temperature Commission and the Temperature Commission and Tempera	See correnal #3
					Traffic to present-day \$91 130 would assist in solving the congestion problems of 1-50, would make 1-50 considerably safe, and could save bappyers Billions of disfact, We ske that 17-00 drafers with yell into those into the that belief, and we want for know why a suggestion by a group of experts has been disregarded FALURE of T-00T to understand land use, land value, and the funding of a city	
					Sinceful State. The Child Date or maigre seasified between the State of Sta	
					our job.** P-COT is happy to take land from our land bank and waste it on their single-minded, limited-purpose agenda, regardless of the regative impacts on an otherwise robust local economy. There are more intelligent designs that protect taxequery impacts with value to pay for humanizing the corridor?	
					This project could pay for idself new through tax increment financing and create a future tax base to fund the future city. This is proper land use.	
			l f		News A, News A plan proposed by the commonstip group Reviews due, the large Million C. A limited works from the Spirated by point from the Spirated Point of the point of the Spirated Point of the point of the Spirated Point of the point of the Spirated Point of t	See Comment #4
					Limitarios direction for the sessing access of principle reserved in the contract of principle reserved in t	
				Community Alternatives	northours and southours, to the west sole rather than using the KDW, the structure, and air rights one the summa laives, their pain cobtensive the potential for development of the western edge of the corridor and the eastern edge of development. This comes at a much higher cost, more importantly, a massive opportunity lost, and nothing is gland. - AND TOTAL PAULER to suscelv a condition, third out in vietness more investment (RPIC) assaying of the four right pains.	
					 AND TOTAL PALLURE to supply a credibit, there's party vieture on investment (RIO) analyses of the future of the corridor based on a later comparison between T-PODTs chosen alternative and the several community alternatives. TOCH needs to consider all suggestions for a safer, more in numaria, and prosperous future for Austin and all of Central Texas. An RIOI analysis is always required for any expenditure of public money, especially for such a massive cost of nebuliding the I-S5 corridor—semesting that will be with but for another TO years. 	
	CJ Walker	3/7/2023	Email	Do not widen/no build	corroter -screeting that will be with us for another 70 years. Mobility35 Program Manager Tomery Abrego,	Sec Comment #5
750	CJ WHIAIF	3/1/2023	Email	Do not wastyno build	Notices page 1 and	Sea Contract #S
	Claire	1/31/2023				
757	Chaire					
		1/31/2023	MyCapEx Website - Comment Form	Public Transit , Multimodal	I am in favor of any improvements to public transit	See Comment #13
		1/31/2023	MyCapEx Website - Comment Form	Public Transit , Multimodal Transportation		See Comment #13
		1/31/2023	MyCapEx Website - Comment Form	Public Transit, Multimodal Transportation		See Connect #3 See Connect #8
			Comment Form	Public Transit , Multimodal Transportation	Date Chairmen Bugg and Commissioners: There you for recognizing (bit 135 through Audo is or and the most congested readway segments in the 20st of Texas. As this sericisely additional condexing or other controls the sericisely additional condexing or other controls and the commission of the control condexing or other controls and the commission of the control condexing or other controls and the control control controls and the control control control controls and the control control control controls and the control control controls and the control control control controls and the control control controls and the control control control control control controls and the control	Soc Connects #33 for Connects #8
758	Claire Harrison	2/8/2023	MyCapEx Website - Comment Form	Public Transit, Multimodal Transportation General support		See Connect #3 See Connect #8
758	Claire Harrison		Comment Form	Public Ternat, Multimodel Transportation General support	Date Chairmen Bugg and Commissioners: There you for recognizing (bit 135 through Audo is or and the most congested readway segments in the 20st of Texas. As this sericisely additional condexing or other controls the sericisely additional condexing or other controls and the commission of the control condexing or other controls and the commission of the control condexing or other controls and the control control controls and the control control control controls and the control control control controls and the control control controls and the control control control controls and the control control controls and the control control control control control controls and the control	Soc Contract 4 S Soc Contract 5 S S Soc Contract 5 S Soc Contract 5 S S S S S S S S S S S S S S S S S S
		2/8/2023	Comment Form Email	General support	Date Chairmen Bugg and Commissioners: There you for recognizing that 1-35 through Audin is one of the most congested enablesy segments in the 2xits of Texas. As this sericus you delided member you will called to be the Steed of Texas, all feares should call for that and calculate and seath or the relationship to the calculate and seath of the should be seen and seath of the should be an extracted point and seath of the should be an extracted point and seath of the should be an extracted point and seath of the should be an extracted point and seath of the should be an extracted point and seath of the should be an extracted point and seath of the should be an extracted point and seath of the should be an extracted point and seath of the should be an extracted point and seath of the should be an extracted point and seath of the should be an extracted point and seath of the should be an extracted point and seath of the should be an extracted point and seath of the should be an extracted point and seath of the should be an extracted point and seath of the should be an extracted point and seath of the should be an extracted point and seath of the should be an extracted point and seath of the should be an extracted point and seath of the should be an extracted by an extracted point and seath of the should be an extracted by the seat to update poor each profession.	Concrement #8
758 759	Claire Harrison Claire Harrison		Comment Form	Public Travels, Public Travels, Public Travels, Public Travelson Travelson State Support General support	Date Charmon Bog and Commonwers: These you for recipioning facts 35 through Joulets or and the contact congested markey response, in the State of These. As this surricus positional residency in the State of These. As the surricus positional residency in the State of These. As the surricus positional residency in the State of These. As the surricus positional residency in the State of These. As the surricus positional residency in the State of These	See Contenent #8 See Contenent #8
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		2/8/2023	Comment Form Email	General support	Date Changes to Sign of Commissioners. This is, you for recipiosing fault 35 fromgs Audits in our of the next congested conducts response in the State "Feas. As this services, audited conducting in the State "Feas. As this services, audited conducting in the State "Feas. As this services, audited conducting in the State "Feas. As this services, and the services the services the services and the services and the services the services and	Concrement #8
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759	Clare Numped	2/8/2023 2/21/2023	Commert Form Email VOH	General support	Case Charmon Bog and Commissioners: Than you for recipioning that 1.55 shrough Audits is one of the most conglisate conducts response, in the State of Team. As this amonths published and analysis of the second published and the second published a	Time Constraint #8
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759	Clare Numped	2/8/2023 2/21/2023	Commert Form Email VOH	General support	Court Charmon Rog and Commonwers: Thank you for recognizing fault 35 through Audits in our of the recot congenized markey response, in the Babe of Fleax. As this surricus positional recordings in the Section Royal Court Co	Time Constraint #8
759	Clare Numped	2/8/2023 2/21/2023	Commert Form Email VOH	General support	Case Charmon Bog and Commissioners: Than you for recipioning that 1.55 shrough Audits is one of the most conglisate conducts response, in the State of Team. As this amonths published and analysis of the second published and the second published a	Time Constraint #8
759	Clare Numped	2/8/2023 2/21/2023	Commert Form Email VOH	General support	Case Charmon Bog and Commissioners: Than you for recipioning that 1.55 shrough Audits is one of the most conglisate conducts response, in the State of Team. As this amonths published and analysis of the second published and the second published a	Time Constraint #8
759	Clare Numped	2/8/2023 2/21/2023	Commert Form Email VOH	General support	Case Charmon Bog and Commissioners: Than you for recipioning that 1.55 shrough Audits is one of the most conglisate conducts response, in the State of Team. As this amonths published and analysis of the second published and the second published a	Time Constraint #8
759	Claire Manipal C N C N Claire Mostes	2/8/2023 2/21/2023 2/21/2023	Connect From Ernal VON S Ernal	General support General support Topic Plants	Court Charmon Rog and Commonwers: Thank you for recipioning fault 35 through Audits is one of the recot congenied coulses response, in the State of Team. As this surround, audited receiving in the gest State. Ascerbisky, in writing faulty is exposed any comprehensive properties of Science (Press Court Cou	See Contract #8 See Contract #8 Contract #83 Contract #830
759	Clare Numped	2/8/2023 2/21/2023	Commert Form Email VOH	General support	Court Charmon Reg (cott Commonisment Prince) in The Reg (cott Commonisment Prince) in The Reg (cott Commonisment Prince) in the Section Prince	Time Constraint #8
759	Claire Manipal C N C N Claire Mostes	2/8/2023 2/21/2023 2/21/2023	Connect From Ernal VON S Ernal	General support General support Topic Plants	Case Charmon Bog and Commissioners: Than you for recipioning that 1.55 shrough Audits is one of the most conglisate conducts response, in the State of Team. As this amonths published and analysis of the second published and the second published a	See Contract #8 See Contract #8 Contract #83 Contract #830
759	Claire Manipal C N C N Claire Mostes	2/8/2023 2/21/2023 2/21/2023	Connect From Ernal VON S Ernal	General support General support Topic Plants	Common Registrat Commonwers: Thank you for recognizing facts 155 through Audits in our of the most congenized mankey responses in the Babbar of Fleax. As this surricus positional containing in the Babbar of Babbar of Babbar of Fleax. As this surricus positional containing in the Babbar of	See Contract #8 See Contract #8 Contract #83 Contract #830
759	Claire Manipal C N C N Claire Mostes	2/8/2023 2/21/2023 2/21/2023	Connect From Ernal VON S Ernal	General support General support Topic Plants	Common Registrat Commonwers: Thank you for recognizing facts 155 through Audits in our of the most congenized mankey responses in the Babbar of Fleax. As this surricus positional containing in the Babbar of Babbar of Babbar of Fleax. As this surricus positional containing in the Babbar of	Too Consent #8
759	Claire Manipal C N C N Claire Mostes	2/8/2023 2/21/2023 2/21/2023	Connect From Ernal VON S Ernal	General support General support Topic Plants	Court Charmon Reg (cott Commonisment Prince) in The Reg (cott Commonisment Prince) in The Reg (cott Commonisment Prince) in the Section Prince	Too Consent #8
759	Cisine Hearings! Cisine Montpel Cisine Kristo Cisine Kristo Cisine Kristo	2/8/2023 2/21/2023 2/21/2023 3/7/2023	Email Final Final S Final	General support Favor Favor Favor General support	Common Registrat Commonwers: Thank you for recognizing facts 155 through Audits in our of the most congenized mankey responses in the Babbar of Fleax. As this surricus positional containing in the Babbar of Babbar of Babbar of Fleax. As this surricus positional containing in the Babbar of	Too Consent #8

763	Claire Parker			Do not widen/no build	MobilityS Program Manager Tommy Abregio, Halfo,	See Comment #5
					I am a resident of the Chestrut neighborhood in Austin	
					1.0FPOSE TACOT's plans for 158 and 10FPOSE expansion. TACOT's process in this project is fawest it givenes induced Demand, construction impacts, particulate matter pollution from the wear, the failure of almost all highrest expansions, the success of freeway removals, and its traffic modelling is	
					flamed.	
					10 years of construction for just a few years of congostion relief is NOT worth it. I don't want to use an intenstate highway for my local trips. I expect TxCOT, Austin City Councit, and other representatives to stand up for me.	
				Latent/Induced Demand	Highway expansions DONT work. They worsen congestion (as we saw with the Katy Freeway), air noise and water pollution, selfety, and transportation options beyond driving.	See Comment #18
				Community alternatives	I am FOR the Rethink35 proposal, a public transit first project, or re-designating another highway such as SH-130 as an intenstate.	See Comment #4
764	Claire Ridley			Do not widen/no build		Se Comment 45
	Care rodey			DO HOL WIGHTY HO DOING	MobilitySS Program Manager Tomery Abrego, Tama nesident of Austin, 78122. (1992) (1992) (1993	Jan Contradit 92
					LOWINGS. DOOT'S plant for It-30 and I OWINGS: expansion and it would greatly impact my neighborhood. The increased traffic, construction and congestion from the project would have a great impact on my daily life for years to come. Legect TubOT, Justin City Council, and other representatives to start up for mis.	
					I expect TxDOT, Austin City Council, and other representatives to stand up for me.	
				Public Transit / Multimodal	I am for expanded public transit within Austin, i.e. additional bus routes and train lines.	See Comment #13
				rransportation		
				Latent/Induced Demand	TOOT's encroses in this reviser is flavor? It increas befored Construction impacts the failure of almost all history expensions. The surveys of freezest restricts and its treffic modeling is flavor.	See Comment #18
					TxOOT's process in this project in flawed: It ignores induced Demand, construction impacts, the failure of airnoit all highway expansions, the success of freeway removals, and its traffic modeling is flawed. Highway expansions do not work (the Katy Freeway, as an example). They worsen congestion, air, noise and water pollution, safety, and affect transportation options beyond driving.	
				reroute to 190	labo support designating SH 530 its an internature.	Seconment #3
765	Claire Sexton		MyCapEx	Air Quality/Noise	There needs to be greater measurements of air quality during this "environmental" review.	See Contraint #34
	1		MyCapEx Website - Comment Form	Water Quality	Engineers should study weys to treat the water runoff (currently it goes directly into the lake - our drinking water source)	See Communit #125
	Marine No.					
766	Claire Trochu			Do not widen/no build	Mobility35 Program Manager Tommy Abrego, My name is Claims Trochis. I'm a citizen of Dates, Tesas, and I oppose TXDOT's plan for the highway expansion of I-35. As a Texan citizen, I expect TXDOT, Austin City Council, and my other representatives to stand up for me.	See Comment #5
				Latent/Induced Demand	Pistorically, highway expansions have NOT worked in the long-term, and TsOOT has not shown substantial evidence that this expansion will reduce highway congestion in the long-term.	See Contract #18
				Public Transit / Multimodal	Instead, the city of Austin and TxDOT should invest in public transportation to reduce both highway congestion and	See Comment #33
				Transportation		
				Air Quality/Noise	envisormental impacts.	See Comment #34
767	Clake Heidrick	3/3/2023	VOH	General Support	I am in support of the Preferred Build Alternative because is will enable the maximum throughout of vehicles and is most responsive to the constructive suggestions of which I am aware that have come from	See Contraint #8
					neighbors and others who would be most affected by the project. While I am aware that there are no current plans to toil the new managed lanes, I would support toiling them should that become an option at the State of Texas level because it would free up funds for other projects and make the managed lanes work more efficiently. The project is critical from a local, state and national perspective as an	
					important part of or Intensitate Highway System and will compliment what our region is doing with Project Connect.	
					Dear 155 Capital Express Central Project Fairm,	See Comment #5
					I reject the premise that we need to expand the 135 Highway. Expansion is not justified, equitable, or necessary. The traffic projections used to justify the expansion are ridiculous in the face of real life data that indicates that traffic on I-35 has	
					teen at approximately the same level or 20 years. Furthermore, the trainer mousing used in the Loca of documents and overestimates and overestimates and overestimates the opposite of the same furthermore, while SOOT has proposed design elements for make the highway loss prominent in the highly gentrified downtown area, none of these elements have been included in	
					Clear 135 Caption Exposes Contract Project Name. Clear 135 Caption Exposes Contract Project Name. A separation of the Contract Name o	
					Austin is a world-class city in a world-enoun state. We deserve the best, most innovative, most forward looking highway design. The current proposals are none of those things. It is a retrograde design fit for 20 years in the past, at best.	
					ursel or success congression of 5-25 and Appet Box. The sales are more of control or the sales are succession or t	
					Asport and 1-35 if you are not in a car by increasing the number of leanes at Airport, and requiring a pedestrian to travel significantly out of their way. There are many elements in the proposed designs that I personally and Delexed 2 as a neighborhood about.	
				Do not widen/no build	TxDOT has proposed a period from turned as a means for crossing Airport at the highway, 1 do not want to use a bridge gade crossing, our of sight of airpone else around, especially coming in political management of the property of the pro	
				DO HOL WIGHTY HO DOING	claims to want to reduce "confirm go with projection between prices pedestrians and or users, but I see no evidence that he have designed the mised use paths of A Proport in a way that pedestrians would actually use them. If pedestrians won't use the paths,	
					then all TAOOT has accomplished is to actually increase the potential 'conflict' between road users. Another major issue for residents of Delecod 2 is the removal of one of the four entrances to our neighborhood. We are already very limited in our difficult to access neighborhood, removing a quarter of the entrances is making a difficult solution more difficult.	
					situation more difficult. In conclusion, I would also like to express my support for the letter submitted by NCINC, and all the letters submitted by NCINC's member neighborhoods are severely innected in many	
					In concluding, I strate and rate of sequence my support can the rate abstract by receive, and an one receive a contract by receive a management of the management of the received and an extension of	
768	Clare Glinka					
				Latent/Induced Demand	And TuDOT has repeatedly refused to take into account the demand induced by expanding highway capacity. TuDOT should redo the traffic modeling with more realistic numbers and actual state of the art traffic modeling before claiming any massive highway expansion is required.	See Commant #18
					traffic modeling before claiming any massive highway expansion is required.	
				Public Transit / Multimodal	In the lace of accelerating climate change, there is no justification for increasing the incentives to use personal case by expanding the highway system, a major source of all kinds of air pollution, including carbon. We should instead be incentivating more efficient transportation systems.	Sec Comment #13
				Transportation	And finally, expanding the highway is in direct contradiction to one of the stated aims of the project.	
				East/west connectivity	The project claims to want to increase connectivity east to west across the city, and to ameliorate the raciss segregationist history of the highway.	See Comment #20
				Bibe/nert safety		See Contrast #40
				DIRRY DECI SERVICY	Are received any active to creating the first playing of the inflament of	Julia (2001) # 300
					for grading but do tittle to make it easy for anyone with mobility impairments to cross this intersection due to the long distances required. TxXXI should work with designers with actual specialists in pedestrian design, cycle path design, and handcop design to make the make due paths committing these users would actually went to use.	
769	Clare Leddy			Do not widen/no build		See Comment #5
769	Clare Leady			Lio not waitf/no build	Mobility55 Program Manager Tommy Adrego. 207 Examinates, residences and progressia are marked for potential displacements. This includes loaning 625 jobs. 1 live in south Austin now and an moving to the Charyveccol neighborhood soors. Traveling (35 is a rightness and the number of semilar auditorial-society-play souroon this. Relater executable this jain and come up with scentifining that will admissly high the citizens and businesses who low and do business here.	JAMES ADMINISTRATION AND ADMINIS
	1				sems is unbetievable. Surely you know this. Please reconsider this plan and come up with something that will actually help the citizens and businesses who live and do business here.	
	1			Air Quality/Noise	These losses, in addition to the hell on earth that the construction alone will be (10 years of it??) plus the increased pollution are not worth what will be a short term adultion at best.	See Correlat #34
	1					
	1	1		Reroute to 130	Why not expand 130, reduce the tolls for commercial vehicles and get them off 135 through Austin?	See commant #3;
	1			Latent/Induced Demand	Adding larses for traffic will just result in increased traffic.	See Comment #18
	1			Public Transit / Multimodal Transportation	What Austin needs is more efficient bus service and more mass transit like high speed rail.	See Commant #13
	1			Transportation		
	1					
770	Clarra Moore			Do not widen/no build	MobilitySS Program Marrage (Tommy Abrego). If any exident of Audition for only a few months but my family has been here for well over 20 years. This is our home now. I am against the expansion of the the interstate highway 35. I believe funds towards	See Comment #5
					this project could be better suited for investing in community spaces and programs. Please reconsider this project, we do not need to be a city dominated by its highways.	
				Air Quality/Noise	The environmental effects and	See Comment #34
						Sau Communi #54
				Public Transit / Multimodal Transportation	the effects this could have on public transportation could also leads to negative impacts.	Side Connected #2.3
771	Claudia Garcia	1/20/2023	MyCapEx Website - Comment Form	Regional Connectivity	This project is unnecessary and won't solve the issues it seeks to solve. We need a revival of the Lone Star Rail proposal to provide a necessary and useful connection between Texas cities via railway.	Secomment#1
	1		comment Form			
ID.	C N	Da R d	8	Topic	c	R p

					Dear Chairman Bugg and Commissioners: Takes win for nonephisor that It's through such in one of the most removated residuous seaments in the State of Texas. So this serious confined residuous is often not less than 18 year of Texas. All Texas of the residuous seaments in the State of Texas.	See Comment #8
					Data Chainman Bragg and Commissioners. This legs for Proceedings and 25 Smoothy, Audits in one of the most congested molessy segments in the State of Tessa. As this seriously auditated modessy is other called the Main Street of Tessa, all Tessas should call for bold and decisive section 15 secretarist this collect section 15 or individuous into an obsessy that all accommodate the region and seriously modes of the region of the section 15 or individuous into a contact specific of individuous into an obsessy that all accommodate the region and seriously modes and seriously modes and seriously interest into a contact specific of individuous into an obsessy that all accommodate the region of the seriously interest into a contact specific or individuous	
772	Claudia Scott	3/7/2023	Email	General support	Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDOT. There's you for your consideration of this request.	
	CHOUSE SLOTE	4,1,222	Linai			
						See Convenient # 20
				East/West Connectivity	he ToCOT LOCO; halful can writing be appearing opposition to equanting 53 brough downtown Audin. The options presented by TDCOT are insidequate to meet, the opressed reeds of the Audin community, Wa cannot and about not settle for lead We need a solution that work lock for Audintion. Here are some component of what that solution should look like: "Each work complete, but had been a some component of what that solution should look like:	See Comment #20
					solution that works for Austrinies. Here are some components of what that solution should look like: * East-west creating should be an least even / 2.4 mile. **Test-west creating should be an least even / 2.4 mile.	
					* All non-high speed readweys in Austin should be designed for 25mph and be safe for all road users.	See Comment # 395
773	Clayton West	494,068		Latent/Induced Demand	* Experision is not the best way to use additional space, and other elements as presented in the alternative experision plans independent below should be given priority consideration. This is because experision will could be for microproteinal plans in ell-size, and in the contract of the properties	See Comment #18
					research backs this up. Therefore, expansion should be done minimally and not at the expense of other elements that will improve the space for Austinities	
				Bike/ped safety	* I don't want to travel around Austin on an interstate highway, whether in a car or by walking or bicycling, I want safe, pleasant, and walkable and biskelble streets and confidors.	See Comment #30
				Commu	* To want community-oriented afternatives to expansion, and want concepts such as Reconnect Austin and RethrickSS, to be faily studied.	See Comment #4
				nity	It want community-oriented alternatives to expansion, and want concepts such as Reconnect Austin and Retrink'SS, to be fully studied.	See Comment #4
				Wis		
				Racial justice	*I want the racial and economic segregation created by 1.35 to be addressed and undone to the maximum extent practicable	See Comment #3
774	Cleo Chaney			Do not widen/no build	Material Program Manager Tempor Services (1994). In an industry of American Services (1994). In an industry of American Services (1994). In a security	See Commant #5
					sense and the properties of th	
					commodity, forcing passiple who can't always afford it to spend missaive amount of money to get anywhere. I demand for TXDOT, Austin City Council, the Tsavis County Commissioners Court, and all of my other representatives to stand up for me, and urge them to consider other alternatives, such is Referring 30° and Reconnect Austin.	
				Latent/Induced Demand	The supposed benefit to expansion is reduced traffic despite the fact that it has been proven again and again that widering highways induces demand and results in more driving, as with the Katy Freeway in Houston and its infamous failure.	See Comment #18
					A SOURCE AND A SOURCE OF THE S	
				Air Quality/Noise	This expansion would lead to higher pollution: it skinted environmental regulations by dividing the project into three smaller projects, an underhanded way to avoid responsibility to the climate.	See Comment #34
				Planial instine		See Comment #3
				Parcial Justice	It would displace dozens of residents and locally earned businesses, many of whom are low-income people of color. It would reinforce a racial and class divide which has existed for almost a century, widening the gap between East and West Austin and making it almost impossible to cross on foct.	
				Business/residential displacement	It would take up massive amounts of incredibly valuable land that could otherwise be developed into residential or commercial uses, depriving us of housing during a housing criss and economic growth.	See Comment #21
775	Cody Coe	2/18/2023	MyCapEx Website - Comment Form	Business/residential displacement	From the property at 1009 E. 43xd 95, and do not want to be condermed. I have been working on getting the property up boned for a multi-family project with an affordability component. Took forward to hearing back from someone about my concerns - or is this comment going into a black hole and will never be acknowledged?	See Comment #21
			Comment Form		hearing back from someone about my concerns - or is this comment going into a black hole and will never be acknowledged?	
						See Comment #5
					Mallo- My rane as Ement Wherler Cos, III and I girby Cos). From the properly at 1039 E. 43xt 9, and I am in the considerant for condemnation due to the expansion of 135 through downtown Austin. I support the recombination of 135 within its current factors: I am appeared to the solvening of the freeze and the condemnation of my properly at 1039 E. 43xt 92. Thinks, you for your two and consideration.	
				Do not widen/no build	rougement, is ann opposes or our wnomening of the liveway and thus the condemnation of my property at 1009 E. 43rd St Thank you for you three and consideration.	
776						
776	Cody Coe					
				Business/residential displacement	Please leep the freeway in its current right of way and do not condemn my property. I have plans to develop the property and with the city of Austin relaxing building guidelines to increase density and incentrizing affordability, I can get more units on the lot and provide some affordable housing for the city of Austin.	See Comment #21
					Incentivizing affordability, I can get more units on the lot and provide some affordable housing for the city of Austin.	
777	Colby Boyer		M.Cooks Website		No. have control for investment is could be the furth series on it is a said-series and assessing action. I believe the support NOV assessed will set most the series each of furth and	See Comment 45
	COLDY BOYER		MyCapEx Website - Comment Form		The transportation instituted in Security of the Security of Secur	James December 9-2
					Trailing predictions by TaXXVI and other state DOTs instancially have over projected the amount of trailing to the past 20 year. Downtown Assures in survinginging an intense economic transferration in tenses of both investigational state and assures a consistency of the two tables buildings in Texas. TxXVVI and complement the	
				Do not widen/no build	on-ging growth downtown by building transportation that food truffic moves efficiently through the city and matches the urbain and dense character of the city. At the very leads - DDOT should not be follow for fair design and to reconnect downtown Audin with East Audin.	
				Latent/Induced Demand	As traffic increases, commuters will find other alternatives to avoid the traffic. So the benefit to building the freeway is less than projected. Secondly, freeway expansion projects on this scale typically come back to the same level of congistion within a few years as excess capacity is filled. In general the commute does not significantly improve and things are back at square one.	See Comment #18
					back to the same level of congestion within a few years as excess capacity is filled. In general the commute does not significantly improve and things are back at square one.	
				Reroute to 130	TOTAL should seriously remister input from the removable written "Bathies' 95" and "Becompart Audio". They are forward on how to remove throught from the promoted on the diseasement and in "They are forward on how to remove throught from the diseasement and the diseasement and in the diseasement a	See comment #3
					TACCI should seriously consider input from the proposals written "Rethink 35" and "Reconnect Austin." They are focused on how to move thre-traffic and truck traffic out of the downtown core to 54-130/183 and to reclaim the land occupied by 135 to mixed use commercial/residential, local traffic and public transportation.	
778	Colby Soden	3/6/2023	Email	Do not widen/no build	Mobility55 Program Manager Tommy Abrego, Highway explinisions DONT work. They worsen congestion (as we saw with the Katry Freeway), air noise and water politizion, safety, and transponistion options beyond driving.	See Comment #5
					Took the 130 toll mad this morning to go to South Audin. Had the 35 toll law been available, I would have taken it, adding my roise and air pollution to central Audin and docreasing quality of life ever so waight for fit	See commant #3
					Indeed to will happen on makes the household. It comes to will happen on makes the household the city council complains. But anything you can do to recrient the means and ends of the project toward benefiting people who live next to the freeway, instead of just using the freeway, the better. The	
	1	1			more done to facilitate walking or riding furnit, the less people will get in their cars. Of course the real reason I have to live in pflageroid in instead of control last part (assist a face) to be in pflageroid. Justin is housing affordability, solve that and you could also take my car off the read and create less need for this monstroid, But to Tudot all problems can be solved by	
779	Cole Gramling	3/7/2023	VOH	Reroute to 130	bigger reads I guess. You better take care of the park at lady bird lake and leave it better than you found it.	
1						
1	1	1				
780	Cole Whitaker	3/7/2023	Email	Latent/Induced Demand	MobilitySS Program Manager Tommy Abrego,	See Comment #19
					Toppose expending 1-55 Highway expension is proven to not solve a thing, and the lest thing audin needs is bigger highways with higher congestion. There is nothing expanding this intenstate would solve beyond the very short term	
781	Cole Wilson	2/8/2023	Email	General support	Date Chairman Bugg and Commissioners: Tham you for recognizing that 155 through Austin is one of the most congested roadway segments in the Date of Texas. As this seriously outstand reachesy is offer could be that Mark Street of Texas, a Texas solvoid soll for the Self-and socious in the Part of Institution with an anadway that will accommodate the epid and mineral second more of the Australia (Commissioners) and an advantage of the Part of Texas (As the Commissioners) and an advantage of the Part of Texas (As the Commissioners) and an advantage of the Part of Texas (As the Commissioners) and an advantage of Texas (As the Commissioners) and	Sao Cirement #S
					Accordingly, I am writing today to express my complete support for the 1-35 Capital Express Central design as proposed by TxCOT. Thank you for your consideration of this request. Cale Wilson Managing Director Stonelake Capital Pertners	
782	Coleman Wylie	2/16/2023	MyCapEx Website -	Business/residential displacement	As I understand it, the proposed construction on I-SS is threatening displacement of about 100 local businesses, including West China Tea House, a business in which I am particularly concerned. I request	See Comment #21
102	Commen wyne	2/20/2023	Comment Form	_arresty-resourchal displacement	As understand if, the proposed construction on I-2s in treatming displacement of about 200 local businesses, including West Chief Tele Youse, a business in which I am particularly concerned. I request the planning committed adopt planned construction to the Highway such that small business can maintain safe and stable business operations. Or, if displacement is unavoidable, that business expenses incurred by displacement be fully compensated by the Department of Transportation, or similarly cipabile agency.	
					M TADOT TADOT, White Table Ta	See Comment #5
783	Colin Ingarfield	2/23/2023	Email	Do not widen/no build	Chairs. Expanding I-35 through downtown Ausdin will only make a bad triansportation should on worse. A wider, faster I-35 will only increase pollution, traffic, and read deaths. Groups like Recornect Austin and Rething(35 have lots of ideas that should be explored, instead of mindlessly widening and auchier highway.	
		1			Topics with a second control of the second s	
784	Colin Lowery	3/7/2023	McCapEx Wahair	Reroute to 130	Could there be a defined time control that would be considered statistically semificant wherein all large trucks could use 591.5% half fees and use resid measure the imman on RS, workship?	See comment # 3
704	COURT LOWIN	3/1/2023	MyCapEx Website - Comment Form	Mit Gard 10 130	Could there be a defined time period that would be considered statistically agrificant wherein all large trucks could use \$9.130 toll five and we could measure the impact on \$35 modelly? Likewise, which at the same time, or in another acid, determine or brain for the increase \$15 drives to evaluate them to use \$6.130 toll five. Again, reasons the impact on \$35 middle; for comman in that where whereing that it is understated advantage to \$35.0 toll five. Again, reasons the impact on \$35 middle; for comman in that where whereing that it is understated advantage to \$35.0 toll five. It is also advantage to \$35 middle; for comman in that where whereing that it is understated advantage to \$35.0 toll five. It is also advantage to \$35 middle; for comman in that where whereing that it is understated advantage to \$35.0 toll five. The comman is that where whereing the time that the state of \$35 middle; The comman is that where whereing the time that the state of \$35 middle; The comman is that the whole the state of \$35 middle; The comman is that the whole the state of \$35 middle; The comman is that the whole the state of \$35 middle; The comman is that the whole the state of \$35 middle; The comman is that the whole the state of \$35 middle; The comman is the state of \$35 middle; The comman is that the whole the state of \$35 middle; The comman is that the state of \$35 middle; The comman is the state of \$35 middle; The comman is that the state of \$35 middle; The comman is that the state of \$35 middle; The comman is that the state of \$35 middle; The comman is that the state of \$35 middle; The comman is that the state of \$35 middle; The comman is that the state of \$35 middle; The comman is the state of \$35 middle; The comman is that the state of \$35 middle; The comman is the state of \$35 middle; The comman	
					The concern is that we have already built an undernitional alternative to 135. Could we delay an 135 expension and even save millions of dollars if there was any possible way to de-toll 5H 130?	
					Dear Chairman Bugg and Commissioners: Thank you for recognizing that ISS through Austin is one of the most congested readway segments in the State of Tesse. As this seriously outstander readway is other called the Main Street of Tesse, all Tesses should call for bold and decisive control to the control t	See Comment #8
					Thank you for recognizing that LSS through Austin is one of the most competed neadway segment in the Salte of Texas. At this seriously contained readway is other called the Main Sheet of Texas, all Texas should call for bold and decisive aution to brandform this critical sheeth of infrastructure into a readway that will accommodate the repid and immension growth we are experiencing in our great State. Accordingly, I am writing today to express emp completes accepted the this SS Calpital Express Central design as proposed by TiGOT. Thanks you for your consideration of this request.	
785	Colin Parker	2/9/2023	Email	General support	Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request.	
1	1	1				
786	Colleen Pryke	1/31/2023	MyCapEx Website - Comment Form	Regional Connectivity	I want commuter rail between Austin and San Antorio. It's needed, We are the 7th largest US cty.	See Correspont #1
			Comment Form			
787	Colton	1/19/2023	MyCapEx Website -	Regional Connectivity	We need a high speed rail between Austin and San Antonio. Adding a highspeed rail would be the equivalent of adding 10 tanes of highway.	See conversal # 1
1			MyCapEx Website - Comment Form			
1	1					

788	Colton Hall	\$100,0000		Do not widen/no build	Good aftermoon, I swood like to comment that 35 should not be expanded. Doing so will make things slightficiantly worse and negatively impact the economy. I hope y'all actually think this through instead of expanding like everywhere (and it hasn't been reality	See Comment #5
					Door delivers. It would like to comment that 35 should not be equanded. Doing so will make things significantly worse and negatively impact the economy. I hope you'll actually think this through instead of expanding like everywhere (and it heart been resely sport. There agond day.	
				Bury/turnel	I think it would be bitter to downsize 35 and put it underground than build a beautiful boulevard and rail system where 35 is now. This would increase capacity significantly (do to the rail, and covers both	See Comment #25
					long distance travel (under ground), short distance travel (boulevand), and medium travel (rail/bus).	
-	C N	Da R d		Topic		
10		Da R G	٠	Topic	Case Counters Bugg and Commissioners: These has for recognizing that LSS strongly hadden as not fine most congested maskeys segments in the State of Years. As this services) subsidied markeys in the state of the state of Years. As the services of the State of Years. As the services of the State of Years. As the services of Years of Ye	КР
					Date Chairman Bugg and Commissioners: Thinky you for recognizing that 1.55 through Audin is one of the most congisted readway segments in the Date of Texas. As this seriously addited readway is often called the Malk Street of Texas, a Heaving and immunas growing was extend to brasification in this critical steeland in finisation under an immunas growing and immuna	See Comment #8
					Accordingly, I am writing fooling to express my completes support for the 155 Capital Express Central design as proposed by TxDDT. Thank you for your consideration of this request. Sent from Mail for Windows Conner N. Turner, J.D. Vice President, Post College Commercial Excreme Heritage Info Company of Asiati, Inc. 2009 48th Txmet Suitable 1000 Austin, ITX 1870.1	
					herings/filed/busin.com WRE FRALD WARRING. Due to increased risk of their by wire final. Herings filed Company must send Wire Instructions by encrypted e-mail only, Our Wire instructions Do NOT CHANGE is consister any communication to change them as fiscandeser. Please call your clearing them to confirm the Wire Instructions before wining your fruits. Please wire your finals as soon as possible to used interring delays. Thank you. COWD 1.02 Herings fills Company respects to the change them as fiscandeser. Please call your clearing delays. Thank you. COWD 1.02 Herings fills Company respects.	
					your continuing right/desire to wear a mask. Masks are no longer required to enter a Heritage office, but we would encourage you to wear a mask if you have NOT been vaccinated. Please DO NOT VISIT OUR OFFICES if you are feeling if or if you	
789	Conner N. Turner	2/7/2023	Email	General support	not have clean openant of authors better in processing and a support of the processing openant ope	
					ant/or its clients. Any confidentiality or privilege is not valued or lost, because this sense in the been sent to you in error. By ou are not the instructed recipant, you are interested you have excessed this email in error, selected disclosures, discination, discinations or copying of it or its contention is provided in the provided or in the provided in the pro	
					any attachmens. Thank you for your consideration.	
790	Connie Haham	3/1/2023	Email	Noise	MobilitySS Program Manager Tommy Atrego. I can invest year 155 mile from my North University's neighborhood. The thought of this uply, noisy, polluting, ownsead highway coding us a fortune and engulfring even more of our day while not alleviating shall be a fortune and engulfring even more of our day while not alleviating shall be a fortune and on the control of	See Comment #60
					traffic in the long term is Ts Dot machines. Not Don't left it happen. This isn't Houston. It is in't Los Angeles. Cars and trucks should not neign supreme and ruin quality of life.	
791	Conner	104,000	MyCapEx Website - Comment Form	Do not widen/no build	After reviewing the proposed plan, I strongly encourage TsDOT to move forward with an alternative that prioritizes safety/vesse of mobility for local traffic (whitoster and otherwise) over expansion of i-35.	See Comment #5
			Comment Form	East/west connectivity	The prosperous critics of the future will be those that encourage affordable housing, urban mobility, and inviting public spaces. While highway expansion may disbatishly alleviate congestion 135 in the short-term, cleaving a vidor goal through the middle of the city is incompatible with future prosperity. Our opportunity to envision transportation infrastructure that will last another 60 years or move is now, and I	See Comment 420
					term, cleaving a wider glash through the middle of the city is incompatible with future prosperity. Our opportunity to envision transportation infrastructure that will leat another 60 years or more is now, and I urgs 15:001 to craft a more forward-looking plan than the one proposed. Thank you.	
792	Connor Lynd	3/7/2023	Email	Do not widen/no build		See Comment #5
792	Connor Lynd	3/1/2023	ernall	Lio not widen/no build	MobilityS Program Manager Tomny Kango, As a resident of Austra (young progress you no reshrish this decision. Austin needs to move forward with investment in public transit and alfordable mixed used development, not flawed development patterns of more traffic and car based design. This is a flawed open for that the baselysectic briskings demand. Please help us more forward and design this is a flawed open for that the baselysection that has a flavor open for the paid.	
					Date Chemics Budg and Commissions. The April 1995 of Team, And Team and Commissions. The April 1995 of Team, And Team and Commissions. The April 1995 of Team, And Team and Commissions. The April 1995 of Team, And Team and Commissions. The April 1995 of Team, And Team and Commissions. The April 1995 of Team, And Team and Commissions. The April 1995 of Team, And Team and Te	Sao Correnant #S
					action to transform this critical stretch of infrisotructure into a roadway that will accommodate the rapid and immerse growth we are experiencing in our great State. Accordingly, I am writing today to expense my complete support for the I-35 Capital Express Central design as proposed by TxDDT. Thank you for your consideration of this request.	
793	Connor Matthews	2/11/2023	Email	General support	A 1 The second s	
794	Connor Witt		VOH	Do not widen/no build	After reviewing the proposed plan, 1 strongly encourage TxDOT to move ferward with an alternative that prioritizes safety/uses of mobility for local traffic (vehicular and otherwise) over expansion of LSS.	See Comment #5
794	corner wit	**(****	VOH			
				East/west connectivity	The prospersion critics of the future will be those that encourage affordable housing, unban mobility, and inviting public spaces. While lightway expension may debatisfy allivate congestion 135 in the abortions, cleaning a value gash through the middle of the city is incompatible with future property. Our opportunity to envision transportation infrastructure that will last another 60 years or more is now, and I upply RCOT could not now forward beinging after him these proposed, in this rise.	See Comment #20
					urge Tx00T to craft a more forward-looking plan than the one proposed. Thank you.	
795	Corey Hall	1/12/2023	Email	General support	Date Chairman Bugg and Commissioners: Theirs, you for recognizing that 135 through Austin is one of the most congested read-say aggress in the State of Fasas. As this seriously outsided madesy is often called in Main Street of Fasas, and this seriously aggress and a second contract of the seriously aggress and a secondord in the regular of commission of the seriously aggress and a secondord in the regular of commission of the seriously aggress and a secondord in the regular of commission of the seriously aggress and a secondord in the regular of the 135 State (and the second in the seriously aggress and the seriously agreement of the regular of the 135 State (and the second in th	See Comment #8
					called the Maint Trans of Trans, all Tourish should call for bold and decisive action to branchem this critical state of the Maint Trans of Trans, and Tourish should call for bold and decisive action to branchem this critical state of the Maint Trans of Trans, and Tourish should call for bold and decisive action to branchem this critical state of the Maint Trans of Trans, and Tourish should call for bold and decisive action to branchem this critical state of the Maint Trans of the Ma	
					Date Comments begind of Commentation of the Co	See Corement #8
796	Corey Martin	2/8/2023	Email	General support	action to transform this critical stretch of infinitivecture into a readway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing foodly on expense my comprising support for the 15 SE Capital Express of Central design as any proposed by TxDDT. Thanks, you for your consideration of this request.	
797	Conty Pudhor	3/1/2023	Email	Bike/ped safety	Too read to dis a better gib of considering productions and locycle traffic that needs to cross the lightway as you three shout the \$55 expension. The connection between East Audin and disembers is executed in martials are feet traffic is gaing to continue to be a log part of what connects our cross please reconsider some of the conseign to make it more friendly to now-which traffic Carry Comp Fullmontable.	See Comment #3D
	odsky				Coresponding or relations in an object of the control of the contr	
	adsky				Basedia for institution and accounts in going or consistent or or an guest or man contexts do compressed account or or or compressed account or	
798	odsky Cori Wilbanks	3/7/2023	MyCapEx Website -	Reroute to 130		Secondaria S
798	ozsky	3/7/2023	MyCapEx Website - Comment Form	Reroute to 130	Consylvabilismosky Normatic diseasement (Long to Special base adulation to make that byte mode ARCOSO the object on sequence (Long to Special base) Long miler mayor of plans a massed Long to Special based by the mile of fire may find may on other an adulation to Special based by the based of the scale of the special basis option before you dealed you or base.	Sea connect 43
798 799	ozsky	3/7/2023	MyCapEx Website - Comment Form	Reroute to 130 Do not wider/no build	Instant of equating 135 to create MOME shifts, has a studion to make the ligit grounds AROUND the only been explored? Every other maps only has a massive Loop to Speace having to drive all register towage the heart of the city. Please explore this option before you dealing you dealing you town.	See connect #3 See Connect #3
798 799	ozsky	3/7/2023	MyCapEx Website - Comment Form		Tributed of expending 1,53 to cross 1,500°C buffs, has a salation to root the lag of grounds 400,000 the only been explaned? Every other range of 1,50 as measure Loop to biplease having to drive straight through the lease of the city. Please explore this splices before you dealthy your blank. Mr 1,000°C 1,000°C.	See connect #3 See Connect #5
798 799	ozsky	3/7/2023	MyCapEx Website - Commerc Form		Tributed of expending 1,53 to cross 1,500°C buffs, has a salation to root the lag of grounds 400,000 the only been explaned? Every other range of 1,50 as measure Loop to biplease having to drive straight through the lease of the city. Please explore this splices before you dealthy your blank. Mr 1,000°C 1,000°C.	See connect #3 See Connect #3
798	ozsky	3/7/2023	MyCapEx Website - Comment Form		Instant of equating 135 to create MOME shifts, has a studion to make the ligit grounds AROUND the only been explored? Every other maps only has a massive Loop to Speace having to drive all register towage the heart of the city. Please explore this option before you dealing you dealing you town.	See comment 45 See Comment 45
798	ozsky	3/7/2023	MyCapEx Website - Comment Form		Tributed of expending 1,53 to cross 1,500°C buffs, has a salation to root the lag of grounds 400,000 the only been explaned? Every other range of 1,50 as measure Loop to biplease having to drive straight through the lease of the city. Please explore this splices before you dealthy your blank. Mr 1,000°C 1,000°C.	See connect #3 See Connect #5
798	ozsky	3/7/2023	MyCapEx Website - Comment form	Do not widen/no build	Instead of expending 13% to create \$100ff settle, taxe a studies to make the large of practs AROURD the only here explaned? Our DOOT 1000T. Our FOOD 1000T.	See Commert #S
798	ozsky	3/7/2023	MyClapE+ Website - Comment Form		Instead of expending 13% to create \$100ff settle, taxe a studies to make the large of practs AROURD the only here explaned? Our DOOT 1000T. Our FOOD 1000T.	See Contract 45 See Contract 45 Ne Contract 422
798	ozsky	3/7/2023	MyClagE+ Website - Comment Form	Do not widen/no build	Tributed of expending 1,53 to cross 1,500°C buffs, has a salation to root the lag of grounds 400,000 the only been explaned? Every other range of 1,50 as measure Loop to biplease having to drive straight through the lease of the city. Please explore this splices before you dealthy your blank. Mr 1,000°C 1,000°C.	See Commert #S
799	chisy Cori Wilberks Corinne May	640,000	MyCapEx Website - Community Form	Do not widen/no build	Total of expending 135 to creat \$100°C traffic, has a station to route the leg of youts \$400,000°C and years expended? Leg of ther range of years an assers Loop to begas having to one would provide the least of the city. Process explore this suplice factor to the city. Process explore to the city of t	See Commert #S
798	ozsky	3/7/2023	MyCapE+ Webste-Comment Form MyCapE+ Webste-	Do not widen/no build	Instead of expending 13% to create \$100ff settle, taxe a studies to make the large of practs AROURD the only here explaned? Our DOOT 1000T. Our FOOD 1000T.	See Commert #S
798	chisy Cori Wilberks Corinne May	640,000	MyCayEx Webster. Comment Form MyCayEx Webster. Comment Form	Do not widen/no build	Total of expending 135 to creat \$100°C traffic, has a station to route the leg of youts \$400,000°C and years expended? Leg of ther range of years an assers Loop to begas having to one would provide the least of the city. Process explore this suplice factor to the city. Process explore to the city of t	See Commert #S
798 799 800	chisy Cori Wilberks Corinne May	640,000	MyCaste. Website- Commert Form MyCaste. Website- Commert Form	Do not widen/no build	Standard of expending 1.51 to create 160/E buffer, loss a standard to track the log of swale MOXIDS for only been explained? Every other ranger only has a masses Lapid to Suppeas having to one or origin through the heart of the city. Please explained for the property of the ranger of the standard for the city of the ranger of the city of the range of the city of t	See Commert #S
798 799 800	obley Carl Wilbanks Conins May Contan Edgett	640,000	MyCagif: Website - Comment Form MyCagif: Website - Comment Form	Do not widen/no build Do not widen/no build Business/nesslential displacement Business/nesslential displacement	Stoked of equality (3.5 to create 150ff burths, has a sinkine to make the light growth MOXIDS for only been equipmen? In the form of the sink of the sinkines is the light of the sinkines of the sinkines in the light of the sinkines in the light of the sinkines in the light of	See Connect #3 See Connect #2. See Connect #2.
798 799 800	obley Carl Wilbanks Conins May Contan Edgett	640,000	MyCagifix Website - Comment Form MyCagifix Website - Comment Form	Do not widen/no build Do not widen/no build Business/nesslential displacement Business/nesslential displacement	Stoked of equality (3.5 to create 150ff burths, has a sinkine to make the light growth MOXIDS for only been equipmen? In the form of the sink of the sinkines is the light of the sinkines of the sinkines in the light of the sinkines in the light of the sinkines in the light of	See Connect #3 See Connect #2. See Connect #2.
799 799 800	obley Carl Wilbanks Conins May Contan Edgett	640,000	MyCayEx Website - Commert Form MyCayEx Website - Commert Form	Do not widen/no boild Do not widen/no boild Doornes/residential displacement Regional Connectably Do not widen/no boild	Standard of expending 1.51 to create 160/E buffer, loss a standard to track the log of swale MOXIDS for only been explained? Every other ranger only has a masses Lapid to Suppeas having to one or origin through the heart of the city. Please explained for the property of the ranger of the standard for the city of the ranger of the city of the range of the city of t	See Comment #3 See Comment #3 See Comment #3 See Comment #3
	Colory Wilhelms Customs May Continue May Continue Singlett Colory StudiesC	2/1/2023	MyCagE Website Comment Form	Do not widen/no build Do not widen/no build Reserves/resolverful displanament Regional Connectivity Do not widen/no build Connectivity	Instead of equanding 1.51 to create 1.500°C bottle. Name a statistics for rands the ligit grid sould a MOUAD the only been equiened? Livery their range or place in many Large to bytesses having to mine or many the free or many through the feart of the city. Please equiene this option before you dealthy you dealthy you dealthy a reason. 3.5. 1507-1507. San 2007-1507. San 2007-	See Comment #3 See Comment #3 See Comment #3 See Comment #4
799 799 800 801	obley Carl Wilbanks Conins May Contan Edgett	640,000	MyCapE+ Websits - Comment from MyCapE+ Websits - Comment Form MyCapE+ Websits - Comment Form	Do not widen/no boild Do not widen/no boild Doornes/residential displacement Regional Connectably Do not widen/no boild	Stoked of equality (3.5 to create 150ff burths, has a sinkine to make the light growth MOXIDS for only been equipmen? In the form of the sink of the sinkines is the light of the sinkines of the sinkines in the light of the sinkines in the light of the sinkines in the light of	See Comment #3 See Comment #3 See Comment #3 See Comment #3
	Control Mily Control May Control May Control Raget Control May Control Raget Control Raget Control Mayshare	2/1/2023 3/1/2023	MyCagEs Website Commert Form Email	Do not widen/no build Business/residential displacement Business/residential displacement Business/residential displacement Do not widen/no build Community Alternatives Do not widen/no build	Internal of equality (15 to create 150/E buffs, loss a studies to read the leg of shade ANDADE for only feer equirem? Every other raper or place in masses Lapid to Speace having to ever an eight through the heart of the city. Please equirem this option buffs you dealthy you dealthy you dealthy on text. And FOOT FOOT. Equality (15 to creat the an increatibly regulated decision that would not heart of the city. Please equirem this option buffs you every year. The data and real wood equiremon show that may be a formed to the city of the cit	See Comment #3 See Comment #21 See Comment #3 See Comment #4 See Comment #4 See Comment #4
	Colory Wilhelms Customs May Continue May Continue Singlett Colory StudiesC	2/1/2023	MyCagE Website Comment Form	Do not widen/no build Do not widen/no build Reserves/resolverful displanament Regional Connectivity Do not widen/no build Connectivity	Internal of equality (15 to create 150/E buffs, loss a studies to read the leg of shade ANDADE for only feer equirem? Every other raper or place in masses Lapid to Speace having to ever an eight through the heart of the city. Please equirem this option buffs you dealthy you dealthy you dealthy on text. And FOOT FOOT. Equality (15 to creat the an increatibly regulated decision that would not heart of the city. Please equirem this option buffs you every year. The data and real wood equiremon show that may be a formed to the city of the cit	See Comment #3 See Comment #3 See Comment #3 See Comment #4
	Control Mily Control May Control May Control Raget Control May Control Raget Control Raget Control Mayshare	2/1/2023 3/1/2023	MyCagEs Website Commert Form Email	Do not widen/no build Business/residential displacement Business/residential displacement Business/residential displacement Do not widen/no build Community Alternatives Do not widen/no build	Internal of equality (15 to create 150/E buffs, loss a studies to read the leg of shade ANDADE for only feer equirem? Every other raper or place in masses Lapid to Speace having to ever an eight through the heart of the city. Please equirem this option buffs you dealthy you dealthy you dealthy on text. And FOOT FOOT. Equality (15 to creat the an increatibly regulated decision that would not heart of the city. Please equirem this option buffs you every year. The data and real wood equiremon show that may be a formed to the city of the cit	See Comment #3 See Comment #21 See Comment #3 See Comment #4 See Comment #4 See Comment #4
	Control Mily Control May Control May Control Raget Control May Control Raget Control Raget Control Mayshare	2/1/2023 3/1/2023	MyCagEs Website Commert Form Email	Do not widen/no build Business/residential displacement Business/residential displacement Business/residential displacement Do not widen/no build Community Alternatives Do not widen/no build	Internal of equality (15 to create 150/E buffs, loss a studies to read the leg of shade ANDADE for only feer equirem? Every other raper or place in masses Lapid to Speace having to ever an eight through the heart of the city. Please equirem this option buffs you dealthy you dealthy you dealthy on text. And FOOT FOOT. Equality (15 to creat the an increatibly regulated decision that would not heart of the city. Please equirem this option buffs you every year. The data and real wood equiremon show that may be a formed to the city of the cit	See Comment #3 See Comment #21 See Comment #3 See Comment #4 See Comment #4 See Comment #4
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	Control Mily Control May Control May Control Raget Control May Control Raget Control Raget Control Mayshare	2/1/2023 3/1/2023	MyCagEs Website Commert Form Email	Do not widen/no build Business/residential displacement Business/residential displacement Business/residential displacement Do not widen/no build Community Alternatives Do not widen/no build	Internal of equality (15 to create 150/E buffs, loss a studies to read the leg of shade ANDADE for only feer equirem? Every other raper or place in masses Lapid to Speace having to ever an eight through the heart of the city. Please equirem this option buffs you dealthy you dealthy you dealthy on text. And FOOT FOOT. Equality (15 to creat the an increatibly regulated decision that would not heart of the city. Please equirem this option buffs you every year. The data and real wood equiremon show that may be a formed to the city of the cit	See Comment #3 See Comment #21 See Comment #3 See Comment #4 See Comment #4 See Comment #4
	Control Mily Control May Control May Control Raget Control May Control Raget Control Raget Control Mayshare	2/1/2023 3/1/2023	MyCagEs Website Commert Form Email	Do not widen/no build Business/residential displacement Business/residential displacement Business/residential displacement Do not widen/no build Community Alternatives Do not widen/no build	Standard of equality (3.51 to create 150/E buffe, loss a studien to road the log of wate ANDAD to dry beer equired? Use of the region of the air more of year in masses Lapt to Syspen having the sheart of the coly. Please equires this option buffer you dealing you dealing you clearly a masses Lapt to Syspen having the clear of the south of t	See Comment #3 See Comment #21 See Comment #3 See Comment #4 See Comment #4 See Comment #4
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	Control Mily Control May Control May Control Raget Control May Control Raget Control Raget Control Mayshare	2/1/2023 3/1/2023	MyCagEs Website Commert Form Email	Do not widen/no build Business/residential displacement Business/residential displacement Business/residential displacement Do not widen/no build Community Alternatives Do not widen/no build	Instituted of appropriaty (3.5 to create ADME surface, the ask and interest to the place of the	See Comment #3 See Comment #3 See Comment #4 See Comment #4 See Comment #4 See Comment #5 See Comment #5
	Control Mily Control May Control May Control Raget Control May Control Raget Control Raget Control Mayshare	2/1/2023 3/1/2023	MyCagEs Website Commert Form Email	Do not widen/no build Business/residential displacement Business/residential displacement Business/residential displacement Do not widen/no build Community Alternatives Do not widen/no build	Instituted of appropriaty (3.5 to create ADME surface, the ask and interest to the place of the	See Comment #3 See Comment #3 See Comment #4 See Comment #4 See Comment #4 See Comment #5 See Comment #5
	Contract May Contract May Contract May Contract Sugent Contract Sugent Contract Sugent Contract Sugent Contract Sugent	2/1/2023 3/1/2023	MyCagif- Website MyCagif- Website Comment Form Ernal	Do not widen/no build Business/residential displacement Business/residential displacement Business/residential displacement Do not widen/no build Community Alternatives Do not widen/no build	Instituted of appropriaty (3.5 to create ADME surface, the ask and interest to the place of the	See Comment #3 See Comment #3 See Comment #4 See Comment #4 See Comment #4 See Comment #5 See Comment #5
802	Control Mily Control May Control May Control Raget Control May Control Raget Control Raget Control Mayshare	3/1/2023 3/1/2023 3/1/2023	MyCagEs Website Commert Form Email	Do not widen/no build Do not widen/no build Buserean/residential displanament Beginner Connectivity Do not widen/no build Community American Do not widen/no build Do not widen/no build	Instituted of expendings (35 to cause MOME graffs, has a solution to make the light give what MOME the light give with a solution to make the light give with a solution graft for any solution graft give and the light give with a solution graft for any solution graft give graft give and the solution graft give graft give give the light give give the light of 15 kg. for the excitation is fell graft graft graft give graft give give the light give give give give give give give give	See Comment #3 See Comment #3 See Comment #4 See Comment #4 See Comment #4 See Comment #5 See Comment #5
802	Contract May Contract May Contract May Contract Sugent Contract Sugent Contract Sugent Contract Sugent Contract Sugent	3/1/2023 3/1/2023 3/1/2023	MyCagif- Website MyCagif- Website Comment Form Ernal	Do not widen/no build Do not widen/no build Buserean/residential displanament Beginner Connectivity Do not widen/no build Community American Do not widen/no build Do not widen/no build	Instituted of appropriaty (3.5 to create ADME surface, the ask and interest to the place of the	See Comment #3 See Comment #3 See Comment #4 See Comment #4 See Comment #4 See Comment #5 See Comment #5
802	Contract May Contract May Contract May Contract Sugent Contract Sugent Contract Sugent Contract Sugent Contract Sugent	3/1/2023 3/1/2023 3/1/2023	MyCagif- Website MyCagif- Website Comment Form Ernal	Do not widen/no build Do not widen/no build Buserean/residential displanament Beginner Connectivity Do not widen/no build Community American Do not widen/no build Do not widen/no build	Indicated of regardings (35 to come MODE buffs, has a solution to make the high growth MODE buffs (ag you also makes). Any of the heart of this cold, "Please explore the your of the high growth mode," when the property of the heart of the solid please and the high growth mode. As ADDIT (SOL) Tourn (SO	See Comment #3 See Comment #3 See Comment #4 See Comment #4 See Comment #4 See Comment #5 See Comment #5
802	Contract May Contract May Contract May Contract Sugent Contract Sugent Contract Sugent Contract Sugent Contract Sugent	3/1/2023 3/1/2023 3/1/2023	SyCagifa Widelan Cannaur Front Ernat Ernat Ernat	Do not widen/no build Do not widen/no build Buserean/residential displanament Beginner Connectivity Do not widen/no build Community American Do not widen/no build Do not widen/no build	Indicated of regardings (35 to come MODE buffs, has a solution to make the high growth MODE buffs (ag you also makes). Any of the heart of this cold, "Please explore the your of the high growth mode," when the property of the heart of the solid please and the high growth mode. As ADDIT (SOL) Tourn (SO	See Comment #3 See Comment #3 See Comment #4 See Comment #4 See Comment #4 See Comment #5 See Comment #5
802	Contract May Contract May Contract May Contract Sugent Contract Sugent Contract Sugent Contract Sugent Contract Sugent	3/1/2023 3/1/2023 3/1/2023	MyCagif- Website MyCagif- Website Comment Form Ernal	Do not widen/no build Do not widen/no build Buserean/residential displanament Beginner Connectivity Do not widen/no build Community American Do not widen/no build Do not widen/no build	Instituted of appropriaty (3.5 to create ADME surface, the ask and interest to the place of the	See Comment #3 See Comment #3 See Comment #4 See Comment #4 See Comment #4 See Comment #5 See Comment #5
802	Contract May Contract May Contract May Contract Sugent Contract Sugent Contract Sugent Contract Sugent Contract Sugent	3/1/2023 3/1/2023 3/1/2023	SyCagifa Widelan Cannaur Front Ernat Ernat Ernat	Do not widen/no build Do not widen/no build Buserean/residential displanament Beginner Connectivity Do not widen/no build Community American Do not widen/no build Do not widen/no build	Indicated of regardings (35 to come MODE buffs, has a solution to make the high growth MODE buffs (ag you also makes). Any of the heart of this cold, "Please explore the your of the high growth mode," when the property of the heart of the solid please and the high growth mode. As ADDIT (SOL) Tourn (SO	See Comment #3 See Comment #3 See Comment #4 See Comment #4 See Comment #4 See Comment #5 See Comment #5
802	Contract May Contract May Contract May Contract Sugent Contract Sugent Contract Sugent Contract Sugent Contract Sugent	3/1/2023 3/1/2023 3/1/2023	SyCagifa Widelan Cannaur Front Ernat Ernat Ernat	Do not widen/no build Do not widen/no build Buserean/residential displanament Beginner Connectivity Do not widen/no build Community American Do not widen/no build Do not widen/no build	Indicated of expending 1.55 to come 1.00% buffer, has a solution to make the light group in the found of the solution of the solution part of the solution part trans. As ACOST (ACC). As ACOST	See Comment #3 See Comment #3 See Comment #4 See Comment #4 See Comment #4 See Comment #5 See Comment #5
802	Contract May Contract May Contract May Contract Sugent Contract Sugent Contract Sugent Contract Sugent Contract Sugent	3/1/2023 3/1/2023 3/1/2023	SyCagifa Widelan Cannaur Front Ernat Ernat Ernat	Do not widen/no build Buseway reactionful displacement Buseway reactionful displacement Buseway reactionful displacement Buseway reactions Do not widen/no build Do not widen/no build Do not widen/no build	Indicated of regardings (35 to come MODE buffs, has a solution to make the high growth MODE buffs (ag you also makes). Any of the heart of this cold, "Please explore the your of the high growth mode," when the property of the heart of the solid please and the high growth mode. As ADDIT (SOL) Tourn (SO	See Comment #3 See Comment #3 See Comment #4 See Comment #5

1	1	1	ſ	Public Transit / Multimodal Transportation	In order to allevialse congestion, this plan must be accomparied by Austin expanding mass transit	Sax Comment # 33:
				Transportation		
			ŧ	Bike/ped safety	this plan must be accompanied by Austin expanding mass transit and building more safe corridors for bicycles	See Commant #30
			f	Reroute to 130	Truck traffic should be moved off of F3S and out of Central Austin (e.g. to 130).	Seconnent #3
806	Craig Bobdhin	1/31/2023	MyCapEx Website - Comment Form	Regional Connectivity	I would love to see a rail line between San Antonio and Austin. It would make my trips to Austin much more pleasant and quicker, as well as more frequent.	Seconnect#1
807	Craig Enoch	2/13/2023	Email	General support	Note Cleane thing and Commissioners. All Copil Adults in Section of the registration of the registration is supplied to 150 controls, which passes through the control of the size; I and other members of the business community thanks you for exceptioning that 155 in Audin is in rotation read for registration and opposing thinks other gards great code of lease are well-noted for their burgoning accrossions, many Feena are not assess of Audin's Initiative growth garden—shoulding in size every 25-55 years. Cartainly, now Teams are assess of the law gard registration operations for any object of the production of the pro	Six Comment #8
					the major impact Austin companies have on technological innovations on a global scale. This has resulted in high traffic into, through, and out of the city. I fully support the 13S Capital Express Central design as proposed by ToCOT.	
					Thank you for your careful consideration and further development of this project.	
ID	C N	Da R d	S	Yopic	c	A p
					If we near Riverside and 135, I own eight businesses in Downtown Austin, I know this highway like the back of my hand and use it dely. First there is no worse also then remained a controlling interstable through a decide promised Downtown. Reason river to a reason IS Clother has been and it works.	See Comment #S
					View or Ministry and 151, terming of businesses to Observation Advants. In loss this lightery like this base of and produced and an it diply. The first live is now seen with the minings country live plants and the ministry and an interest to minings a develope and a	
				Do not widen/no build		
808	Craig Staley	200,0000	VOH			
			-	Business/residential displacement	Thirdy, after you've spert 30', your current budget, 15-50' years of time and destroyed neighboring properties along the entire rouse. when all of that has occurred and it's open for business, it will be filloaded with grid-busind traffic on the first day and we will have achieved exactly nothing. This project will now the CD, destroy the livelihood of property centers who will loose homes and businesses, and not the	See Comment #21
					with grid-locked traffic on the first day and we will have achieved exactly nothing. This project will ruin the City, destroy the livelihood of property owners who will loose homes and businesses, and ruin the careers of many planners and engineers who will experience the uttimate failure of this project first hand.	
					Mobility55 Program Manager Tommy Adrego, Lincordy stanted making more drives into Justin from Houston when one of my daughters moved there one year ago and my other daughter started attending San Marcos in the fall of 2022. I don't TuDots plan to expand 1-35 with more lains is the	See Comment #5
				Do not widen/no build	best option. From experience with the expensions in Houston increases do not reduce traffic congestion. Finally if you remove non-local traffic it will free up space for a better boxineard through Austin with affordable housing, local businesses, dedicated bus laines, wide sidewalks, and protected bicycle laines.	
809			F	Latent/Induced Demand	Expending I-35 will only vension constellation, lost like Houston's Kativ Freeway expension did.	See Comment #18
809	Criscelda Curry				Equinding 1.35 will only social congration, just like thousan's Kuly freeway expansion did. from short recording (instead. gly sending notes out the current of missed. gly sending notes out will be current free limited of through it.	
			ļ	Reroute to 130	Assolin cheen't need an internstate highway going through the chy's heart. Non-local traffic should be incentivized to instead use existing highways such as \$H.130 - like 1-35 does in at least 14 other Texas obles.	Sic comment #3
810	Cristina Cordoba	1/26/2023	MyCapEx Website - Comment Form	General support	Date Chairman Bugg and Commissioners: Thank you for your support to address 135 through Austin in a comprehensive manner. This should in fightway is nationally resided as the 15th worst for traffic congestion and Set word in the state. 13.50 through Auditin in words under the representation to the interest and future mended of a growing region to ensure our food and state economy can continue to thinks. I write in support of the 135 Capital Express Central George are proposed by TOIC. They have you for your desiration to searing the obtained in Essau.	See Comment #8
811	Cristina Ramirez			Do not widen/no build		See Comment #5
					Middering 135 through Audit would be a disastor. And it wouldn't even fix congusted they short term congestion gains would encourage more people to drive until congestion was as bad or worse before. When TaOOT estimated Houston's Kally Freeway to 23 leaves, worsey pass on despiration times need by 4/Or. Expect a similar result in Audit. The confidence of the Confidenc	
				Air Quality/Noise	It would waste over \$7 billion of public money to worsen noise and air politrion, increase creates, and	See Correlat #34
				dimate change	haden climate change, white doing little or nothing to improve alternatives to driving.	See Comment #51
				Do not wider/no build	to ToCOT hood. It was mind by to supress any appealation to 155 expension, Empirical enderson suggests that adding most level to high people only dystach more case and beach to more congration. This increased use black to more all and to more any and to the second to	See Comment #5
					I am narring to you today to a great any opposition to 1-20 expansion. Comprises encourage any contracts more cans also seads to more congestion. Into increase can always to more any and receive positions, consists shart stalands (in an already bot enough city), and has adverse health impacts in the community. These issues should be top of mind for TXCOT planners. Yet, road expansion is the only solution that has been proposed despite proven failures across the states.	
812	Cristina Romero			community afternatives	and in the party trains this surply are interested and a facility and an experience of the party	See Comment #4
					Make. With Theory people are tong favor, capable intersors, and accountable a transformation of our of instruction. If you are committees are not much different from the purposed expension. While Theory people are tong favor, capable intersors, and accountable a transformation of our of instruction. If you are not only different from the purposed expension. Recovered Assets and Relativistic in the fary adulted and recountable. Afficially, and every preferable to indicated our row, the eard community attendances to expension, mixtuding different from the purposed expension.	
					Reconnect Austin and Rethink 35, to be fully studied and invested in:	
813	Cristina Saltos		MyCapEx Website - Comment Form	Do not widen/no build	This project is invegorable and a poor solution to Austin's current and looming problems. his large and expensive project is a misuse of public funds. I am deeply disappointed in the city and state's decision to move (or	See Centrari #5
				Air quality/Climate Change	Expanding I-35 will do nothing to mitigate the existential threat of climate change, T	See Comment #18
					Expending 1-35 will do nothing to mitigate the existential thread or climate change. T Austin needs public transportation that connects Austinities, prepares for the future, and ensures that historically marginalized folios have equal and equitable access to transit.	See Comment #13 See Comment #13
				Public Transit / Multimodal Transportation		
814	Crockett	2/9/2023	Phy sica I	Bike/ped safety	Dependent numeri will encourage homeleseness, bring on safety issues. High chance for flooding, The Deletood 2 neighborhood will serve as a cut thorugh and does now when Asport Blod backs up. This pain obser? Improve safe podestrian paths.	See Comment #30
			sica I Co		рып охонт тутом жим разменти райбь.	
815	Crystal Randolph			Do not widen/no build	Mobility55 Program Manager Tommy Abrego. Creating other boulevants throughout the city or addressing transit solutions to decrease traffic.	See Comment #5
				Business/residential displacement East/west connectivity	We know that there are other ways to address the traffic without taking homes and businesses and adding more concrete We don't want a city that is spit in two by 8 times of traffic.	See Comment #21 See Comment #20
816	Cutten Fan	2/11/2023	VOH	Do not widen/no build	This expension a dispreparation by bit lained of ballic. This expension a dispreparation by diseased provided businesses that give Audin its distinctive character. Instead of expending the highway, invest in public transportation. Entation of possible, don't expense the highway world of Sch.	See Corrent #20 See Corrent #5
817	Culten Seitz	2/6/2023	Email	General support	Acc Channel Degli and Commissioners. This pay for recognizing and LCS Straugh Audit is not of the past or large of past or large, in the State of Times. As it is a fire a	Sua Comment #8
					Accordingly, I am writing today to express my complete support for the I-SS Capital Express Control design as proposed by TxDOT. Thank you for your consideration of this request. Culten Setz	
					Mobility55 Program Manager Tommy Abrego, Retrinising 155 in Austin is a cross-agreemation channot to reconnect and reinvigorate one of America's most vibrant cities. With a plan that is no wider and no higher, we can never his space to promote an Austin that is worthy of its reputation as destination of composing interface and complete.	See Comment #5
					by my count, first least a sidth generation Texas. I grew up here, fell in love with the people and landscape here. I am a proud alumnus of Texas Date University, where I studied geography, and a current student at the University of Houston. I'm part of a rising group of young Texas where they want to create a focus where freedom means more and greater choices, where we build on our successes, not plow them down for through traitific.	
				Do not widen/no build	Making 55 Angues Manage Tomay Angue, Maniphiling 150 Andura to novel personation channel to incorrect and manipprise over of America's most vibrant closes. With a plot that is no wider and no higher, we can record this special by promise in Audit that is worthy of the reputation as administration for convection, relating, and controlls. And the controlled of the contr	
					ror mere reasons, curricus issues a plain, and 150.PPORT Netheris35's ideas. For the sake of the Texas we all love and the Texas we'll leave behind, I hope we put people above cars and communities above highways. For Texas,	
818	Cutter Gonzalez					
				racial justice	The history of the intendate is plain. It is mixed in a record desire to sever the commencion between the displaced communities of color in the sect from the white communities in the seat. It sets as a near- liand wast between the two, depict if easils efforts to promote are economy dispositurity and a culture of frendship.	See Comment #3
					libral wall between the two, despite Tenas's efforts to promote an economy of opportunity and a culture of friendship.	
				Latent/Induced Demand	As if this wasn't reason enough to rethirk this highway, the facts about expansion are clear. The benefits jumportedly a reduction in commute time) are abort 4-wd, any gains come at immeriae cost in time and dollars, and indusing greater our usage and clearing more land for concrete risks another institution part of Audin and Texas's identity, the environment.	See Comment #18
					Data Chairman Bragg and Commissioners. This play for regording that 25 Smoogly, Audit is one of the most congosed residency segments in the State of Tessa. At its seriously additional residency is other called the Main Shreet of Tessa, all Tessas should call for bold and discover action to be called most contained that it is commissioned to a single called most contained to the seriously additional residency is other called the Main Shreet of Tessas, all Tessas should call for bold and discover action to the container than the discover and interest that the seriously additional residency is other actions to the container than the seriously additional to the seriously and the seriously are seriously and the seriously additional residency is offered and the seriously and the s	See Comment #8
819	CW Sheehan	2/12/2023	Email	General support	action to transform this critical stretch of inflatiouszure into a noisolary that will accommodate the report and immense growth we are expeniencing in our great State. Accordingly, I am writing today to express my complete support for the ISS Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request.	
1	1					

					Sending Segment in Sending of the Windows company to a security of the Windows or the Sending Company of the Windows or the Sending Se	See Comment #5
820	Cynthia	2/26/2023	Email	Do not widen/no build	haights High School. If any of the planness of this proposal will trevel on Ottor in from of the school and worth children trying to get across the street in His will risk in clear that vastly increasing the valide cut this intersection is a high safety issue. I have street any street in the District Street in the Street Assistance and The Street Assista	
					only enthance to 135 South from the south side of the river requires use of this intersection.	
821	Cynthia Huyser		MyCapEx Website - Comment Form	Witshire	The writing to express my concerned about the proposed pass through from 41st Street each of 9.53 and Wilshire Woods is a 100% residential neighborhood, and many of the sidestreets - including most Wilshire Wilshire - whe heavy used by postationism and lack adversals. In my operand, the proposed connection exide significantly processes traitfic or the street. Wilshire Wood is not an appropriate out through I would be in flavor of a frequent inference both wilshire both wilshire for executed wilshire both wilshire for executed and wilshire accesses. Nevertheless accesses the proof the street, which will be sufficient for executed and supplications accesses. Nevertheless accesses the proof to the street.	See Comment #9
			Comment Form		Including mode of writing waster state. — are failably used by president and such such proposition, in my ciprocate connection would sugministently increase training record writing the such proposition and such such proposition, in my ciprocate connection would sugministently increase training record in the such proposition of the such proposition of a Proglem in interaction that would be in such proposition of the such proposition of	
				Air Quality/Noise	adding to noise	See Comment #34
				-	and potentially endangering pedestriens and encouraging drivers to cut through the neighborhood.	See Comment #30
822	Cynthia Long	1/20/2023	MyCapEx Website -	General support	liam in support of the depin for CacEs. The team has done a great libb including stakeholder input white ensuring the abolf of increased capacity is met.	See Comment # 8
822	Cyristia Long	1/20/2023	Comment Form	General support	Tam in support of the design for Cupics. The learn has done a great pio including salesendors input white ensuring the goal of increased cupicing in time.	DAN CONTRACT #O
823	Cynthia Lyon		Phy sica		I'm concerned about the loss of neighborhood businesses along the frontage road on both the West, and east sides. 4 restaurants, a number of shops.	See Comment #21
			I Co	Sound Walls	If this project erases all the businesses on the east side of the frontage road, from Dean Keaton, north towards airport blood is would be in favor of a noise barrier along the back of the residential homes along Robinson Ave. To like to see another freeway crossing between 32nd and £ 38th or just wider safer crossings for pedestrians and biopides. Thank you	See Comment #69
			mm ent			
824	Cyral Miller		MyCapEx Website -	Do not widen/no build	I am writing to ask that we not expand IH 35 wher, am strongly in favor of sinking the existing footprint, as suggested,	See Comment #5
			Comment Form	Latert/Induced Demand	We know from past examples that more laines just means more traffic. R	See Contract #18
				Reroute to 130	we need to make more efforts to roune heavy through traffic east to 183, which has much more capacity than it being used, to get it out of the center of town. I	See comment #3;
				Business/residential displacement	without widening the road and thus avoid displacing so many homes and businesses,	See Comment #21
				Caps/Deck Plazas	while helping to reconnect my lovely city with caps and striches.	See Comment #42
825	Cyrus Tashakkori	2/9/2023	VAN	Do not widen/no build		To County #5
023	Cyrus rassiannus	2/4/2023	VOII	DO HAL WIGHT HALL	TRDOT confirms to pursue a imited range of alternatives, all involving significant expansion of ISS through central Austin without buying or capping it. This will negatively impact Austin and end up resulting in similar shall congestion in the future. As a minimum, the expansion should be Capped from the rover north to S2nd street in order to minima the negative impact of highway expansion on Central Austin. Indeedingly opposed in current formation of the filmshows.	Jen Constants &
					Technology oppose the Control commenced or material rese.	
ID		Da R d				
					Les entirels in septem ECOTS contex proposal to expect (SS. Mills for proposal has represed into the imprise description, it is not find by Seasch. The proposal description of SS should be changed by the septem of the imprise description of the SS should be changed by approprial of description and changed by approprial of description and changed by approprial of description and changed by appropriate and changed by appropriate the second by appropriate and changed by appropriate the second by appropriate and changed by appropri	See Comment #12
					Hyde Park and Cherrywood. Expanding the highway as far north as 51st st. is key to this project being acceptable to Assin, and TXTOD has not make a possible in this latest design. Connect send don hath advisor refer northers in a wor that is not needship with noise walls white preparations or properties represented about the refer not the possible in this latest design.	
					They only know to do 1 thing, and that's expanding highways, and expanding highways only results in more traffic later, not less traffic. I thus oppose any version of this plan that fails to cap (35 from downtown to 51st st.	
					Sancerely, Cynu Tashabkori Pendelut, Open Road Renewables	
				Caps/Deck Plazas	President, Open Mod Meneraldies	
826	Cyrus Tashakkori		MyCapEx Website - Comment Form			
			Consider Form			
				East/west connectivity	To comment comply further which requires which requires control and production of manipulation control complying the program could be an expect count of the employment of the program of the production of the employment country of the production of the employment country of the production of the employment country of the employme	See Comment #20
					connectivity that could be obegined into this project between UT and 51st street. It would be a massive missed opportunity for Austin for many decades should TXDDT has allowed to example 15 in this principle of about into this project between the facility of the country of the bibliotics.	
				Reroute to 130	Lastly, TXDOT has field to explore diverting truck traffic around Austin and has only focused on expending (35	See comment #3
827	Cyrus Tehrani	3/1/2023	Email	Do not widen/no build	Mobility55 Program Manager Tommy Abrego,	See Comment 45
					inactivity or region manager commy credge. And fin merting to positive the expension of 15 is Audin. This and Audin resident and we must invest in our infrastructure to keep up with the city's growth, but we know highway expansions do not work. This is a waste of money and will dealtry homes and businessed for reasons. Include Demand for highway will cause more people to drive, and traffic will remain. Cars are also the least emmonentally friendly mode of transportation. We should be encouraging and investing in other mode of transportation lives all, business, and intermedially.	
					Mobility35 Program Manager Tommy Abrego, Date Asstin Administration.	See Comment #21
					Iam a solent in Marpland, but I oppose the expension of internated SS. This will not affect me, but it will affect the people displaced by this expension, and the people make report in traffic and noise. This expension will only another the dig of Austin and audit more once for some assemble that service has been been the only another than the displaced by the sequence of the most understand the audit makes the most individual to the control of the most understand the notion and the most understand the audit makes the most individual to the control of the most understand the notion and the most individual to the control of the most understand the notion and the most individual to the control of the most understand the notion and the most individual to the control of the most understand the notion and the most individual to the control of the most understand the notion and the most individual to the control of the most understand the notion and the most individual to the control of the most understand the notion and the most individual to the control of the most understand the notion and the most individual to the control of the most understand the notion and the most individual to the control of the most understand the notion and the most individual to the control of the most understand the notion and the most individual to the control of the most understand the most individual to the control of the most individual to the control of the most understand the most individual to the control of the control of the most individual to the control of	
					bacasse there will be an opporture by for new businesses, and developments in the area that will actively and continuously contribute to the local economy. This businesses will displace near to no people, and allow for more housing developments.	
					and it is assessed supplicated by the Section of the Control of th	
					people can move adoption that copy may may to a sure may may to a sure may may may to a sure may	
				Business/residential displacement	Coar Autors Announcement. As a student is Management, but of groups the separation of intenside 35. The will not affact me, but it will affect the people displaced by the separation, and the people ment the student coard medium of the study of Autor Too A	
					https://www.vestpha.com/watrh/kes/277/9484564 Artistas/	
828	DB				https://www.setates.com/world/cut, via-highway-expansions-increase-traffic-pallution-environmental-groups-say-2021-10-20/ https://www.bioomberg.com/news/features/2021-00-28/why-widening-legitways-doesn-t-bring-traffic-relief	
					https://www.haincitesbookevard.org/kein-mercy/ligitweyt-b-bookevard-examplese/ I hope you make the decision that is in the base for all infring in Austin, and that will leave a positive impact on the economy and the environment,	
				Latent/Induced Demand	Highway expansions DO NOT WORK. They lessen traffic for a short period of time, and then the traffic spikes back to where it was before, and cometimes it gets even worse.	See Comment #18
				racial justice	Not to mention the disproportionate effect this will have on minorities and low income residents.	See Comment #3
				Air Quality/Noise	his will worsen pollution due to the increase in the amount of cars flowing through the city, and this will harm the health of the people living there, especially the ones closest to the highway,	See Comment #34
				Reroute to 130	There is a bypass highway that goes around Austin, and traffic can be redirected there.	See comment #3
829	Dagny Marks			Do not widen/no build		Sax Comment #5
		1			Mobility SS Program Manager Tommy Abrego, Lam a resident of north central Fessa but I make trips to Austin frequently and the plans to expand I-SS ARE TEMPORE E. I do not support this action.	
		1		Latent/Induced Demand		Sur Connect #15
				Lawry II Good Delivered	More laines are not the answer? of hate to drive through to much MORE construction on my way to not beautiful capital, 135 in Waco was under construction for more years than if of like to secall and makes a great example, also to ship this highway expension as bad idea. Highway expensions DOPT work. They worse congestion (as we saw with the Kelly Freeway), air noise and water pollution, safety, and tomorporation options and order independent of processing and interesting an	
		1			Transportation oppose segment serving, Histories or Heise and all road-dispers alles will sarrier. Crisine on you.	
830	Date	1/30/2023	Email	General support	Commanding and Commanders. This is not in recipitate for 1.55 frough beats in our of the next compand reduces segment in the late of Years. As this review is related in the late of Years. As the late of Years and Years and Years are point was an experience (in a report to Years and Ye	See Comment #S
					State. I have lived in Austin area for over 30 years and have always excided 35 at that time. It's always beef dangerous to travel and frequent delays. This is not a new problem. Please get this done!! Accordingly, I am writing today to express my complete support for the 135 Capital Express Central design as proposed by TuDOT. Thank you for your consideration of this	
					request. Date Smith Sent from my iPhone	
831	Date Gray	1/8/2023	Voicemail	Business/residential displacement	"Name is Dalle Gray, I have a business on Ceiar Chavez, and I don't the way 're tooking at this thing, it may affect me within three blocks of the inter-date. If it's not going to bother me when three months, I have no problem with hat, but my customers are arready saling me Ir, if this is going to buppen, will be losing my business. Name is Dalle Gray. Thank you, and have a great day."	See Commant #21
		1			have no problem with that, but my customers are already asking me if, if this is going to happen, will be losing my business. Name is Date Cray Thank you, and have a great day.*	
832	Date Scutti				Mobility35 Program Manager Tommy Atrego,	See Comment #5
				Do not widen/no build	Media, Tegoria TAOTh plain for expansion of 155, To scortfor such a large swish of land right through the middle of our city for the sake of car traffic is not a well thought out investment. Loss, dusgrous, polluring walfic should be noted amount the city and not drivenly brough it. It am executaged to see the Assist City Council standing in opposition to 1500T and tape that they are accessful, tagether with the tracker community, in protecting Assist from TAOTh could asked usine of low our	
				So ma walfy110 build	city and not directly through it. I am encouraged to see the Austin City Council standing in opposition to TuDOT and hope that they are successful, together with the broader community, in protecting Austin from TuDOT's outdated vision of how our city should function.	
				Multimodal Transportation		See Comment 4:20
				Mustimodal Iransportation	Audin has plenty of things that it should get busy building; more infill development, project cornect infinistructure, more bible lanes and sidewalds. It does not need to be burdened with more i-35 getting in the way.	-
					Date Chairman Bugg and Commissioners: Thank you for recognizing that I-SS through Austin is one of the most congested readway segments in the State of Texas. As this seriously outdated readway is often called the Main Street of Texas, all Texans should call for bold and decisive	See Comment #8
833	Dan Elkins	2/8/2023	Email	General support	action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TuDOT. Thank you for your consideration of this request.	
		1				
834	Dan Glenn		MyCapEx Website -	Do not widen/no build	I do not support the expansion of IH-35. Use your training as engineers to produce a better design.	See Comment #5
			Comment room	Business/residential displacement	It will destroy homes and businesses, and permanently remove valuable real estate from the city's core.	See Correlat #21
				Latent/Induced Demand	It will increase traffic on the highway.	See Commant #18
				Bike/ped safety	And it will endanger the lives of pedestrians.	See Comment #30
835	Dan Hayes		MyCapEx Website -	Do not widen/no build	How wide will the bridge over 35 at Woodland Ave be? Will there be stains? A ramp? Will it be fully enclosed? I really think what ya'll are planning is a mistake.	See Comment #5
835	Dan Hayes		MyCapEx Website - Comment Form	Do not widen/no build	Now wide will the bridge cover 35 at Woodland Ave be? Will there be stains? A namp? Will it be fully enciosed? I really think what ye'll are planning is a middle.	See Comment #5
835	Dan Hayes		MyCapEx Website - Comment Form	Do not widen/no build	New wide will the bridge over 25 at Woodband And he ³ WIII these bis plants? A comp ²⁵ WIII it has bely writeward? results yield any planting is a metaba.	Sec Connect 45

1	1	1		Caps/Deck Plazas	Please consider more cape of the highway expension. I think yet? we adding way to many larves and disrupting a lot of businesses and houses/condox/apartments. Are the Garden Apartments at 1505 Surreyvise gines to be impacted? The sidewalds also need to be made wide and safe for polisionisms.	See Comment #42
836	Dan Hannessev		VOH	Do not widen/no build		Sau Comment #5
836	Dan Hennessey		VOH	Do not widen/no build	Bills have are sements of the projects that are improvements to the current condition, the ownel imposed of the project is, without question, negative. This project serves connections from High Churty to Milliamon County at the expense of the citizens of Auction. The safety improvements are highly, the reservable controllance exceeds, but they pake nominate to the environment controllance to the project will exceed to the environment controllance to the project will exceed to the environment controllance	Sectionnel 62
				Latent/Induced Demand	The expansion of the freeway to increase through capacity through Austin without meaningfully changing mobility and access within Austin is a missed opportunity to do better.	See Comment #18
837	Dan Leonard	1/12/2023	MyCapEx Website - Comment Form	General support	Date Channes Begigned Commissioners. These my for recognizing state of 150 rough, but in a rest of its meant compared reaching septemble in the State of East. This is such probability produced by the state of the State of East. This is such probability of the state of the Wild State of East, and its extraction of the State of East. This is such probability of the State of East. This is such probability of the State of East. This is such probability of East. This is such probabi	Se Connect #8
838	Dan McAtee	3/1/2023	Email	Reroute to 130	MobilityS5 Program Manager Tommy Asragis. Move it easy or west of the city of Audin. Cell LOUT of desertions	Seconnet43
839	Dan McAtee	3/3/2023	Email	Bike/ped safety	No TACOT TACOT. Liceting at the map I see frow traits east of MSS, west of May 185 between hey 200 and the lake.	See Comment #50
840	Dan McAtee	3/7/2023	Email	Do not widen/no build	has hooft hooft; Do NOT do anything that will I make it harder to wallytible servind Audin. 2-Do NOT do anything that will I make it harder to wallytible servind Audin. 2-Do NOT do anything that will encourage more highway traffic. 3-push #055-ARRY from downtown	See Comment #5
841	Dan Patrick		MyCapEx Website - Comment Form	General Support	Choosis option 3 with cap and affech parks above the underground highway.	See Comment #8;
					with cap and stitch parks above the underground highway. Mass trainst would help divert traffic congestion encouraging use of mass trainst. More importantly, delay construction of i-35 until Project connect is completed.	See Comment #42 See Comment #33
				Multimodal Transportation	Speed. Our Perios	
842	Dan Schmit	1/31/2023	MyCapEx Website - Comment Form	Regional Connectivity	I support rail effort a and final it could add economic, button, and sustainability power to our state.	Sea connect #1
843	Dan Terpening	1/26/2023	MyCapEx Website - Comment Form	General support	Date Chairman Bugg and Commissioners: Their you for your support to address 135 through Austin in a comprehensive manner. This shetch of highway is nationally ranked as the 15th worst for traffic oragistion and the store in the state. 15.5 through Austin in owned under improvement to meet the current and future meeted of a growing eging in tersor or total and data excerve one continue to thrink. I write in support of the 135 Capital Express Cartiol selegate a proposed by 100.0Th in a public brainpoint period that a MCM-DNA orderwalt. These, but not provided into the morning for classes of	See Comment #8
844	dan wing	1/31/2023	MyCapEx Website -	General support	Exemen Cover single as proposed by TACOT. This is a public transportation project that a MACH MACH cover flow. Thank you for your decidation to serving the citizens of Taxon. Only discussion would be the close it below to be found in	Sui Connect 48
	on ang		Comment Form	Office apport		
845	Dana Harris	1/28/2023	Email	General support	Due Classman Bag and Commissioners Them you for recognizing that 135 through Justin is one of the most composed reachiny segments in the Sales of Team. As this seriously obtained makes by their Association, i.e. in writing failings in segment representations of the composition of the segment of the 135 Capital Express Central disregs is segmented by TOOT. These types for your consideration of this request. All the basic Close Series Section may please	See Commant #8
					Accordingly, list writing loosy to express any complete support for the 1-30 - Leignal express Australia design as proposed by 16,001. Trains you for your consensation of this request. At the lost. Limits name Search from my iPhone	
ID	C N	Da R d	S	Topic	c	R p
846	Dana Harris	3/2/2023	Email	General support	Each Opp, 16 when it may process — Are located to the state of each of the capacity of the Capacit Express Central design as proposed by 1.001 for 105. Samesing is proud to support this effort and self continue to advocable for these important improvements. Thank you are much for your time and attention. At the book	See Commant #8
					Training look or more for your time and assessors. All the best	
					Dana The POF is located in the public healing summery, appendix F.	
847	Dana Kincaid	1/20/2023	MyCapEx Website - Comment Form	Regional Connectivity	Way interested in rail that rain down 1351 have one child in college in Pt Worth and the other in Austin. I would be so nice to have them use rail instead of driving bornel if only it could go to Lubbods, as well!	Secomment #1
					East Opp Charmon Bogg, TPC Commissioners, and 1600 Officials. Passes for a financial card from the two separate of all Destroins Auch Neighborhood Association (DNN) to survent plans, and the dolf environmental impact software (East Separate Central project. In Part I Securities in the Securities for Association (SNN) to survent plans, and the dolf environmental impact software (SNN) to survent plans, and the securities (SNN) to survent plans, and th	See Comment #5
					When witcomes any questions or disalog regarding our letter and the project. Board of Directors The IPF is located in the public hasing summary, appendix FDowntown Austin Neighborhood Association (DANA) We respectfully urge the Commission to choose the "no-build" option for new and instead	
					begin developing alternatives based on community-proposed visions presented at RetrievS. com and RecorrectAustin.com. The highway's footprint should be no higher and no viciner than it is today, and should be narrowed to the greatest extent possible to reduce the barrier it creates and to shorten crossing distances, particularly for those traveling via active transportation montes.	
				Do not widen/no build	Any surface level frontage roads should be designed to city standards and function as city streets, and should significantly improve safety for valuerable road users.	
848	DANA Operations Manager					
				Public Transit / Multimodal Transportation	The 155 constant ahout the supportine of all temporation modes, with conful attention point to active temporation. The bileveray and solewalks along and across 155 should be conformable, safe, continuous, fully connected by Auditive active temporation referreds, and presented from trollify by traffice of a least 257 lact.	See Comment #13
				Air Quality/Noise	Regarding air quality, we also urge "DOOT to include, not just impacts on curbon monoide (CO), but also impacts on nitrous codes (NO2), particulate matter 2.5 (MO2.5), and particulate matter 10 (MMLD) in its evaluation of alternatives. It is ejecularly important to minimal MPLS, is an the "immorrantal Production Agency (EPA) with signan its MPLS Standards this year, bringing Austin into nonattainment. Furthart, we believe any analysis should write that has handards and a regard of the comprehensive and a software and a softwa	See Comment #34
					includes the long terms (20-4-0) year) imposition, and year of the control of the	
849	Dane Adkinson			Air Quality/Noise	Mobility25 Program Manager Tommy Alrego, Highway expansions don't readwe the goal toot has stated: improve traffic flow. First it slows traffic for len years.	See Comment #34
					Making 25 Agrees Manager Terrors Rose (25 Agrees) Making See agrees are seen at one day part of the see and improve traffic flow. First it since sentile for ten years. Sound it conseave who that you've can be expected (15 Agrees) Making See a conseave who that you've can be expected (15 Agrees) Making See a conseave who that you've can be expected (15 Agrees) Making See a conseave who that you've can be expected (15 Agrees) Making See a conseave who that you've can be expected (15 Agrees) Making See a conseave who that you've can be expected (15 Agrees) Making See a conseave who that you've can be expected (15 Agrees) Making See a conseave who that you've can be expected (15 Agrees) Making See a conseave who that you've can be expected (15 Agrees) Making See a conseave who that you've can be expected (15 Agrees) Making See a conseave who that you've can be expected (15 Agrees) Making See a conseave who that you've can be expected (15 Agrees) Making See a conseave who that you've can be expected (15 Agrees) Making See a conseave who that you've can be expected (15 Agrees) Making See a conseave who that you've can be expected (15 Agrees) Making See a conseave who that you've can be expected (15 Agrees) Making See a conseave who that you've can be expected (15 Agrees) Making See a conseave who that you want to be expected (15 Agrees) Making See a conseave who that you want to be expected (15 Agrees) Making See a conseave who that you want to be expected (15 Agrees) Making See a conseave who that you want to be expected (15 Agrees) Making See a conseave who that you want to be expected (15 Agrees) Making See a conseave who that you want to be expected (15 Agrees) Making See a conseave who that you want to be expected (15 Agrees) Making See a conseave who that you want to be expected (15 Agrees) Making See a conseave who that you want to be expected (15 Agrees) Making See a conseave who that you want to be expected (15 Agrees) Making See a conseave who that you want to be expected (15 Ag	
				Reroute to 130	Better options are available and start with simply collecting real data and change current 135 usage by changing traffic policions – opend, which type, using \$150, etc. Take a different approach one not based on did practices that are QTI of CATE and not stande for the Austra area. Date Admission	See comment #3
					Take a different approach one not based on old practices that are OUT of DATE and not suited for the Assim area. Dane Addingon Reseable Community	
	<u> </u>	<u> </u>				
850	Dane Jensen	3/7/2023	Email	Do not wider/no build	MobilityS Program Manager Tomery Abraigh: "You'd burk Juden and Its community by going through with this plan. Dan't do it. You will hour people. Be conside	See Comment #5
851	Daniel	2/14/2023	VOH	Do not widen/no build	2 has figure for Witter: dark requests 20 planes 2.4. All rice grinning files (all and Figure 18 plane) 3. All rice grinning files (all and Figure 18 plane) 3. All rice grinning files (all and Figure 18 plane) 3. All rice grinning files (all and Figure 18 plane) 3. All rice and Section 13 30 3. All rice a	See Comment #5
					4. Route trucks to SH 130	
852	Daniel Armendariz	\$10,000		Do not widen/no build	Mr ToO'T ToO'T, To whon it may consen:	See Comment #5
					See ToO' TOO' Any own of the company	
					A con-high good readways in Austin should be designed for 25mph and be safe for all read clears. Expension will show containly sense to safe the safe of the containing air, wister, and noise pollution; health impacts; heat sistend impacts; and creakes. One need only look at California's inferrous. 405.	
					Thank, you for your consideration of their comments. Duried Armendariz	

		ı		Public Transit / Multimodal Transportation	My family and I strongly believe that the lack of consideration for the expansion of safe, pleasant, and validable and bixable streets is a serious mistake.	See Comment #13
				Transportation		
			-	Community alternatives	If expansion is to be implemented, we simply want to see the inclusion of community alternatives such as Reconnect Austin and Rethink35, to be fully studied.	See Comment #4
				Do not wider/no build	Please reconsider the Transit Only or No Build Alternatives!	San Comment #5
			l f	Air quality/Climate Change	Car basel is a major contributor to greenhouse gas emissions in the United States, adding to globally-fell increases in temperature. Car dependency also limits mobility and facilitates the auturban spread	See Comment #15
					suggest that this process is directly cause an increase ing prechance gist emissions, compared to the No. Bulleton Better all the process in the property during play a hashed in the interruity the emissions of the process of the pr	
853	Deniel Baltoi		VOH		Far years a require entire the previous gavernous in the color date, adding by global pick recovered in required. Coloradors in particular pick relations the adults are recovered in the coloradors of the coloradors in the colora	
				Public Transit ; Multimodal Transportation	The changes in 155 as proposed in model to fast derivative to the vigor to the change of the changes of the cha	See Comment #13
				Multimodal Transportation	climate-focused plan. Maybe current transit indenship does not justify this in the eyes of TXDDT, but dramatic investment in transit would dramatically increase transit indenship, just as dramatic investment in car infrisefructure has caused in dramatically high dependency on cars. Yet nowhere in the preferred alternative is transit clearly prioritized above car traffic, Instead, the preferred alternative contributes to	
					рацион иле саг окрановите; и коло типенети пеористилу период тик. п.с.о. генчиция еги изимиличе ти цет от тиг отпин тириса.	
854	Daniel Cherian	2/28/2023	MyCapEx Website - Comment Form	East/west connectivity	Think the frontage road should be built ABOVE the depressed feeeway larner. The depressed larner would be extended as far north and south as practical. Overall, this would minimize the impact of the ever-widering right of -way and protect horner and businesses along the corridor. Furthermore, this would minimize the runther of signal lights on the firefulage road. Finally, there should be as many each west connections as possible.	See Comment #20
			Committee			
				Do not wider/no build	Maint SS Program Manager Tramps (Apropt. Than an instituted Apropt. Linear Instituted Aprop	See Comment #5
					1 OPPOSE TubDIT's plans for I-35 and I OPPOSE expansion. I expect TubDIT, Austin City Council, and other representatives to stand up for me.	
855	Deniel Cobb			Community alternatives	Lam FOR the Retbirk35 proposal. Lam FOR expansion of bike infrastructure. I don't want to use an intensitial highway for my local trips. I want to BIKE. I would brie more if the infrastructure was better. The cost would be negligible compared to what is planned for 135. Austin costs become the Amsterdam of America. Rever cars would have a mynisid of benefits for our day, INCLLIDNG reduced traffic on 135.	See Comment #4
					TuDOT's process in this project is flawed: It ignores induced Demand, construction impacts, particulate matter pollution from tire wear, the failure of almost all highway expansions, the success of freeway	See Comment #18
				Latent/Induced Demand	nemonals, and its buffic modeling is filewed. Mighows questions DDNT work. They sensen congestion (as we saw with the Kelly Freeway), air noise and water pollution, selfet, and transportation options beyond driving. 10 years of construction for just a few years of congestion relief is NDT worth.	
				Laterty/Induced Demand	worth it.	
856	Daniel Cole	3/7/2023	Email	Do not widers/no build	Mr Tubot Tubot,	See Comment #5
					This city needs other answers to traffic than to continue to expand 35. Being able to walk, blue, or travel by train are highly preferred for a city like Austin. I know there are alternatives to expanding I-35 and those should be investigated. I believe we also know the expansion will not fir anything as many studies on traffic around the world have shown.	
857	Daniel Hernandez			Do not wider/no build	Maching 57 Program Maring of Tramps Oxing or Tramps Oxing or Tramps Oxing Oxin	See Comment #5
					I hope the Austin city council desert thoughteesty or U.S. I hope the Austin city council desert thoughteesty on through with this expansion and considers alternative proposals. -conserved local. Clariest terminate:	
				Latent/Induced Demand	Expending highways in new a residuciculation to solving traffic (put table at Clasformia, The process for this expension left considering this impact this will have the people who actually live have and the environment were live in 1.50 years of consortance loved in 1.50 and to parabolity of reducing staffic plants it works. If other this intendate everyday and it is already a verticable night terms without construction for work of the 2014 plants (and in 1.50 and in 1.	See Comment #18
					construction for an expansion that won't actually solve any problems.	
858	Daniel Hicks	1/31/2023		Reroute to 130 Regional Connectivity	It's a wastle of time and resources and other options should be explored. I don't think intensials triffic should be routed thru the city anymore.	See comment #3
858	Daniel Hicks	1/31/2023	MyCapEx Website - Comment Form	Megional Connectivity	This depends on the state of the following the following the state of the following the following the state of the state of the following the state of the following the state of	Dee contract # 1
					ornered management of the second or the second of the seco	
					Dear NOOT.	See Comment #5
					Chart FOCK: The FOCK of The Chart C	
					article Enrica pointing out how flawed your expansion plans are: https://mmi.cng/more-lanes-do-not-mean-less-traffic/ https://www.wired.com/2014/06/wwwt-traffic-induced-demand/	
				Do not wider/no build	Cans and more vehicle laines aren't the future. They are the 20th Century, It's the 21st Century, Think better, Plan better, Do better.	
859	Daniel K Manco		MyCapEx Website - Comment Form			
				Air Quality/Noise	Your expansion plans will add more vehicular traffic and damage Austin, TX with worse air, water, and noise pollution, health impacts for Austinates, increasing the heat island that is Austin, and vehicular coates, final	See Comment #34
				Racial justice	Commently avoid the I-SS corridor at all costs. Your plans will split up Austin even more than the original raisist construction project.	See Correlat #3
				Bike/ped safety Community alternatives	"Valeticale traffic in Audin needs to be REDUCED NOT PICHEARD. I went to walk, rick my bike and take mean brank in Audin, NOT DRING NA CAN ON LSS. "Finally, I strongly rap you to recorded and fully study community alternatives to expension including flacement. Audin and Rethink 35.	See Comment #30 See Comment #4
ID.	^ N	Da R d		Topic	**Printing, I servingly urge you to reconsister and many study communities to expansion including reconnect water and manners.	DAN LOTTERIN #4
860	Daniel	2/20/2023	MyCapEx Website - Comment Form	Regional Connectivity	Please include a passenger rail component in the plans to expand 135. San Antonio can no longer afford to be the nation's largest city without metro rail service.	See comment #1
	Khalil		Comment Form			
861	Deniel Little			Do not wider/no build	MobilitySS Program Manager Tommy Abrego, My name a Daniel Life, I am a resident of the North Loop neighborhood in Austin and a graduate student at UT Austin. I am strongly opposed to TDXOT's plan to expand I-SS.	See Comment #S
					My rame is Durnel Lifte, I am a rescent of the footh Loop neighborhood in Austin and a graduate stocent at UT Austin. I am strongly opposed to 10001% plan to expand 1-30. Please reconsider the expansion and listen to the local community that will be most impacted by this decision.	
				Public Transit , Multimodal	The highway equantion ignores principles of induced Demand and incomfiscion higher levels of our dependency when we need to be focusing on the exact opposite. building a stronger public transit system and making walking and being more familiable opposite for tips. As a bite command that requestry uses designated 35 creating in the cry of Antimi, i.em concerned that 20 years of conduction will restricted with high position and begins creating of the internation, and expendent internation will now include the positions and position of propriet contraction.	Sea Commont #13
				Transportation	n interfere with safe pediatrian and bloyde crossing of the interstate, and an expanded interstate will be more heatile to pedestrians and cyclists upon project completion.	
				Community Alternatives	Ruthink35 has an excellent proposal for reimagining 155 as a boulevard that is actually consistent with the community's vision for the city, Continually expanding highways will make us more dependent on cars, but it will not solve traffic compaction for drivers and it will make multimodal bassportation more difficult. Please reconsider this plan.	See Comment #4
862	Daniel Lutwin		VOH	Do not widen/no build	Nation To Ord	See Comment #5
502				and the same	shelp 17.07. The points. It is earned with not to cap 5 through the Arport trict. This is some of the most valuable land in the city. Cap it and lease/well the land on top to pay for the capes. Capping the whole stretch of 35 will recorrect the city for the highest separated.	
					recornect the city that the highway separated.	
				Bike/ped safety	2) Please ensure adequate bits paths that are protected from vehicles. That's you.	See Comment #3D
					THERE PAR .	
863	Daniel Manco			Do not wider/no build	Mr Tadd'T Sadd', Dear Tadd',	See Comment #5
					Your I-35 expansion plans will irrevocably harm Austin, TX, and its citizens. I STRONGLY OPPOSE EXPANDING I-35. Hen's why: And traffic won't move any quicker on I-35.	
					We found the Control C	
				Latent/Induced Demand	**May lead made more traffic and consistent If's hear moves made and may add may add to the same HURTON, Huggyre is a more and will continue to the a mode on more than a mode of the mode	See Comment #15
					*More laines mean more traffic and congestion. It's been proven over and over again. One word: MOLSTON, Houston is a mess and will continue to be a mess no many how many takes you add. Here are two article trins pointing out how flawed your expansion plans are: https://mo.edg/more-lanes-do-not-mean-less-buildy/https://www.airest.com/2014/06/www.fatfic-induced-demand/	
				Air Quality/Noise	To expansion plans will add more vehicular builfic and damage Austin, TX with worse air, water, and noise pollution, health impacts for Austinians, increasing the heat bland that or Austin, and vehicular creates/fastions.	See Comment #34
				-	crashes/fetaltries.	
				Public Transit / Multimodal Transportation	"Vehicular traffic in Austin needs to be REDUCED NOT INCREASED. I want to walk, ride my blike and take make transit in Austin, NOT DRIVE IN A CAR ON I.SS. I currently avoid the I-SS corridor at all costs.	See Commont #13
				Transportation	Your plans will spilt up Austin even more than the original sacist construction project.	
		i .				1

864	Daniel Moe	\$100,000	VOH	Do not wider/no build	Midwing this highway will have significant negative effects on air quality, climate and quality of life for Austin and Central Tessa for generations while providing benefits to drivers in terms of improved throughput that will be rendered completely benefits by discard Demand.	Sue Comment #5
			-	Climate change	The sciences of climate and transportation engineering are 100% against widering intenstate highways, particularly in urban environments.	See Comment #51.
			ŀ	Reroute to 130	Instanct, if it is not to be shut down entirely, 355 should be reconstructed with the current number of lanes and compilately capped through the Austin city center, and regional truck traffic should be diverted to 591 330 as was the original intent for that highway.	See comment #3
865	Daniel Morgan	3/7/2023	MyCapEx Website - Comment Form	Parks	RESEE do NOT expand 135 by tearing into the pank!! Are you absolutely kidding me?	See Commert #150
866	Daniel Oldham	1/20/2023	MyCapEx Website - Comment Form	Regional Connectivity	Any plan to to equand 1.55 simply must include a plan to review the Lone Star Rail proposal to Enix Audin and San Antonia with regular community rail. Widening made without improving brans it is a waste of money, as it only includes more demand and results in the same traffic and more pollution.	See comment 41
867	Daniel Pineda	1/19/2023	MyCapEx Website - Comment Form	Regional Connectivity	In this is a few composition in the garget to lead group or good to be provided and the garget to the group of the garget to the	Sic comment #1
868	Daniel Reynozo			Do not widen/no build	Mobility35 Program Manager Tommy Alzego. Mail. Ma	See Comment #5
					I am Diese, and right now I am a student inverg in Austin interfacing the University of Texas. I oppose the plans for 135 due to the future congestion it will bring to the area. Class Infriestructure is a drain on only resources, which could be used for more important issues. I expect TDOT, he Austin City Council and other representatives to Start our prior man.	
				Latent/Induced Demand	Highway expansions have been proven to not reduce traffic and only increase conglosion. 20 years of construction for minimal relief also appears to be a complete weater of the crise resources.	See Comment #18
			-	Public Transit / Multimodal	ragraws equations have been proven to not reduce trains and only increase congesions. 20 years or construction for internal reset also appears to be a complete waste or or the close resources. I believe that instead of equanting the highrey, the Austin City council should prioritize public trainsportation. Such as expanding the light rails, and improving wisk ability.	See Comment #13
				Transportation		
869	Daniel Wehrle	2/23/2023	Email	Do not widen/no build	Mr ThOUT THOUT, Mr. Mr. Change in New 1 Share it was a few for a few form in the north land or of the change of th	See Comment #5
					No. The practice is Dark 1 live in east Austin and speed most of my firms in the nearby area or devention. I think we should serviculy consider alternatives to expanding 1.55. Besides the cost and others that expanding 1.55 would could not be considered in the control of the practice of the control of the practice o	
				Do not widen/no build	Mr TADOT TADOT,	See Comment #5
					To whomit it may content. Largh 12. Off to recreasion of PH35. Simply put it is not sustainable, economically viable and it is not in the intenset of the communities it will impact. Explosion will worken fulfic and many other problems, including air, water, and recise pollution; health impacts; head sidend impacts; and creatives.	
					togs 50.07 secondar the appealed \$155.5 Serily not it is not sectionable, economically valid and of all not of the interest of the communities all impact. Expension of communities and earny other profitors, relief, or valid and profit or profit	
870	Daniel Woodroffe					
					Induced Demand is a proven pheromeron that has resulted in increased traffic, increased delays and increased polision and social and environmental harm.	See Comment #18
				Multimodal Transportation	Furgis TxDOT to reconsider this proposal and to refecus on more scalarinable mutil-model transportational plans such as the rail and public transportation plans. Walter creak and the public realin. Congress service just to name a few. Consider simply diverting interstate truck traffic to Srt.30—this would cost billions less than the proposed expansion and would have immediate, long lasting impacts.	See Corrent #20
871	Deniel Yeats	100,000	VOH	Do not widen/no build	I am fully opposed to any expansion of i 35.	See Comment #5
			ŀ		Not only is it an environmental disease, it is illogical and ignores the vest amount of evidence that illustrates the negative consequences of highways expansions.	See Comment #18
				Reroute to 130	A better use of funds would be to expand the loop around the oby or to invest in mass transit infrastructure that will actually reduce traffic.	Sie comment #3
				Air Quality/Noise	As a student and an Audin resident, I do not want to hear more cars every day and have worse air quality because of a freeway expansion. The expansion will only have deemteen. It will destroy high-value properly and worsen the air quality. It will make Audin a worse piles to live.	See Comment #34
872	Deniel Young				MobilitySS Program Manager Tommy Atrogo,	See Comment #33
				Public Transit / Multimodal Transportation	Additional Program Manager Immore program programs and the second of the	
			-	Do Not Widen/No Build	Not to large, should 2000 American due to an estable counter, and millions are more severely inquired. We need more options and shouldn't finish people into car committing options would give people absolute freedom.	See Comment 4'S
873	Daniela Quesada	3/7/2023	Email	Community Alternatives	Mobility55 Program Manager Tommy Atrogo, Loppose TuDet's plans for 155.1 am for Retiris65's plan. Lam born and raised in Teass and truly think that 50 years of construction will worsen the state of living of so many residents. Help a girl out give me	See Comment #4
					tope plakes	
874	Daniela Torres			Do not widen/no build	Statistics To regions through Tomay Strongs. 1 are assisted of Judician 2 are assist	See Comment #5
					1.00/0925 (Excot): plants for 1.55 and 1.00/0925 expansion. ThOOT's process in this project is flaved: it ignores induced Demand, construction impacts, particulate matter pollution from tire wear, the failure of almost all highway expansions, the success of freeway removals, and its traffic modeling is flaved.	
					filtered. Active twent to some an internative highway for my local trips. Leopert TACOT, Austin Chy Councit, and other representatives to stained up for me.	
				Latent/Induced Demand	Michaev amonitors DDNT wink They wonder production (as we saw with the Kido-Faceson) air noise and water nich into. safety and transcendation protons beyond fright	See Comment #19
				Laterly Hadded Derivation	Highway expansions DOMT work. They worken congestion (ax was said with the Kafly Prevents), air noise and water pollution, safety, and transportation options beyond driving, 20 years of construction for just a few years of congestion relainf is NOT worth it.	July Materials & All
875	Dannon Simpson	2/13/2023	MyCapEx Website - Comment Form	Do not widers/no build	My whole family loves west China has house on 45th Street. Please do not expand i35 past 35th Street.	Sue Comment #5
876	Danny Oakes	3/7/2023	MyCapEx Website - Comment Form	Community Alternatives	No need to rethink 35. Widening highways only leads to more conglection and less local businesses. Please along this mediness.	Saw Comment #4
877	Damil Majovskyi				Mobilities Program Manager Tomer Acress.	See Comment #5
				Do not widen/no build	Mobility55 Program Manager Tommy Abrego. The United States, and expectably less a hardworther has representatives of American Freedom, but with 1-55 it is going to transition the freedom of the people to the Freedom of the case. The constitution was written for individuals. And the reduced or the individuals gaining part of presentative to the freedom of the case. The constitution was written for individuals. And the reduced or the individuals gaining gain participative to the freedom of the case. The constitution was written for individuals. And the reduced or the individuals gaining gaining participation of the case. The constitution was written for individuals. And the	
				Latent/Induced Demand	The freeway will not free up the traffic, and will only provide more traffic and reason for people to own cars through Induced Demands. The planning of this freeway has overtooked these points and the points not marrianed here, and should be reconsidered.	See Comment #18
878	Dara	3/6/2023	Email	Do not widers/no build	Mobility.55 Program Marrager Tommy Abrego,	See Comment #5
	Норр				Mathematical Program Manage Transpro Manage Tr	
879	Darin Boyd		VOH	Do not wider/no build	1) No Higher No Wider - don't expand to 20 lanes, build down. 2) A full cap from Lady Bind Lake to Airport Bind included as part of the main project (not left for after / 180).	See Comment #5
- 10	C N	Da R d		Reroute to 130 Topic	5) Nove truck to 94 130, encourage other through traffic as well	See comment #3
				Do not wider/no build	Mobility35 Program Marragor Tommy Atrego,	See Comment #5
					To register the register to the register to register to register the register to register the register to register the register the register to register the	
880	Darja Tomanovic			Community Alternatives	I am FORThe Nathink35 proposal, redesignating another highway such as 95:130 as an interstate, a boulevard going through town, a public transferred project, etc.	See Comment #4
					TACOT's process in this project is flawed: it ignores induced Demand, construction impacts, particulate matter pollution from the wear, the failure of almost all highway expansions, the success of fineway removals, and its traffic modeling is flawed.	See Comment #18
				Latent/Induced Demand	COOT proces in this propriet Secret is grown before Demand, construction reports, perforable motifier profitor benote vesse, the failure of almost all highesy requiremen, the success of feesely remains, and the buffering of benefit. Rightesy experiences COOT such. They social congration jave save with the King-Preventy, air cross and water profition, subsp, and transportation options beyond driving. 10 years of construction for just a key years of congration in section. Rightesy experiences COOT such. They social congration jave save with the King-Preventy, air cross and water profition, subsp, and to exemptation options beyond orings, 10 years of construction for just a key years of congration reports.	

						See Comment # 28
881	Darten Galeas	3/7/2023	Email	Air quality/Dirmate Change	Makes (25) Program Shauger Transp Arouge. The Mark Shaul Sh	
882	Darren Huckert	2/10/2023	Email	General support	Due Claume Regis and Commissioners. The Commissioners of Commissioners are designed and the most congested coaleys segment in the State of Team. As this services postanted molescy is uffer called the Man Streat of Team. all Teams should call for both and Statistics Accordingly, I am writing tably to segment any complete segment for the 135 Capital Express Central design as proposed by TCOT. These years for your consideration of this request.	Sea Connecent #E
883	Dierron Jurisjās	2/10/2023	VOH	Multimodal Transportation	Largest the New States' option undo in billioning makes are advisedable. The Allegous Inspired the two highly and or down of our owners to the greated enter possible to readure the barrier it reades and to shown or cassing distances, percicularly for thost transfering an extensive to the control of the second of the secon	See Connect #20
884	Dash Harris		MyCapEx Website - Comment Form	Air Quality/Noise Water Quality	Note. As differ generation Auditor I have gene concorn and investment in the future of fatorable 35. If I led to share my prioritics. Audit in due to the due to the due of a second investment of the future of fatorable 35. If I led to share my prioritics. Audit in due to the due to the due of a second investment of the future of the fatorable to due to the due	See Connect #34 See Connect #35
				Water Quality Bury/turnel	Engineers with the text of the part of the	Sea Comment #1275 Sea Comment #1275
885	Dave Grabbs	3/7/2023	Email	Reroute to 130	Finely without betweense cost, dangerous selfic, and environmental degradation. No TAGOT FLOOT. In TAGOT TLOOT. IN TAGOT T	Sea connect #3
886	Dave Murray	1/31/2023	Email	General support	One Charmon begg and Commissioners. Thank you for rengaling that 135 longly, but in a lone of the most congraind readway expension in the 20st of Team. As this enterously undersor canders by a discontract of the contract o	She Communit All
887	Dave Ronn			Do not widen/no build	Machinip\$5 Program Manager Tommy Abregip. 14 these. 14 these. 15 years a South from and final available of Austin, 17 18704, I was born in Audin and level here my entire life. Since I was a lid my more table me jax best as I could be avoid driving on 3.55 smoot it was a fact highway with many lanes and	Sea Comment #5
			=	Public Transit / Multimodal Transportation	has focusing on building and public shows all set almining the city operand not because and rail, no matter from many lense we build see will all be sitting in traffic flowers. You that feels for every, but we need to be mounted in that and not accounting contract on experience (significance).	See Connect #13
				Reroute to 130	happert incomes to get whiche just peace's through go around Austin, like 9t 130. And I don't went to spend the next ten years stirring through worse halfic as we rebuild 135- having to deal with Mapac as build the additional tof lave was just enough.	
888	David Bradley	3/7/2023	Email	Do not widen/no build	to hold 1-cot; (it is not support an expension of 155, and i vate for city council hadders.	See Connect #5
889	David Carter	1/12/2023	Email	General support	Our Chammer hugg and Commissioners Think you for recognizing that 135 through Audin is now air the most congessed readway supports in the State of Feast. As this seriously outsided readway supports in the State of Feast. As this seriously outsided feastway supports in the State of Feast As this seriously outsided feastway supports in the State of Feast As this seriously outsided feastway supports in the State of Feastway S	See Connect #8
890	Dirvid Chandler			Do not widen/no build	In our Edge of market of date and a fallow have, and or whomen types are yet on the opposite the orbits of heads the date is the segment of 5.5 and orbits of the date is the segment of 5.5 and orbits of the date is the segment of 5.5 and orbits of the date is the segment of 5.5 and orbits of the date is the segment of the segment of the date is the segment of the date i	Sec Consent 45
				Reroute to 130	of Sen According to the continue top of the According continues, to an a will of it designately plants has been recognized as such by however bed of it in the first gloss, it wasn't found and propely and was included queened as a toll road. Set 10 MoST for make include a fewer plant for large interesting and included propely and wasn included queened as a toll road. Set 10 MoST for make include a fewer plant for large includes a few plants and included and included propely and wasn included queened as a toll road. Set 10 MoST for make included as fewer plants and included propely and wasn included queened as a toll road. Set 10 MoST for make included as fewer plants and included propely and wasn included queened as a toll road. Set 10 MoST for make included propely and wasn included queened as a toll road. Set 10 MoST for make included propely and wasn included queened as a toll road. Set 10 MoST for make included propely and wasn included queened as a toll road. Set 10 MoST for make included propely and wasn included queened as a toll road. Set 10 MoST for make included propely and wasn included queened as a toll road. Set 10 MoST for make included propely and wasn included queened as a toll road. Set 10 MoST for make included propely and wasn included queened as a toll road. Set 10 MoST for make included propely and wasn included queened as a toll road. Set 10 MoST for make included propely and wasn included queened as a toll road. Set 10 MoST for make included propely and wasn included queened as a toll road. Set 10 MoST for make included propely and wasn included queened as a toll road. Set 10 MoST for make included propely and wasn included propely and wasn included queened as a toll road. Set 10 MoST for make included propely and wasn included propely and wasne inclu	Sw tomant 43
				Public Transit / Multimodal Transportation	tiveet in Auditi's public transit and jargensted and safely going modes to make it practical for abort type in the city to be taken without as or	Sea Connect #13
891	David Chang		MyCapEx Website - Comment Form	Do not widen/no build	First, Thursday but who are working by for the 35 spectrum. Second, It exemen like 200% found larves to prefer parchair.	Sia Connect 45
				Managed Lanes	Laborit Traver's read all of the proposals, but couldn't a five first leaves help the revol 35 handler volume better? https://www.neabbrilges.com/prosportation-newagement/news/2002000/traffic control- able didn't indeed 26 million for the sense.	Sea Comment 9505
892		1/31/2023	MyCapEx Website - Comment Form	Regional Connectivity	To be to see and harmot between See Actions and Austin. The economic benefits are immense and could potentially documes highway usage, leading to less accidents. The jobs that would be oresided from the project would be beneficial to the size stress.	Second 95
893	David Crutcher	2/8/2023	Email	General support	Our Channel high part Commissioners. This is not in recipioning that I.S. Strongly hards in seri of the result companied mobiles registered in the State of Rose, As in a loss invested updated modeship and produce of the result of Rose, As in a loss recommend of the register of the regi	See Connect #S
894	David Cruz			Do not widen/no build	we hold notice. An individual for the production are secured conduct ground year growing up in Audio, with 200,000 whitche of dainy out. Why down the expension need to hopper more? 3.50 is a major cours of publisher in order. In the conduction of the publisher of dainy out. Why down the expension need to hopper more? 3.50 is a major cours of publisher in order. The second to the conduction of the conduct	Sea Connecent 45
				Public Transit / Multimodal Transportation	In addition, new modes of brand "wall" reduce our baffs on 1.55. If people can walk or bias, or use public brand, they will have the road emptier for those who cannot drive. In addition, these modes of brand damage roads have there can. And this shift would reduce the number of listalities, but only furgoer infrastructure is built.	See Connect #13

				Do not widen/no build	Mobility55 Program Manager Tommy Abrago,	See Comment #5
					Mobility SF Program Manager Tomery Abrego. I see a resident of Trivial Integrita. 1990/005 ECOST years for 15 See and 1990/005 equation because it will not solve the problem; it will only docrease the quality of life in our neighborhood.	
895	David Denberg	3/2/2023	Email		Please don't approve this	
ID	C N	Da R d	S	Yopic	C C	R p
				Reroute to 130	I am FOR reducing traffic. I think there are other places to route it rather than right through the city center. Using the space as a city center or a boulevard going through town, a public transit-first project, etc.	See comment #3
					Mobility35 Program Marrager Tomery Atrago, 18 ve in East Austin at 1102 Titlery 5x 78702.1 strongly oppose TxDOT's plan for IH-35.	See Comment #5
					In the Intelligence of Tables of Tables (19 Tables) and Intelligence of Tables (19 Tables) and I	
					implemented, creates huge amounts of pollution for our community and separates us from downtown. I lived in Atlanta for 18 years and I have seen firsthand the damage freeway edening does to obes. Adding lanes just encourages more traffic and by the time the years long construction projects are over more cars flood the extra lanes and the	
				Do not widen/no build	grations is worse that better the watering. Studies have proven this to be true and it's certainty a level argement but no early 1800, 170, 1200, the Downtown Connector in Allenta (1-73/00). We certainty 0.0 for water to have Administrative formittees and TADOT's part will certainty give them to us. We certainty 0.0 for water to have Administrative formittees and TADOT's part will certainty give them to us.	
896	David Eads				Phease give us a smaller capped freeway with parkiand following PH-35's existing route and resign PH-35's along TX 230 for long-distance travel not destined for Austin (expecially heavy trucks) Thank you for your consideration	
				Reroute to 130	I support routing IM-35 around Austin, for example resigning TX 130 as IM-35, I also support capping a lowered freeway along IM-35's current route and footprint with parkland. Many critice, such as Atlanta, are servoidy considering doing this. It will start to health the decades long scar that IM-35 has been through downtown Austin and It will likely increase property values around the park, white still providing services and the services are serviced to the park, white still providing services around the park, white still providing services are services around the park, white still providing services around the park services are services around the park, white still providing services are services ar	See comment #3
					mater received account registering for and entropy contribute.	
897	David Feigen		McCorFy Website .	Do not widen/no build	I write in opposition of the I-35 expansion as the plan exists today.	See Comment #5
			MyCapEx Website - Comment Form	Air Quality/Noise	neduce air quality,	See Comment #34
				Business/residential displacement	and displace vital homes and businesses.	See Comment #21
				Latent/Induced Demand	These stroom concern that expanding laines will increase congestion and travel times through Induced Demand, as seen in the Katy Freeway expansion,	See Comment #18
				Reroute to 130	Should the project move forward, I support the movement of truck traffic onto 5H-13O,	See correlate 3
				East/West Connectivity	increased east-west crossings, and an extended cap to Airport Blvd.	See Comment #20
898	David Fore		MyCapEx Website - Comment Form	Air Quality/Noise	Please measure air quality during the "environmental" review 2. Pleaseby BUS ON You namps?	See Comment #34
					A. Francisco San	
				Water Quality	Tool the water runoff.	See Corresent #125
829	David Fouts			East/West Connectivity Do not widen inn helds	S. Create corrections between east and west Mobilities Program Manager Tommy Abreso.	See Comment #20 See Comment #5.
899	Divid Fouts			Do not widen/no build	Mobitality Dringsian Marriagiar Commy Arregio, Lam writing to oppose the widering of 135 in downtown Austin. I have many reasons for this, but will try to be brief. 1) Widering the lineway will east up ingreportions of some of the most wisuable real estable in the state of Texas. Any plan should either increase the developable land in the downtown area or at least stay in	See Contract #3
					The existing ROW. The loss land (and related tax revenue) taken from Austrians, the better.	
				Air Quality/Noise	More traffic from the increased capacity will harm the air quality in a densely populated area.	San Comment #34
				Regional connectivity	3) A wider freeway will encourage more car trips and carnibalize trips on the future Change line that will run parallel to 35. We want to encourage modes of transport that use space efficiently, don't	See comment #1
					exportbate traffic, and don't pollute the air. Light rail meets these goals, but freeway traffic holds them back.	
				Bury/tunnel	I am in favor of "sirking" the freeway and adding more connections across it, but TxiOOT should keep the project in the existing ROW.	See Comment #25
900	David Freid	3/6/2023	Email	Do not widen/no build	Mr ToOT ToOT. 25 Short a toor bistory of deficients the four that four that four is a consent of four the most appropriate chief in the content bridge of the content of t	See Comment #S
					In LOCAT LOCAT. 25 has any injustry of soliding to the fact that Maxim is one of, if not the most, expegated crises in the vertex britised States. Expending lease will do sorthing except make the level of Assirbines more difficult, it will not have been in Assirb for discusses. We reserve make a will add as not been founds, and during a copiend eith plan will add that immersally, as well as connect the east of the vest of the analysis years of the plan and the plan an	
901	David Goss	194,000	VOH	Do not widen/no build	The city voted 10.1 against the proposal. Healthy cities do not have highways running through their center. We do not want this project.	San Comment #5
				Latent/Induced Demand	Induced Demand means more traffic,	See Comment #18
				Air Quality/Noise	more air and noise pollution and more death from crisihes.	See Comment #34
902	David Goss	1/4/2023	MyCapEx Website - Comment Form	Air Quality/Noise	Modern healthy crises do not have highweys running through the center. 135 impacts Austin's health in terms of Air pollution and noise pollution and kills many people each year. If you expand 135, cars will just fill it up. We alwady have 185 and 130 lot. We don't need 135 in our oly center.	See Comment #34
903	David Havard	1/31/2023	MyCapEx Website - Comment Form	Regional Connectivity	Please build a rail network between Austin and San Antonio. I would love to be able to commute by train	See comment # 1
904						See Comment #8
904	David Huftstutler	2/7/2023	Email	General support	Date Chairman Bugg and Commissioners: Them you for recognizing that I 35 through Audin is one of the most congested madesy segments in the Date of Texas. As this seriously additional readewy is often coaled in New Devel of Texas, at Texas should call be to deal and coaled and the his bottle of Texas, at Texas should call be to deal and coaled and the his bottle of Texas, at Texas should call be to deal and coaled and the his bottle of Texas, at Texas should call be to deal and coaled and the his bottle affects of the his bottle and the his	See Contract #3
					Accordingly, I am writing cody to express in companie support for the I-SS Culptus Culptus Culptus a proposed by INCOT. Interia you for your consideration of this requisit.	
905	David Hunter			Do not widen/no build	Mobility 55 Program Murager Tommy Abrego,	See Commant #5
					Mobility55 Program Manager Tommy Aznaga, Lam on Austra resident: Police of Lam from the highway in South Austri. I oppose any expansion of GS for the following reasons: by expansing SS SOOL is pargle but for impress more and more people in the adjacent resignifications. We will not receive any compensation for death and injury caused by the expansion. Adopt the no-expansion plan and keep people healthy.	
				Latent/Induced Demand	2) the problem of traffic congestion is not solved by building more roads as the amount of traffic will increase to (beyond) capacity however much is expansion is provided;	See Comment #18
				Air Quality/Noise	2) urises make pollution in sadrally reduced, through different surfaces. Nigh barriers, or different engines and time, neighborhoods will continue to be blighted. 3) the micro-practice pollution from tess a gaing to increase and will sevenly affect many more people with breathing problems, authmat, etc. and shorten lives, a kind of pollution that is a similatious as next corneg from talegoing.	Sea Correlati #34
					To your renon-present powers which is going to increase and win severely arrect menty more people with dreaming problems, althrea, its. and shorten lives, a bind of potution that is just as insidious as that coming from tallpipes.	
906	David Ivey	2/8/2023	Email	General support	Date Chairmen Bugg and Commissioners: Thank you for recognizing that 135 through Audin is orw of the most congested made way segments in the State of Texas. As this servicely outside for solve-you and called the Man State of th	See Comment #S
					Accordingly, I am writing today to express my complete support for the NSS Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request. Devid key	
907	David Jabour	2/7/2023	Email	General support	Dear Chairman Bugg and Commissioners: Thank you for recognizing that 1-35 through Austin is one of the most congested madway segments in the State of Texas. As this seriously additional condessity is often coaled the Male Street of Texas. All Texas and Texas and the Commission of t	See Comment #8
					called the Makin Street of Teaus, at Teams should call for both and decisive action to transform this critical streets of inflastructure into a reactively the will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express any occupation support for the I-SS Cupital Express Central design as proposed by TuCOT. Thank you for your consideration of this reposet. David M. Jakour, President of this Liquors.	
908	David Keene			Noise	The complete PDF is located in the public hearing summary, appends F. Email Copy: The Wilshire Wood/Delexed 1 Neighborhood Association (WWD1) has participated in multiple engagement opportunities of feed by the Texas Department of Transcontation (TND0) on the Internation-SS Calonial Eurosea Central Posicet (Calofa, Protect) for the last several years. That engagement includes mentions with "LnD1" inner on the "LnD1" vision in Various.	See Commant #69
					The companied in the public interpretation processing accounts, agreed at for four Copy in the William's Model (above of the public interpretation of the public	
					Register Historic District. WWD1's requested design changes can be summarized as follows: • Abate projected noise levels from Modified Alternative 3 by following current federal standards for noise levels, doing so with design changes and/or noise mitigation including	
					noise walls in the areas indicated below in this letter. TxOOT's own data – published in Appendix R to the DES. Traffic Noise Technical Report, 135 Capital Express Central Project, Travis County, Texas, Austin District, CS.: 0015-13-388 – indicates ecoseive noise levels predicted in the most pertinent areas of WMOT as a resort of Modified Attenuative 3: levels above the target of 67d8 maximum prescribed by federal law for the types of usage specified. TxOOT does not appear to	
					nave removation are possesse many association makes the second beginner Historic District (NHHD) – fully within WND1 – that warrants specific consideration relating to Section 106 of National Historic Pessevation Act of 1986, including U.S. Secretary of Interior Standards for historic preservation and environmental impact for any NHHD, or individually designated in historic in the National Bedience of Historic Pessevation.	
					Region Filtred Tracts. White To severate disease in the summarized as follows: A chair projected mass levels from Modified Alternative 3 by following current federal diseases for most levels, during our wife design changes and/or most emitigation recastling mass was for the several network. The several network is the several network of the several network is the several network. The several network is the several network is the several network is the several network. The several network is the several network is the several network is not several network. The several network is not several network is not several network in the several network in the several network is not several network in the several network is not several network in the several network in the several network is not several network in the several network in the several network is not several network in the several network in the several network is not several network. **In the several network is not several network in the several network in the several network is not several network in the several network in the several network is not several network in the several network in the several network is not several network in the several network in the several network is not several network in the several network in the several network is not several network in the several network in the several network is not sev	
					R15: corner of Chesheood Rd. and DS frontage road. R16: 5t. George's church, at corner of Addenwood and DS frontage road. TxDDT modeling says it will go to 72dB in the proposed design, well above the 67 specified by current federal guidelines for acceptable noise. Note: comparison of	
					**Education of Commonation and CDS Integrated. **Total Commonation in and CDS Integrated and CDS Integrated and CDS Integrated and CDS Integrated Annual Processing Annual Pr	
					• R12: on Bradwood Rd. TxXOT modelling says the noise level will go to 73dB, well above the 67dB specified by current federal guidelines for acceptable noise for residential areas of this type. For those areas above: we ask that TxXOT fook again at their own data (published in Traffic Yolese Technical Report, L35 Capital Express Central Project, Travis County, Teas, Austin District, C32.0015-13-388.). That TxXOT report statects after further study.	

					(RES and TAIL). These moneware represent 5 flori care invasions at the Willeline William House registromhood from Amyori Bouleaned for William's Bouleaned. For those moneyare, a road benefit modeled 5 flori florid for the William House registromhood from Amyori Bouleaned for William's Bouleaned. For those moneyare, a road benefit modeled 5 florid into the William's Bouleaned for the William's Bouleaned. For those moneyare, a road benefit modeled 5 florid into the William's Bouleaned. For those moneyare and the William's Bouleaned. For the William's Bouleaned. For this registrom, a registre that 20% of registrate. It is not movement on the resident registrate florid into the William's Bouleaned. For this registrate that 20% of registrate for the William's and the William's registrate florid into the registrate florid into the William's registrate florid into the registrate florid into the Registrate florid into the William's registrate florid into the William's registrate florid into the Regis	
					stanting recise centre was moved using the easier move or the national move to the national move or the national control moved or the course of RTS, extending to 5 feet inside the ROW at Airport Boulevack, For this receiver, a noise barrier testing 1.283 feet in length and 20 feet in height would not achieve the minimum feesable reduction of five dB(A) at greater than 55% of impacted, first over receivers, but would achieve the noise reduction design goal of seven eB(A). Therefore, a barrier at this location is not, proposed for incorporation into the project.	
					And that report states, for R16 (located on the St. Georgi's church/school property): Places of Worship R16: This receiver represents an exterior activity area at a place of worship. For this receiver, a recise barrier modeled 5 feet, inside the ROW line at 293 feet in length and 20 feet in height would achieve the minimum feasible	
					reduction of five dSIA) at greater than 50% of important, first row reasoners, however, the barrier routd not achieve the noise reduction design goal of seven dSIA). Therefore, a barrier at this location is not proposed for incorporation into the project. Nature actuallies of the property acquested the body of a property acquested in the project. Nature actuallies of the property acquested the body of a property acquested the project.	
					printed from 15th of simplesful, but can consist for all passed and process the process of the p	
					WWD1 believes that because all of the receptor sizes (R15, R16, and R18) above would benefit from noise mitigation according to TuDOT's data, further attempts at noise mitigation should be attempted before TuDOT releases its "final" DEIS. In fact, according to the TuDOT report cited above, all the receptors in WWD1 meet at least one of the criteria for abbreviat, according to that they do not meet according to TuDOT could be the result of A) modeling errors, B) the fact that not	
					encogif different entipparen possibilities (social from noise waits) were considered, or C) the fact that the right intrijutary/assenser of noise barrier entipparen was not considered. WHO'D believes that TADO'D by federal law needs to ascentain that all current Federal guidelines to achieve legisty acceptable levels and noise pollution will be followed in the intensisted-S5 Capital Express Central Project, not just for a possible of several that the control of the	
					consideration relating to Section 106 of National Historic Preservation Act of 1966, (See appendix A, below).	
ID	C N	Da R d	s	Topic	•	R p
					Additional actions by 1,007 alreads reclaids. - Consider the storage will be found in the Confidence of the Confidence	
					Texas, Austin District, CSJ: 0015-13-388): "An atternate noise barrier modeled along the eastern RDW of the railroad from 1:35 to 261 feet south, with additional noise barrier segments modeled on the outside of the SUP [shared use puth] (in front of R18"	
					In fixed of MEL. ² In the of MEL. ² In the of MEL. ² In this work, we believe the review of the other properties of the other of the other properties of the other prope	
					Note at this juncture, we ask for consideration of a noise wait in that area only if such a wait would not infringe on any or our residents' properties, and/or in consultation with any homeowners affected prior to wait design. We believe that it would be possible, based on current TuCOT Modified Attentative 3 schematics, to place a limited-fostprint wait, carefully designed to not encound on back yends on Bradwood Rd, in that area, that would perform some noise mitigation to get closer to the 67 did limit that the federal bovernment cutsit for.	
					Other possible sound waits around other receptors that TiDOT in consultation with WWD1 deems appropria	
						See Comment #597
				Assthetics	Address travers there is the value from a solid office, in the COT description. Model of Description 1-2 is a solid or the control of the COT description of the	Sec Contract #307
					the areas under question here, in WMO1, be designed with a plan whereby TxOOT formally institutes design discussions that include representatives from WMO1. TxDOT should include a minimum standard for tree planting between all shared use paths and frontage road main lanes – a seven-foot planting area would be good, to promote healthy tree growth white maintaining TxDOT's minimum foor-foot	
					clear zones. TxDOT could also spec in visual barriers between frontage roads and main tanes, such as the low walls TxDOT has indicated would be design features at its enhanced intersections.	
				Lower Speed Limits	Frontage roads: Lower Speed limits to 35 mph. The current Modified Alternative 3 design promotes designs that will encourage higher-speed traffic entaining residential areas than currently exists. We concur with the many valightorhood associations, the Austin Chry Council, and many advocacy groups who have called for lowering this speed limits to 35 mph (or the current speed limit in mightorhood residential	See Comment #395
					streets) on frontage reads	
				Water Quality	1007 resist because for the galaxy and early goods as a value could find the first because for the galaxy and early goods as a first because of which is set the course of which set the course of whi	See Comment # 225
					that excissive rundif, or water polluted beyond reasonable standards, is not allowed to runoff unablated into Boggy Creek.	
909	David Kleiman	3/7/2023	MyCapEx Website - Comment Form	Do not widen/no build	I do not support the current plan. Any plan that displaces homes or businesses I do not support. You are not Apring me from getting to the west side from the sext side. You like not Apring me from getting to the west side from the sext side. You like not a ware wind project. It will be parties with like who would not be in separate care anyway.	See Connect #5
					HOV laines are a wolde of space. If will be parents with Jods who would not be in separate cars anyway.	
910	David Marquardt	2/7/2023	Email	General support	Dear Chairman Bugg and Commissioners: Thank you for recognizing that 1-35 through Austin is one of the most congested readway segments in the State of Texas. As this seriously outsisted readway is often	See Comment #8
					Duer Chairman Bugg and Commissioners: Thank you for recognizing that 1.55 through Audin is one of the most congosted readway segments in the Date of Texas. As this seriously outsided readway in other collect the Mark Street of Texas, as it is manual to the date of collect as extra to the seriously outsided readway in other collect the Mark Street of Texas, as it is manual to the commissioner of the seriously outsided readway in other collections are commissioned as in proper to the Collection of Texas, and to recommissioned and immense growth we are experiencing in our great States. Accordingly, in an influsion by severe was reprofited people of the State of Texas, and the seriously outside that the seriously outside the State of Texas, as the seriously outside the seriously outsid	
					request. David Marquaret	
911	David Moody	1/31/2023	MyCapEx Website - Comment Form	Regional Connectivity	A high-speed rail system between San Antonio would be amazing. An easy way to get between the two cities would definitely make me want to go to Austin more often and I think more people would also go from Austin to San Antonio as well and it would allow both cities local economies to benefit as a result.	See connect#1
912	David Pedersen	3/7/2023	Email	Do not widen/no build	Abstrict 55 Program Manager Entrop April 2005. When the Salash finds all foliation is foliation Collection and Lord or concerned about the impacts of your proposed expension of 1.55 on me and my neighbours. Explainting Prevenys contributes to the circuits extend Lord an occurrent about the impact of your proposed expension of 1.55 on me and my neighbours. Explainting Prevenys contributes to the circuits extend Lord and Contribute Collection. Application of the Contribute Collection Collec	See Comment #5
					Please reconsider the project and look at using the money to expand public transit instead.	
913	David Plaks	3/7/2023	Email	Do not widen/no build	Mobility35 Program Manager Tommy Abrego,	See Commant #5
					Making Shippians Makagar Emmi Apolis. In a long law Automatic and and application of the special of the specia	
914	David Press	3/7/2023	Email	Do not widen/no build	MobilityS Program Manager Tommy Abrego, As a native Houstonian. I have seen the negative aspects of expanding highways. The city of Austin opposing an expansion would set a great precedent for the state that cities and communities should printing species or cities.	See Comment #5
					prioritizat paupira ovar curis.	
915	David Ross	2/8/2023	MyCapEx Website -	General support	Dear Chairman Bugg and Commissioners: I write in support of the I-35 Capital Express Central design as proposed by TxOOT. Thank you for your support to address I-35 through Austin in a comprehensive	See Commant #8
			MyCapEx Website - Comment Form		Due Chairman Bugg and Commissioners: I write in support of the LSS Capital Depress Central design as proposed by TuCOT. Think you for your support to address LSS through Audin in a comprehensive manner. This sentent of lightway is instructionally varied as the LSS through Audin in a control for a proposed by the LSS of through Audin in a central for imprevements to meet the current and future revised of a graving region to ensure our local acid state according control control bus to this Chairs (or part adulation to ensure and future revised of a graving region to ensure our local acid state according control control bus from the Business price part adulation to ensure and control control acid state according control bus through Audin in a comprehensive.	
			MyCapEx Website - Comment Form			See Comment #8
916	David Ross	2/27/2023	- Annual	General support	Sear Claims thing and Commissioners. When you for your supplies a before 155 from the Asset in it is easier 155 from the Asset in the same 1.55 from the Same 1	
	Carro road	2,2.,2.23				
917	David Stern		MyCapEx Website - Comment Form	Air Quality/Noise	We need geater massurements of air quality during this 'univicormental' noises.	See Comment #34
			Comment Form	Water Quality	Engineers should study ways to treat the water runoff (currently it goes directly into the lake - our drinking water source)	See Comment #125
				Public Transit / Multimodal Transportation	We should have direct BUS ONLY on ramps and off ramps so that triests gots a priority over one person one whitele. We should have but only larnes (got find I TDOT actually plan for rail here - that would be truly assessme) - but we need PREFERRED trained options.	See Comment #13
				iransportation		
				Bury/tunnel	We should have more caps (bury the freeway in longer segments so we truly create connections between east and weat) Early plans suggested TXDOT would pay for the project. Why do Austin tapayers have to foot the bill for the region and the state?	See Comment #25
918	Direid Todd	2/21/2023	VOH	General support		Sus Comment &R
918	Leveld Todd	2/21/2023	VdH	General support	Approach 2017s if their to be transported and officialisms with the general parties of an algolisms in the present in each test large plane. It may be present in each test large plane in the contract one parties in expension in expension in expension in the present in the contract plane in the present in the present in each parties in the expension in the present in the contract plane in the present in the p	UNIX AUGUSTANIA TO
919	David Valdez	1/31/2023	MyCapEx Website - Comment Form	Regional Connectivity	continue to develop talls or other ways of managing demand. Real Transit between the two cities would not only benefit overall traffic but also reduce emissions.	See comment #1
			Comment Form			
					Mr TADOT TADOT, Halia,	See Comment #5
					I am an Austin resident who has formenly lived in Houston and DPW. In both of those places, I traveled almost exclusively by our. Traffic was not something I particularly minded, but I did not enjoy that a cur was virtually necessary. Compared to thouston and DPW, Austin is a much more liveble only without the need for curs - thou, I feel safer and less disturbed by air and noise pollution. I appreciate that I mostly get around in Austin mostly by bile, but occasionally do take a car or a bus.	
				Do not widen/no build	Label, I have a hand to modern the has formed year in Househ and OFM. In both of these places, I beneficial among devices and connecting (particularly modes, but indice on an exemplating particularly modes, but indice on the property of the particular property of	
920	David Valdez	200,000			Thank you, David David Visidez	
				Public Transit / Multimodal	Instant, the focus should be on making it possible for people to move within the city more efficiently without cars. Cars have their place, but through the middle of the city is not where we should be printing them. Investments in more mass transit, safer design for podestrians, cyclass, and wheelchair-caies within the city is what the wadents need, and is much more scalable than constant expension of reads for cars.	See Comment #13
				Transportation.		
921	David W Sullivan		MyCapEx Website - Comment Form	Air Quality/Noise Caps/Deck Plazas	Friends - I am very concerned about this project for the following reasons - 1) the ES should have covered the entire length of IM 35 in Travis County, not only the central city portion;	Sec Comment #34 Na Comment #32
					2) I believe ToO'D! should pay for pruting a "bag" on the depressed lisnes, or at least add the cop during construction and allow Audin to pay ToO'D back over time; 3) years offices should be made to not take homes and businesses address to 1955. 4" ToO'D eleast coverlands with CubMetro Augist Transact Pattershib to find business for the laster number of workers.	See Comment #42 See Comment #21
					3) great efforts should be made to not take homes and businesses adjacent to HSS, 4) TxCOT should coordinate with CapMétry/Austin Taresti Partnership to find housing for the large number of workers who will be needed over the sarres time period for HSS and Project Connect. Thates you for your attention.	
	1	1		I		

922						
	David Wenger		MyCapEx Website - Comment Form	Reroute to 130	Opening up 130 for large trucks will make my way to work or my child's school far safer than the east/west crossing of a larger 135.	See comment #3
				Bury/turnel	Halfa. Thank you for the considerate neet prians for '05. For my needs, I believe the updates could be beneficial. However, the logic remains flaved. I am unsure of TXDDT's plan to intertwine the frontage road and rail road tracks at 41st, Wishine, and	See Comment #25
					so is TXDDT, So, the project needs a lot more funding to be buried under the ground. The frontage road and intersection will not be able to raise or lower the railway, and I don't see a way forward without lowering the road. Fund it more. Thank you.	
923	David Wenske		MyCapEx Website -	Bike/ped safety	The current expansion plans for 105 do not meet the future needs for Austinities. I am visually-impaired and would strongly appreciate stronger public triansit and cycling options along this corridor to make commuting safer. I do not want this corridor to only prioritize cars while making cycling and public buses an afterthought.	See Comment #30
			Comment Form		commong sales. I do not want tris comour to only promise cars write making cycing and purice coasis an anteriologic.	
				Reroute to 130	I also support making 130 toli-free so it can accommodate more freight traffic around the city. Thank you.	See commant #3
924	David Williams				Mobility55 Program Manager Tommy Atrego,	See Comment #4
					Accordance rangem name yearing. Lappe with the earth ordesign and improvement, however, it have a few major concerns with the current plans. I generally agree with and support RethrisSS's proposal and their comments, however, at minimum I believe was should: *Seriously reconsider the proposed changes to the Wells Branch intersection, that intersection is not on an extension.	
					** Budiosian the highway on that it is no higher and wider than today including narrowing the right of your to make more for unbatantial accommit development	
				Community alternatives	*Redseign any improvements to minimal induced Demand, vehicle miles traveled, and the resulting pollution. This would include a robust study of induced Demand, increased VMT, and a realistic assessment of both current and future pollution and that does not simply assume electric vehicles will solve these issues.	
					Doubt Williams	
				Reroute to 130	* TxDOT should incentivise traffic to use SH130, which was built as a bypass to i-35, but is currently not financially structured to encourage long distance drivers to go around central Austin.	See comment #3
				Water quality	*Redesign wider management, including management of stormwater, nunoff, and flooding, to ensure that water is filtered and treated before being returned to the Colorado River.	See Comment #125
925	Davida Charney	1/31/2023	Email	Caps/Deck Plazas	Date Chairman Bugg and Commissioners: Yes 1-35 is a crucial read-way not only to Austin but to Texas as a whole. We do need bold and decisive action to transform it. But the current plan leaves much to be decisive. The decisive action to be added to the plan. This is the conty way to encourage transit and meet the needs of commission and the horizontal plan but and but plan. This is the only way to encourage transit and meet the needs of commission and plan but waster and but plan. This is the conty way to encourage transit and meet the needs of commission and plan but waster and but plan. This is the conty way to encourage transit and meet the needs of commission and plan but waster and but plan.	See Commant #42
926	Dawn Cristina		MyCapEx Website -	Regional Connectivity	To TXDOT: It would be great to have high speed rail from the southern Texas border to the Oklahoma border, but since this is probably not going to happen, we need dedicated bus laines all the way to	Seconment #1
	Dawn Cristina Cochran		Comment Form		Oklahoma and dedicated bus on/off ramps in all mejor metro areas.	
				Air Quality/Noise		See Comment 9.34
				An Amen's Locate	We also need to have complete environmental studies whenever and wherever construction is planned to make sure the environmental impact of any 1000° project is the least harmful to our natural resources and that these studies include concrete recommendations to minimize harm to air quality, I also want study recommendations to be seriously environed with a view to following them?	
		Da R d		Tonic		
ID	C N	Da R d	ŝ	Topic		R p
927	Dawn Hammond		VOH		Integrating section for \$55 segments. Individuals that \$1000 section of the \$1000 section for \$1000 se	Sair Comment #5
	1	1			This will negatively impact the quality of life of myself and my neighbors. In addition, this will cost the city immersely while sammer exhibit in return ive will STEL be responsible for pering to cap the histman. We need to concentration or native and start native regards at a content of the content of	
	1	1		Do not widen/no build	advanced economies.	
	1	1		Latent/Induced Demand	As a hormover near the proposed expansion, this would cause more halfic (peer decades of waithing highway expansion in other states and in Houston, we have learned that highway expansion does not provide long term solutions to traffic configuration.)	See Comment #18
					provide long tarm solutions to traffic congestion).	
				East/west connectivity	This causes increased disconnection between parts of the city and will decrease the ability of users that choose to get around without cars to get around.	Sax Comment # 20
				Business/residential displacement	It will also displace over 100 residents, including a newly created affordable housing complex. This is pretty diagnosting.	Sae Connent #21
928	Dawn Hammond			Do not widen/no build	Manifest Progress Manager Investor design. Quarter 15-25 reporting an a Sharmonian registrate of 15-5 and as a cust that Proquently chosens to get around by waiting or Soppling. This security is a Sharmonian registrate of 15-5 and as a cust that Proquently chosens to get around by waiting or Soppling. This was a Sharmonian register of the companies to other parts of the city, NEGATINE impact on my quality of 16s and those of the Class internal Control of the companies of the companies to other parts of the companies of the	See Comment #S
					This wosters the ability of the city to be connected to other parts of the city. More lanes of highway also cause huge problems for those without cars to get around. This would have a directly NEGATIVE impact on my quality of life and those of the people around.	
					Dawn Hammond	
				Latent/Induced Demand	In addition, this does NOTHING to solve the proposed problem of traffic since all it will do is cause induced Demand. It might solve traffic congestion for a year, but soon it will come back but this time with an	See Comment #18
					In addition, this does NOTHING to salve the proposed problem of trefit since all it will do is cause induced Demand. It might either striffs congestion for a year, but soon it will come back but this time with an even larger increase on a department in a CPT. These soft mines according and any EXT. The CPT of the Section of the Section Sec	
			MyCapEx Website -		I would like to recommend to convert I-35 from US 183 to SH 71 to Susiness I-35, a larse street with a light real in the median. In revening recent projects such as the Kety Frey conidor, I would like to look at	See comment #1
929	Deagla	•	Comment Form	Regional connectivity	Feduld Sket to recommend to convert 1.35 from US 283 to 58 17 L to Statewes 1.55, a lane street with a light rail in the median. In revening second projects such as the Kasy Frey conduct, is would like to look at reducing belief to be provided to a limit of 100 maintains and off or foreign limits to a limit of 100 maintains as off or foreign limits to a limit of 100 maintains as off or limit of 100 maintains as of 100 maintains as of 100 maintains as off or limit of 100 maintains as off or	
929	Hende shot				as well. The main thing is to get through traffic away from downtown and there is a possible non tell option. In addition, I would like to see US 290 freeway from I-35 to US 183 removed, and extending RM 2222 as a four lane street as well. I am looking at this idea from an active project in Spracuse rerouting I-81 to I-481 and replacing the old I-81 with Susiness I-81.	
		1/30/2023				
		1/30/2023			DWT007	Sectionment 4
		1/30/2023			DWT007	See Comment 84
		1/30/2023			DWT007	des Connect #4
090	Deagts n		677	Community alternatives		Das Controvent #4
930	Deagls n Hende shot	1/30/2023	Email	Community alternatives	Table 1869 propose for 155 big over Clear Charact Privat Clear Charact Private Self-state (Self-state Self-state Self-sta	See Communit 64
930	Deagle n Hande shot		Email	Community alternatives	Table 1869 propose for 155 big over Clear Charact Privat Clear Charact Private Self-state (Self-state Self-state Self-sta	Sea Contract #4
930	Deagle n Hende shot		Ernail	Community alternatives	Table 1869 propose for 155 big over Clear Charact Privat Clear Charact Private Self-state (Self-state Self-state Self-sta	Das Contenents 44
930	Deagle n Hende shot		Email	Community alternatives Do not widen/no build	Table 1868 to propose for 135 big one Clear Clear for two Clear Clear threshold lists in propose for 135 big one Clear Clear for two Clear Clear threshold lists proposed for 135 big one Clear Clear for two Clear Clear for two field lists for the Clear fo	Sea Contravers # 5
930	Deagla n Hande shot		Email		Table 1868 to propose for 135 big one Clear Clear for two Clear Clear threshold lists in propose for 135 big one Clear Clear for two Clear Clear threshold lists proposed for 135 big one Clear Clear for two Clear Clear for two field lists for the Clear fo	
930	Doag() n Hende shot		Email		Table 18 to propose for 135 by private Charact Charact Trave Charact C	
930	Deaglist n Hende shot		Email		The POST of the propose for 35 tip one Clear Clear three Clear Clear three cheeps to end of the propose for 150 tip one Clear Clear three Clear Clear three cheeps are set of the propose for 150 tip one Clear Clear three Clear Clear three cheeps are set of the propose for 150 tip of the Clear Clear three Clear t	
930	Cheagling in the short short		Email		Table 18 to propose for 135 by private Charact Charact Trave Charact C	
930	Deagle Section 1		Email		The MODIT In COST TWO COST TO	
			Email		The MODIT In COST TWO COST TO	
			Ernat	Do not widen/no build	The MODIT In COST TWO COST TO	See Continuent #5
			Email	Do not widen/no build	The POST of the propose for 35 tip one Clear Clear three Clear Clear three cheeps to end of the propose for 150 tip one Clear Clear three Clear Clear three cheeps are set of the propose for 150 tip one Clear Clear three Clear Clear three cheeps are set of the propose for 150 tip of the Clear Clear three Clear t	See Continuent #5
			Email	Do not widen/no build	The MODIT In COST TWO COST TO	See Continuent #5
931	Dean Bazab	3/4/2023		On not weden, his build On not weden, his build Multimodal Transportation	The MODIT TOOT. As in Suppose to 135 to go are Clear Charact Power Service Charact Power serviced below, leading to an undergream below the Red Line. In a groupout to 135 to go are Clear Charact Power Service Charact Power and a service of the Service Service Power Service Se	The Contract 45 See Contract 450
			Ernal Ernal	Do not wider, his build: Do not wider, his build: Multimodal Transportation	The MODT Indice. The Author Indices are a reference to the proposate to 250 to pow Clease Channel Years Channel Chann	See Continuent #5
931	Dean Bazab	3/4/2023		Do not wider, his build: Do not wider, his build: Multimodal Transportation	The MODT Indice. The Author Indices are a reference to the proposate to 250 to pow Clease Channel Years Channel Chann	The Contract 45 See Contract 450
931	Dean Bazab	3/4/2023		Do not wider, his build: Do not wider, his build: Multimodal Transportation	The MODT Indice. The Author Indices are a reference to the proposate to 250 to pow Clease Channel Years Channel Chann	The Contract 45 See Contract 450
931	Dean Bazab	3/4/2023		Do not wider, his build: Do not wider, his build: Multimodal Transportation	The MODIT TOOT. As in Suppose to 135 to go are Clear Charact Power Service Charact Power serviced below, leading to an undergream below the Red Line. In a groupout to 135 to go are Clear Charact Power Service Charact Power and a service of the Service Service Power Service Se	The Contract 45 See Contract 450
931	Dean Bazab	3/4/2023		Do not wider, his build: Do not wider, his build: Multimodal Transportation	The FOOT TACK! The Control Tack or to the proposal to 130 to pow Clear Charact Charact Provided Indian, leading to an undergrown below the Red Line. It is proposed to 130 to pow Clear Charact Charact Provided Indian, leading to an undergrown below the Red Line. It is proposed to 130 to pow Clear Charact Charact Provided Indian Character Indian Chara	The Contract 45 See Contract 450
931	Dean Bazab	3/4/2023		Do not wider, his build: Do not wider, his build: Multimodal Transportation	The FOOT TACK! The Control Tack or to the proposal to 130 to pow Clear Charact Charact Provided Indian, leading to an undergrown below the Red Line. It is proposed to 130 to pow Clear Charact Charact Provided Indian, leading to an undergrown below the Red Line. It is proposed to 130 to pow Clear Charact Charact Provided Indian Character Indian Chara	The Contract 45 See Contract 450
931	Dean Datab Dean Patrab	3/4/2023	Ernal	Do not widen/no build Worlimodal Transportation Public Transis Materials Transportation	The FOOT TACK! The Control Tack or to the proposal to 130 to pow Clear Charact Charact Provided Indian, leading to an undergrown below the Red Line. It is proposed to 130 to pow Clear Charact Charact Provided Indian, leading to an undergrown below the Red Line. It is proposed to 130 to pow Clear Charact Charact Provided Indian Character Indian Chara	The Comment #50 The Comment #50
931	Dean Datab Dean Patrab	3/4/2023	Ernal	Do not widen/no build Worlimodal Transportation Public Transis Materials Transportation	The MODT Indice. The Author Indices are a reference to the proposate to 250 to pow Clease Channel Years Channel Chann	Des Comment 450 Tes Comment 450 Tes Comment 450
931	Dean Datab Dean Patrab	3/4/2023	Ernal	Do not widen/no build Worlimodal Transportation Public Transis Materials Transportation	The FOOT TACK! The Control Tack or to the proposal to 130 to pow Clear Charact Charact Provided Indian, leading to an undergrown below the Red Line. It is proposed to 130 to pow Clear Charact Charact Provided Indian, leading to an undergrown below the Red Line. It is proposed to 130 to pow Clear Charact Charact Provided Indian Character Indian Chara	Des Comment 450 Tes Comment 450 Tes Comment 450
931	Dean Datab Dean Palm Dean Palm	3/4/2023	Erost Erost	Do not widen/no build Multimodal Transportation Findle Transportation Findle Transportation General support	The FOOT TOOT. And The September 1920 by more than Charact Charact Travel Charact	The Comment #3 The Comment #30 The Comment #33
931	Dean Datab Dean Palm Dean Palm	3/4/2023	Erost Erost	Do not wider, the hald Multimetal transportation Multimetal transportation Addit Transportation Transportation General support On not wider, this hald Later/induced Demand	The POOL To Co. It was proposed to 150 to prior Course Charact Private Charact Charac	See Continued 433 See Continued 433 See Continued 433 See Continued 43
931	Dean Datab Dean Palm Dean Palm	3/4/2023	Erost Erost	Do not widen/no build Wultimodal Transportation Public Transp Multimodal Transportation General support Do not widen/no build Lawer/inholose Enrower Circular Change	The MoDif ToOC. As in Control Too. As in Con	The Content #5 The Content #33 The Content #34 The Content #34 The Content #34 The Content #35 The Content #35 The Content #35
931	Dean Datab Dean Palm Dean Palm	3/4/2023	Erost Erost	Do not widen/no build Multimodal Transportation Addit Transportation Addit Transportation Addit Transportation Do not widen/no build Later/Tribolood Semand Climate change Bill-paper author The MoDIT Section (1) the spread of 15 th go and Clear Charact Private Clear C	Toe Contract 45	
931	Dean Datab Dean Palm Dean Palm	3/4/2023	Erost Erost	Do not widen/no build Wultimodal Transportation Public Transp Multimodal Transportation General support Do not widen/no build Lawer/inholose Enrower Circular Change	The MoDif ToOC. As in Control Too. As in Con	Tee Content #3 Tee Content #33 Tee Content #35

935	Deaton Bedna	\$ rate dis	MyCapEx Website - Comment Form	Do not widen/no build	Note Model determined if size of 2 most control studies in splicing hydrocent services and crimes. Note a death of the leads of the most of size in particular hadin to decrease shalffor if purpose on the size in the most of si	Soc Convent #5
				Latent/Induced Demand	No one mind from H 35 in the city of Austin at 41st. Lam diswayed by the plans of TACOT to address the strift; issues in the city on HSS by building more read lanes. There are many studies by social soleticles will deal that draws building more reads increases that file year reads in the city of the city	Sea Controversi 213
					Date Chairman Boott and Commissioners	See Comment #8
936	Debbie Lopez	2/13/2023	Email	General support	Name in the recognizing that 35 maps, Audit is need the sense compared making segments in the blass of fease. As his service, another investing segment in the second continued making a second continue	
937	Deborah Arronge	3/7/2023	MyCapEx Website - Comment Form	Air Quality/Noise	Expending (35 will mean more 24 hour a day traffic noise and worse air quality. There are so many children in this neighborhood that play outside. Please come up with an alternative that considers the people who actually live here.	See Comment #34
938	Deborah Homideel	1/30/2023	Email	General support	Due Chamme bugg and Commissioners Thank you for recipiling that 135 through Audit is at set of the mail conguland readway suppress in the State of Tease. As this seriously notified readway is offer could be fast with Sheet if Tease. As this seriously notified readway in the could be fast with Sheet if Tease. As this seriously notified readway in the could be seried to the Sheet of Tease. As this seriously notified readway in the country of the series of the Sheet in the Sheet of Tease. As this series of the series of the series of the series of the Sheet of Tease of the Sheet of Tease of the Sheet of Tease o	Sec Connect 46
939	Deborah Ledyard		MyCapEx Website - Comment Form	Do not widers/no build	White 135 congestion is problematic, the issue of expansion is not a useful solution. I do NOT support the current plan. Historically, everywhere highways are expanded, it worsens the traffic situations. This makes no series to me.	Sax Comment #5
				Bury/tunnel	The one-plan suggested a while back which had tunneling was interesting. To me, it recalled how the Delias tunnel project created an amazing public park for people and connected parts of the city which were previously disjointed.	See Comment #25
				Reroute to 130	We need to be rerouting thru traffic around the city- expansion does nothing to encourage that option to traveless and transportation trucks.	See comment #3
				Multimodal Transportation	We also need to rethris what it means to fund transportation with emphasis on efficient mass transit system which seamlessly includes light rail and trolleys, take and pedestrian laines and devoted businesses, and take, ride share, utborfylif & busines. Reject the lobe that well we can only use money for more roads whith we shrow more roads don't help.	See Commant #20
940	Deborah Metmer	3/1/2023	Smot	Do not widen/no build		Sui Dement #S
340	DASOFAN MILETHE	3/1/2/2	Email	Lio not westerno cuita	States Sharper Mesage Transp. Bodge Transp. Bodge Sharper Shar	Sea Continued S
941	Debra Squirews			Do not widen/no build	Mobility35 Program Manager Tommy Abrego, Hallo As a resident of certail Austin, 1 oppose the expansion of 35. For the past 16 years I have lived within 5 blocks of 35 on the east side near 38 1/2 9c. I believe that expanding 35 through my area of low will be detrimental to communities.	See Comment #5
					who are designed to close the Section (September September Section Control of the Section C	
				8-15-X		A. A
				Public Transit, Multimodal Transportation	Conceptions and supporting the soluting of more and team control, in other 2 Projects. Autom don't not require an application requirement and not actual, but I feature and if you build, the wait comes all teams and projects of the projects of the projects of the solution of the solution of the projects of the project	See Consensed #13
ID ID	C N	Da R d	s	Transportation Topic	or date and export this billionist, we discuss appropriate from using public transportation by supporting properts like the 25 appearance that will provide abort term valid to implement publics. Please but public transportation related. 2 2	
10 942	C N Deidre Worth	Da R d 3/6/2023	S Email	Public Transit, Multimotal Transportation Topic Bika/pas safety	Carry times a color supporting the substancy of more certificate common policy can for Progress A substance of the progress and profit to respectation because a next market. Due I Section 16 yet to see the respectation to the United Section 16 yet to see the respectation to the United Section 16 yet to see the respectation to the United Section 16 yet to see the respectation to the United Section 16 yet to see the respectation to the United Section 16 yet to see the United Section 16 yet to	See Contract #33 See Contract #30
942 943	C N Desdre Worth Desarey B		S Email MyCupEx Website - Comment Form	Transportation Topic	on drawn or support this kinede, we donous prepayed from using public transportation by exporting projects like the 35 expension that will provide abort term valief to legation proteins. Please found public transportation related. Commission of the public transportation related to the public transportation related to become more waited to the public transportation to the public transportation related to the publ	
		3/6/2023		Transportation Topic Bike/pad safety	on down or support this throads, we discours proportion from using public transportation by exporting proportion like the 35 separation that will provide abort term valued to the support term public transportation and the support term public transportation to the support term public term public transportation to the support term public term	The Communit #30
943	Delaney B	3/6/2023		Transportation Topic Bisky paed safety Capit, Deck Plazas	on down or support this thread, we discours go proport from using public transportation by supporting proports like the 35 separation that will provide phort term valid to the support term public transportation related. Comment of the support the transport transpor	See Connect #20
943	Delaney B	3/6/2023		Transportation Topic Bisky paed safety Capit, Deck Plazas	on down or support this throads, we discours proportion from using public transportation by exporting proportion like the 35 separation that will provide abort term reliable to the public transportation by exporting property like the 35 separation that will provide abort term reliable to the public transportation by the separation of	See Connect #20
943	Delaney B	3/6/2023		Transportation State Bits paid subtry Capin Onen Plazas Do not widon/no build	on do not no desport this bitted, we do not pay payed from naire guide's transportation by supporting propried like the 25 separation that will provide durit term reliable to the guide transportation reliable. 2 35 36 36 36 36 36 36 36 36 36	Tou Content #30 See Content #40 See Content #5
943	Delaney B	3/6/2023		Transportation Trans Bits paid safety Capit Class Please On not safety-holid Community Alternation	on glue on polium. Prose both golds to be opposition related. Compared to the	Se Connect 450 Se Connect 440 See Connect 45 See Connect 44
943	Delaney B	3/6/2023		Transportation Trans Bine paid authory Capin Onto Pissan Do not widen his build Community Alternation Laters (Induced Comment)	on glue on patients. Preser before plants from sour galants from s	The Comment #40
943	Delaney B	3/6/2023		Transportation Trans Bite paid subtry Capin Onen Pissas On not widen/no build Community Alternatives Laters/infuscad Demand An Qualify/Residence And Public Pissas	on glue on poliume, Preservice specific transce, we donne parquer from raining faults transportation by supporting propriet like the 35 separation that will provide short term raining for update short process. 3 No FIGHT PLOST. Separating 1535 in the law sharing up may office in downtown impossible. Audit resets to become more withinking. Expending 155 in not a long term substaint to traffic. Please crewer man high rain for the community to sea. Observe General, East Audits with 155 leas a mantaes. Evapore Audit resets for the second for update for the community to sea. Next to the poly 55 where is, to see by donne that could rain and best place and not entirely 155 and the program sharings from places that the poly 55 where is, to see by donne where the places are sharing for the program sharings from places and rain and for the second for the second for the places and resets the poly 55 where is, to see by donne where the places is not place and the places are sharing for the places Learn CML. The section Spice places are sharing for the places are sharing for the places and the places are sharing for the places. Learn CML. The section Spice places are sharing for the places are sharing for the places are sharing for the places. Learn CML. The section Spice places are sharing for the places. Learn CML. The section Spice places are sharing for the places are sharing for the	Sec Connect #50
943	Delaney B	3/6/2023		Transportation Trans Breg paid authory Capin Ones Places Do not wider, his build Community Alternation Carrier, find-coad Demand Ant Qualify Find-coad Transportation	on glue on polium. Prose both golds to be opposition related. Compared to the	The Connect #4 To Connect #4 T
943	Delaney B	3/6/2023		Transportation State Bits place authory Caps, Outo, Pitzasa Do not existen, too build Commonly, Alburreshow Laters, Yorkoos Dominal Act Quality/House Bits page authory Bits page authory Act Quality/House Act Quality/House	or glob come of process in the content of the company process from round guide to become or graphs in the the 25 separation that will provide during the content of the company of the com	The Connect #30 The Connect #40 The Connect #40 The Connect #41 The Connect #41 The Connect #41 The Connect #45
943	Delaney B	3/6/2023		Transportation Trans Bite paid authory Capin Over Prizers Do not wider, his build Community Alternatives Laters (Included Comment And Quality Research Paris Transportation Bite paid authory Bite paid authory	or glob con tracked, the diseased personal formation public homogeneous properties from the SS dependent that will provide durit term reliable to the global homogeneous reliable. 2 3 35 35 35 35 35 35 35 35 35	The Connect #30 The Connect #40 See Connect #40 See Connect #4 See Connect #4 See Connect #4 See Connect #40 See Conne

					I am appelled that the current environmental impact statement barrely, if at all, adviseses the effects of air polition on public health. Where is the air polition analysis? Ant because you don't have to abide	See Comment #34
					I am appoint that the current environmental impact statement bandy, if at all, addresses the effects of air pollution on public health. Where is the air pollution maniples? Just because you don't have to abobe by federal environmental review due to you HOU with the felic does not make in this ord be many to appoint the purposes. Let the felic hear in the second the minerals is seen two which we've surface your kind by the mineral to be marked. Let the felic hear in the felic hear in the felic hear in the felic hear in the felic heart in	
					Rids are more susceptible to health impacts from air pollution because they breathe more rapidly, therefore they inhale more of the furnes and pollutants. Their organ systems are still developing, therefore they health impacts can be more	
					developing. Closel, in particular, is associated with increased risks of asthma and adverse health effects.	
					Linear, in purposar, in association with increased trans or actions and actional enterior section of the purposar, in association with increased transport and activate products and accurate printing accurate printing and accurate printing accurate printing accurate printing and accurate printing	
					As a resident of this state, I demand a more plain-view summary of the environmental impacts - not a 900 page document shrouded in bursacracy-speak that average citizens can't undentiand. TuDet also MUST REROUTE	
					Clinical EFT Tapping Coach	
				Air Quality/Noise		
947	Denna Sweeney	1/30/2023	Email	General support	Dair Chairman Bugg and Commissioners: 135 through Austin has become extremely congoined. My family avoids using it as much as possible which means we choose to frequent businesses and resistancins in places where we can end or single 135. It absolutely must be addressed and finded by the state of Foxes. It is long overbus and will only continue by the recomplished. I am writing toolly to express my compress support for he 135 Scapeling present central designs a proposed by 1001. These types for per central designs and this request. Exercise, Chemic Sewange grows and continue state of the services of the services. Chemic Sewange grows and continue state of the services Chemical Services of the services. The services of the s	See Commant #8
					residuarishts in places where we can award using 1-35. It absolutely must be addressed and tead by the stake of Teads. It is long evertual and will only continue to get more congoleted. I arm writing today to express my suppress my complete support for the 1-35 capital Express Central design as proposed by 15007. Thank to you for your consideration of this request. Sincerely, Denna Sweezing your properties appeared for the 1-35 capital Express Central design as proposed by 15007. Thank you for your consideration of this request. Sincerely, Denna Sweezing your properties appeared to the 1-35 capital Express Central design as proposed by 15007. Thank you for your consideration of this request. Sincerely, Denna Sweezing your properties appeared to the 1-35 capital Express Central design as proposed by 15007. Thank you for your consideration of this request. Sincerely, Denna Sweezing your properties appeared to the 1-35 capital Express Central design as proposed by 15007. Thank you for your consideration of this request. Sincerely, Denna Sweezing your properties appeared to the 1-35 capital Express Central design as proposed by 15007. Thank you for your consideration of this request. Sincerely, Denna Sweezing your properties appeared to the 1-35 capital Express Central design as proposed by 15007. Thank you for your consideration of this request. Sincerely, Denna Sweezing you for your properties are properties as you for your properties are properties.	
948	Derek Behrens	3/6/2023	Email	Public Transit /	Mobility35 Program Murager Commy Atrago, We need mer public lessportation and less car dependency, Don't plague doentown areas with cars. Donk Betrens	See Comment #13
				Transportation	The trade trade pulses interpolation in a read on respectively, contributed areas and case. Dark Bettered	
949	Derek Brozowski	1/20/2023	MyCapEx Website - Comment Form	Regional Connectivity	Highway expension is a never ending boardaggle. More larses just means more cars on the road. SPEND MONEY ON RALL Our state and country's lack of passenger real service is laugheble.	See commant #1
950	Derek Epp	2/11/2023	MyCapEx Website -	Do not widen/no build	1.35 has done profound and leating damage to the city of Austin. Consequently, the range of alternatives being discussed in conjunction with the Capital Express remodel are far too narrow. Who decided these were the options on the table? Were these decisions made at the state or federal level? Were the purises involved elected by the people of Austin? In any case, they got it wong. The only ruly successful remodel would whichly relocate the	See Comment #5
			Comment Form		have were the options on the table? Were these decisions made at the state or federal level? Were the parties involved elected by the people of Austral? In any case, they got it urong. The only truly successful remodel would wholly relocate the latinous required of the cities above the federal level? Were the parties involved elected by the people of Austral? In any case, they got it urong. The only truly successful remodel would wholly relocate the latinous remodel in the state of	
					highway outside of the city. Barring that, it should be surk into a tunnel so that thruways cover the majority of it's length through central Austin. Opportunities to correct a policy mistake don't come around often and should be fully embraced. Not wasted with half measures.	
951	Derek McGee	2/7/2023	Email	General support	Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested road-way segments in the State of Texas. As this seriously outdated road-way is often	See Comment #8
			1		Dut Classman Bug and Commissioners: Think you for recipiting that 155 through Audin is one of the most congused madesy suppress) in the State of Texas. As this surround underlaw of a single of the State of Texas. As the surround underlaw of the State of Texas and the State of Texas. As the surround underlaw of the State of Texas and the State of Texas. As the surround underlaw of the State of Texas are surrounded in the State of Texas and the State of Texas are surrounded in the State of Texas and the State of Texas are surrounded in the State of Texas are sur	
			1		recoverage, new mining usway with any companies support for the 1-30 Leptes Express Lemmas design as proposed by TxXVII. Thank you for your consideration of this requisit.	
	1					
952	Derek Nesmtih	2/10/2023	MyCapEx Website -	General support	I'm writing to voice my support for the proposed 1:35 expansion project, 1:35 is dated and inadequate to the needs of a growing Austin and central Texas region. Every delay in this project has a real fruman	See Conversant #8
			MyCapEx Website - Comment Form		The writing to voice my support for the proposed 135 expansion project, 135 is disted and inabequate to the needs of a growing Austin and central Tools region. Every delay in this project has a real human coal: in bott ms, and economic value foreignes. The distribution of the control is a real human coal: in bott ms, and economic value foreignes. The distribution of the coal is a real human with the coal is a real human coal: in bott ms, and economic value foreigness. It is me to botk. MidNo and carear exhibits be whele up this mental even for two foreigness. It is me to botk.	
					The state of the s	
953	Derek Starzynski	2/7/2023	Email	General support	Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested readway segments in the State of Texas. As this seriously outsisted readway is often	See Comment #8
					Duer Chairman Bugg and Commissioners. Think you for recognizing that 1.55 through Audin is one of the most congested neadway segments in the State of Texas. As this seriously addited readways in their costed or Nation States States (Texas, at Texas is seriously addited readways in their costed or Nation States States (Texas, at Texas is south as of Nation States States (Texas, at Texas is seriously additional southers) and in their costs of their costs of National States (Texas, at Texas, as National States) and in their costs of National States (Texas, at Texas, as National States) and in their costs of National States (Texas, at Texas, as National States) and in their costs of National States (Texas, at Texas, as National States) and in their costs of National States (Texas, at Texas, as National States) and in the States (Texas, at Texas, as National States) and in the States (Texas, at Texas, as National States) and in the States (Texas, at Texas,	
					Accordingly, I am writing coasy to express my complete support for the I-35 Cuprist Express Central design as proposed by 19201. Trains you not your consideration or time request. Center Sustryment	
954	Deron Lozano	3/7/2023	Email	Connecating and Participating Agency	Freei Conn 135 Cantal Freess Central Project Vision	TADOT has also held several cross-agency meetings including team members from the City of Austin, Captiletro and Project Connect to ensure the Capital Express Central project aligns with other transportation project gains for the City of Austin, TADOT
2.54	Der Gir Eccario	3/1/2023	Lines	Cooperating and Participating Agency	Can Copy 3.5 Copies Forms Centre Project Team. Solvated Foundation Foundation Header English Control Copies And Copies C	Apports an extraction system and will remove the color of
					coordination as ATP works with our patches to advance the light rail program. Final free for inforce our Fordinary for Final Programs. Thank your Thank your	
					The complate policy is sociated in the public hearing summary: - The complate policy is sociated in the public hearing summary: - The project Connect Light Hast Project DES will document cumulative impacts of the I-35 Central Project.	
					 ATP requests that TxDOT continue to engage ATP in design coordination and reviews and notify ATP of any changes in TxDOT point of contact information to facilitate communications between these two noniners. 	
955	Desmand Thomas	1/6/2023	MyCapEx Website	Public Transit /	Studies show that adding lakes on highways actually increases ballific. Doing something like this would encourage user behavior of taking care. Please instead invest in better public transportation across the	Sea Comment #13
955	Desmand Thomas	1/6/2023	MyCapEx Website - Comment Form	Public Transit / Mutimodal Transportation	Studies show that adding laws on highways study increases halfs. Doing something like this would encourage user behavior of baking care. Please inclosed inwest in better public transportation across the cry faul papers actually even to take.	See Connect #13
	Desmand Thomas				Mahitof Sharan Manay Yang Abata	See Construct #13
955 956	Desmond Thornes Devenshi Mathur	1/6/2023 3/3/2023	MyCapEx Website - Comment Form Email	Public Transit / Malfirmodal Transportation Do not widen/no build	Mahitof Sharan Manay Yang Abata	The Connect #33 She Connect #6
	Desmand Thomas Devenshi Methur				Mahitof Sharan Manay Yang Abata	See Connect #13 See Connect #5
	Desmond Thomas Devenshi Mathur				Mahitof Sharan Manay Yang Abata	The Comment #33 See Comment #6
	Desmond Thomas Devenshi Mathur				Mahitof Sharan Manay Yang Abata	The Connect #13 See Connect #5
	Desmond Thornics Devarishi Mathur				Mahitof Sharan Manay Yang Abata	See Comment #53 See Comment #5
	Desmand Thomas Devenshi Mathur				MakingSh Program Manager Tomay Ahraga, Tomay	The Content #5 The Content #5
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956	Desenoed Thomas Devenshi Mathur Deven Wilson		Email	Do net widen/no build Do net widen/no build	Moting 35 Projects Manager Treatly Manager Tre	See Consensed #5 See Consensed #5 See Consensed #5
956	Desmand Thomas Devembit Mathur Devem Wilson		Email	Do not widen/no build	Middles of the second of the s	See Contract #5
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956	Desented Thomas Devenshi Mather Devenshi Mather		Email	Do net widen/no build Do net widen/no build	Michael S Region Manager Training Allocations and Security Manager Security M	See Convent 65 See Convent 65 See Convent 65
956	Desented Thomas Deventable Matthew Deventable Matthew Deven Wilson		Email	Do not widen/his build Do not widen/his build Regional conscioling Public Toward / Multimodal Takesportation	Michiga S Region Manager Training Brages. Michiga S Region Manager Training Brages. Michiga S Region Manager Training Brages S Region S Region S Region Manager Training Brages S Region S Reg	See Consensel #5 See Consensel #5 See Consensel #5 See Consensel #5
996			Email	Do not widen/tho build Do not widen/tho build Do not widen/tho build Regional connectivity Public branch / Multimodul Executation Community engligations	Monthly Shappine Manager Training Area (Section 1) and the section of the section	Soc Connect #5 Soc Connect #5 See connect #1 Soc Connect #1 Soc Connect #13 Soc Connect #13 Soc Connect #13
956	Desented Thomas Devands Methur Devands Methur Devands Methur		Email	Do not widen/his build Do not widen/his build Regional conscioling Public Toward / Multimodal Takesportation	Monthly Shappine Manager Training Allerge Training Allerg	See Consensed #5 See Consensed #5 See Consensed #5 See Consensed #5
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996		3/3/2023	Email	Do not widen/his build Do not widen/his build Do not widen/his build Regional consectivity Public Transe / Multimodal Transportation Community angle-printed Do not widen/his build	Michigal 2 Regions Manager Training Moragin. Michigal 2 Regions Manager Training Moragin. Michigal 2 Regions Manager Training Moragin. Michigan Sea Manager Moragin Moragin. Michigan Sea Manager Moragin. Michigan Moragin. Michigan Manager Moragin. Michigan Mo	So Convent #5
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996		3/3/2023	Email	Do not widen, his build Do not widen, his build Regional connectivity Photic Stander, Multimodal Stranger fattor Community angaligamen Do not widen, his build Red Stranger fattor Tranger fattor Tranger fattor	Mainting 25 Program Manager Training Brangs. Mainting 25 Program Manager Training Brangs. Mainting care laware and the an install and an option of the state of the program of a factor. An install and a state of the program of a factor and a factor an	So Convent #5
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998	Control Jordai C N	3/3/2023	Email	Do not widen/no build Do not widen/no build Do not widen/no build Regional connoctivity Anni Travest, Publichmedia Dos not widen/no build Regional Connoctivity Do not widen/no build Townsportation Michigal 2 Regions Manager Training Moregin. Michigal 2 Regions Manager Training Moregin. Michigan Sea Manager Sea Manager Training Moregin. Michigan Sea Manager Sea Manager Manag	So Convent #5	
998	Control Jordai C N	3/3/2023	Email	Do not widen/his build Do not widen/his build Regional connotivity Photic Street / Multimodal Streege fation Do not widen/his build Photic Street / Multimodal Triangulation To not widen/his build Do not widen/his build	Making 32 Program Manager Training Manager. Making our season will be a list and care of programme to 19,000 Pr. Name for 135 and do appeared. Manager care season will be the base of an interest to the season of Audit, and it is extent to the season of the case of the season of the case of the season of the case of	Sec Connect #5
998	Control Jordai C N	3/3/2023	Email	Do not widon/no build Do not widon/no build Regional connection; Parties Travers, Publishmedal Do not widon/no build Padds Travers, Publishmedal Traversportation Tops Do not widon/no build Do not widon/no build	Michigal 2 Regions Manager Training Moregin. Michigal 2 Regions Manager Training Moregin. Michigal cost Michigan of the Asset of the Michigan of the Michigan Moregin Moregi	Soc Connect #3
998	C N	3/9/2023	Errori VOrt	Do not widen/his build Do not widen/his build Regional connotivity Photic Street / Multimodal Streege-Intent Do not widen/his build Photic Street / Multimodal Transportation	Managed Shapes Manager Training Managed. Managed Shapes Manager Training Managed Shapes Managed Training Managed Shapes Managed Training Managed Shapes Managed Manag	To Convent #3
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998	Centa Josés C N Deson Athera	3/9/2023	final Vote	Do not widen/his build Do not widen/his build Regional connectivity Photo: Travelly "Automobild To read widen/his build Community angiograms Do not widen/his build Photo: Travelly regional Travelly regional Do not widen/his build	Management Management Training Allowage Training	To Convent #3 To Convent #4 To Convent #43 To Convent #43
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998	Centa Josés C N Deson Athera	3/9/2023	final Vote	Do not widen/his build Do not widen/his build Regional connectivity Photo: Travelly "Automobild To read widen/his build Community angiograms Do not widen/his build Photo: Travelly regional Travelly regional Do not widen/his build	Managed Shapes Manager Training Managed. Managed Shapes Manager Training Managed Shapes Managed Training Managed Shapes Managed Training Managed Shapes Managed Manag	To Convent #3 To Convent #4 To Convent #43 To Convent #43

962	Dewits Peart	3/7/2023	Email	Community alternations	The complete POF is booted in the public having summary, appends P. East copy Macch 7, 2022 1700 is 13.5 states, 17, 1752 1701 is 13.5 states, 17, 1752 1702 is 13.5 states, 17, 1752 1703 is 13.5 states, 17, 1752 1704 is 13.5 states, 17, 1752 1705 is 13.5 states, 17, 1752	Soc Construct 44
963	Deservira Rodriguez			Air Qualits/Noise	ModelS Protein Manuair Tomin Rines.	Section 1844
					Modifying Displace Makinger Therming State of the specific of the proposed place of soldering the LSS lightess (Though Audit. Princetly, my Input is that of the project is to be approved, 1000T will not truly assessment for the proposed place of soldering the LSS lightess (Though Audit. Princetly, my Input is that of the project is to be approved, 1000T will not truly assessment for the proposed place of the project is to be approved, 1000T will not truly assessment for the proposed place of the project is to be approved, 1000T will not truly assessment for the proposed place of the project is to be approved, 1000T will not truly assessment for the proposed place of the project is to be approved, 1000T will not truly assessment for the project is to be approved, 1000T will not truly assessment for the project is to be approved, 1000T will not truly assessment for the project is to be approved, 1000T will not truly assessment for the project is to be approved, 1000T will not truly assessment for the project is to be approved, 1000T will not truly assessment for the project is to be approved.	
				Bike/ped safety	as will as ensuring that the proposed based was parts are safe and inding and not merely as after thought. Above all, YS 100T's responsibility to fully serve the communities that this proposal may affect and leave the spear the highway couples better than it was beforehand.	Sea Contenent #20
964	Dez S	3/7/2023	Email	Community Alternatives	MakingSS Program Manager Thomas (stopp). The Special Manager Manager Manager (Manager Manager	So Contract #4
965	Diana Austin	2/7/2023	Email	General support	Gas Charman Bagg and Commissioners. These you for recogning region 1.5 Strength Auchin a root of the new Congount condess segments in the State of Time. At this activates a condess of the State of Time. At the second condess of the State of Time. At the second condess of the State of Time. At the second condess of the State of Time. At the second condess of the State of Time. At the second condess of the State of Time. At the State of T	fac Corrects #8
988	Diana Briggs		VOH	East/West Connectivity	I appease expending () 55. Elaboressa Consening should be at label along 1/4 mink. All mon-high speed modeways in Austin should be deslighed for 25mph and be safe for all mod users. Expension will surseen traffic and many other problems, including air, water, and noise publishor hashin impact, he hashed in the publishor hashin impact, and or dasheds.	See Connect #20
				Biks/ped safety	After teach to best any policy dustries or an interestinal figures, whether as a few or by suching or recognity, searches, pleasest, evid websites and blassifies recent. My firstly on I made consider recording times about 6 first in the first and or policy way of the policy of the	See Communi #30
967	Diana Davison	3/7/2023	Email	Witshre	has 30 me recent of William Block. In making 16 T0001 in chanks which be to proposed \$12,000 me chanks which the proposed	See Connect #9
968	Diana McLennan	1/27/2023	Email	General support	that Channel Budgard Commissions Thanks, for transporting fail 15 Shough Joseph	Sea Connect 48
969	Diana Motina	3/7/2023	Email	Do not wider/no build	ModifySS Program Manager Tourny Anagos. An extra contract of the program of the	Sea Construct 65
970	Diane Shelton			Do not widen/no build	We facility facility. We facility the facility of the facilit	Sea Connect 45
				Reroute to 130	Alternate routes, (30 for example, or sinking the whole thing to create greenspace above. A big fineway with tons of traffic will decrease property values all over Austin and do nothing for traffice.	See comment #3
971				Do not widen/no build	Mobility Singuan Makinge Thomy Alayse (an August Thom Alayse) and experience of 15 Sin of during to be left in representation of soon an exemunity, While understand the read to address congestion and improve mobility, I believe that expending the contraction of the common of the co	pac Cummun 5
971	Dick Hatch			Multimodal Transportation	Ecough believe that we should provides alternative transportation options, such as public transft, belong, and waiting, for reduce competion, provide substandably, and improve access to transportation for all manifester of the commonly, bending the three sprints will not duly bound not commonly in boding, but will be set that commonly and the electromate.	Sea Connect #20
				Bike/ped safety	Therefore, I orgives to reconsister the proposed expansion of 155 and instead in seet in better public bamporation, biking, and waking options. By during two, we can improve our community's mobility, promote sustainability, and create a more equilable and accessible bransportation system.	See Comment #30
ID	C N	Da R d	S	Topic	c	Кр

Part							
The color	972	Dick Katterman	- QUI, SERVE		Do not widen, his build	What's coming? Light Hall Change Inex (20 miles from Stangther Lane to Tech Ridge) Passautt Valley Macho Debpt Inex (22 miles from Cacologic Reach) Yarks to Mueller)	See Comment #5
Part					Community Alternatives	ALEGE.	Sas Comment 44
The content of the	973	Dick Kallerman			Do not widen, his build	Loop 1 (MoVin)— For I send to be added to Sooth Loop 1 To-620 White Looming? Light Mail Orange Intro 20 levels from Stagetor Levels to Tail Adapt Light Mail Orange Intro 20 levels from Stagetor Levels to Tail Adapt Anapasset Valley Marke Specific (Line 1 Stagetor Levels Tail Adapt Anapasset Valley Marke Specific (Line 1 Stagetor Levels Tail Adapt Anapasset Valley Marke Specific (Line 1 Stagetor Levels Tail Adapt Anapasset Valley Marke Specific (Line 1 Stagetor Levels Tail Adapt Anapasset Valley Marke Specific (Line 1 Stagetor Levels Tail Adapt Anapasset Valley Marke Specific (Line 1 Stagetor Levels Tail Adapt Anapasset Valley Marke Specific (Line 1 Stagetor Levels Tail Adapt Anapasset Valley Marke Specific (Line 1 Stagetor Levels Tail Adapt Anapasset Valley Marke Specific (Line 1 Stagetor Levels Tail Adapt Anapasset Valley Marke Specific (Line 1 Stagetor Levels Tail Adapt Anapasset Valley Marke Specific (Line 1 Stagetor Levels Tail Adapt Anapasset Valley Marke Specific (Line 1 Stagetor Levels Tail Adapt Anapasset Valley Marke Specific (Line 1 Stagetor Levels Tail Adapt Anapasset Valley Marke Specific (Line 1 Stagetor Levels Tail Adapt Anapasset Valley Marke Specific (Line 1 Stagetor Levels Tail Adapt Anapasset Valley Marke Specific (Line 1 Stagetor Levels Tail Adapt Anapasset Valley Marke Specific (Line 1 Stagetor Levels Tail Adapt Anapasset Valley Market Specific (Line 1 Stagetor Levels Tail Adapt Anapasset Valley Market Specific (Line 1 Stagetor Levels Tail Adapt Anapasset Valley Market Specific (Line 1 Stagetor Levels Tail Adapt Anapasset Valley Market Specific (Line 1 Stagetor Levels Tail Adapt Anapasset Valley Market Specific (Line 1 Stagetor Levels Tail Adapt Anapasset Valley Market Specific (Line 1 Stagetor Levels Tail Adapt Anapasset Valley Market Specific (Line 1 Stagetor Levels Tail Adapt Anapasset Valley Market Specific (Line 1 Stagetor Levels Tail Adapt Anapasset Valley Market Specific (Line 1 Stagetor Levels Tail Adapt Anapasset Valley Market Specific (Line 1 Stagetor	See Comment #S
The color of the				-	Community Alternatives	New is an influence administration for a coming or more Guester Audit has added facilities for movement contributed and administration. All of them—except Congress Aurison, which has become a local arbitration—and in use	See Comment #4
Fig. 1. September	974	Diego De Albe	1/31/2023	MyCapEx Website - Comment Form	General support	I grafer this way more than what Don Mask wanted in San Antonio	See Comment 49
1	975		1/12/2023	Email	General support	Oser Chairman Bugg and Commissioners Thank you for recognizing that 135 drough Audin is or at if the most congested readway supports in the State of Fees A. It this seriously addited readway is officed could be the State of Fees A. It this seriously addited readway is officed could be the State of Fees A. It this seriously addited readway and immerse grown are resperiencing in our great State Accordingly, in marriely parties yet servines processing parties for the 135 Capital Street Council adoption agreed parties. Proceedings of the servine serious parties parties for 150 August State State of Technology, the servine processing parties for the 135 Capital State State of Technology and the Sta	Sas Comment 48
1	976	dillan knudson	1/12/2023	Email	General support	Dair Chairman Bugg and Commissioners: Thank you for recognizing that 135 through Austin is one of the most congested readway segments in the State of Teas. As this seriously outstand readway is other control of the second of the hold and deviate authors to readway that indicates the second of the hold and deviate authors to readway that will arrementate that a roll are immenses around he are a readway to the	See Comment 48
March Marc							
March Marc	977	Dimitri Koumbis		VOH			
19							
19				MyCapEx Website - Comment Form		Good Morning, Hopey you all are doing well.	Garaval information request - information was provided to stakeholder
Content (Marchaeland Content September 1997) 10 Desire for Personal Content September 1997 (Content September 1997) 10 Desire for Personal Content September 1997 (Content September 1997) 10 Desire for Personal Content September 1997 (Content September 1997) 10 Desire for Personal Content September 1997 (Content September 1997) 10 Desire for Personal Content September 1997 (Content September 1997) 10 Desire for Personal Content September 1997 (Content September 1997) 10 Desire for Personal Content September 1997 (Content September 1997) 10 Desire for Personal Content September 1997 (Content September 1997) 10 Desire for Personal Content September 1997 (Content September 1997) 10 Desire for Personal Content September 1997 (Content September 1997) 10 Desire for Personal Content September 1997 (Content September 1997) 10 Desire for Personal Content September 1997 (Content September 1997) 10 Desire for Personal Content September 1997 (Content September 1997) 10 Desire for Personal Content September 1997 (Content September 1997) 10 Desire for Personal Content September 1997 (Content September 1997) 10 Desire for Personal Content September 1997 (Content September 1997) 10 Desire for Personal Content September 1997 (Content September 1997) 10 Desire for Personal Content September 1997 (Content September 1997) 10 Desire for Personal Content September 1997 (Content September 1997) 10 Desire for Personal Content September 1997 (Content September 1997) 10 Desire for Personal Content September 1997 (Content September 1997) 10 Desire for Personal Content September 1997 (Content September 1997) 10 Desire for Personal Content September 1997 (Content September 1997) 10 Desire for Personal Content September 1997 (Content September 1997) 10 Desire for Personal Content September 1997 (Content September 1997) 10 Desire for Personal Content September 1997 (Content September 1997) 10 Desire for Personal Content September 1997 (Content September 1997) 10 Desire for Personal Content September 1997 (Content S	978	Dipta Mitra Joy	2/9/2023		General information request	Cities and the state of the sta	
Line Control Foundation Control Contro	979	Dizzy Cowabunga					
Seed and the control of the control					Community Alternatives Latent/Induced Demand	I am FOR. The Rethin-35 proposal, redesignating another bigmay such as 84:120 as an interstate, a boulevand going through town, a public transit-first project. ThOT's process in this project is flaved it tignores induced Demand, construction impacts, particulate matter pollution from the wear, the failure of almost all highway expansions, the success of freeway	
Design Comment from Parties Pa							
Management	980	Dominic Armstrong	1/31/2023	MyCapEx Website - Comment Form	Regional Connectivity		See connect 4.1
Dominic Public P	981	Dominic Padilla	1/12/2023	Email	General support		See Comment #S
Doe 1, 1/2 27 22 Consider Manager 1 Mode Park Market 1 Mode Park Marke	982	Dominic Padilla	2/7/2023	Email	General support		See Connect #S
Dougle Comment from Dougle Co	983	Dominic Padilla	3/7/2023	Email	General support	hear Channes Rag and Commissions. The policy of English of Straigh Admin is one of the most congested readway segments in the Stars of Years. As this servicely audited readway is then colled the Man Stars of Years, all Texas about cast for failed and decisive action to secretarize the collection decision and the secretarized the collection decision and the secretarized the collection of the Stars of Years and Years of Yea	See Commercials
286 Dos 3/1/2023 Erapt Business inscriptional lab marks for interface and facility and the presented, of land towns. Thousand in deer removals and 6th court income for interface and courts and court in the court of the court o	984	Don Dodge	1/9/2023	MyCapEx Website - Comment Form	General information request		General information request: -information was provided to attalken/oter
Do not extensive build: Do not extensive buil	985	Don Resse	2/7/2023	Email	General support		See Comment #8
lear writing to expense my opposition to the expenses on if 1.55 here in Audit, TX. 987 Daniel Misson 3/1/2023 Email Lear to use more public Survival and other during on this arrangement was all an expenses on the arrangement of the arrangement was all an expenses on the arrangement of the arra	986	Don Singer	3/5/2023	Email			
0 C N 04 8 6 5 No. C	987	Donald Mason	3/7/2023	Email	Do not widen/no build	We food Tool Sequest my opposition to the expansion of I 35 here in Assist, TX. I amen't be sequest my opposition to the expansion of I 35 here in Assist, TX. I amen't be see more public reward and others denotely so that automotive travel can be minimized, not expanded.	See Comment 4:5
	ID.	C N	Da R d	8	Yopic	c	R c

	ı	1		Air Quality/Noise	Expansion of the highway has a negative impact on air, water, and noise poliution.	See Comment #34
				Bite/ood sefety	Experision or the regimely rise a registree impact on ear, weer, well a rose postocers. We need a walkable and bile friendly ofte, not a fairner automotive death trac.	Jac Currents 430
988	Donna Bwrlotzer			Do not widen/no build		See Comment #30
200	and operations			OUT THE WINDS (THE OUT)	Modify(3) Promy Design Morage Tramps Design (2) Application of the Control of the	
				Business/residential displacement	cooper this project for its destruction of neighborhoods, displacement of hornes and businesses, and environmental depradation.	See Comment #21
				Dusmess/residential displacement	1 oppose area project no re-one-process or megrocorrocox, copilacement of homes and businesses, and environmental degradation. Pass Chairman Business Advantage Company (Company Company Comp	See Comment #21 See Comment #8
					Date Custiment dougle and currenteements: Train's poil or recigiousing tests 3-50 strongs Assard in our less the mich completed reviewably suggested in the second of the	DAL COTTON 1 40
989	Donna Day	1/12/2023	Email	General support	In agreed to the individual dependency of the contraction of the contr	
990	Donna Day	1/12/2023	Email	General support	Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested readway segments in the State of Texas. As this seriously outdisted readway is often	See Comment #8
					The Charmon begand Commissioners have not or requiring rest. IS Simply with in seer of the rest companies causing segments in the State of Fases. As it is nationally contained causings and with a set of the rest companies causings and the state of Fases. As it is not recommendate the respect of the secondary of the rest of the secondary of the rest of the secondary of the respect of the secondary of the rest of the secondary of the respect of the secondary of the rest of the respect of the secondary of the rest of the rest of the rest of the secondary of the rest of the r	
991	Donna Day	1/12/2023	Email	General support	Dark Charmons being and Commissioners Thanks you for recognizing that 135 through Audit is are of the mast compound mankeys segments in the State of Team. As this seriously outsided mankeys of their Auditorials, it is an invited (which is experted an operation of the state of t	Saw Commert #S
992	Donna Garrett	2/21/2023	Fmail	Do not widen/no build		
992	Donna Garrett	2/21/2023	Email		Roads built below grade will flood and be hazardous. Ever tried to drive across Houston after even a small rainfal? Below grade highways flood and I do not believe you can engineer around the problem.	Sectionment #5
993	Donoven Senders	Conjunction	MyCapEx Website - Comment Form	Do not widen/no build	35 opparation seems environmentally insoporable. Todd is using its own data that is illiterable, at best. How can they predict car usage but givere bus usage? How are we saying we want to be carbon motival but will spend a decade explanding a highway?	See Comment #5
				Bike/ped safety	Why are bike laines not being take seriously in the plans? Dosent the city have better options to spand over 800 million dollars on other than highway caps?	See Comment #30
994	Donovan Sanders			Do not widen/no build	Mobility35 Program Manager Tommy Abrego, I would first like to make it clear i oppose of todds plan to expand AND deepen 135. This plan is negligent of the effects of highway expansion. This will only bring more traffic as more people are incentivised to use this road purmning through	See Comment #5
					and the country of th	
				Bike/ped safety	They make no effort to build safe passages for pediatrians and biters.	See Comment #30
				Air Quality/Noise		See Commant #30
					They skewed the preventation of their data, ignored concerns from the people in the communities that this directly effects, and greasly underestimated the inconvenience. They will be contaminating our water, descriping habitat, and causing mode-sides second degree damage.	
				Public Transit / Multimodal Transportation	Isoport rajed to a trust, designating too any lums, and having more Report coats to areas that will find the greatest breeffer of public breegeration. The truss and buse most service who desired on it. Public breegeration in set a bury, it is a rigidiff service for the public. The need boost to be given from one lains this reducing make and increasing public confidence.	See Comment #13
995	Dora Hemandez	1/27/2023	Email	General support	Date Chairman Bugg and Commissioners: Thank you for recognizing that 135 through Austin is one of the most congested readway segments in the State of Yeass. As this seriously contained madway is often called the Main Street of Yeass, all Texans should call for bed and decisive action to transform this critical stretch of infestructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State.	See Comment #S
					Accordingly, I am writing fooliey to express my complete support for the 135 Capital Express Central design as proposed by TiCOT. Thank you for your consideration of this request.	
996	Dora Hemandez	2/10/2023	Email	General support	Succident high get Commissions. The property of the property of the Succident Succide	See Commerce 48
997	Dori Kimball	2/1/2023	MyCapEx Website - Comment Form	Regional Connectivity	Please consider funding and promoting any and all rail in or around San Antonio, and the rest of Yesas. We despensivly need better and reliable public transportation in Yesas.	See comment #1
998	Dorothy Bassett	2/20/2023	VOH	General support	I am in favor of this project. It won't be pleasant, but it is necessary.	See Comment #8
						See Comment #S
999	Dottie Watkins	2/13/2023	Email	General support	Does Chairman higg and Commissioners. The Application of the Commissioners of the most congested reviews yeaponets in the State of Teach, as this services's positives reviews year. The state of the Main Street of Teach, all Teams should call for bold and decisive action to broadlen the original content of enhancements of the State of Teach, and Teams should call for bold and decisive action to broadlen the original content of enhancements of the State of Teach, and Teams should call for bold and decisive action to broadlen the original content of the State of Teach, and Teams should call for bold and decisive action to be should be supported by the State of Teach, and Teams should call for bold and decisive action to the State of Teach, and Teams should call for bold and decisive action to the State of Teach, and Teams should call for bold and decisive action to the State of Teach, and Teams should call for bold and decisive action to the State of Teach, and Teams should call for bold and decisive action to the State of Teach, and Teams should call for bold and decisive action to the State of Teach, and Teams should call for bold and decisive action to the State of Teach, and Teams should call for bold and decisive action to the State of Teach, and Teams should call for bold and decisive action to the State of Teach, and the St	
1000	Doug Alles	\$ 04,000	VOH	Do not widen/no build	I would prefer the alternative of no expansion on I-35.	See Comment 45
				Reroute to 130	We need a highway that goes around Austin and does not deathey more of our city by going through it.	See comment #3
1001	Doug Ballew			Do not widen/no build	I am a native Team and have lived in Austin since 1994. I oppose expanding I-SS. TACOT should be better aligned with the corrospt of reducing single occupant vehicles and providing and promoting alternative, more environment-feerfully forms of transportation such as bising, wishing, and make transit. Increasing this runther of sines only increases the number of cars that will eventually dog up those	See Comment 45
					alternatives, none environment felerally forms of prespondation such as bining, walking, and mass triesds, horseasing the number of lares only increases the number of cars that will exemulally day up those laws. It's not scalarsolated Please gift with the program FACOT	
				East/West Connectivity	East-west crossings should be at least every 1/4 mile.	See Comment #20
1			1	Lower Speed Limits	All non-high speed readways in Austin should be designed for 25mph and be safe for all read users.	See Comment #305
				Air Quality/Noise	Expansion will worsen traffic and many other problems, including air, water, and noise pollution; health impacts; healt island impacts; and crashes	See Comment #34
				Community Alternatives	I want community alternatives to expansion, including Reconnect Austin and Rethink 35, to be fully studied.	See Commant #4
1002	Doug Dyer	\$100,0000		Do not widen/no build	No FLOOT EXCEPT. (Separa expending Floor). (Sent want to travel around Audit on an intention highway, whether in a car or by waiting or brighing.	See Comment #5
				Air Quality/Noise	Expension will worsen traffic and many other problems, including air, water, and noise pollution; health impacts; heat island impacts; and coashes.	See Comment #34
				Air Quality/Noise Bike/ped safety	Expension will sociate trailfic and many other problems, including air, water, and rease pollution; health impacts; heat slaind impacts; and crashes. This project will discourage walking and bicycling and transit use. Wide polluting highways through town are not what I want for Austin. I wait for Austin. I wait safe, pleasant, and walkable and bibasible streets.	See Commant #34 Rea Commant #90
				Community Alternatives	This project will circourage wavering and oxycong and others case, wore posturing rightways introdyn own are not what I want for Assen. I want save, present, and waracter and consucer streets. I want community atternatives to expansion, including Reconnect Audin and Rethrink 35, to be fully studied.	Sae Control # 4
				and the second		See Commant #8
1003	Doug Hively	2/13/2023	Email	General support	Sour Chairman higgs or Commissioners. The state of the state of the state or agent of the most congolate contains suggest in the State of Team, as the services contained noteway or after called the Main Sheet of Team, at Teams should not fire food and deciding the state of the	
1004	Doug Launius	2/7/2023	Email	General support	David Chairman Bugg and Commissioners: Then's you for recognizing that 150 inrough Audit in one of the most congosind readway suppress in the State of Teach. As this surrounal youthdood readway is when south that Man Should Teach, all Teach and Would call the cold and declarate action to readward that such confidence in a readward that is accommodated and the readward in the read	See Comment #8
1005	Doug Opelka	2/7/2023	Email	General support	Loc Coasses begand of commissioners. Name you for recipioning facility 15 Strongly hastin is not of firm on facility and present in the State of Feor, is the services problem designing or size of the services of the servic	Sea Commercials
1006	Doug Witson	2/8/2023	Email	General support	Succidence higgs of Commences: As the Commence of the Commenc	See Comment of B
1007	Doug Wilson	1/20/2023	Email	General support	Lo Colone high get Commissions. This give to require give 15 Strongs bear is not a first an incorporate sealow, appears in the Stor of Store, his relative to a seal or special sealow, a sealow of the sealow of th	Das Comment 45
	1	1	L			

					Date Chairman Bugg and Commissioners: Thank you for recognizing that 155 through Audin is one of the most congested markey segments in the Date of Texas. As this seriously outdated near-levely not include the Alland Street of Texas, as I have should sell for the call and decides exciton the same formation that in chair advantage that influences are as an advantage to the second to the required of memoria good and immension goods where the second to the second	See Comment #6
					Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDDT. Thank you for your consideration of this request. Douglas N. Wolf Executive Vice President HDRIZON BANK	
					COPPORTINGNITY PROVIDES NOTE: The communication is confidential and privilege, as signaland by the Discourse Communications Act, 31 U.S.C. 2510-252. This liquidy privileged communication is intended only for the personal and confidential used the recipiency is assessed above. Disamforcind review, use, discourse or distribution is sixtly problem. If you are not the retended recipient, please assess in the assessed and the assessed privilege and assessed privilege and the asses	
1008	Doug Wolfe	2/7/2023	Email	General support	Coasia any further review of the missage and any statchments, contact mis and districtly a cipies of the original missage. That is you.	
1009	Dougle Steinbach			Community alternatives	ModifySh Program Manager Transp. Arrange. Natar LOCI. Natar LOCI. Assert LOCI. Assert LOCI. The Control of the Control CS plan. This is a chance reconnect Assert and add large sailing softwards with public benefit as opposed to a burner that earth response based on a single publisher and will sail put publisher all over the emission and end of the control of t	See Comment #4
					Data 15001, Phase reconsider the current (35 plan. This is a chance reconnect Austin and add large walking sidewalks with public transit as opposed to a tunnel that won't improve travel times and will still put pollution all over the entrance and exit of the	
				Air Quality/Noise	Passas within 105 and don't waste tax payers dollars on a project that will lead to more death via traffic listaities and more sickness due to pollution, not to mention road region. That you,	See Comment #34
					Thank you,	
				Bullio Transit / Multimotal	We need better solutions to transit, interstates are for traveling across the state not getting from one part of town to the other.	See Comment #33
				Public Transit / Multimodal Transportation	THE RECORDS ACCOUNT OF DESIGN, FRANCISCO BY THE DESIGN OF THE ASSET OF DESIGN OF THE PARTY OF TH	Jan 001100119 2J
ID	C N	Da R d	S			Кр
1010	Douglas Herling	3/7/2023	MyCapEx Website - Comment Form	Caps/Deck Plazas	Living between 2222/200, Lamer, and 35 is now how dividing a busy road or fineway can be. We need to do 155 right. The current amarigement of frontage roads, car-dominate bridges and massive expected reviews primarily as sear dividing sear from control in Justic Any expension of 35 reads to incorporate our paid soft to to review or by vindors, selfs, and prospersors. Five lived through highway expensions in other areas of the country send serve collection of the finding only women primaries on the committee of the country send serve collection of the finding only women primaries on the committee of the country send serve collections of the finding only women primaries. The finding of the first primary is a did first to do this right.	Sao Correnant #42
1011	Douglas Smith		MyCapEx Website - Comment Form	Air Quality/Noise	On not accept the TXCOT plan as is. We need better measurements of air quality during the environmental assessment.	See Comment #34
				Water Quality	We need engineering attacks on how to handle water runoff indeald of ligatoring it. We should have more claps. Why son't DIDOT more invested in this ventural? Why does Austin Tappayers have to pay for something for the rest of the state and region?	See Comment #125
1012	Dr. C. Earle Lewis	3/7/2023	MyCapEx Website -	Do not widen/no build	There are many solution to congestion you have ignored-bus lanes on and off the freeway-multiple passenger only lanes; better signaling at intersections which are directly in line with off traffic from the	See Contrast #5
			Comment Form		There are many solution to congretion you have ignored-but almost or and off the freeway-multiple passenger only larse; bother agraining all interactions which are directly in line with off traffic from the freeway. It is not improved with whalf I have seen of the plann TADAT has offered-they need more clobes input, and a bother libering sex.	
1013	Dr. Sumit Dutta	1/4/2023	M.Coule Water	General support	Transfer report the broadfast discounting 90 hasses in office a sight coloide improving the mode of the first mode of broaden including an house and withing without discounting of the coloide of the co	See Comment #8
1013	ur. sumit Dutta	1/4/2023	MyCapEx Website - Comment Form	weneral support	I strongly support the "modified alternative 3" because it offers a viable solution improving the quality of life for all modes of transport including cur, brigdle, and walking, without displacing as many residents and businesses. I expecially like the walking/bigdle crossings at 3rd and 4th 3Prests and room for oby-funded caps. Thank you for your hard work incorporating public feedback, and I hope you continue implementing "modified alternative 3."	
				East/West Connectivity	Include better SUP crossings at the two SPU interchanges at Airport and Reverside that don't involve turnels or crossing 4+ discrete travel lanes.	See Comment #20
				Lower Speed Limits	Another Design Questi From 4.50 mg to his own of through small, began plantaged in a personal or disease of dying 6 stock by a vertice in greater than their channel of servine), in exagging the designs an excellent service of the s	See Comment #395
					Other major reads in Austin with 35 mph speed limits as a basiline, but this is not good enough. TADOT should push this envelope to achieve the safety record it purports to seek. Where lower speed limits are not possible, include other and or reads in the purport of the seek. Where lower speed limits are not possible, include other and or read or read or read or read or reads.	
					My name is Drake Hampton. I am a member of Austin's Brycke Admisery Council. I endorse the most recent recommendation put forth by that body regarding this project (https://services.austinteess.gov/selms/document.rfm?id=403936). And I	See Comment #30
					In yourse 2 Date Recognity, I am a member of Austin's Boylet Advancy Cancel. I entire the recommendation part for the your body regarding this project (from, commendation) and for the following additional process of amongs to project, to be included in the efficient feature, great of the recommendation part for the your body regarding the project and project. The included is the efficient feature, great of the recommendation part for the your body regarding the project and project. This is not project that my research for opening the project and project for the project are numerical, led ficas on my influent expendance of the project are numerical, led ficas on my influent expendance of the project are numerical, led ficas on my influent expendance of the project are numerical, led ficas on my influent expendance of the project are numerical. I will not not not the project are numerical for the project are numerical to the project are numerical for the project are numerical. I will not not not the project are numerical for the project for the proje	
					concern salidy.	
1014	Drake Hampton				Jackey and old mile 155 Capital Express Central Project is to "enhance safely". ThOT's project designs, however, do not give safely or winnings to you make the contract of the 155 Capital Express Central Project is to "enhance safely". ThOT's project designs, however, do not give safely or winnings to you make the contract of the 155 Capital Express Central Project is to "enhance safely". ThOT's project designs, however, do not give safely or winnings to you make the contract of the 155 Capital Express Central Project is to "enhance safely". ThOT's project designs, however, do not give safely or winnings to you make the contract of the 155 Capital Express Central Project is to "enhance safely". ThOT's project designs, however, and the project is to "enhance safely". Thot's project is to "enhance safely" in the 155 Capital Express Central Project is to "enhance safely". ThOT's project is to "enhance safely" in the 155 Capital Express Central Project is to "enhance safely". Thot's project is to "enhance safely". Thot's project is to "enhance safely". Thot's project is to "enhance safely" in the 155 Capital Express Central Project is to "enhance safely". Thot's project is to "enhance safely" in the 155 Capital Express Central Project is to "enhance safely". Thot's project is to "enhance safely" in the 155 Capital Express Central Project is to "enhance safely". Thot's project is to "enhance safely" in the 155 Capital Express Central Project is to "enhance safely". Thou enhance safely in the 155 Capital Express Central Project is to "enhance safely" in the 155 Capital Express Central Project is to "enhance safely". Thou enhance safely in the 155 Capital Express Central Project is to "enhance safely in the 155 Capital Express Central Project in the 155 Capital Express Central Project in the 155 Capital Express Central Project in the 155 Capital Express Central Pro	
					Affirmized on the cuts and keep the SUPs	
					ladge continuous to reduce conflict points. Milennizas ligi Lines and, when exposed, aller the design is side to the first possible where it crosses SUPs.	
				Bike/ped safety	alther the design to slow traffic as much as possible where it crosses SUPs.	
					The carriage seen on our readways is the direct result of urban design and traffic engineering choices made in decades pass. We now have the data and the infralight to see these choices as midables. With the current designs for 1-55 Capts. Central, TLOGO I Stands to repeat and I flerally current them installables for decades to come. In several companies or come in a service or converge to retirenging who I shall be not I shared to the four them. Urgs	
					TADOT to take their promise of safety to heart and join the community voices calling for the bold vision and leadership required to transform I-35 from the athatross that it is today into the efficient, pleasant, and "safe" backbone of our transcribution, network.	
					was the receipt to set time; as more in passions where it crosses above. The receipt the set time is a passion of the receipt the set time is a passion of the receipt the set time. The receipt the set time is a passion of the receipt the set time is a passion of the receipt the rec	
					TACO to the progress of safety to heart and join the community vision colleg for the total steam and tendentity required to transform 1.55 from the arbitrors that it is today into the efficient, pleasant, and "wide" backboxe of our surregerations melanics.	
1015	Drea	1/31/2023	MyCapEx Website -	Regional Connectivity	Taggiff an eight red facility to have and join the community scores calling for the bold steam and teachership required to transform 1.55 from the althorous that it is taking mits the efficient, pleasant, and "wide" believes of our assignment of the efficient of the efficient of the efficient, pleasant, and "wide" believes of our assignment of the efficient of	Sea connect ti
1015	Drea	1/31/2023	MyCapEx Website - Comment Form	Regional Cornectivity	I kapport a regular reli transit system believen blev Antonia and Austin	The connect F.L.
1015		1/31/2023	MyCapEx Website - Comment Form VOH	Regional Connectivity Business/residential displacement		See connect 41. See Connect 422.
	Drea Drew De Los Santos				I kapport a regular reli transit system believen blev Antonia and Austin	
					I support a regular real trained system between Star Antonia and Audin Star of displace are demoks any buildings, businesses, or horses to aspeared SS. Cover the highway with a park! Oktobil(SS) Program Managare Trainings Congram.	
1016	Drew De Los Santos			Business/residential displacement	Exposed a regular rail formed opposes between Space Actions and Audion On roll displace or derivation any Suitalings, Sucknessed, or former to exposed SS. Cover the highway with a panel MAGRICASS Program Manager Section Arrange. And any agreen for exposure.	See Communit #22.
1016	Drew De Los Santos			Business/residential displacement	Exposed a regular rail formed opposes between Space Actions and Audion On roll displace or derivation any Suitalings, Sucknessed, or former to exposed SS. Cover the highway with a panel MAGRICASS Program Manager Section Arrange. And any agreen for exposure.	See Communit #22.
1016	Drew De Los Santos			Business/residential displacement Do not widen/no build	I support a regular real trained system between Star Antonia and Audin Star of displace are demoks any buildings, businesses, or horses to aspeared SS. Cover the highway with a park! Oktobil(SS) Program Managare Trainings Congram.	See Connect #3 See Connect #3
1016	Drew De Los Santos Drew Echetberger	2/11/2023	VOH	Business/residential displacement Do not widen/tro build Business/residential displacement	1 support a regular rail framit updam belinean Sax Antonia and Austin On red displace or demokratin eng buildings, bearmoness, or homes to segond 25. Cover the lingthrapy with a park/1 MANINISS Preguent Manager Survey Annya. Antonia Sax Pr	Sea Connect #23. Sea Connect #23.
1016	Drew De Los Santos			Business/residential displacement Do not widen/no build	1 support a regular rail framit updam belinean Sax Antonia and Austin On red displace or demokratin eng buildings, bearmoness, or homes to segond 25. Cover the lingthrapy with a park/1 MANINISS Preguent Manager Survey Annya. Antonia Sax Pr	See Connect #3 See Connect #3
1018	Drew De Los Santos Drew Echalbarger Drew Hanish	2/11/2023 2/11/2023 2/8/2023	VOH MyCapEx Website - Commert Form	Business/residential displanament Do not wider/no build Business/residential displanament General support	Support a register self transid agricultural transients black Antonius and Austria Con red displaces or derivation any justifiengs, businesses, or former to exposed 35. Cover the highway with a panel MARKET SET register through the following transport of the fo	See Connect #2.2 See Connect #2.2 See Connect #2.2 See Connect #2.2 See Connect #3.2
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1017 1017 1018 1019	Drew De Los Santos Drew Echalburger Drew Hamish Drew Hamish	2/11/2023 2/11/2023 2/11/2023	VOH MyCupEx Widoster Comment Form Ernal MyCupEx Widoster	Business, residential displacement Do not eviden, rico build Business, residential displacement General evigon1 Garnelli evigon1	So not displace or devotable any buildings, businesses, or homes to expend 25. Cover the highway with a pank? Annut 25. Region through a financial stage buildings, businesses, or homes to expend 25. Cover the highway with a pank? Annut 25. Region through a financial stage of buildings, businesses, or homes to expend 25. Cover the highway with a pank? Annut 25. Region through a financial stage of buildings, businesses, and communities are and reserved and it will not high buildings and the pank of buildin	See Comment #21.
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1017 1017 1018 1019	Drew De Los Santos Drew Echalburger Drew Hamish Drew Hamish	2/11/2023 2/11/2023 2/11/2023	VOH MyCupEx Widoster Comment Form Ernal MyCupEx Widoster	Business, residential displacement Do not eviden, rico build Business, residential displacement General evigon1 Garnelli evigon1	Tapper a region rail treats update halves the Arbeirs and Audia On red displace or demokracy places (Arbeirs) and Audia Abduligh Shington Manager facines (Arbeirs) and construction and read the corridor and it will not halp be officed to separate (Arbeirs) and Arbeirs (Arbeirs) and Arbeirs (Arbeirs) and Arbeirs (Arbeirs) and Arbeirs) and Arbeirs) and Arbeirs (Arbeirs) and Arbeirs) and Arbeirs) and Arbeirs (Arbeirs) and Arbeirs) and	See Comment #21.
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1018 1017 1018 1019	Deer Da Los Santas Santas Control de Control	2/11/2023 2/11/2023 2/11/2023	VOH MyCupEx Widoster Comment Form Ernal MyCupEx Widoster	Business/visiblerial displacement On not solder, nich ball Business/visiblerial displacement General support General support General support	Tapper a region rail treats update halves the Arbeirs and Audia On red displace or demokracy places (Arbeirs) and Audia Abduligh Shington Manager facines (Arbeirs) and construction and read the corridor and it will not halp be officed to separate (Arbeirs) and Arbeirs (Arbeirs) and Arbeirs (Arbeirs) and Arbeirs (Arbeirs) and Arbeirs) and Arbeirs) and Arbeirs (Arbeirs) and Arbeirs) and Arbeirs) and Arbeirs (Arbeirs) and Arbeirs) and	See Comment #21. See Comment #22 See Comment #23 See Comment #28 See Comment #28 See Comment #28
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1017 1017 1018 1019	Deer Da Los Santas Santas Control de Control	2/11/2023 2/11/2023 2/11/2023	VOH MyCupEx Widoster Comment Form Ernal MyCupEx Widoster	Business, Yesderdal displacement On not wider, Yes hold Business, Yesderdal displacement General support General support General support	In adjuster of treated system believes has Assisted and Auditor Adding 55 Program Manager Treates (Annual System State of Auditors) Adding 55 Program Manager Treates (Annual System State of Annual System	Sea Comment #23. Sea Comment #23. Sea Comment #3. Sea Comment #8. Sea Comment #8. Sea Comment #8.
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1017 1017 1018 1019	Deer Da Los Santas Santas Control de Control	2/11/2023 2/11/2023 2/11/2023	VOH MyCupEx Widoster Comment Form Ernal MyCupEx Widoster	Business, Yesderdal displacement On not wider, Yes hold Business, Yesderdal displacement General support General support General support	In adjuster of treated system believes has Assisted and Auditor Adding 55 Program Manager Treates (Annual System State of Auditors) Adding 55 Program Manager Treates (Annual System State of Annual System	Sea Comment #23. Sea Comment #23. Sea Comment #3. Sea Comment #8. Sea Comment #8. Sea Comment #8.
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1018 1017 1018 1019	Deer Da Los Santas Santas Control de Control	2/11/2023 2/11/2023 2/11/2023	VOH MyCupEx Widoster Comment Form Ernal MyCupEx Widoster	Business, Yesderdal displacement On not wider, No hold Displacement, Yesderdal displacement General support General support General support An Owenty No hold An Owenty No hold An Owenty No hold	I support a register rail trained update halowest San Antonios and Austra On red displaces or demoks any buddings, businessess, or horses to support 255. Cover the legistery with a pack? Maching San Program Manager Technology Antonios is support of red 355. Cover the legistery with a pack? Maching San Program Manager Technology Antonios is support of red 355 Copies Express Control design as proposed by ECCT. The important intensit is the advisered and updated and commissioned and commissione	Sea Comment #23.
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1016 1017 1018 1019 1020 1024	Dow De Los Sentino Sentino Sentino Sentino Sentino Sentino De Sentino	2/11/9023 2/6/2023 2/6/2023	VOH MyCarlé - Website Commant Form Ereal MyCarlé - Website Commant Form	Duarreas, "residential displacement On not widen," his haid Duarreas, "residential displacement General support General support General support General support Connect support Do not widen, "his haid An Quality Fishina Connectify Abornation Business," hashed displacement Do not widen, his haid Residential displacement Do not widen, his haid Fishina Service, Abornation	The applied is engined real trained system believes the Antonio and Austin MACH STATE AND ADDRESS AND	Sea Comment #21.
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1024	Dru Brown	3/6/2023	Email	General support	Date Claims Bagg and Commissioners. The poly of reciping the LS Strongly, Audin is one of the most congenied readway segment in the Base of I reas, As it is seriously contained readway is other called the Main Street of I reas, Asi Teams should call for total and decisive action to be contained that the Contraction that contained the street of I reas, Asi Teams should call for total and decisive action to be contained that the Contraction that is commissioned that are sequenced in our great bits, and in the Contraction that is contained to the Contraction tha	
					action to bransform this critical stretch of infrastructure into a readway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordinals, I am writer todar to excern serv connective second for the LSS Capital Express Cartific desiris as connected to TADOT. These of or your consideration of this request.	
1025	Duana McGlauffin	1/30/2023	Email	General support	Date Chairman River and Conversionners: Thank you for recognition that LSS through Austin is me of the most composted conduct undersor sentences in the State of Texas. As this seriously condition makeur is often	See Comment #8
					Dear Chairman Bugg and Commissioners: Think you for recognizing that 135 through Justin is one of the most congested readway segments in the State of Texas. As this seriously outside madesy is often called the Main Street of Texas. As all feathers should stall for bodd and decisive action to transform this critical streets of infrastructure into a readway that all accommodate the response on the response of the	
					Accordingly, I am writing today to express my complete support for the I-SS Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request. Sent from my iffrome	See comment #8
1026	Duchess of Saturn			Do not widen/no build	MobilityS Program Mariager Tommy Abregio, We need loss can, not more.	See Comment #5
				Latent/Induced Demand	Induced Demand is not something ThDOT should be employing to reduce cars—entirely anotherical to the goal.	See Comment #18
1027	Dudley Simmons	2/9/2023	Email	General support	Date Chairman Bugg and Commissioners: Think you for recognizing that 155 Strough Justin is one of the most congested readway segments in the State of Texas. As this seriously contained readway is othern called the Main Street of Texas, all Texas should call for bold and decisive section to transform the original social social settled in the intersecture into a readway that will accommodate the rejoid and immerse growth we are experiencing in our great State.	See Comment #8
					Training point or incognizing that in 5-to entroping nutries in one of the miss complexed relatively segment in the season or leasure, we this settlement of the critical selected or leasure, as it returns a record or leasure or leasure, as it returns a record or leasure or l	
1028	Dulari Gandhi			Latent/Induced Demand	There is no evidence that wider, higher, longer highways improve traffic- in fact, just the opposite. Austin is a growing only that deserves real transportation options. Enough is enough. Date Gundhi	See Comment #18
					Dulari Gandhi	
				Air Quality/Noise	Mobilit\(\text{S-Popram Manager Tomers Abrees.}\)	See Comment #34
					MbDRIGSS Program Manager Tommy Abrego. Ms more expressor of SS, pisses It. It is inpossible to overstate the many ways expanding 35 will make our level worse - during and after construction. The planning process insists on ignoring induced Disment, construction impress, particular en	
					Committee,	
1029	puncan Messel			Do not widen/no build	MobilitySS Program Manager Tommy Abrego. 1 was been on SL David's Helipstein in Austin, Teach, coardoxing 1.95. TXDoT's plan will ensure that this highway remains a blight for my children, and possibly their children too. I expect TxDOT, Austin City Courcil, and other representatives to clearly in for more invalidation from the remainier of 1.95.	DAM CONTRACT #O
					stand up for me by rejecting this plan for expansion of I-35. Duncain Messel	
				Latent/Induced Demand	T-EOT has ignored induced Demand, construction impacts, particulate matter pollution from the wear, the failure of almost all highway expensions, the impact of every meaningful alternative proposel, and the unawaying, own-referring operationing of partitions of automation and as totally register impact on our environment and communities. T-EOT's plan is a complete failure of process and outcome. It has run a shambolic, dishonest process of ourselving operations, with the outcome of 2 subsequent places pollution scores that is subsequent to the process of ourselving operations, with the outcome of 2 subsequent places pollution scores that is subsequent to the process of ourselving operations.	See Commant #18
				Air Quality/Noise	For my entire life, this highway has been a blight on Austin, generating noise and air pollution 24 hours a day, dividing neighborhoods, and contributing to climate change	See Comment #34
1030	Dustin Kim		MyCapEx Website - Comment Form	East/West Connectivity	The I-35 expansion project, even in the most recent form provided by TxOOT does not do enough to repair the wounds created when the highway was first created. There is not enough being done to reunite	See Commant #2D
			Comment Form		This Sequence project, even in the size in specifically provided by 1000 fill one of the record, in septic the security contact when the highly we see for counct. These is not except being done to record. The council or the size is sufficient to record the size is sufficient to record. The council or the size is sufficient to record the size is sufficient. The size is sufficient to record the size is sufficient to record the size is sufficient. The size is sufficient to record the size is sufficient. The size is sufficient to record the size is sufficient. The size is sufficient to record the size is sufficient. The size is sufficient to record the size is sufficient. The size is sufficient to record the size is sufficient. The size is sufficient to record the size is sufficient. The size is sufficient to record the size is sufficient to record the size is sufficient. The size is sufficient to record the size is sufficient. The size is sufficient to record the size is sufficient to record the size is sufficient. The size is sufficient to record the size is sufficient to record the size is sufficient. The size is sufficient to record the size is sufficient to record the size is sufficient. The size is sufficient to record the size is s	
					will be underutilized. The state needs to apply dynamic tolling in order to both increase utilization and pay for construction.	
				Community Alternatives	The best cotion would be to screan this design and consider the ReConnect proposal	See Comment #4
				Bunyturnel	to bury the highway and replace it with a street level bouleward, opening up additional land for much needed housing and expansion of the tax base for the city.	See Comment #25
		Da R d		Buryyturner	to duty the rightneys arts replaced in section a schedul revised policies/rest, operating up additionable section for tracers-necesion industrigation or other last dealer for this city.	DAM LOTTERED # 2/3
ID.	C N	Da R d	S	Topic		A p
				Do not widen/no build	Mathitist's Project Manager Tomory Sology. In the Sology Tomory Sology Tomory Sology. It is an ancient of Audion Sology	See Comment #5
					toll lanes, hivesy, roads, paths, public row parking spaces & bridges, in TEXOS for free public use, violing, & multipling any contracts with other entities regarding pol roadstoll lanes, hivesy, roads, paths, public row parking spaces & bridges. TEXOS is advanted to menticularity and correction and conflict of interest periors line all projects. TEXOS is advanted to menticularity and conflict of interest periors line all projects. TEXOS is advanted to menticularity and conflict of interest periors line all projects. TEXOS is advanted to menticularity and conflict of interest periors line all projects. TEXOS is advanted to mention and the project conflict of interest periors and the public row parking spaces & bridges.	
					10 years of construction for just a few years of congestion nellef is NOT worth it. I expect Tx00T, Austin City Council, and other representatives to stand up for me as a concerned citizen. Dylan Blackthom	
1031	Dylan Blackthorn					
				Latent/Induced Demand	TXCOT's process in this project is erroneous, by ignoring Induced Demand, construction impact, the feature of almost all highway expansions, the success of freeway nerrowals, and its traffic modeling is deeply flawed. A better option is redesignating another highway such as SH 130 as a toll-five intensional.	See Contribut #18
					Rewed. A better option is redseighering another highway such as SH-130 as a toll-fee intenstate.	
1032	Dylan Lance			Do not widen/no build	MobilityS5 Program Manager Tommy Abrego,	See Comment #5
					Making ST, Program Makager Thomas, Passing. As an Autor research of commoning that the Department of Descriptoristics is willdy growing all modes research on thy planning expending the new expension plans for 1-55. The idea that this wait so he shalf, is at all in not based an factor naisily. Building more laren only research once demand which in the makes more shalfs. Not only work of angitum based from being more waikable, but of views would benefit from less they breefs as more people can take alternate to impropriation makes have also what the waitage from being more waikable, but of views would benefit from less they breefs as more people can take alternate to impropriation makes have also what the waitage from being more waikable, but of views would benefit from less they breefs as more people can take alternate to the propriation makes the propriation without the propriation without his propriation without the propriation without the propriation without the propriation without the propriation of t	
					transportation methods. Please look at the reality of the situation, not at traditional traffic thinking. Datas I area.	
				Business/residential displacement	Additionally, the construction will tear down a brand new apartment complex and Austin needs housing now more than ever.	Ne Comment #21
				Community Alternatives	Phase reconsider and look into the alternatives the community has been proposing like the ReThink 35 Plan.	New Comment &
						our comment is
1033	Ed Crowell	3/7/2023	Email	Reroute to 130	MobilitySS Program Marriager Tommy Abrego, Stop thirming we need to help mose faster every truck from Chicago to Mexico and back through Austin. Let them take the 130 toll read to the east. Design 135 through our only for Austinias and the businesses and neighborhoods it inferences. Ed Crossell	See comment #3
					Ed Crossill	
	<u> </u>	<u> </u>				
					To whom it may concern I am an autor resident who less on Willahire Bhut The plan to use Wilshire as a thoroughfare to connect 41xt St. and Airport is a terrible idea. Wilshire woods is a quist residential neighborhood with a huge amount of pedestrian traffic especially orbited mand other and the autority. The plan is a terrible idea. Wilshire woods is a quist residential neighborhood with a huge amount of pedestrian traffic especially orbited mand other and the plan is a point of the plan to use Wilshire woods in a quist residential neighborhood with a huge amount of pedestrian traffic especially orbited mand to the plan is a point of the plan to use Wilshire woods in a quist residential neighborhood with a huge amount of pedestrian traffic especially orbited in the plan to use Wilshire woods in a quist residential neighborhood with a huge amount of pedestrian traffic especially orbited in the plan to use Wilshire woods in a quist residential neighborhood with a huge amount of pedestrian traffic especially orbited in the plan to use Wilshire woods in a quist residential neighborhood with a huge amount of pedestrian traffic especially orbited in the plan to use Wilshire woods in a quist residential neighborhood with a huge amount of pedestrian traffic especially orbited in the plan to use with the plan to use which is a plan to use with the plan to use which is a plan to use wh	See Comment #9
					children and older adults. Existing traffic events on nearby 38th 51 are terrible. It exis backed up here because 38th connects the existing traffic.	
					Making a connection from 15st to Wilders will just replicate this protein and push dispress traffic into the Wilders word in protein and protein	
					children and peloterians in our neighborhood and leveraging the investments already made in our neighborhood to encourage or contracting and advantage or contrac	
					Continues y related to the process of the process o	
				Witshire	tended bookward of Schemel Askins at continuing controllers are overgon pain. This is integrated to the continuence of the cont	
					Schelffer-Willowbrock Registromod Association Procedul Extension, Chief Scholger Nethod-Serven, Visid Chief Mergiered Most Particular Material Address 400-5 Vinetand Dr. Audith., 17. 78722 zmin. https://disea.gov/enum/halp/massians// home some or of them coming all the way from the Market development action Paport Block on their ways to and from their school. The salety of thesia and influence chief of the sale and influence chief of the sal	
1034	Ed Deeters				Continue of contractions and contractions and contractions are contracted as a contraction of contractions are contracted as a contraction of contraction of contractions are contracted as a contraction of contractions are contracted as a contraction of contraction of contractions are contracted as a contraction of contractions are contracted as a contraction of contraction of contractions are contracted as a contraction of contraction of contractions are contracted as a contraction of contraction of contractions are contracted as a contraction of contraction of contractions are contracted as a contraction of contraction of contractions are contracted as a contraction of co	
					Edward Dieters	
				Bike/ped safety	On habited of the Schieller Millimetered Neighborhood Econolision and the Samilee that like in the Norks commonling Wilshine Revisions and Schieller Searce we wight to pid for company from the Note of	See Commant #30
					On behalf of the Schelfer-Willowbrook Neighborhood Association and the lamilies that live in the blocks surrounding Wilshire Boulevard and Schelfer-Avenue, we wish to ask for support from the City of Austin and the Taxas Department of Transportation to preserve and defend the safe padenties, biopting, and traffic initiad throughways that these two streets provide, in the Sec of the design for the new I-35 crosscs.	
1035	Ed Wermund		VOH	Do not widen/no build	A key fault with the plan is it will eliminate all northbound access to 1:35 from south of Riverside up through 8th Street causing oversies of feeder reads. Thereis	See Construct #S
1						
1				Bike/ped safety	I suggest adding an access ramp of floverside and on the flying over bridge to be built between Holdy and Cleiar Chavez. Also, the bridge from River Street to Holly Street should accommodate bicycles, pediatrisms and micro mobility.	See Comment #30
				Caps/Deck Plazas	Also, I suggest a cap on ISS from Ceaar Chavez to 8th street.	See Comment #42
1036	Eddie Fiege	2/14/2023	MyCapEx Website -	Business/residential discladement	Don't expand 135 north of 45th street. The small businesses here deserve to stay.	See Contract 421
			Comment Form			
1037	Eddie Safady	2/7/2023	Email	General support	Day Chairman Rust and Correlationers: There are for proportion that US through destin is rea of the most reposited environment in the State of Years. As this continues another another another in the State of Years.	See Comment # B
2037	Louisi Districtly	4/1/2023	Links.	serveral support	Date Chairman Bugg and Commissioners: Thank you for recognizing that 135 through Audin is one of the most congested readway segments in the State of Texas. As this seriously outsided readway in dhand calculate the Market Several of Texas, as I manus should call for bed and decisive action to transform this critical service for discolar services in discolar services in the accommodate that a commodate the response of texas and immensa growth we are experiencing in our great States. Accordingly, in an infliction below the several services because the sport for the 35 close) beginned because the sport of the 35 close) beginned because the sport of the 35 close) and the sport of the 35 closes are the 35 closes are the sport of the 35 closes are the 35 clo	
	F4			Do not widen/no build		See Comment #5
1038	Edgar Garza			Do not widen/no build	Mobility55 Program Manager Tommy Atrogo, TUDOT,	DAN LODDINITY #3
					I am reaching out to make a statement on the opposition of the i-35 expansion.	
				Latent/Induced Demand	Expanding highways only create Induced Demand, just look at the Katy freeway in Houston.	See Comment #18
					1	

				Public Transit / Multimodel	Please lase alternatives such as public transfer with mised used zoning. This will alleviate the current traffic on the highway, Our Lone 2bar state needs more walkable crised happen. Expre clares Applicate Company Tagger duran	See Connenant #13
				Transportation	Edger Garcia	
1039	Edgar Handal			Do not widen/no build	Mobility55 Program Manager Tommy Abrogo, As an Assim resident, I am against 1x001's plans for I-35 and I oppose highway expansion through Austin. Expansions do not fix congestion, and adding more car laines is one of the worst ways to increase	See Commant #5
					hanepartition capacity.	
				Public Transit / Multimodal Transportation	To increase benegotation capacity, Teas should be investing an alternate mode of transportation, the public barrier, which add capacity without all the negative effects of highesy expansion prices, publics, climate shale	Set Commet #13
1040	Edgar Walters			Do not widen/no build	MobilitySS Program Manager Tommy Abrego, Halfo, I am a resident of Austin's east side, just over a mile from 155. I oppose TxDOT's plans for 135 and I oppose expansion. I believe 135 most not grow higher or wider or else it will worsen the quality and safety of life in Austin.	See Comment #5
					Toglews experience do not work, and this new will not work for Austin. (spoose this project because I value are quality, and options beyond diverge. Eggar Robbins	
				Community Alternatives	I am for the Retrinsit\u00e35 progranal as an internative. I believe 160T's methodology is filewed because it does not account for induced Demand, and I believe it fundamentally disreptives only residents, makes and of poster prediction-unfluently, and is incompetitive with a healthy environmental focus for our planet.	See Comment 44
1041	Eduardo Longoria	1/9/2023	Email	Do not wider/no build	Passe don't equal (15). You an unbasins so that people will wait, bile or use public transportation. Equading the lighway encourages spread. This idea is not new and it understand increasingly by transportation "expert." Educated Longoria	See Comment 4'S
1042	Eduardo Viramontes			Do not wider/no build	No FOOT SEASON. As a statistical foot file and the and do not approve if the 100T GS expression project, it will reside an even worse only wround that eve. Heavy halfs, should be diswined around the city impact of through it, people should be printfued foot transmission. Experience to the residence of the city impact of the city impact of through it, people should be printfued foot or the city impact of the city impact of the city impact of through it, people should be printfued foot or the city impact of the city impa	See Connect #5
				East/West Connectivity	what Author resolute to square and reintegrate de each sold of the object of the cold into the rest of it, 35 needs to be form down and turned into a boulevard that integrates several modes of transport including more several modes of the support including more several modes of the sup	Sea Comment #20
1043	Edward Abrigo	1/31/2023	MyCapEx Website - Comment Form	Regional Connectivity	Teammate to work from SA to Austin 1.20: a week. This would be great way to reduce traffic on 3S.	See commeré 4:
1044	Edward Haycock	2/20/2023	VOH	General support	This project is a big deal that will shape the feel of this city for decodes to come, it is time to join east and control Austin with podestine friendly connectivity over CS. I am in Sect for as much copping as possible to provide for community upons and reduced note from CS selfic. Left not divin of larger this project Diorig so will be a vested of time and money.	See Comment 48
1045	Edwin Bautista	£10E,000	My Cap	Do not widen/no build	As an Asstin resident and native Texan, I do NOT support the further widening and expansion of I-35.	See Comment #5
			Ex We	Caps/Deck Plazas	I do support the cap-and-strict proposal and believe TXDOT should pay for the majority, if not all, of the project.	See Commant #42
1046	Edwin Young	1/9/2023	Email	General support	The bin nearing 155 - Phases speed up inflations you doubte you doubt to during please got it implemented Phases do something to induce the traffic noise coming from 155. We like nearby and it can be really really lead at trans. The noise in my 41 concern. Then't has, (See'n Young	See Comment 45
1047	Eileen McGinnis				Mobility55 Program Manager Tommy Abrogo, Fam the mom of a 7 yo Austinite writing to OPPOSE TXDOT's plans for ISS and to OPPOSE expansion. Above all, I am concerned about the project's impact on kids, both now and in the future. There are over 80 daycares and schools currently	See Comment 45
				Do not widery/no build	long the LS of control Prough out of the New Park List height of the List book of the resign configuration (as LS Sheet PROE E on our opposition continues as labs) into gift other weep, control and the LS Sheet PROE E on our opposition designate and select control and the LS Sheet PROE E on our opposition designate and select control and the LS Sheet PROE E on our opposition designate and select control and the LS Sheet PROE E on our opposition designate and select control and the LS Sheet PROE E on our opposition designate and select control and the LS Sheet PROE E on our opposition designate and select control and the LS Sheet PROE E on our opposition designate and select control and the LS Sheet PROE E on our opposition of the LS Sheet PROE E on our opposition o	
				Climate Change	More generally, we are in a crucial decade to act on climate change, and this is not the time to widen a highway through our city. Kids and teens are experiencing anxiety and worry about their future, and we need to be acting in ways that lower our city's carbon footprint and leave them with a positive legacy.	See Comment #51
					make to be acting in ways that cower our city's carboth receptor, and newer them with a powere segacy.	
				Community Alternatives	I am FOR the Rethrisk35 proposal as well as sloving down to consider community alternatives.	See Comment #4
					No TuCOT LOCK. Good alleance. Good defaults. Good for the control of the control	See Comment 45
1048	Eleen Murphy			Do not widen/no build	After froing, set less tracks away from 135 for the last 20 years and depending on 6 daily, 1.0s feel like 1 have a stable in White told decides to do with our main transportation artery. Fee been to many of the meetings, and given come feedback flows. These byo, Effect, Murry (Steen Murry) The Steen Steeping of the meetings of the steeping of the	
				Business/residential displacement	Hed this plan will have Audion up even further. It will displace businesses, schools, residents, And after it's all cores, it will just make things worse. To highway should go right through the middle of a city. We have an opportunity to change that the city hould be able to decide its own path forward. In Audio, we want a nove connected city, And other, and of an exch value.	See Comment #21
				Latent/Induced Demand	This will just induce demand and make Austin the city, less pedestrian, bike, and alternative forms of transportation friendly.	See Comment #18
ID	C N	Da R d	ŝ	Topic	С	R p
					Takes it has a bed date. It is a harmone, everything is a real. It from Takes Department of Transport, every sold into in a highway, they appears in soft any purpose their definition of an interest and consider this transport every sold into it is a hundre to begin with 24rd you were trained with solving for current and future modes of transport (privatess care and modes) investigates the active to this condition of their advantage of the active to the active	Sed Commert #S
				Do not widery/no build	The the task and below. It is a harmon, everything as and. That Tesus Department of Transport, every solitoid is a highway to the control of the event of the even of the event of the event of the event of the event of the even of the event of the event of the event of the event of the even of the event of the event of the event of the event of the even of the event of the event of the event of the event of the even of the event of the event of the event of the event of the even of the event of the event of the event of the event of the even of the event of the event of the event of the event of the even of the event of the event of the event of the event of the even of the event of the event of the event of the event of the even of the event of the event of the event of the event of the even of the event of the event of the event of the event of the even of the event of the event of the event of the event of the even of the event of the event of the event of the event of the even of the event of the event of the event of the event of the even of the event of the even of the even of the even of the even of	
1049	Evind Kartien					
				Reroute to 130	 Pivise modeling for the "No Buist" scenario and trived time reduction and introduces alternative means of traffic reduction, including diversion to SM 130 and high-capacity transit. The traffic data provided in the DEB do not justify an increase in highway capacity. 	See connent #3;
				East/West Connectivity	Audit is in read of a new solidor to the highways that have not or and suggested or amountains. This is an opportunity to do through differently, to copie up with investable workfairms to our criticative problems. Whose plighways has proved to it as an indicate more of reading (oregation. It more prople and make glasses requires an amore searcher, investine althorough companies. Let's thick differently, revocate to that cannot one places proplems of any desired and or indirections. **To revocate to that cannot one places produces or companies and proplems of any desired are sold topic cases and of innexestable. **To revocate to that cannot one places places are considered and produces are considered and topic cases and of innexestable. **To revocate to that cannot one places places are considered and produces are considered as a considered and produces are considered and produces ar	See Commert #20
				Bury/tunnel	Dough for future covering or "capping" through the entire central segment.	See Comment #25
1050	Elahe Sadeghi			Public Transit / Multimodal Transportation	MabilityS Program Manager Tommy Arrego. If one is concerned about the congestion issue, the problem is not the lack of resids, but the lack of any good and reliable public transportation?	See Comment #13
				Air Quality/Noise	Expanding the highway is not a solution for reducing congestion, rather increasing traffic and pollution in the city	See Comment #34
1051	Elaine Almquist	3/6/2023	Email	Air Quality/Noise	Making55 Program Manager Tommy Annego, Wa added with registery in Boston during the Big Dig, and it only made traffic and politurin vorsia, not better. Filmin Annegotic Linkin Annegotic Lin	See Commont #34
	Almquist				The address which fighway in Boston during the Big Dig, and it only made tradic and publisher worse, not better. Daren Arropast	

Market							
Part	1052 E	Elaine Kinsey			Do not widen/no build	Mobility\$5 Program Manager Tommy Ahrego. Helito, my name as Elaines Kirnes, and m' an aresident of Austin, Texas. I OPPOSE TADOT's plans for 1-35 and I OPPOSE expansion. Adding more larses to this highway will not reduce traffic- in fact it will increase it. We have seen this time and time	See Comment #5
						again in practice: there is an initial drop in traffic, but it climbs back up to worse than before. https://mic.or/more-barned-on-climea-back-striff: https://mic.or/more-barned-on-climea-back-striff: https://mic.or/more-barned-on-climea-back-striff:	
						Additionally, driving in Tosas is dangerous, with hundreds of Tessian dying on the road every year. West of all it is utiliarizable versus the prochase in its role for for	
Part						- remain in large remainded produces from proceedings are proposed and a service of the control	
Part						r sepect IDD/F, Austern Life Loutince, with driver representatives to search up not mis. Elisine Nimaly Elis	
Part							
March Marc							
Service of the control of the contro							
Service of the control of the contro							
Service of the control of the contro					Community Alternatives	I support Returies 35's alternatives to this expansion, such as charging 1-55' into a contraurity-criented space, and broadening alternatives for those who don't want to simple-car commute. Not only is this better for the environment, but it also allows those who don't want to drive more options to swood it, meaning less cars on the road afternatives for those who don't want to drive more options to swood it, meaning less cars on the road section of the state of the st	See Comment #4
Mary							
Mary					Business/residential displacement	Expanding I-35 in the way TxDOT proposes will destroy small businesses and replace them with an ugly concrete landscape emblematic of a car-dependency that increases solation and decreases quality of	See Comment #21
Part						IND ICC COLOREDS	
Part						MobiltySS Program Manager Tommy Abrego,	See Comment 45
Part						Date Str. I am a resident of Austin and I occore TuDOT's clars for I-35. In the last few decades alone, multimillion dollar excursions have failed to relieve consession at all in cities around the state. We should plan not for the next ten veas, but for the	
Part					Do not widen/no build	ned generations. A plan that seeks to replace the griddox with higher density, walkable central ofly districts sound better serve all the communities in Austin, including the historically marginalized that the current plan is likely to displace, again. For me, near-nothing his historically marginalized that the current plan is likely to displace, again.	
The content of the	1053	Beanor Kemple				As a citizen of Iris city and this state I expect TxDOT, the Austin City Council and my other elected representatives to stand up for me. This is your chance, Mr. Abrego, to serve a higher good than at best a few short years of slightly lower traffic	
Service of the control of the contro							
March Marc					Community Alternatives	1 am for The Rethink3.5 proposal. For the last century, adding more road has never been a long term solution to congestion, and instead has created a sea of unpassable concrete cities that belong only to care.	See Comment #4
March Marc							
March Marc	1054 E	Elena Navarre			Do not widen/no build	Mobility35 Program Manager Tommy Atrogo,	See Comment #5
Part							
Market M					Reroute to 130	Earn for other alternatives, such as new construction elsewhere for out of town traffickers, who can avoid Austin if it is not their desired destination.	See connent #3
Part						Elana Navarne	
Part						Modified Roll Monathia Six notables on improvement was retiring from the resident water. Hopping they are still disjoint focuse that made to be addressed with this wine	See Comment 48
Part						While B-35 should be expanded to meet increased demand, the number of lanes is excessive and totals 20-22 lanes in some cross-sections. As has been seen in chies such as Houston, Dallas, etc., adding more lanes increases traffic due to	
Part						flywars, which will confuse drivers.	
Part					General support	The project is set to cost \$4.9 billion for 8 miles of roadway. That's ower \$500 million per mile. It is important to note that these types of projects usually run over-budget and delayed, which will likely mean further costs. Additionally, it is also important to note that this selforms does not include the mornor for the cap and attoch important to note that this selforms does not include the mornor for the cap and attoch important to note that this selforms does not include the read will achieve is additionally, it is also important to note that this selforms does not include the mornor for the cap and attoch important to note that the selforms does not include the result in all the properties and additionally \$4.00 million. The orly importants that this project will achieve is additionally, it is also	
Part						fixing interchanges to reduce traffic. The added cost is due to the value amount of land that will be acquired, as well as it the numericus traffic and intercept the second of the second traffic the second of the	
March							
March						Due to threse issues, I propose the following solutions to the Build Alternative,	See Comment #25
March Marc						1. The expension for reduced to 3 maintains, 2 managed lanes, and 3 frontage lanes maximum in one direction. This will reduce traffic substantially. 2. The section between 41st 50 text and Manior 8 for bull reacosed and bursine with a surface bulleter of the disclosurements, so well as reduce noise and innorose OOL for the residences. It will also reduce	
March						traffic, as the freeway and surface boolevard can function independently without constant entrance and exit tanks.	
March Marc						3. In a section between Mallori made and art Good and the section of the section	
Fig. 1. Sept. 1. Sept	1055	Eli Floyd	2/08/0626	VOH	Bury/turnel	5. The Bridge over Lady Brid Lake be reduced to 1.8 lanes maximum. With these improvements, 1.59 will transform from an explose and headache to an asset for the city and state.	
Harmonia of the second of the							
Harmonia of the second of the							
Harmonia of the second of the							
Hand the second							
Hand the second					Business/residential displacement	This project also displaces many businesses and residences, which will not only create impact to the parasses displaced, but it because the support insurance amounts of money given the 42 acres needed to huvent to having his features. Which features the his union 15 Austral on his harders. The next his harder to the parasses of the	See Commant #21
Fig. 19 Part Services 1						delaying it and raising the price.	
Fig. 19 Part Services 1							
Part					Air Quality/Noise	The project creates an eyescre in the 6.75 miles of the project that are not capped and stitched, and will result in environmental issues, such as air pollution, noise pollution, as well as increasing traffic on	See Comment #34
Section of Company o						city streets by reducting east-west flow.	
Section of Company o	1056 E	Bias Contreras	2/14/2023	MyCapEx Website -	Do not widen/no build	Phase don't excent i 35 north of 45th St.	See Comment #5
Level Comment of the				Comment Form		Push ppt to live in already established neighborhoods. Build more outside of Austin. It's too congested already	
Level Formation Comments of the Comments of th	4053	Disk & Associate			Access to the first of		
Married Married Springers and	2001	Digiti D Other IDA		Comment Form			
Section 1 (Section 1) (Section					Laterty induced Demand	"AUTHORITION, INDUCED URBAINS WOULD HAVE YOUR TO DEFINED IN THE STREET, IT WAS INCIDENCE OF THE STREET, INDUCED URBAINS WOULD HAVE YOUR THE STREET, INDUCED URBAINS WOULD HAVE YOUNG WOULD HAVE YOUR THE STREET, IN THE STREE	DAN LOTTERINE # LD
Section 1 (Section 1) (Section							
1939 Super S							
1939 Rose 2, 2023 Gas 1 Control of Section of Section 1930 Rose 1 Control of Section 1930 Ros	1058	Elijah Omeo	3/7/2023	Email	Do not widen/no build	Mobility35 Program Manager Tommy Abrego, Not finnal and this letter with enrotional bs. It's simple, don't widen that lane. There's ineral proof that doesn't help traffic.	See Comment 45
For the control of th		Crust				The state of the s	
For the control of th	1059	Elijah	3/2/2023	Email	Do not widen/no build	Mobility35 Program Manager Tommy Atrego,	See Comment #5
Press press plane that make for the pipe from pipe 4 sealed of control and sealing press are not as one planed of control and sealing press are not as one planed of control and sealing press are not as one planed of control and sealing press are not as one planed of control and sealing press are not as one planed of control and sealing press are not as one planed of control and sealing press are not as one planed of control and sealing press are not as one planed of control and sealing press are not as one planed of control and sealing press are not as one planed of control and sealing press are not as one planed of control and sealing press are not as one planed of control and sealing press are not as one planed of control and sealing press are not as one planed of control and sealing press are not as one planed of control and seal and		Stout				I am a resident of South Austin and travel 1-35 everyday; I strongly OPPOSE the expansion vould not make traffic any better and would only further divide downtown and the surrounding neighborhoods.	
And Comment dag and Comment da						Please please do no make the city go through a decade of construction and suffer greater air and noise pollution downtown.	
And Comment dag and Comment da							
Are Comment alog and Commentation State (Figure 1) and Comment legger of Commentation State (Figure 1) and C							
Are Comment alog and Commentation State (Figure 1) and Comment legger of Commentation State (Figure 1) and C						MobilityCS Program Manager Tommy Abregio, We have seen in this in countries other city's we spend an absurd amount of money expending lanes on a highway just to see the same problem. It doesn't work. We need to divert traffic that sen't going to Austin away from Austin. Downtown	See Comment #5
Are Comment alog and Commentation State (Figure 1) and Comment legger of Commentation State (Figure 1) and C	1060	Elijah Vanada	3/6/2023	Email	Do not wider/no build	should be a posterior in price not 100 of our place that are just trying to get through. We could make it a 10 lane highway and it will still be congested one more laren ever solves the problem we have to do better than what every other City has drown and it has not helped them.	
And Comment stage of Commentating and Commentating and Commentating and Commentation State of State A Comment and State of State Comment and State of State Comment and State Comment and State Commentation State Commentatio						Éljáh Váráda	
Since I was a service of the support						Dear Chairman Bugg and Commissioners: Thank you for recognizing that i-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outstated roadway is often	See Comment #8
Comment Register Commen	1061	Elise	2/7/2029	Frend	General support	connect the resum connection is record, an invariant should cost for bodd and decisive action to transform this critical shelch of infrinstructure into a road-wighthat will accommodate the rapid and immense growth we are experiencing in our states. So, I am writing today to let you know that I am fully supporting the I-35 Capital Express Central design proposed by TxDOT. However without public transportation throughout the city from the alreport to Cedar Park the expansion of this highway will be a	
Contract Register Contracting Search Contracting Se		i i	-,.,	Little Control	and	bendals and will not help the only over the next (fity years. Furthermore, without a high-speed rail linking our major cities: Dulles, Houston, San Antonio, Austin, B Plato this state is doorned to the dark ages as it experiences global warming and climate catastrophes. I appreciate your consideration of his request. Western Regards,	
Contract Register Contracting Search Contracting Se	1062	Pin	2/2/2022	M.C. C. Water	Do not widen too build	Esia Kientzell Founder, Author, Ghosheriter, and Book Coach. Visit our website Buy My Book	The County of
Description (a) Appear	2002	Morehead	2/1/2023	Comment Form	Do not widen/no balla	Value a resigner are mission on upper unio, at to, in , no view 10 go underteast. I vid already strongs one ago to sportig the alone cover process in a circular increase in cover one space.	The contract of the contract o
Description (a) Appear							
Advanta Africa Comment Suggest	ID (C N	Da R d	S	Topic		* P
Advanta Africa Comment Suggest	Т					Dear Chairman Bugg and Commissioners: Thinking you for recognizing that 1.55 frough Austin is one of the most congested read-way segments in the State of Texas. As this seriously custained read-way is often called the Main Street of Texas, all Texans should call for bold and decisive	See Comment #8
Advanta Africa Comment Suggest			1			action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth was required; in our great State. Accordank, learn writins today to exceed see more control suspense for excellent Section Exercise Central designs as composite by the TMOT These learning or the section of this services.	
1054 (Basketh Allers) 1054 (Basketh Allers) 1055 (Basketh Allers) 1056 (Basketh Allers)					General support	— — — — — — — — — — — — — — — — — — —	
State of Alleyd On not enable you bearing the second of t	1063	Elizabeth Adams	2/16/2023	Email		1	1
State of Alleyd On not enable you bearing the second of t	1063	Elizabeth Adams	2/16/2023	Email			
State of Alleyd On not enable you bearing the second of t		Elizabeth Adams		Email			
Basiness/residential displacement We own a properly on the IRSS fortage med and Commont St. The properly incloses a believe for the inches to be account of the properly in 1956 and used at as the office for the outboar should be accounted to the inches to the properly in 1956 and used at as the office for the outboar should be accounted to the inches to the properly in 1956 and used at as the office for the outboar should be accounted to the inches of the properly in 1956 and used at as the office for the outboar should be accounted to the inches of the properly in 1956 and used at as the office for the outboar should be accounted on the inches of the		Elizabeth Adams Blizabeth Aleman		Email Email	General support	Date Claimant Bugg and Commissioners Thesis you for recognizing that 135 Strongs, Nutrit is one of the most compand meshery supports in the 30x14 of Teas. A little is seriously outdidn't meshery is offer control of the serious	See Commerce 8 B
Bainess,/residential deplacement Will own a properly on the 95% fortage med and Commont 5. The properly incloses a believe from, built award \$100. My faither bodget the properly in \$255 and used in as the office for this outdoor above from the properly in \$255 and used in as the office for this outdoor above from the properly in \$255 and used in as the office for this outdoor above from the properly in \$255 and used in a three office. The properly includes a properly in the properly includes a believe from the properly in \$255 and used in a three of the properly in \$255 and used in a three of the properly in \$255 and used in a three office. The properly includes a properly in the properly includes a believe from the properly in \$255 and used in a three office. The properly includes a properly in the properly includes a properly include the properly in \$255 and used in the properly in the properly includes a prope		Elizabeth Adlams Elizabeth Aleman		Email Email	General support	Date Chairmen Bugg and Commissioners. These you for recognising that 135 through, hades in one of the most composed enables supposed to the State of Ease. As this seriously outdited coaches as the contract of the Association State of Ease, and Ease, and Ease as Association State of Ease as Association State of Ease, and Ease as Association State of Ease as Association Sta	See Comment 46
The contract of the contract o	1064	Elizabeth Aleman		Email			
relationship with Them. In additions, we have a totalescent or the prompting from the processing good result in comes. Owey Eachy Volso has no submitted on it is secondary as proceeding in the processing of interface of the processing in dispressing or high processing of interface containing and the processing in dispressing or interface containing and the processing indicates and the processing interface containing and the processing indicates and the processing interface containing and the processing indicates and the processing interface containing and the processing interface and the processing interface containing and the processing interface and the processing inte	1064	Elizabeth Aleman		Email	Do not widen/no build	Phase reconsider!	Sectionwritis
Owey Edity location. It will also require extensification of all histories cast sicks properly.	1064	Elizabeth Aleman		Email	Do not widen/no build	Phase reconsider!	Sectionwritis
	1064	Elizabeth Aleman		Email	Do not widen/no build	Phase reconsider!	Sectionwritis
1966 Stadeth Alam Do not widery has build by To Do Th. DOT, DOT, but the state of t	1064	Elizabeth Aleman		Email	Do not widen/no build Business/residential displacement	Please reconstant When a reconstant is a second of the control of the property in control of the prop	San Controlled S San Controlled S San Controlled S21
	1064	Elizabeth Aleman		Email	Do not widen/no build Business/residential displacement	Pease reconsided The cone property on the XSS formage read and Commont St. The property reclades a bitatric forms, built answerd \$\$500. My fether bought they property in \$265 and used it as the office for its excitors extending company on the XSS formage read and Commont St. The property reclades a bitatric forms, built exceed \$\$500. My fether bought they property in \$265 and used it as the office for its excitors extending company on the XSS formage read and Commont St. The property reclades a bitatric forms and the property in \$265 and used it as the office for its excitors and the XSS formage read and the XSS	Sectionwritis
	1064	Elizabeth Aleman		Email	Do not widen/no build Business/residential displacement	Please reconstant When a reconstant is a second of the control of the property in control of the prop	San Controlled S San Controlled S San Controlled S21

The color		1	1		Public Transit / Multimorial	We need effective public transportation	See Comment #13
March					Public Transit / Multimodal Transportation	уме пина инестине распес се интератокноски	Date Controller #10
Mary					Bike/ped safety	and walkable cities. Elizaben Alen	Six Comment #30
Mary	1067	Elizabe	2/7/2023	Email	General support	Dear Chairman Buse and Commissioners: Thank you for reconstraint that 1.55 through Austin is one of the most consisted readway segments in the State of Texas. As this seriously outsidated readway is often	See Comment #5
Mark		th Antonis				colled the Main Street of Teosa, all Texans should call for bodd and decisive action to transform this critical stretch of infostructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complate support for the 135 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this	
Mark						Taquasi.	
Mark						becoming permanent.	See Comment #150
Part						will make it created. Having through the re-build of the Tappan Zee Bridge over the Hudson River in NY I know the extrema impact that bridge building has on the recreational use of a river/lake. Thank you. The Riverse River River Sections.	
March	1068	Elizabeth Barhydt	3/7/2023	Email	Parks	No. MRTI (M. PARRIT PROMING)	
March							
March						Held I was born in Audin in 1884 and I wid here until I was 15, and then moved back after 15 years away in 2018 to start my family. It's obvious Austin has experienced monumental greeth and an explosion in popularity during recent years, and the 155 expansion project seems like a retro-bandaid to fit a larger problem but is a solution that no larger makes series in 2023 Austin. Texas.	See Comment #5
March						Lastmot for the life of the understand why with this explosion in popularity we've pushing an expansion that removes public opens and increases a highway footprint through our most recognizable assets beautiful downtown. This expansion does not sarre the people who live have whateveer and is not of booch with the way Justin nesidents live and the direction our country and other critics are moving toward. Why are we accommodating a highway expansion for people to pass directly through the content of our city when we we also catering to the people who actually live here and minimizing the presence of 35 in less of given appears and noting trucks to 300?	
March						I see cities like Dallas making moves prioritizing given spaces over highways with the building of Kryles Warren Park which is a fantastic addition to their city, and are entamassed to see Austin instead want to prior through with a behierorth highway with on base to place given gift rough our deventions. Licart hope for something as migroid as burying the highway like in Boston, but the world is sufficient grady and I've spend the east 6 years building this super highway. It will find it as more of themse for the sound is presented as a more of themse for the sound is a surveisable threatening to a surveisable threatening that are unknown that them for a fundamental making has a bear for the proposed as a surveisable threatening that are unknown that them for a fundamental making has a bear for the proposed as a surveisable threatening that are unknown that the prior to a surveisable threatening the surveisable threatening that are unknown that the prior the prior that the prior t	
March					Do not widen/no build	role in the most popular oily in the country and your legacy is allowing the construction of a maga highway through the center! Buffling, Thanks for your consideration, Disabeth	
March Mar	1069	Elizabeth Hood	2-10,0000	VOH			
March Mar							
March Mar					Reroute to 130	There should be a full cap on expension from 183 to Laky Bind Lake, trucks re-routed to IDO and alternative highway expansions considered (like the wonderful job on 183 or 145). We are supposed to be a	See comment #3
March Marc							
March Marc	1070	Dizabeth Hulett			Do not widen/no build	MobilitySS Program Manager Tommy Atrego, Lam a residence of Housetin that frequently travels to Austin for work. I OPPOSE TOOT'S plans for LSS and I OPPOSE expansion. **Springs openisors ONOT work. The symmetric conjugation (as we saw with the Yady Frenows), don't follow in Housetin's (sociations: Thurst vow for your firms, cleare reconsider the TiOot crocoses. **Tool on the Company of the C	See Comment #5
Part						Elizabeth Hulent	
Part							
March Marc					Reroute to 130	This space is much better used for lively public spaces and this is a great opportunity for a public transit-first project or redesignating another highway such as 9H-130 as an interestate, a boulevard going through lown.	See comment #3
March Marc					Bullio Tenerit / Multimotol	Add recognition to the device and an electronic and additional additional and additional additio	Sur Proposed #13
Service Servic					Transportation	Takes a simple and on, right forming motion are a verseporation, and a measure imaginary mode in the measure imaginary mode in	JAN WOTTERN T.J.
Mark	1071	Elizabeth Martinez	1/31/2023	MyCapEx Website - Comment Form	Regional Connectivity	We need safe rails that are energy positive and less pollution. This is a viable solution.	Size comment #1
To Supple Service Property Company of the Com	1072	Elizabeth Morales			Do not widen/no build	Mr.hoof.hoot,	See Comment #5
To Supple Service Property Company of the Com						Dear TXDOT, Driving record this city is a nightmare because I typically have no choice but to take I-35. I come from a city with a better highway system and wish Austin had something similar. Please don't make our commute vorse.	
Figure 1							
Signature of the control of the cont					Air Quality/Climate Change	Expanding LSS is not that solution, it will create more traffic, pollution, and a headache for Austrinites. Instead, community alternatives to expansion should be explored. (We Reconnect Austin.	See Comment #18
Signature of the control of the cont	1073	Elizabeth O'Toole	1/20/2023	MyCapEx Website - Comment Form	Regional Connectivity	Thank you for taking comments. I moved from Austin to San Autorio and frequently have found myself traveling in between. I would love to take a train and free up spots on the road. Rail would be a wooderful thing in my IRe - I'd use it probably several times a month!	See comment #1
Community Minimum Table Minimum Ta	1074	Displant Tests			Do not widen too build		Sur humans asi
And						Expanding the highway is the wornig direction. It has been proven that expansion is not a long term solution. The expansion will worsen congestion. Instead,	
The state of the s					Community Alternatives		See Comment #4
Contact Change Cont							Sac Comment #5
Consert Orange Conser					Do not widen/no build	Sies to the flooid foul industry; I wainted to contact you body because I am aware of TiGOT's plans to expend the 135 fineway, and I wanned to voice my opposition. We love Austin because the people who inhabit it put community first. We want to see the city do the same. Please listen to your constituents, because I know that I am not the only person with these concerns.	
Figure 2 Access to the Property Association of the Access	1075	Ella Hammersly					
Do not waiter, who have Community florenance Community florenanc					urmine Change	In more recommendation were very properties the goals and out by the Asian Current Equity man passed on ray 2021. Not be method the amount of accidents that would increase as a result of this expansion!	Jam Motormun was
Community Observations Issue for Market-SCS years. Expending 15th count of season in reg first fact in many, many prises. Additional School of the private of the county	L		<u> </u>				
Community Observations Issue for Market-SCS years. Expending 15th count of season in reg first fact in many, many prises. Additional School of the private of the county	1076	Ella Rous			Do not widen/no build	Nobelity 59 Regions Manager Tomery Arrago, I am an Austin resident who 0PPOES the expension of 135 and all of 15:00Ts plans, I expect the Austin city council's and all of my elected representatives to stand for my experiences and needs and if they do not I will continue to speak out against their decisions.	See Comment #5
Do not widely not build 2077 Date Rights Do not widely not build Do					Community Alternatives	I am for Rethink35's plan. Expanding 135's would be very detrimental not only in my life but in many, many others.	Sia Commant #4
Do not widely not build 2077 Date Rights Do not widely not build Do						Mobility55 Program Manager Tommy Ahrego, I am a resident of the Chestrast neighborhood in Austin and I strongly oppose TxCOTs plans to widen 135 through the heart of Austin - Cupital Express projects north, central and scutb. We have decades of experience showing that highway	See Comment #5
Do not widely not build 2077 Date Rights Do not widely not build Do						reparation som view – accord genium chackes demand for more directly, and tooks in it is a locker to object of greeth. Audith is a vibrant and active object and we deserve a better encludy-system. As Jack Craver succestly pasts it, whatever mixer glains are proposed in terms of additional crossings through devention or new wider shared use paths, this project is still terrible for our object who live here because it: 1. Adds latence. Adding lamss increasing southforts but doesn't revious congestion.	
Some build feel unity patients as patient. Community Namestow Impact of Michael South Namestow					Do not widen/no build	2. Retroses the value of observe of active of prime downstrom real estable to \$0 3. is a glass missed opportunity to add dozens of developable, tass-generating downstrom real estable TXOOT is the department of TRANSPORTATION, not highways, and rous should be developing appropriate transportation solutions for an urban context. Buildousing neighborhoods in urban areas to make way for highways in the transportation.	
State (Community) Notice (State Community) Not						engineering of the 1950s. It was was a mistake then, and it is a mistake now. The intensiste highway system has played an important role in connecting our country, but highways should not go THROUGH our crisis. Chies are about connection and access. Dies are about PEDE. ThrOT should focus its engineering capacity and billions of dollars on solutions that help the most people move account SAPELY. Finding that there is no environmental impact from a highway expansion shows that the write rooms is a label.	
Andie Treat / Malinemial Transportation At Quality Trians Why we you continuing to invest billions of defines in two highests the forest and defines	1077	Ella Ryan				Leopert City Churck and TxXXII to stand up for me and all other Austinities by imagining a better way forward and then building it. We don't need more highways! We need a safer, more equitable TRANSPORTATION system. TxXXII you have to do better.	
Andie Treat / Malinemial Transportation At Quality Trians Why we you continuing to invest billions of defines in two highests the forest and defines					Community Alternatives	I support the Rethink 25 vision of an urban boulward, or the next best option of fully burying the highway and providing an urban boulward and developable land on top. Burying the highway should not be a burden for the city to bear, but should be funded by ToOOT as a requirement for leading a highway through our ords,	Sue Comment 84
An Quality Tisses Mily ser year continuing to insend billions of driffies in new Inglement that have Implicate and devalue our client? Do not wider, in the Continuing th					Public Transit / Multimortal		See Correct #13
Do not celebral to bold Michigan Stranges (Imperior						, rg-ad/h	
I can a resident of at Paul 1/10/1992 EX. DOIS 10 10/10/10/2 expension. 10/1998 of construction for just a few layers of a completion entitled in NOT extent to use an intendable highway for my broad trips. 10/1998 of construction for just a few layers of a completion entitled in NOT extent. of other section to be stated up for ms. 10/1998 of construction for just a few layers of construction to stated up for ms. 10/1998 of construction for just a few layers of the stated up for ms. 10/1998 of construction for just a few layers of the stated up for ms. 10/1998 of construction for just a few layers of the stated up for ms. 10/1998 of construction for just a few layers of the stated up for ms. 10/1998 of construction for just a few layers of the stated up for ms. 10/1998 of construction for just a few layers of the stated up for ms. 10/1998 of construction for just a few layers of the stated up for ms. 10/1998 of construction for just a few layers of the stated up for ms. 10/1998 of construction for just a few layers of the stated up for ms. 10/1998 of construction for just a few layers of the stated up for ms. 10/1998 of construction for just a few layers of the stated up for ms. 10/1998 of construction for just a few layers of the stated up for ms. 10/1998 of construction for just a few layers of the stated up for ms. 10/1998 of construction for just a few layers of the stated up for ms. 10/1998 of construction for just a few layers of the stated up for ms. 10/1998 of construction for just a few layers of the stated up for ms. 10/1998 of construction for just a few layers of the stated up for ms. 10/1998 of construction for just a few layers of the stated up for ms. 10/1998 of construction for just a few layers of the stated up for ms. 10/1998 of construction for just a few layers of the stated up for ms. 10/1998 of construction for just a few layers of the stated up for ms. 10/1998 of construction for just a few layers of the stated up for ms. 10/1998 of construction for just a few layers of the stated up for							
					Do not widen/no build	Nobelts-57 Program Manager Tommy-Arrego. I am a resident of st. Phul 10990S: TuCOT's plants for 135 and 10990SE expansion.	Sia Comment 45
2078 Daywaters 3/7/222 Ernel D C A Do R 4 S Top: C						10 years of construction for just a few years of congesion relief is NOT worth it. I don't want to use an intenstate highway for my local trips. I expect 1x001, Austin City Council, and other representatives to stand up for ms.	
	1078	Ella Williams	3/7/2023	Email			
0 2 3 0 4 4 5 100 0							
	ID	C N	Da R d	S	Topic		A p

				Public Transit / Multimodal Transportation	Tam FOR nodesigning another highway or leaving open an option for public branspor	See Comment #13
				Latent/Induced Demand	TADD's proces in this project is harmful and down 1 do what it intends to do as best as it can. Instead it ignores induced Demand, construction impacts, particulate matter pollution from the wear, the failure of artificial all injuries operations, the success of freeway removals, and its buffic modeling is flaved.	Sex Comment #18
			•	Air Quality/Noise	Highway expansions DONT work. They wonsen congestion (as we saw with the Kuly Freeway), air noise and water pollution, safety, and transportation options beyond driving.	See Conversant #34
1079	Ellen		My	Do not widen/no build	I do not want to see this secred place removed because of industry	See Corresot #5
			Cap Ex	Business/residential displacement	Eask that West China Tea house not be demotished in the expansion planned for 2025. This is a vital place of community and githering.	See Comment #21
1080	Ellen Flocke		We MyCapEx Website -	Public Transit / Multimodal Transportation	If we really must expand I-35, plans should preference mass trained over cars.	See Comment #13
			Comment Form		Fee maily most request 155, places should performed mean breast over care. Featily, what it maily work at trains. Expended rail in Austin, high speed trains connecting fleas close, 1 dan't work bigger reads, it will not fin the problem and we could do below.	
				Bury/tunnel	More of it should be underground to create community and unity east and west.TXDDT said they'd pay for this at first, why is the bill now on tax payers?	Sac Comment #25
				Air Quality/Noise	We need more environmental tools and thought put into water run-off.	See Comment #34
					Out 15 Capital Epimes Correst. Out of 15 Capital Epimes Correst. Out of Cours Address and our School Recommended Inspect Bollmannel. Success Address and our School Recommended Inspect Bollmannel. Success Address Address and our School Recommended Inspect Bollmannel. The Address Ad	See Contract #4
					Institut Security of Security of Security of Security Sec	
1081	Ellen Mandel			Commu nity Alternat ves	East Mounted	
					Please not the riginous analysis found throughout thousands of pages of ES on the Millrink SS and Recornect Austin proposals.	Se Connect 44
					present run one regrous enveyors ourse throughout thousands of pages of ES on the WelthinkSS and Neconnect Austin proposals.	See Correlat 44 See Correlat 45
1082	Ellenor Shoemaker	3/7/2023	Email	Do not widen/no build	Nation 5 Angewin Manager Transprishings. Nation 5 Angewin Manager Transprishings. Nation 5 Angewin Manager Transprishings. Nation 1 Angewin Manager	Sectionment 65
1083	Ellie	1/20/2023	MyCapEx Website - Comment Form	Regional Connectivity	It would be so great to have high speed rail connecting major Tense chies like San Antonio and Austin. It would lessen traiffic and pollution	See correct \$1
1084		2/27/2023	MyCapEx Website - Comment Form	General support	Duc Classins higg and Commissioners. This work of the given process and a second or s	Sea Contractor # 8
1085	Ellie Hanlon				Not TaXOTT.XXXVI. This is the 22st century. The plain to widen and expand 135 is definitely stuck in the 20th century. I oppose the plain to widen and expand 135.	See Connect 45
				Do not widen/no build	We NOOT NOOT. This is the 22 do control, The space is to widen and expect 3.5 is definitely stack in the 20th century, I appear to write and expect 3.5. There is no near Stands model. The state of control of the 20th century of the 20th centur	
				Community Alternatives	I want community albamatives to expansion, including Reconnect Austin and Rethink35, to be fully studied.	See Comment #4
				Air Quality/Noise	The pollution and traffic will become worse.	See Comment #34
1086	Elliot Copeland	1/19/2023	MyCapEx Website - Comment Form	Regional Connectivity	Commuter rail would be a batter investment for the long term sustainability of branst, and reduce congestion rather than continuing the induced Demand greater highway expension would incur.	See connect #1
1087	Elliot Persico			Do not widen/no build	Making 150 Siggs and creating a discide of conduction for a few years of configuration relief to let more people commode into disentation at the cost of reliffering community based discides in the making is short righted and problematic. Please Elect Personal	See Contract 65
				Recial Justice	Mobility.35 Program Manager Tommy Abrego,	See Correlat #3
1088	Elliott Bucknall			Community Albernatives	MobilityS Program Manager Training Aragin. I special the appearance of 3 for the past 20 years there has been on an off construction on much smaller scale in 135 which has resoluted in many datage. It seems the plan is to have Austin's highways in a constant state of construction to design, and the construction of the past 20 years there has been on an off construction on much smaller scale in 135 which has resoluted in many datage. It seems the plan is to have Austin's highways in a constant state of construction to design, and the construction of the past 20 years there has been on an off construction of the past 20 years there has been on an off construction or much smaller scale in 135 which has resoluted in many datage. It seems the plan is to have Austin's highways in a constant state of construction of the past 20 years there has been on an off construction or much smaller scale in 135 which has resoluted in many datage. It seems the plan is to have Austin's highways in a constant state of construction of the past 20 years there has been on an off construction of the past 20 years there has been on an off construction of the past 20 years the plan is to have Austin's highways in a constant state of the past 20 years the past 2	See Connect #4
				Reroute to 130	Data has shown that freeway widering only reduces traffic flows for a couple years at best (take the Karly freeway for example), alternatives such as designating SH-130	See connent #3
1089	Ellis Roberts	1/31/2023	MyCapEx Website - Comment Form	Regional Connectivity	Please create high speed rail between Austin and San Antoniol	See comment #1
					Daiar HSS team, Rep. Coggett, Meyer Watern and Councilmenthers,	Sau Comment #5
1090	Elice Mathews	3/1/2023	Ernist	Do not widen/no build	Control State American Control State Cont	
1091	Elsa Dadeir	3/6/2023	Email	General support	Our Clasmon flagg and Commissioness. The control of the control o	One Controval #8

1092 Esse	ia Rivera	3/7/2023		Do not widers/no build	MobilitySS Program Manager Tommy Atmogo. Lam a resident of Acadin and two close to seat Riverside drive. LOMPOSE T-600T's plans for LSS and LOMPOSE expension.	See Corresent #5
1092 Essa	sa Rivera	9/7/2022				
1092 Essa	ia Rivera				Austin in not built to take on this infrastructure. We wan not frouten I don't want to use an interstale highway for my local trips. Leavest 1500T. Assail To Chouset. 4 and other morniseratively so stand use for me. Exeminative in the standard of bouset.	
ID C		3/1/2023	Email			
ID C						
	N	Da R d	s	Topic	c	
				Community Alternatives	I an FOR Retries 25 proposal, especially refrecting traffic cooleds the city. I have lived in Austin for over 10 years and have seen how it has transformed, but Austin is not built to handle the amount of traffic that is coming through here and there has to be a butter solution than expanding 155	See Comment #4
					that is coming through here and there has to be a batter solution then expanding ISS	
				Air Quality/Noise	Highway expansions DONT work. They worsen congestion (as we saw with the Katy Freeway), air noise and water pollution, safety, and transportation options beyond driving.	See Current #34
				Commu	MobilityS Program Murager Tommy Atrago, Hallo TuOff, Austin City Council, and other representatives,	See Commant #4
				nity Alternati vitis	Hallo TACOT, Audit City Council, and other representatives. It was resident of South Audit near Manchaca and Staughter, I love living have and exploring all Austin has to offer. I withermently oppose ThOOT's plans for 1-35 and I oppose any expansion to this freeway. I have to deal with congestion on a daily basis and I have as well as you that adding more lains with from the cities problems. As scenarios who lives mar 1-35 i do not want to route all of the pollution, noise and congestion through the center of the city when this is not the norm	
				Ves	I visit I could be out a port state and the port of Testas. I visit I could be open regist trainst and get deemfown or to the great best in a 20 have highway in	
					tooffic and Austin is a world class one. It world a control bought and love Austin, but if this means that I end up living next to the equivalent of the Yally Freeway's might have no choice but to leave. I expect ScOT, Austin City Council, and other representatives is stated up for mr.	
1093 Elys	se Lance				representations to staind up for me.	
					I support the ReThink I-35 Plan and also improving public triansportation in Austin and especially to South Austin and other communities that have been historically shut out of triansportation outside of a car.	See Comment #4
				Reroute to 130	In for redesignating another highway such as \$41.00 to take buffic around the dry. I also think these lax dollars would be buffer apent improving public triansk, adding protected sidewalks, protected bise laws, and washing on getting lawsy from our dependence overall	See correnal #3
1094	Emerald	1/13/2023	Email	General support		Sei Comment #8
2094	Walton	1/13/2023	Email	General support	Duer Chairman Bugg and Commissioners: Think you for exceptibility that 135 through Austin is one of the most congested readway segments in the State of Teas. As this seriously outside readway is often coaled by the Main Down of Teas, at Teas should be a fine of the decision action to be serious the serious desired. The instructions into a readway that will accommodate the report and immunes growth we are experiencing in our great State. Accordingly, it am writing to the process provided process of the readway as proposed by ToOLT have, bug for your considered of this require.	Sau Cerrinani 40
1095	Emilio Campos	2/23/2023	Email	Community Alternatives	We December 1000.00.	See Comment #4
					I scort want to make around vacour on an intentiable highway, whether in a cair or by walking or boyding. This project will discourage walking and bisycting and transit use. When the project will discourage walking and bisycing and bisycing and transit use. When the project was to make the project will discourage walking and bisycing and bisycing and transit use. When the project was the project was the project will discourage walking and bisycing and transit use. When the project was the project was the project will discourage walking and bisycing and transit use. When the project was the project was the project will discourage walking and bisycing and transit use. When the project was the project was the project will discourage walking and bisycing and transit use. When the project was the project was the project will discourage walking and bisycing and transit use. When the project was the project was the project will discourage walking and bisycing and transit use. When the project was the project was the project will discourage walking and bisycing and transit use. When the project was the project was the project will discourage walking and bisycing and transit use. When the project was the proj	
					The state of the s	
1096	Emilio	1/31/2023	McCapEx Website -	Regional Connectivity	I am a have succonfer of rail and a light rail soldern connecting Austin and San Antonio will undoubledly benefit both economies and relieve traffic.	See comment #1
	Emilio Gordon	,,	MyCapEx Website - Comment Form		A 1 The state of t	
1097		2/11/2023	MyCapEx Website -	Business/residential displacement	Please don't remove tola trouse	See Comminst #21
	1		Comment Form			
					Associated for the property forms before a fine of the property fo	See comment #18
					Expanding the highway is the wrong move for our city. It is wall known that expanding highways leads to more congestion. Bigger highways are more dangerous, lead to more pollution, are noisier, and are a terrible blight on our city. Furthermore, the placement of IHSS echoes racist policies designed to segregate Austin. Expanding it would further separate east and west. The east side will unfainly bear the burden of this expansion.	
					Those been a hormoconer in this neighborhood for over bentry years and before then a retire. Even 3 blocks away, I have been jarred wake by the sound of nightfrine car crastes on the highway. I have heard multiple cashes from inside my home. The sounds of speeding can are not look below permeate what should be in eightfrine quick. If it is arrived in prospective great if it am widthing exist if it is middling or nining bloss with my family because the number of	
					cars and speed of traffic is overwhelming. We love to walk and explore our area and the highway is already a huge berrier. Expanding the highway will make it such that we have to get in a car to drive to places we enjoy that should be accessible on foot.	
					Indice. The property of the pr	
					even large IPCS. The planned decade of construction will make living ferre a challenge, and the result will be decreased quality of life. It's not worth it. The planning of this project ignores many lacts and inadequately addresses so many real concerns. Concerns.	
1098	Emily Bankston	3/7/2023	Email	Air Quality/Climate change	concerns. Les alle way serviced about increased pollution and the effect on the health of my family, Environmental impact and publicion are high concerns, and "LOOT" has not adequately studied this. From an air quality specified ment with fluctionated less and the service of	
					practice from DDTs because it's easy to land within CD attainment standards and the analysis is easy to run. NO2, PM2.5, and PM1D pollutants are a more effective measure of pollution and a more significant threat to health; they are also more difficult for TxDDT to bring within the national standards, making the agency reluctant to assess them.	
					 The EPA is set to tighten their standards for PM2.5 in 2023, which would put Austin into non-attainment. The standards have been tightened because PM2.5 is so much more of a serious health concern than CO. TsOOT is not required to help Austin get back into attainment status, but non-attainment status will put pressure on CAMPO and the TIP (Transportation Improvement Plan (CAMPO's long-range plant), Non-attainment is also a reason why TsOOT chose not to analyze 	
					PM2.5 in the DBS - they were worried about what the analysis might show. 3. "TuDDT's greenhouse gas analysis (DBS Appendix V) is incomplete. TuDDT must analyse long-term GMG impacts of the project in comparison to the No Build option (the current analysis is only for construction impacts, not long-term impacts).	
					EGO financia fastes to being at 20 years on, 20 years on, at and 40 years of, 4. To Common control, and the property of the pr	
					west, perhaps through the restoration of the former East Avenue. The highway—if it exists in certral Austin—should be capped such that the integrity of our city is	
1099 Emil	nily Caudit			Community Alternatives		See Comment #4
aved bill	,			Community ADMITMENTS	Mobility 55 regions Manager Tomory Solvage. If you prime a King by an attending of Long, 1 (special prime of Long), 1 (special prime of Long), 1 (special prime of Long), 2 (special prime of Long), 3 (special p	MANUSCONICO Y
					resources could go towards creating a more vibrant downtown with affordable housing being built on the land that's used by I-35.	
			H	Latent/Induced Demand	Most highway expansions, such as the Kishy Freeway, fail to actually decrease congestion thanks to Induced Demand.	See Comment #18
			ŀ		Ruthink35's alternate plan would be an opportunity to make the heart of Austin more beautiful and friendly to pedistrians and public transport, which would increa se the health and vibraincy of the whole	See Comment #30
				Bike/ped safety	Activis\$5's alternate pion routed to an opportunity to make the heart of Audin more beautiful and finerely to pedications and public beauport, which would increas as the health and vibracing of the whole on, 55' of Audintizate states that the supple pieter piet to him of they have a self-alternative, and one of continge point that increas public transport, supple alternative may object the product of the analysis of the supple across term in the supple acr	
					net be a part of fise. Thank you for your consideration. Emily Caudill	
			F	Air Quality/Noise	We need to be considering ways to make Austin more environmentally friendly, and a cur-centric plan such as the current I-35 expansion plan is a step in the wrong direction.	See Comment #34
1100	Emily Erwin	3/7/2023	Email	Do not widen/no build	MobilityS Program Manager Tommy Alznego. Fam currently substant at UT Audian and plan to low in Audian post grad. I 09905E TACOT's plans for 135 and I 09905E expension. I spent all of my life driving through waco remembering flow incredibly awful the highway was. I do not want that to be my coll manager of audian.	See Comment #5
					I am currently a kubern at to a value and plant to leve in Asian post great. OPPOSE TUDO's parts for 155 and OPPOSE expansion: a spent as or my investment entropy industry successment provinces and interest parts of a statistic. Highway expansion DOES NOT NOTIK. We've seen Katy and everyone makes for of it. We don't warned be Katy or Wacco. Please do not expand i-35.	
					Entity Entit	
					Duer Chairman Bogg and Commiscioners: Thank you for recognising that LSS through Audin is one of the most congressed need-say segments in the State of Texas, at this seriously outside not enable by its wild be that State of Texas, at Texas should use of the bed and decisive action to be serious to be another this critical should be of intelluncture into a read-say that will accumendate the register in evide and immense growth as even as even present to a read-say that will accumendate the register in evide and immense growth as even present to 1950. The Audin State (Audin State (Audi	See Comment #8
					Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this requestEmily Crigaby Associate.	
1101	Emily Grigsby	2/8/2023	Email	General support	According to an imming soury an exprise in companies agreement or man to a copyrise control assigns a proposate of the source part of the source of the source control assigns a proposate of the source part of the source pa	
	Grigsby					
1102 Emil	nily Iberra			Do not widen/no build	Mr 1001 1001,	See Comment #5
					tle 'LICOT ICCOT, All sear is among gens space—the benefits have been self documented by sociologists for decades. There is another very line is another very line.	
			+	Air Quality/Noise	Highways are expensive and drain resources, as well as increase pollution which affects marginalized communities the most.	See Comment #34
1103 Emil	nily Kinsolving			Do not widen/no build	Mobility35 Program Manager Tommy Abrogo, Research time and time again has shown that highway expansion does not lessen traffic.	See Comment #5
				Public Transit / Multimodal Transportation	We need make public transit, NDT more highway lanes.	See Commant #13
			L	Reroute to 130	No need to open 45/130 up to the public to reroute through traffic around the city.	See comment #3
					EmilyKinsoNing	
	1					

1104	Emily Knight			Do not widen/no build	Making Shapes Makager Tomory drops; a read of the Shapes Makey Tomory drops; and the Shapes Makey	Soc Contracted 85
					considering how to get the maximum number of Amazon trucks per hour through downtown so they can deliver plastic jurk to a warehouse in Omaha. Stop being a croney for commercial interests and start listening to actual residents. Safety and lisability come first.	
				Caps/Deck Plazas	support removing the split deck, capping I-35 with bleatable and walkable roads, and congestion pricing through downtown Austin to enco unage use of alternative routes for through traffic.	See Communit 442
1105	Emily Kuoira	1/27/2023	Email	General support	Date Chairman Bugg and Commissioners: Thank you for recognizing that 135 through Austin is one of the most congested readway agements in the State of Texas. As this seriously outstand readway is offer colled by the Ministry of Texas, As this seriously outstand readway is offer colled by the State of Texas. As this seriously outstand readway is offer colled by the State of Texas. As this seriously outstand readway is offer colled by the State of Texas. As this seriously outstand readway is offer colled by the State of Texas. As this seriously outstand that report and memoring growing and the State of Texas. As this seriously outstand readway is offer colled by the State of Texas. As this seriously outstand readway is offer colled by the State of Texas. As this seriously outstand readway is offer colled by the State of Texas. As this seriously outstand readway is offer colled by the State of Texas. As this seriously outstand readway is offer colled by the State of Texas. As this seriously outstand readway is offer colled by the State of Texas. As this seriously outstand readway is offer colled by the State of Texas. As this seriously outstand readway is offer colled by the State of Texas. As this seriously outstand readway is offer colled by the State of Texas. As this seriously outstand readway is offer colled by the State of Texas. As this seriously outstand readway is offer colled by the State of Texas. As this seriously outstand readway is offer colled by the State of Texas. As this seriously outstand readway is offer colled by the State of Texas. As this seriously outstand readway is offer colled by the State of Texas. As this seriously outstand readway is offer colled by the State of Texas. As this seriously outstand readway is offer colled by the State of Texas. As the State of Te	Sas Comment #8
1106	Emity Mansfield	2/7/2023	Email	General support	Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested readway segments in the State of Texas. As this seriously outdated readway is often	See Commant #8
	Mansheld				Date Chairmen bugg and Commissionners: Thank you for recognizing that LSS brough Audin is one of the most congulant readway suppress in the State of Texas. As this surround, audited or marked you did not not be the discount of the State of Texas. As this surround is the separated varieties of the State of Texas. As Texas and commission of the State of Texas. As Texas are considered that successful and increasing profit or suppress of the state of the State of Texas are considered that it is commission to the state of the state of the State of Texas are considered on this state of the State of Texas are considered on the state of the State of Texas are considered on the state of the State of Texas are considered on the State of Texas are cons	
1107	Emily Martinez	1/31/2023	MyCapEx Website - Comment Form	Regional Connectivity	Hadines that a mater sail between San Astron and Audin results benefit both coles. It would ease the burden of car ownership on the inhabitants of both cities while reducing carbon emissions. Houston would also greatly benefit from being added to this metro system once it is put in place.	Sea connect 4':
1108	Emily Moreland	2/7/2023	Email	General support	Can Cleanway Bigg and Commissioners. These purific recognizing fault of \$5 mining, faults in our of the next congraint makes, aspective mining to the \$5 our *feet, as his services, and contributed making to the purific and increases and the services of the services of the services and the services of the services of the services and the services are services and the services ar	See Connect 48
ID	C N	Da R d	s	Topic	c	::
					Dear Chairman Bugg and Commissioners: Then's you for recognizing that 1-55 through Austin is one of the most competed readway segments in the State of Texas. As this seriously custated readway is often called the Main Street of Texas, all Texas should call for bold and decisive	Sec Comment #8
					action to transform this critical stretch of infrastructure into a readway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the 135 Cupital Express Central design as proposed by TuDOT. Thereis you for your consideration of this request. Sincretic Emily Mindrated	
1109	Emily Moreland	3/6/2023	Email	General support	Snornly, Emily Moreland	
	Moreland	4,4,232	Lian.			
1110	Emily Nash			Do not widen/no build	Mohitri45 Penasan Managar Tenner Ahada	Sectionness 65
					Making Shippers Manager Tramps Areas. You was a Drink of the Use of Academic Analysis of a subject to Special Coppose (ACOT) plans for 135 and Coppose and Coppose (ACOT) plans for 135 and Coppose (
				Air Quality/Noise	Highway expensions do not work. They increase traffic, cause more pollution, and is a safety concern. Not to mention the homible inconvenience of dealing with road work.	See Commant #34
				Multimodal Transportation	Fam for alternative modes of transportation. Auxin is a beautiful city that could easily be walkable if there were buses that ran on time and trains that locals could take.	See Comment #20
1111	Emily Nickerson	1/4/2023	Email	Business/residential displacement	Nation by name is Emity, This highway expension is indication, it will cover millions of disdust that I am unwilling to pay for. You are publing out businesses and residential browns causing environmental proteins from the budget area. About 1 is made with the sense of personal proteins for the budget area. About 1 is made with the resident of sense of board Teams in the sense of board Teams	See Comment #25
1112	Emily Rafal	1/31/2023	MyCapEx Website - Comment Form	Regional Connectivity	Treced here from CC and one of the biggest disordeds to San Artomics to the lock of public transportation, expectably rail, which would help achieves reprined challenges in the only including shalfic, accessibility, and distribut.	Second #1
1113	Emity Santoyo	2/27/2023	MyCapEx Website - Comment Form	General support	Egeneral reservit to biopper on CS, originally from Size Actions, I sell near understand sky three heart New Quantum sets to be stated or a better only bison't been Figured out by now. Whatever the tell 13D Takes' by allowing 28 wherein's through it, should hopper anyway, I don't see how that tell or AVY tell in Audio hoses money.	Se Commet 48
1114	Emily Serchen			Do not widen/no build	Mobility55 Program Manager Tommy Abrego, Lam a resident of Battle Band Nightpor in South Auditn. 1 (POMDE TACT) Same for 53 and 10 POMDE department.	Suo Correnant #5
					COPYCED ToOTh plant for 1-55 and COPYCED appealson. Top Copyce Copy	
				Community Alternatives	I am FOR the Rethink35 proposal, redesignating another highway such as SH-130 as an intenstate, a boulevard going through town, a public transit-first project.	See Comment #4
				Latent/Induced Demand	TOOT's proces in this project is flawed: It ignores induced Demand, construction impacts, particulate matter pollution from tire wear, the failure of almost all highway expansions, the success of fineway remembers and his notific revealed in its flawed.	See Commant #18
1115	Emily Underwood		VOH	Caps/Deck Plazas	This is a high project that will have hope effects on the character and accomplishy of our city for decides. At the source reasonable design be expect. If it wort be capped, at the very least include more consider and accommodate the many ways people get around the city without care, we need less of them in this repuly growing city.	See Comment 4-2
				Bike/ped safety	integrating the city on either side of the interstate and making in safer, easier and more pleasant for pedestrians, cyclists	Sae Comment #30
1116		2/6/2023		Multimodal Transportation	and all the other modes of transit. Lugge everyone involved in this design to be forward-thinking about what might be appropriate for the current and future of Austin	Sue Comment #20
	Emity Weisz	2/6/2023	Email	General support	Due Claiman bag and Commissioners: Thank you for recogning that LSS brough Audin as are of the most congulate reading suppress in the 20as of fease. As this serious) audited readings of the claim of the Mark Devel of fease, all Texas and south cold of the date of each case the treatment in the claim of the date of each and the serious of each of the date of each o	Sea Comment #5
1117	Emilynn Vanover			Public Transit / Multimodal Transportation	Mobility55 Program Manager Tommy Atrego. Please focus on improving public transportation for the general population of Austin. Expand the Metro to reach more points of the chy. Make Austin more walkable.	Sea Comment #23
				Transportation Air Quality/Noise	Hightaly expinsions DONT work. They worsen congestion (as we saw with the Katy Freeway), air noise and water pollution, safety, and transportation options beyond driving.	See Comment #34
1118	Emmanuel Nunez			Do not wider/no build	MobilityS5 Program Manager Tommy Abrego,	See Comment #5
					Date 10:07. The amount of the state of UT Audit and I has the day of Audit. I believe that the 130 project should not set any more driving lares. Teaming an indicate in the state of UT Audit and I has the day of Audit. I believe that the 130 project should not set any more driving lares. Teaming and the state of the State of State o	
				Reroute to 130	People should have the ability to walk, use transit or bike to destinations, that's what drives city longwity. Please go back to the drawing board and ne-route through traffic through EH 130	See comment #3
1119	Enrique Bocanegra	2/1/2023	MyCapEx Website -	Regional Connectivity	I would love a railway system of some sort between San Antonio and Austin. It would make commutes lot easier and help with the homble traffic the route between both crises experiences.	See comment #1
			Comment Form			
1120	Ephraim Taylor			Do not widen/no build	Lan ear Autor readers from two than a mind from 3.5.1 strongly operate the proposed Capifs Comman project. The project is not appropriate for an unknown annual enterpropagabiles, work, and commonlably command the common project is not appropriate for an unknown annual enterpropagabiles, work, and commonlably commonlably command to the common project is not appropriate for an unknown, direct, and sufficient, direct, and sufficient dir	See Comment #5
					allow me to do that. Nother than expanding this highway that is already a huge barrier to cross-only movement, we should be removing it or completely capping it throughout the full length of the city.	
				Bike/ped safety	The proposed project does not include enough all grade creatings for patentines and cyclics, and enough enough enough and patentines and cyclics, and enough enough enough to consect too does the does that does the creating experience chances, physics exertion, and travel time to our trap.	See Contract 830
1121	Eric	\$10,000	MyCapEx Website -	Caps/Deck Plazas	The following are my requests to TxDOT when considering how to move forward with the I-35 supparaisor:	See Comment #42
			Comment Form		1. No Higher No Wider - don't requand to 20 lanea. 2. A full cap from Lander Brit Lake to Arment Brit d 2. A full cap from Lander Brit Lake to Arment Brit d	
					3. Dan't preclude future capping Airport Bird to 290 4. Thanks.	
1				Reroute to 130	Route trucks to SH 130	See comment #3

					TXDOT Dates size or Manager	See Comment #20
					As a long term resident of North Central Austin in Hyde Park I'm writing to add my voice to the many members in the 13 communities and neighborhoods in North Central Austin that are in strong opposition to TXDOT's Modified Alternative 3.	
					INCLUDE ADMINISTRATION OF THE PROPERTY OF THE	
					enduring goals based on metrics beyond the numbers of cars moved from point, 4 to point 8. Unfortunately, TXDOT'S Modified Alternative 3 does not achieve these goals, and comes short on the solutions. To cooses TXDOT'S Modified Alternative 3. Decisions and will also fall all Austin. In the meantime. I support a reconsist TXDOT'S Modified Alternative 3. Decisions and will also fall all Austin. In the meantime.	
					temporary. "No Build's consists with modifications to improve flow and travel time that can be implemented while further modifications are exported and considered." This is a satisfact excepted and a surine consequent to apply a disposal for the building for the modification for the building for the surine satisfact for the building for the building for the building for the surine satisfact for the building for the buildi	
					TOOT Our air of Middle: As the given registered of Unit Comparisation 1-1/4/4 fiven 1 and 1 an	
				East/West Connectivity		
1122	Eric and Gaby Landry					
				Air Quality/Noise	2) Produce and support a modern, holistic environmental assessment that truly seeks to evaluate the impact of the total expansion of I-35, not in "segments", but as a whole unit that affects the entire Austin	See Comment #34
				q	community along the confider and beyond:	
				Multimodal Transportation	3)The opportunity to design a corridor that serves all modes of transportation in a way that is safe regardless of method, and that is accessible, regardless of age, abilities, and location.	Saw Comment #20
				Do not widen/no build	Eopose PDOT's Modified Alternative 3, because "good enough" in this case would be a morrumental misses of funds pursaving an alternative that utimately fails the neighborhoods and will also fail Austin. In the mannime, I support a temporary "No Build" scenario with modifications to improve flow and travel time that can be implemented while further modifications are explored and considered.	See Comment 45
				Reroute to 130	(i.e. designating and marking existing fair left lanes as HOV-2 lanes during peak AM and PM hours, reinforced by camera photo capture, as well as no toll, mandatory diversion of trucks to \$1.130 also during	See comment #3
					peak hours).	
1123	Eric Berger		-	Do not widen/no build	Mobility's Program Manager Tomers Abreato	See Comment #5
			1		MobilitySS Program Manager Tommy Arrago. The opposed to the current expension plan for 1.55. It will cloig up with some traffic for 20 years until it gots finished, and when it does get finished, it won't have been enough if current brends hold. It will sews as gift only just through the center of born for no reason other than them's alway an internation them. Have, a little inegistation See Housein, for how this didn't will before a service of the control of the center of	
			1		The state of the s	
			1			
			1	Reroute to 130	Route traffic to sh-130, maybe expand that instead. Build 35 underground. Do intently anything but what you have planned currently. It's a weste of money, resources and time.	Seconnect#3
1124	Eric Brehm	3/7/2023	Email	Do not widen/no build	Modeling St Program Manager Tomory Alexgo. Manager States As a State of St	See Comment #S
	Brehm				The general control of the separation of that. Issues from the past and gift a better future.	
					winc breitin	
1125		1/19/2023	MyCapEx Website - Comment Form	Regional Connectivity	The LTS contribr between Datios and San Antonio requires a more throughful assessment to include the region's freight and passanger needs across multi-modes (i.e., highway, inter/into-city mass transit, obs/postation). The this beam search process to delected a 55 completion beamed by passanger freight and contribution of the process that the p	See comment #1
1126	Eric Dauenhauer	606000	MyCapEx Website -	Do not widen/no build	I appose adding two non-totiled HOV larses to 1:35 as part of the Capital Express Central project.	See Comment #S
			Comment Form	Latent/Induced Demand	From personal experience in Portland, OR where they have HOV lanes on a congenied part of I-5, it does not substantially improve traffic conditions.	See Conversant #18
				Public Transit / Multimodal	Is also believe that the city would be better served by simply expending based access across the bridge and into downtown rather than expanding the freeway. The city scrit stop growing and 2 Lienes of HDV ballic is not ping to makingfully ablas the future buffer conditions in the city.	Saw Comment #13
				Transportation	valific is not going to meaningfully after the future traffic conditions in the city.	
1127	Eric Englert			Do not widen/no build		See Comment #5
1127	bric brighert			Do not widen/no build	Manifest Program Manager from professor (and the professor from pr	See Comment #5
					reality has fallen for short of "NDOTs prior projections on similar projects in the past. If highway expansions worker, who have the best traffic in the works, but instead we're getting economically unsound projects showed down our threats. I expect TDOT, the State, City, and Courty government to actually sense the people of Audian instead of fining the easiest way to list	
				Caps/Deck Plazas	I would support this plain if there were a railroad component and it was fully buried between 183 and Town Lake. As it stands now the allowed area for caps are insufficient and financy a slap in the face to communities along the constor.	See Comment #42
					communities along the corridor.	
1128	Eric Fisher			Do not widen/no build	Mobility35 Program Manager Tommy Abresto.	See Comment #5
1128	Eric Fisher			Do not widen/no build	MobilitySS Program Manager Tommy Atrego, What LODN'T want is more highway lanes, as they have proven to cause more congestion after a stoot period of allevisition due to Indicad Demand.	See Comment #5
1128	Eric Fisher					
1128	Eric Fisher			Do not widen/no build Public Transit / Multimodal Transportation	Making Shipping Manage Tramsy Arings. And EDP enter its many from the party area to the hour present to case more congenion after a shirt present of advantages of advant	Sea Comment #3 Sea Comment #3
1128						
ID.	C N	Da R d	s	Public Transit / Multimodal Transportation Topic	This is ten man train line and other motion of policit transport instead of more highway lanes as they would both allesses the highway of sortic, and other softe and more accessible ultimate transport options for obtains.	One Continues #13
1128 ID 1129		Da R d 3/3/2023	S Email		This is ten man train line and other motion of policit transport instead of more highway lanes as they would both allesses the highway of sortic, and other softe and more accessible ultimate transport options for obtains.	
ID.	C N		S Email	Public Transit / Multimodal Transportation Topic	This is term man train from and other modes of policit transport instead of more highway larine as they would both allesses the highways of terffic, and other softward more accountile alternate transport options for others.	One Continues #13
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10 1129	C N Enc Galtoway		5 Erral	Public Treat / Millimedial Transportation Transportation Topics Do not widen/trail build	CI like to see more town lone and other modes of public haropent instead of more highway siness as they would both alleases the highway of teeffic, and offer unfix and more accessitis arternate haropent spores for colours. C. C. C. C. C. C. C. C. C.	One Continued #13 A p One Continued #5
10 1129	C N Enc Galtoway		S Enai	Public Travel / Multimodal Travegoristion Trave Do not widen/no build Do not widen/no build	Cities to see more town loss and other motice of public harmonic intended of more highway innex as they would both alleviate the highway of facility, and other and more accessible arternative harmonic regions for collection. See The Collection of the Collection o	Do Connect #3 Do Connect #3 So Connect #3
10 1129	C N Enc Galtoway		5 Enail	Public Treat / Millimedial Transportation Transportation Topics Do not widen/trail build	Color to the town town town town and other mode of public transport missed of more highway inner as they would both alleviate the highway of teeffs, and offer and more accessible attention to request operation for citizens. Color footing Loss and the public p	Sea Comment #13 The Comment #5 The Comment #5 Sea comment #5
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1130	C N Enic Galloway Enic Quantilwi Enic Quanti	3/3/2023		Padds Frank / Multimodal Transportation Transportation Transportation Transportation Transportation Transportation Transportation Do not widen/no build Do not widen/no build Do not widen/no build Do not widen/no build Labers/ probused Domand Labers/ probused Domand Community Albertset/was	No like to see more trans to make and other morbed of public transport instead of more highway innex as they would both allevada the highway of hadile, and other and more accessible allerands transport options for otherwise. So No COT FOOT, Passon Egy Suppose search to self. Tour's entiring more traffic by expending 135. So NO COT FOOT, Passon Egy Suppose search to self. Tour's entiring more traffic by expending 135. The COT Suppose search to self. Tour's entiring more traffic by expending 135. The COT Suppose search to search to september 135 expending 135. The COT Suppose search to search to september 135 expending 135. The COT Suppose search to search to september 135 expending 135. The COT Suppose search to search to september 135 expending 135 expending 135. The Suppose search to search to search to search to september 135 expending 135 expend	Sea Comment #3
1130	Eric Galloway Eric Galloway Eric Galloway Eric Gallowardhar Eric Gallowardhar Eric Gallowardhar Eric Gallowardhar	3/3/2023	Email	Public Travery / Multimodal Tr	No like to see more trans to make and other morbed of public transport instead of more highway innex as they would both allevada the highway of hadile, and other and more accessible allerands transport options for otherwise. So No COT FOOT, Passon Egy Suppose search to self. Tour's entiring more traffic by expending 135. So NO COT FOOT, Passon Egy Suppose search to self. Tour's entiring more traffic by expending 135. The COT Suppose search to self. Tour's entiring more traffic by expending 135. The COT Suppose search to search to september 135 expending 135. The COT Suppose search to search to september 135 expending 135. The COT Suppose search to search to september 135 expending 135. The COT Suppose search to search to september 135 expending 135 expending 135. The Suppose search to search to search to search to september 135 expending 135 expend	Sec Comment #3
1130	C N Enic Galloway Enic Quantilwi Enic Quanti	3/3/2023		Padds Frank / Multimodal Transportation Transportation Transportation Transportation Transportation Transportation Transportation Do not widen/no build Do not widen/no build Do not widen/no build Do not widen/no build Labers/ probused Domand Labers/ probused Domand Community Albertset/was	To less to see more trans in real ordinary mode of public transport instead of more highway inner as they would both allevands the highway of traffic, and offer and more accessible allerands transport operations. So the DOT BOOK Company agreeds to find the second price of the second p	Sec Comment #3
1130	Eric Galloway Eric Galloway Eric Galloway Eric Gallowardhar Eric Gallowardhar Eric Gallowardhar Eric Gallowardhar	3/3/2023	Email	Padds Travelly Multimodal Transportation Transportation Travelly Travelly On not wider, visa build On not wider, visa build On not wider, visa build Do not wider, visa build Authorized the proportation On not wider, visa build Latent, finduced Command Latent, finduced Command Community Advancetives Plannate to 1300 General support	The last to see more trans in room and other morbed of public transport instead of more highway inner as they would both alleviate the highway of hadin, and other and more accessible allerands transport options for citizens. So Notice Traces. So Notice Traces. The Notice Traces. No	Sea Comment #3
1130	Eric Galloway Eric Galloway Eric Galloway Eric Gallowardhar Eric Gallowardhar Eric Gallowardhar Eric Gallowardhar	3/3/2023	Email	Public Travery / Multimodal Tr	No like to see more trans to make and other morbed of public transport instead of more highway innex as they would both allevada the highway of helfs, and offer and mare accessible attention to require the collection. So No COT NOCT. Sounding Sugaryus spends both. Tour's entiring mare traffic by expending 135. The COT Institute of Sugaryus spends both. Tour's entiring mare traffic by expending 135. The COT Institute of Sugaryus spends both. Tour's entiring mare traffic by expending 135. The COT Institute of Sugaryus spends both. Tour's entiring mare traffic by expending 135. The COT Institute of Sugaryus spends both. Tour's entiring mare traffic by expending 135. The COT Institute of Sugaryus spends both. Tour's entiring mare traffic by expending 135. The COT Institute of Sugaryus spends both. Tour's entiring mare traffic by expending 135. The COT Institute of Sugaryus spends both of Sugaryus in the work. Sugaryus spends spends so that the sugaryus spends so that the sugaryus spends so that the sugaryus spends so that spends so that the sugaryus spends so that the sugaryus spends so that spends so that spends so entire the sugaryus spends so that spends so that spends so entire the sugaryus spends so that spends so that spends so entire the sugaryus spends so that spends so that spends so entire the sugaryus spends so that spends so entire the sugaryus spends so that spends so that spends so entire the sugaryus spends so that spends so that spends so that spends so entire the sugaryus spends so that spends so entire the sugaryus spends so that sp	Sec Comment #3
1130 1132 1133	Ent Carbonay Ent Carbonay Ent Carbonay Ent Carbonay Ent Carbonad Ent Removal	3/3/2023 3/3/2023 3/3/2023	Ernal Ernal Oxfords Waterlan Connect Form	Public Traval / Multimodal Transportation Transportation Traval T	The last is an increas trace to real and other motion of public transport instead of more highway inner as they would both administrative highway of habits, and other and more accessible administrative highway of habits, and other and more accessible administrative highway of habits, and other and more accessible administrative highway of habits, and other accessible administrative highway of habits, and have accessed and make an impartment of highway of habits, and have accessed and make an impartment of highway of habits, and have accessed and make an impartment of highway of highway of habits, and have accessed and make an impartment of highway of habits and h	See Comment #3 See Comment #4 See Comment #4 See Comment #4
1130	Eric Galloway Eric Galloway Eric Galloway Eric Gallowardhar Eric Gallowardhar Eric Gallowardhar Eric Gallowardhar	3/3/2023	Email	Padds Travelly Multimodal Transportation Transportation Travelly Travelly On not wider, visa build On not wider, visa build On not wider, visa build Do not wider, visa build Authorized the proportation On not wider, visa build Latent, finduced Command Latent, finduced Command Community Advancetives Plannate to 1300 General support	Laborate transmitted from make and other medical of public transport missed of more highway inner as they would both allevials the highway of hadin, and other and mare accessible allerands transport explanation for citizens. See National Tools. Second Tools. Teaching by groups are words to both. You've inviting mare traffic by expending 135. National Tools. Teaching by groups are words to both. You've inviting mare traffic by expending 135. The Complete of the second transport of the second transpor	Sea Comment #3
1130 1132 1133	Ent Carbonay Ent Carbonay Ent Carbonay Ent Carbonay Ent Carbonad Ent Removal	3/3/2023 3/3/2023 3/3/2023	Ernal Ernal Oxfords Waterlan Connect Form	Public Traval / Multimodal Transportation Transportation Traval T	Laborate transmitted from make and other medical of public transport missed of more highway inner as they would both allevials the highway of hadin, and other and mare accessible allerands transport explanation for citizens. See National Tools. Second Tools. Teaching by groups are words to both. You've inviting mare traffic by expending 135. National Tools. Teaching by groups are words to both. You've inviting mare traffic by expending 135. The Complete of the second transport of the second transpor	See Comment #3 See Comment #4 See Comment #4 See Comment #4
1130 1132 1133	Ent Carbonay Ent Carbonay Ent Carbonay Ent Carbonay Ent Carbonad Ent Removal	3/3/2023 3/3/2023 3/3/2023	Ernal Ernal Oxfords Waterlan Connect Form	Public Traval / Multimodal Transportation Transportation Traval T	It is to the contract trace to real man of other mode of public transport missed of more highway inner as they would both allevials the highway of halfs, and offer and man accessible allerands transport specials for classes. 3. **Contraction** **Discort Rock**	See Comment #3 See Comment #4 See Comment #4 See Comment #4
1130 1132 1133	Ent Carbonay Ent Carbonay Ent Carbonay Ent Carbonay Ent Carbonad Ent Removal	3/3/2023 3/3/2023 3/3/2023	Ernal Ernal McCapts Widsster Comment Form Ernal	Public Traval / Multimodal Transportation Transportation Traval T	Laborate transmitted from make and other medical of public transport missed of more highway inner as they would both allevials the highway of hadin, and other and mare accessible allerands transport explanation for citizens. See National Tools. Second Tools. Teaching by groups are words to both. You've inviting mare traffic by expending 135. National Tools. Teaching by groups are words to both. You've inviting mare traffic by expending 135. The Complete of the second transport of the second transpor	See Comment #3 See Comment #4 See Comment #4 See Comment #4
1130 1130 1131 1131 1134	Ent Carbonay Ent Carbonay Ent Carbonay Ent Carbonay Ent Carbonad Ent Plannad Ent Plannad Ent Plannad	3/3/2023 1/12/2023 2/4/2023 3/7/2023	Ernal Ernal McCapta Widner Ernal	Paulic Travail / Multimodal Transportation Transportation Travail Travail Do not sociary to build On not sociary to build Connection to \$300 Multimodal Transportation On not sociary to build Connection to \$300 Multimodal Transportation Connection to \$300 General support Regional Connectionly Connection to \$300	It is to the contract trace to real man of other mode of public transport missed of more highway inner as they would both allevials the highway of halfs, and offer and man accessible allerands transport specials for classes. 3. **Contraction** **Discort Rock**	Sea Comment #3 Sea Comment #4

1137	Eric Joyce			Do not wider/no build	We hoof ToO! The expected of \$2.50 hough control Audion is a closual waste of funds, three and every to make a worse stoffs clusters that it requestly duraging the what failing or audion for generators, Overfine the other and only should won to return the thoroughtee where 125 current exists the should not not control and only should won to return the thoroughtee where 125 current exists the should not not control and only should won to return the thoroughtee where 125 current exists the should not not should not be controlled in the should not not controlled to the should not not contr	Sac Comment 45
				Reroute to 130	The proposal files in the files of convent solfs recommendations and sold of body with convent only severage sources. If thosis audit hask into the 2900s and body in your distribution of consider solfs and body in the convent of th	Securiment 63
1138	Eric Kaufman			Do not wilders/no build	Nation 55 region through colours process in colour and the second of the	See Comment #5
				Reroute to 130	Tercomaging you to me ventuals / redesignate SH 130 for all through-hardic amount Assist. This is a wide, purpose built road able to handle trucks and other long distance whiches. We can then bury 135 and cap and all this in a way that unless downtown Assist with surrounding engineer	See connect 43
1139	Eric Kidwell	600000	VOH	Do not widen/no build	I also don't believe widening I-35 will ease congestion in the long term, as we've seen freeway after freeway be expanded to become congested again in a few years, as seen in Houston.	See Connect #5
				Business/residential displacement	I am very much opposed to displacing homes and businesses near 135 to widen a freeway largely clogged by through traffic. My son's school will be forced to close with this expansion and I doubt they can find an alternative location given the cost of space in Austin.	See Comment #21
				East/west connectivity Reroute to 130	1-35 as is should be converted back to an urban bodieserd. Think the current Highway: 150 should be wiskered and converted to 1-35 to divert through traffic around the city.	See Comment #20 See comment #3
1140	Eric Kidwell		MyCapEx Website - Comment Form	Do not widen/no build	I also do not think the current olars will help with traffic in the lond term. You can't have to look at the Kath freewor to see that more laines do not help traffic conditions.	See Comment #5
			Comment Form	Business/residential displacement	I said do not, brink the current plan will have the large and the large	See Comment #21
					emersion schools in central Austin and it will be forced to relocate or close. Given the high cost of real estate in this city, I think it's more likely they will not be able to reopen.	
				Reroute to 130	I think we need to move expand highway 130 to become the new 135 to resoute the internate around the city. The existing 135 right of way should be returned to an urban boulevard serving the citizens of the city.	See comment #3
1141	Eric Lindley	1/31/2023	MyCapEx Website - Comment Form	Regional Connectivity	A real spotent inding San Actionic. Audit, and Procedure is presely resided. So much so that I resuld be eating to spend the same amount of money in gain to ride this train as it would for me to drive to either out. This system would protect the environment, limit traffic congestion, and increase the Texas economy.	See connect #1
1142	Eric Marcella	2/7/2023	Email	General support	Date Channel height and Commissioners. These year for recepting facility 1.55 through Audits in an or if ne most congasted seekey separement in the 20st of Texas. A feet in Section Accordance year devices a feet of texas in the section of the sec	Sea Commert #8
1143	Eric Matthies			Public Transit ,	/ MobilitySS Program Manager Tommy Abrogo,	See Comment #13
				Multimodal Transportation	Expending page 35 will create further divides in our community that we can't all fact. We don't need more readess, we need more public transportations and support for production modes of based such as biopies and waking. It has been provise our and again that is acting move lareas samply involves more stuffly. More traffic equals move publicies, more conjection, more accidents. Can Ministry and Can Ministry an	
				Reciel Justice	Our day is already supegood by this readway, seleming it only furthern that disturbing benefit of pushing under expressented communities further away from core day resources, and from being a part of our ownell under community. Please day this explanation.	Set Commet 43
1144	Eric Pinzur			Do not widen/no build	MobilgSS Program Manager Tomory Adrego. We a resident of each Austin and I larningly oppose the expansion plan of intensions 35 through downthern Austin.	See Comment 4'S
				Air Quality/Noise	The expansion plan will increase traffic through the city, creating more noise and pollution.	Sea Comment #34
				Bike/ped safety Do not widen/no build	Also it will make accessing downtown from the east side more difficult when walking or biking. The walk ability and bike access to the city is most important to me. We hoo't hoo't,	See Comment #30 See Comment #3
1145	Eric Pruett			Lo not wider/no busid	As a detailed of the CPM was when consonantly breach through Aution, Legarier to be combinant of two in 2001 searing to which 1000 Starring th has fall designed the Aution Aution (and searing to the Starring Aution Auti	sa Currinia es
				Community Alternatives	participate with the local communities in Austin (Reconnect Austin, Rethirk 35) to bring those options to a full economic companio	See Comment #4
1146	Eric Rauser	2/23/2023	Email	Do not widen/no build	We Incol Tubic. We see for swisce the induser of selfs (on 155, not expend them. This flowesy cut through our glossing disentions, an area that generates income for residents of Austri sa well as the the Chy and State generations. Expending it to include nove items as a trial specific and economistic strategy. Each floater.	See Comment #5
1147	Eric Rauser	3/7/2023	Email	Do not widers/no build	In Incol TLOTIC Commonly planning his to the expense of 15 generals new development and business, which is turn brings revenue to date and local government. Dipending 1.35 to allow increased buffit brough Texas to other acades a not only informiglated and excessionally feath, it UR-TEXAN for house	Sec Comment 4'S
1148	Eric Roberts	3/1/2023	Email	Do not widen/no build	Monthigs Shrigarm Manager Tommy Advago. A highway opposition has the planned 20 Lane expension for 135 would be a huge, expension mistake for the City of Austin, City will being, and future. Please reconsider your plan and explore alternate methods for this highway expension. Don't	Sec Comment 45
					A highewy operation like the planes 20 Line expension for 155 would be a high, expension motivals for the CDy of Audits, it's will being, and funce. Please recorded your plan and explore alternate motivals for this highewy expension. Durit for the contraction of the contraction	
1149	Eric Roe	1/11/2023	MyCapEx Website - Comment Form	Reroute to 130	REPORTE conhecial traffic amount Austin residued of through II. We do not need an intersidate highway going through our dry's heart. Non-hood traffic ahoust indeed use existing highways such as 54-130 (the 1-55 does in at least 54 other Texas others).	See connect #3
1150	Eric Rojas			Do not widen/no build	MobilityS Program Manager Tominy Araga, Isan a resident of the Audin eves and I oppose the tightesy expansion project. It issum approved by the viden, it will cause unneeded delays in Nature communities,	See Connect #5
				Public Transit / Multimodal Transportation	and building more highways will not solve the long-term traffic issues with Audin which could be solved with more high-quality transit as prowen in many cities across the entire world. Ent Ripus	See Comment #13
1151	Eric Rojas		VOH	Do not wider/no build	Fido not like how the citizens of Auditin or of the Auditin area did not give accord to the 135 project. Failed do not support an expansion of the highway without considering more uptions, I do not want to drive on a new Kalp Freeway in the middle of Auditin.	See Comment #5
				Latent/Induced Demand	Induced Demand will always come and I think that local public transportation plans could be considered to free up space and congestion on the highway.	See Comment #18
	C N			Yopic	c .	R p
1152	Eric Ryan Pace	3/7/2023	Ernail	Air Quality/Climate Change	Earls Opp, Plasse record the attained policy discrement registed (fee DECE). This acts, Trialsch, Care Thea Challant MCC, PMC 25, and PMC0 in the Air Qualify Analysis as the analysis of CD alread in DCSS Appendix P does not provide an accounts representation of the air pollution residents are exposed to: Contact a languar term generations analysis beyond the construction period in DCSS Appendix Y;	Sac Commer # 25

1153	Eric Vormeliter			Do net wides/no build	As a motion of the disposes segmentated in Audio, I approximate the approximation that approximate the approximation that approximation the approximation that approximation the approximation that approximation that approximation the approximation that approximation the approximation that approximation the approximation that ap	See Commer(45)
1154	Eric Zuniga	1/31/2023		Climate Change Regional Connectivity	A prince and immoving the set of long-coupley within, printed under operation report, and white immoves been describing gains of the Audit Clinical and Egyl Plan. a plan that actually alternate to have an orange of course during a set of control and the moving of course during and course of course and egyl Plan. a plan that actually alternate to the actual particular actual printed and actual particular a	Se Comment 61 Se comment 61
			MyCapEx Website - Comment Form		space for moving commercial goods and traffic.	
1155	Ericka Laborde	3/7/2023	Email		to host host. The bees about that opending lighways does not solve conversation issues. Investing money in public bands, this lanes, and sole withis in the way to go with our ghosing dip like need Austin to liday waird and expensive 135 is not the way.	Sac Comment #13
1156	Erik Landry	2/14/2023	MyCapEx Website - Comment Form	Do not widen/no build	Please don't report i 55 north if 45th street because that would distring a cultural gern of Audin called Bleat China Tile Roses. It's corned by a Chinese American Earliny and it brings people from all over Audin and the world tagefor and chineses py.	Sac Comment #5
1157	Erik Sanden	1/31/2023	MyCapEx Website - Comment Form	Regional Connectivity	These level in the Process since 1993. Togewardy were in Audit and that common gaps harder every year. These targets for a not common and on continuity disappointed where their disappoint and the common and the commo	Se connect #1
1158	Erik Schmell	form	VOH	Do not widen/no build	No a homeowner in habits, Texas i do not support further expension of 125 in downtown Audits. I would support a study based on evidence from other crises globally on practical ways to make Treas crises take completed with submobile suffice.	Set Commet 45
				Reroute to 130	Local traffic downtown should have priority while through traffic should be routed to 183 to alleviate congestion.	Seconnect #3
				Public Transit / Multimodal Transportation	Alternative modes of transportations like rail and repold bus systems should also be given printing in spending to further reduce highway shall.	See Commert #13
				Latent/Induced Demand	It is simply fact that adding taxes does not relieve traffic in the long term and you can point to Kaly, Tx or any other cities that have since tried. Let's not wester our tax money please and thank you for reading.	See Communit #18
1159	Erik Schmall			Do not widers/no build	Making ST program Manager Tramps days and program of the state of the	See Connect #5
				Reroute to 130	I do support routing through traffic around downtown and making downtown a local exit only corridor. Additionally, more work needs to go in creating car alternative and ride trips trips to downtown.	See Connect #3
1160	Erik Wittstadt	Sortens	MyCapEx Website - Comment Form	Do not widen/no build	Lan opposed to the 155 expension in Acade. As a public health subset of clinically of less in Audio, I have learned about the detirential impacts on health that this expension will could. Please Teas, make the right excitor for its health of Audio residency (25 in the energy decision.	Sea Comment #5
				Racial justice	For example, this highway will continue to segregate east and west Austin, create noise and pollution that will negatively impact residents' health, and its use will be limited to those that can afford a car.	See Comment #3
				Public Transit / Multimodal Transportation	As a city, we need to stair thinking about the long-term, sustainable future. This meens investing beavily in public transportation for our residents, imagine if we spent \$500 million on bike infrinstructure above? Lat's expend bus and bike lanes and make sure everyone can get around without a vehicle. The new metro-system is a MUST and will increase health equity by allowing access to care.	See Comment #13
1161	Erika Adama	2/8/2023	Email	General support	Our Chairmen beigg and Commissioners: Thisky both Perceptuing that 155 frough Actin in one of the most congested roadway segment in the State of Texas. As this sericody auditated creatively in other called the Main Shreet of Texas, at Texas should call for both and decisione action to travelorm the decisione action that of the Main Shreet of Texas, at Texas should call for both and decisione action to travelorm the decision when of the Main Shreet of Texas, at Texas should call for both and decisione action to the Main Shreet of Texas, at Texas should call for both and decisione action to the Main Shreet of Texas, at Texas should call for both and decisione action to the Main Shreet of Texas, at Texas should call for both and decisione action to the Main Shreet of Texas, at Texas should call for both and decision action to the Main Shreet of Texas, at Texas should call for both and decision action to the Main Shreet of Texas, at Texas should call for both and decision action to the Main Shreet of Texas, at Texas should call for both and decision action to the Main Shreet of Texas, at Texas should call for both and decision action to the Main Shreet of Texas, at Texas should call for both and decision action to the Main Shreet of Texas, at Texas should call for both and decision action to the Main Shreet of Texas, at Texas should call for both and decision action to the Main Shreet of Texas, at Texas should call for both and decision action to the Main Shreet of Texas, at Texas should call for both and decision action to the Main Shreet of Texas, at Texas should call for both and decision action to the Main Shreet of Texas, at Texas should call for both and decision action to the Main Shreet of Texas, at Texas should call for both and decision action to the Main Shreet of Texas, at Texas should call for both and decision action to the Main Shreet of Texas, at Texas should call for both and decision action to the Main Shreet of Texas, at Texas should call for both and decision action to the Main Shreet of Texas,	See Connect#8
					Held's COCI. Held's COCI. The Coci of th	See Comment 44
1162	Erika Albright	3/7/2023	Email	Community alternatives		
1163	Erika Haren	3/7/2023	Email	Community Alternatives	to hoof! hoof. I would like the other community alternatives to be considered over expending (35. More focus should be on transport and biggle use.	See Comment 64
1164	Erika Levack		MyCapEx Website - Comment Form	Within	Takes. It is well in the source of the latest of the property of the latest of the lat	Sea Comment #9
				Sound Walls	and add to the rose pollution we already experience with Apport and US on either side. This feels like a completely unnecessary addition to the plan, when there will already be a seamless way for traffic to access Apport Bhot from US.	See Comment #69
1185	Erin Brantmayer			Do not widen/no build	Statistics Program Manage, Technique Technique Technique Manage, Technique Manage, Technique Manage, Technique Manage,	Se Connect S
				Public Transit / Multimodal Transportation	Fearbil rather have better local traffic coulos AND's better public transit system.	Se Connect#13
1166	Erin Curby		My	General Support	Please use alternative 3.	See Comment #8;
			Cap Ex	Business/residential displacement	Alternative 2 will impact 2 low-income housing developments which will impact 126 households.	Sue Comment #21
					Please build a rail network for Texasl I've been visiting for a transportation system between San Marcos and Austin for 25 years, but a rail network connecting all the major cities would benefit millions of	+
1167	Erin Mortensen	1/31/2023	MyCapEx Website - Comment Form	Regional Connectivity	Phases build a rain relevant for Texas I he been waiting for a transportation system between San Marcos and Austin for 25 years, but a rain network connecting all the major chies would benefit millions of people.	Second 45
1168	Erin Salada	3/7/2023	Comment Form Email	Do not widen/no build	scopis. Making Si Pregram Navagor Tumony Storago. Making Si Pregram Navagor Tumony Storagor	See Commert #S
			Comment Form		paople.	

1170	Erin Tassoulas	2/7/2023	MyCapEx Website - Comment Form	Caps/Deck Plazas	If it is in one of the neighborhoods neet to this 55. The expansion will sippe out one of our streets, we appreciate the fact that the upper dock will go and sink the basis of the highway. We do request that the highway is under the engineers of the sustain caps throughout the certain of your heart highway is unstructed, in closed off from the value due by available facts that face it very approach toward and certainly to bits over. A cap or deck is what	See Comment #42
					Then more of the seglentrocks seed to 15%. The expenses certainty are used on an area of sear or them, we appropriate product to the seglent of the seglent	
1171	Erin Tassoulas	2/15/2023	MyCapEx Website - Comment Form	Caps/Deck Plazas	I live in Charrywood Neighbourhood. The east west division wit be greatly impacted in a positive way to have a cop placed along the stretch from Manor to Willshire Bird. the new expansion will be trice the area served by 155. A cop will reduce sound and encourage walking and biking to work, school and the businesses on either side will be better served.	See Comment #42
			Comment Form		area served by 135. A cap will reduce sound and encourage walking and biting to work, school and the businesses on either side will be better served.	
ID.	C N	Da R d	s	Topic	c	R o
					Na to dispussors	To Connect S
					The administracy concern. If we have the compared to the production of the total staffs. Please, we ask yet: - angine and the bill the surview higher you support fours caps throughout the north central area. - or not enter high years yet suffice takes 200. There's you, - small youngery set for takes 250. There's you. - for Teacoulase - for Teacou	DAN LISTINGT #3
					- enginer and obtain washeen regimeny to support nature upps irreduction area on not ented highway obtained of current right of way:	
					- investify through traffic to take 130. Thank you, Entir Taxonolas Entir Taxonolas	
				Do not widen/no build		
1172	Erin Tassoutas	0.0000000				
				East/West Connectivity	please and more east west crossings at street level and have pediatrian and bicycle crossings at each location we do not need a wider highway, the traffic will drop significantly in the future, especially if we have more east west crossings and as Audio densifys to have what the future will lock like, more pediatrian plain triffic.	See Comment #20
					have more east west crossings and as Austin densitys to have what the future will look like, more pedistrien/bike traffic.	
				Business/residential displacement	Our neighborhood is slated by the current proposal by TXDst to remove businesses that have been in the area for many years.	Sax Comment #21
				Dustries, resources displacement.		Jen (J. 1981) 9 2 2
					MANDEST Program Manager Termony Knoppe (Party Program Annual Progr	DAN LIGHTMENT #3
					We know from research and opportunities the Kelly Freewoyl bild. Inglinely opportunities and in fact make several issues—pollution, safety, etc.—worse. This state as a whole is already hostile to its human population in the sprawling design of its olice, which are made for cars—not people—and public trainsportation options are abjornat.	
				Do not widen/no build	. Exces far too many people who have been hit by cars in Austin because of the driving culture that highways on highways creates—and I myself have been hit by a car since living here while walking "on a sidewak", and have had too many does call to count in marked pedestrian crossings.	
				Do not widen/no build	The existing highway indistructure has displaced so many of the people who have given this city is not culture already, a problem that is city gitting worse with the agregiously high cost of living that is driving born-end-raised Austintes out of their own city. I have been recorded that the 1-35 sensing on the people who have given this city is not culture already, a problem that is city gitting worse with the agreego skip place of living that is driving born-end-raised Austintess out of their cover. I have been recorded that the 1-35 sensing that is city gitting worse. I have been recorded that the 1-35 sensing that is driving born-end-raised Austintess out of their cover. I have been recorded that the 1-35 sensing that is driving born-end-raised Austintess out of their cover. I have been recorded that the 1-35 sensing that the people who have given this city is not considered.	
1173	Erin Yanota				he entired is prime or formation that the single-sized arrange of the propriet with how given this or just of the minute already, a protein min but only garing even with the appropriate) high cost of froing that is chrising from each result Australian out of the same one; it has been described in the 14-35 Separation and defends on a long configuration of the size of the source and described in the same of the size of the source and described in the same of the size of the source and described in the same of the size of the source and described in the same of the size of the source and described in the same of the size of the source and described in the same of the size	
		1			and a strong one was part of the segret and remains and a strong-strong real FEE EES (S. OO II.	
				Recial Justice	And, of course, the disgusting function of the existing highway to segregate the city's wealthy, white population from its poorer populations of color will only become more efficient with the expansion.	See Comment #3
		1		Bike/ped safety	There is no sense of community that you get in other large but more densely populated class, because it's impossible to walk anywhere and actually meet your neighbors; everything is a highway or treated as worth by diverse, which also makes satisface, goting, for increasibly prefer to walk anywhere and actually meet your neighbors; everything is a highway or treated as worth by drivers, which also makes satisface, goting, for increasibly disagrous.	See Contract # 20
		1		wasy ped sereny	such by drivers, which also makes walking, cycling, etc. incredibly dangerous	
1174	Esau Herrera			Do not widen/no build	Mobility35 Program Manager Tommy Abregio, Widening highways has been proved to not fix traffic as people trainsit the newly expanded highways more and causes them to reach a chakehold.	See Comment #5
				Public Transit / Multimodal Transportation	Expanding public transport infrastructure helps decrease numbers of drivers and decrease the amount of money tax payers spend on projects that do not fix transit problems.	See Comment #13
				Iransportation		
1175	Ethan Anderson			Do not widen/no build	Mobility55 Program Manager Tomny Atrego, I oppose the ISS explansion, and It is a terrible plain for our community.	Suo Commant #5
		1			I oppose the US expansion, and it is a terrible plan for our community.	
				Latent/Induced Demand	The plan ignorea Induced Demand, and encourages more cars do drive straight through the city which will ultimately increase traffic.	See Comment #18
				Reroute to 130	I support alternative plans to reduce traffic, like designating SH 130 as an interstate and using IS5 as a less trafficied option through town.	See contract 43
				Mercutie to 130		
					Mobility35 Program Manager Tommy Abrego, Helto,	See Comment #20
					I am a resident of Austin and a public employee within Travis County working in public safety. I keep up to date on toocal infrastructure and social/aconomic developments and changes, and have a large interest in public engineering, especially in related to traditional infrastructures and social/aconomic developments are distingtional infrastructures. In the contraction of the contract in the contraction of this centract SS broads the too the terminate of the contraction of this centract SS broads the too the contraction of this centract SS broads the too the contraction of this centract is a final tradition of this centract is ST broads the too the contraction of this centract is a final tradition of this centract is central tradition.	
					Audit will not achieve these goals, but will instead make it more difficult for people to freely travel expecially via microrrecible and pedestrian means: and will diminish traffic safety for all. The International experience on a purple or a feature and instruction and continue to experience or a feature unique and personal experience and the internation continued to a feature or a feature unique and a feature and a feature or a feature unique and a feature and a feature or a feature unique and a feature or a f	
				East/West Connectivity	barrier will only conspound these effects, further allerating people based on racial and accid-seconomic lines. This expansion what be a horrier for expansion in the result of a possible of the result of the resu	
					White A large to the services of the services	
					Table. It was resident of Audio and a public employee within Took Corring working in public safety, lateing to the claim on boal informations and social/economic developments and changes, and have a larger information public engineering, expectably in suggests to reflect and subject to the contract of the support of the public safety of the public engineering expectably in suggests to reflect and subject to the contract of the support of the public engineering expectably in the public engineering expectably expectab	
1176	Ethan Cummings					
				Latent/Induced Demand	The concept of Induced Demand is also a factor in this consideration. The availability of more space for motor vehicle is will cause further motor vehicle traffic to fill that space, eventually leading to similarly consistent traffic conditions that are the current impetus for this expansion plan	See Comment #18
				Reroute to 130	A sociable alternative to investigate in the divention of intenstate braffic to the suitable highway that already exists US\$1.83, and change what is currently 355 in the obj of Audin to a booleaned which supports opisionshism, micro-existion, and automobile braffic. The sex coded all to a need for commercial whiches to brainpring posts into the obj., but it has activeable with the designation of a business remarkate. Local business would be appeated upon the bookers, but of producing a company, and if which could be common valuable that to upon the inhibitions.	See comment #3
					intensistic. Local business would be expended along the boulevards, along with housing and green spaces, all of which create enormous value for the city and her inhabitants.	
1177	Ethan Martinez	1/31/2023	MyCapEx Website -	Regional Connectivity	I believe that Tissus needs to include a batter public bransportation project into its works. I believe high speed rall system would benefit the Tissus population by providing a much needed commuting service and needs to be flavored over the use of circ.	See convent #1
		1	Comment Form		and needs to be favored over the use of cars.	
1178	Ethan Meyers	3/7/2023	Email	Do not widen/no build	MeditoS Proman Manager Toman Abreto.	See Comment #5
		.,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,			Mobility35 Program Manager Tommy Abrago, This jake will not release congestion and is a weatle of funds Plane Movers' Plane Movers'	
					her Chamma Bulg and Commissione: All this year of recognition is the Strong America of	See Comment #8
					action to transform this critical stretch of infrastructure into a coad-say that will accommodate the regist and immense growth was expendencing in our great State. Accordinals, I am writer todar to excensive more controlled account for the 15S claimal Excense Central relations as composited by TADIT. Therefore in your consideration of this recuest.	
1179	Eugene Raanes	2/10/2023	Email	General support	/ fact, rising participation	
					Mr. ThDOT ThDOT, I have lived in Texas 22 years, and in Austin for more than 10 years, half of them downtown. I walk and bike most of the time, and I know the traits and streets like the palm of my hand. As it is, I dislike crossing I-S5 by bike-not even walking, it's	See Connect #S
1180	Constitution of the same	2/27/2023	for the same	Do not widen/no build	a hombie separison-scap, rossy, marks, and dark at eight. A wider 155 will only create a stronger divide between East Austin and downtown. I believe in Feas, and I low Austin. I think we can do much better in creating a better future for our city by connecting it and making it mere people and community certific while at the same term fending better ways to improve traffice on this is a crocie-in-fedition exportancy, and the current orizons better future of the contraction of the cont	
1180	Eugenio De Hoyas	2/21/2023	Email	Lio not widen/no build	No. 10 Acres 10 Acres 20 years, and in Auditor 10 years, and ye	
					Amount 5. Program Manage Temps, 1965 and 1965 an	See Comment #5
					I me again and a passion of the problem; I) ment 2/3 3 address the upp, note, annual problem; I) ment 2/3 3 address the upp, note, annual problem; I) ment 2/3 3 address the upp, note, annual problem; I) ment 2/3 3 address the upp, note, annual problem; I) ment 2/3 3 address the upp, note, annual problem; I) ment 2/3 3 address the upp, note, annual problem; I) ment 2/3 3 address the upp, note, annual problem; I) ment 2/3 3 address the upp, note, annual problem; I) ment 2/3 3 address the upp, note, annual problem; I) ment 2/3 3 address the upp, note, annual problem; I) ment 2/3 3 address the upp, note, and upper I) address the upper I) address the upper II address the	
				Do not widen/no build	1.Auxt spirant creasions morary procession turn in source—it wessels belief coldinate which destroying this health and safety of basplayers. Very paid propriety bases for 40 th years and have not be considered a care for the last Ling Daysers. Please label belief to the needs of thorough one who don't drive. Eve Experza	
1181	Eva Esparza					
	_ve uspel28	1		Reroute to 130	Move truck and through traffic around the city via H130 to reduce deaths, increase safety and improve traffic flow	Secomment 83
				Public Transit / Multimodal	add a passenger train to HSS to meet commuters' and travelers' needs with easy future expansion by adding cars to existing trains	See Contract # 33
		1		Transportation	and a parameter and the second	
						Sac formant #A
1182	Eva Singer				ManingSt Program Manager Emmy shares, I have a resident of Austri, Ested for Insure In an Office I SOUTH years for 155 and 10 09/05E expension. 25 years of connection for jets a few years of composion rade in ADV SHOTH. I south want to use an intendish highway for my local from. 25 years of connection for jets a few years of composion rade in ADV SHOTH. I south want to use an intendish highway for my local from. 25 years of Conf. Austric Concert, and enter presentative to stand up for me many enter with ware their to be a beautiful city, not one owners by highways.	See Comment #5
					10 years of construction for jost a few years of congestion relief is NOT worth N. I. don't wast to use an infensate highway for my local trips. Expect 100.71, such city (count, or done representatives to start up for me and many options, who want to their in a beautiful city, not one overnor by highways.	
				Do not widen/no build		
				and the state of t		
				Latent/Induced Demand	ThDOT's process in this project is flawed: It ignores induced Demand, construction impacts, particulate matter pollution from tire wear, the failure of almost all highway expansions, the success of fneway removals, and its faultic modeling is flawed.	See Opment #18
				Reroute to 130	Tam FOR redesignating another highway such as \$4.130 as an intensiate, a boulevand going through term, and improving the public transit system.	See correlate 3
	1	1				

i					Highway expansions DONT work. They worsen congestion (as we saw with the Kary Freeway), air noise and water pollution, safety, and transportation options beyond driving.	T
				Air Quality/Noise		Sac Corresont #34
			MyCapEx Website - Comment Form	Do not widen/no build	halls. The Audit resident in 2P T8744 in a tores about a 20 min often fron 155, logous any further expansion of 35 including T000Ts cornect plan to add more limes to the intentiation the downtown cornidor. My 8-mi morning commute on 155 already to see a regular day and about 40 minutes during the 7M min hours. If there is very direction to 155, such as lines closures or works, those commute making days.	See Comment #5
					already bases more than 2.5 mendes on a regular day and about 40 menutes during the PM rush hours. If there is any disruption to 135, such as lane closures or wants, these committee times easily discible.	
				Latent/Induced Demand	TXDOT has ignored or underestimated the negative impacts an expanded I-SS would have, including increased traffic demand (Induced Demand) leading to more conjection	See Correspont #18
1183	_			Air Quality/Noise	and increased pollution in growing residential areas on both sides of the intenstate.	See Correspont #34
1183	Evan		}	Reroute to 130	Next of Next should exceed a character should be reduced a control of the should be sh	See comment #3
					Access to the control of prices to reduce local vision which is self-in (such as light or in a support of the control and the appear of the control and prices to reduce the control and the c	See Comment #30
				Bike/ped safety	space installed claims (either through a burried/capped I-35 or a boulevard model). I expect TXDOT, the City of Austin Council, and my other state representatives to insten to my concerns. Thank-you, Exam Johnston	
			}	Bury/tunnel	I do approve of the idea to bury and clap I.35 in the downtown corridor, but not to expand lanes.	See Commant #25
1184	Evan Baker			Do not widen/no build	Nation(35) Engine Missage Training Aring(s). Nation(35) Engine Missage Training Aring(s). Nation(35) Engine Missage Training Aring(s). Nation(35) Engine Missage Training Aring(s) and Aring Will not competed to the contract (1001) plans to expend (15). These current plans are reminiscent of the 1950s and do no address the problems the Austria is fixing with our congestion. It is assisted to have a masse extending formight a city's developed.	See Conversal #5
					I am a readest of central Author and I strongly oppose the current TXXXXV plans to expand IDS. These current plans are remensions of the 1950s and do no address the problems the Austin is facing with our conglistion. It's asserted to have a massive restorage yielding through a city's downtown.	
					Exin Baker	
				Latent/Induced Demand	I am against expanded (35, it ignores induced Demand, and the issues of air quality in the city	See Correspont #18
				Public Transit / Multimodal Transportation	I support public transit crientized options and support the notesign of a state highway as an intentable.	See Correspont #13
				Transportation		
ID	C N	Da R d	ŝ	Topic	c	R p
1185	Evan Johnston				MobilitySS Program Manager Tommy Abrego,	See Comment #S
					Health, The Audit resident in ZEP 787.44 in a home about a 10-rein drive from 1-35. I oppose any further expension of 1-35 including TNDOT's current plan to add more lanes to the intension in the downtown corridor. My 8-ri morning commute on 1-	
				Do not widen/no build	These Audit mediated in 20 75244 is in both address 2.00 mills office from 15.5 (appear any farmer sequences of 3.5 including flower) and the contract in the district form the contract and in the contract a	
					Total Conference (print) and the Conference of t	
				Latent/Induced Demand	TDCT has ignored or underestimated the negative impacts an expanded 1-35 would have, including increased traffic demand (induced Demand) leading to more congestion and increased pollution in growing residential areas on both sides of the intensible	See Comment #18
					growing residential areas on both sides of the intensiate	
				Reroute to 130	TXDOT should consider alternative plans to reduce congection, such as improving and incentivizing non-local traffic toward the SH-30 loco around Austin. adding more transit cotions to reduce local vehi ⁺⁴	Seconnet#3
					TDCD* should consider alternative plans to reduce congestion, such as improving and incertificing non-local traffic beard the 5%-130 toop around Audin, adding more trainst options to reduce local vehicle traffic tools in sight rat in paniels to the internation and bits paties separated from the internation, and printrizing people over care by adding more given space instead of lains is bifter through a busined/poped 3% or a business model.)	
1186	Evan Morris	1/12/2023	Email	General support	Dear Chairman Bugg and Commissioners: Thank you for recognizing that 1-35 through Austin is one of the most congested readway segments in the State of Texas. As this seriously outsided readway is often	See Comment #8
	Morris				Date Chairman Bugg and Commissioners: Thank you for recognizing that 135 through Austin is one of the most congested readway segments in the State of Teas. As this servicedy outsided madeway in dhem collected than Main Street of Teas, as it these recovery of the service of th	
					request.	
1187	Evenn Ogburn			Do not widen/no build	M-hoothoot,	Sax Comment #5
					I'm currently writing this letter on Vacadors in Europe, and while I've been here it's been so easy to safely walk and access the city. Something I wish I could get in my home city and country. I do not enjoy being in a car all the time. In fact walking makes it easier for me to live a healthier life style as I work from home.	
					Strongly oppose the explansion of I-SS. If we were to expland, it would just further pollute the city and have even worse traffic. Evann Ogborn	
			}	Public Transit / Multimodal Transcortation	Please consider using this money to develop a butter and quicker transit system or walkable paths where I won't feer getting hit by a car.	Saw Comment #13
				Transportation		
1188	Eve Chenu		VOH	General Support	While I hate the fact that this scoerhishwar has to cut through bown. I alree that build alternative 3 is the oreferred one.	See Comment #5
			VOH	General Support		
			VOH	General Support Caps/Deck Plazas	I am disappointed that the caps and stitches are not included and that the city is expected to pay for them.	See Comment #42
			VOH		Fam disappointed that the caps and statches are not included and that the city's expected to pay for them. I down being compting that looks his the Kay Freeway paing through Austin. I word going to Hosseto just because the highways are such a rightness.	See Commit 442
			VOH			See Commit 442
			VOH			See Commit 442
			VOH			See Commit 442
			VOH			See Commit 442
			VOH		are securise in the filtering District and an every comment dated. The appeared less of accordinate planning with respect to the expension of 3.55. Any feature in 10077 syndrived pair for 1.55 is that the plan for exchange the second of the contract of the appearance of 3.55. Any feature in 10077 syndrived pair for 1.55 is that the plan for exchange the planning of the planning o	See Commit 442
			VOH		are securise in the filtering District and an every comment dated. The appeared less of accordinate planning with respect to the expension of 3.55. Any feature in 10077 syndrived pair for 1.55 is that the plan for exchange the second of the contract of the appearance of 3.55. Any feature in 10077 syndrived pair for 1.55 is that the plan for exchange the planning of the planning o	See Commit 442
1189	Eve	3/7/2023	VOH		Law a recorded on the filtering Deletics and annivery commoned about the appeared to the dependence of a 35°. And feature in 10°CCT syndrowing pain for \$1.35° is that the paint deletions are controlled about the paint of the control of the contro	See Commit 442
1189	Eve Horestz	3/7/2023		Сару/Онск Разава	Law a recorded on the filtering Deletics and annivery commoned about the appeared to the dependence of a 35°. And feature in 10°CCT syndrowing pain for \$1.35° is that the paint deletions are controlled about the paint of the control of the contro	See Commit 442
1189	Eve Horevitz	3/7/2023		Сару/Онск Разава	are securise in the filtering District and an every comment dated. The appeared less of accordinate planning with respect to the expension of 3.55. Any feature in 10077 syndrived pair for 1.55 is that the plan for exchange the second of the contract of the appearance of 3.55. Any feature in 10077 syndrived pair for 1.55 is that the plan for exchange the planning of the planning o	See Commit 442
1189	Eve Honelfa	3/7/2023		Сару/Онск Разава	Law a recorded on the filtering Deletics and annivery commoned about the appeared to the dependence of a 35°. And feature in 10°CCT syndrowing pain for \$1.35° is that the paint deletions are controlled about the paint of the control of the contro	See Commit 442
1189	Eve Hove/fit	3/7/2023		Сару/Онск Разава	Law a recorded on the filtering Deletics and annivery commoned about the appeared to the dependence of a 35°. And feature in 10°CCT syndrowing pain for \$1.35° is that the paint deletions are controlled about the paint of the control of the contro	See Commit 442
1189	Eve Horselfa	3/7/2023		Сару/Онск Разава	Law a recorded on the filtering Deletics and annivery commoned about the appeared to the dependence of a 35°. And feature in 10°CCT syndrowing pain for \$1.35° is that the paint deletions are controlled about the paint of the control of the contro	See Commit 442
1189	Eve Harvalar	3/7/2023		Сару/Онск Разава	Law a recorded on the filtering Deletics and annivery commoned about the appeared to the dependence of a 35°. And feature in 10°CCT syndrowing pain for \$1.35° is that the paint deletions are controlled about the paint of the control of the contro	See Commit 442
1189	Exe Honolic	3/7/2023		Сару/Онск Разава	was received in the floring Deletic and an very commend about the appeared less of accordinated jumining with respect to the expension of 3.55. And feed in a 15CCT syndrom day and for 3.55 in the first part of the price of controlled and control and 15CCT syndrom day and feed 3.55 in the first part of the price of controlled and controlled and controlled and feed and controlled	See Commit 442
	Con- Intended		Ernal	Capi, Over Plazas Capi, Over Plazas Do net widen, no build	Law a recorded on the filtering Deletics and annivery commoned about the appeared to the dependence of a 35°. And feature in 10°CCT syndrowing pain for \$1.35° is that the paint deletions are controlled about the paint of the control of the contro	See Commit 442
	Era Phonica Era Ph		Ernat Ernat	Capi, Over Plazas Capi, Over Plazas Do net widen, no build	Leave included on the flaming Childric and an very promotion debut the expected in the expected of 1.35. And feature in 10CCT syndrom gains for 133 in that the glast entire contained in contribution and completed and the expected of 1.35. And feature in 10CCT syndrom gains for 133 in that the glast entire contained in contribution and completed in the contribution and completed in the contribution of th	See Commit 442
1190	Cor Harvatz Des Description of Cortain Variables Cortain Variables		Ernal	Capa, Over Please Do not widen, he huild On not widen, he huild	was received in the floring Deletic and an very commend about the appeared less of accordinated jumining with respect to the expension of 3.55. And feed in a 15CCT syndrom day and for 3.55 in the first part of the price of controlled and control and 15CCT syndrom day and feed 3.55 in the first part of the price of controlled and controlled and controlled and feed and controlled	See Connect 45 See Connect 45 See Connect 45
1190	For Injuries See See See See See See See See See S		Ernat Ernat	Capa, Over Please Do not widen, he huild On not widen, he huild	Law a receiver on the filtrating Challets and an every procuremed about the appeared to the expenses of 1.35. And feath in 10CFT syndrom gains for 135 in that the plate demands and continuous activations and completions of the continuous and cont	See Connect 45 See Connect 45 See Connect 45
1190	Ere Hunda		Ernat Ernat	Caps, Outs Please Do not widen, his build Do not widen, his build Air Questy, Hease	Leave included on the flaming Childric and an very promotion debut the expected in the expected of 1.35. And feature in 10CCT syndrom gains for 133 in that the glast entire contained in contribution and completed and the expected of 1.35. And feature in 10CCT syndrom gains for 133 in that the glast entire contained in contribution and completed in the contribution and completed in the contribution of th	See Connect 45 See Connect 45 See Connect 45
1190	Gue Harvatz Grave Variation File File File File File File File File		Ernat Ernat	Caps, Outs Please Do not widen, his build Do not widen, his build Air Questy, Hease	Leave a receiver on the filtering Children and any way promotioned about the experience facility of contributions of the contribution of the contr	See Connect 45 See Connect 45 See Connect 45
1190	Exe Honold For Workloo		Ernat Ernat	Copy, Out of Prisons On not widen, the hold On not widen, the hold An Quality Thissan On the Widen, the hold	Leave a received on the filtering Children and an every procurement debated the experient to fill disconnection and commissional primaring, with respect to the experience of 1.35. And feature in 10CCT symptoms again for 1.35 in that the plant designation of the commission of the co	Sec Connect #3
1190	Exe Planets Fire Number Fire		Ernat Ernat	Copy, Out of Prisons On not widen, the hold On not widen, the hold An Quality Thissan On the Widen, the hold	Law a resident on the filtering Delitics and an every commonic about the appeared to the appeared to the appeared to 1.25. Any facility in 1.0CT y preferring pairs for 1.25 is that the place delition of the commonities and the commonities are considered to the commonities and the commonities are commonities and the preferring the commonities are commonities and the commonities are commonities ar	Sec Connect #3
1190	Gue Harvalla Gran Variantina		Ernat Ernat	Capa, Once Please Do not widen, his build Do not widen, his build Are Quality Please Do not widen, his build Do not widen, his build	Leave Accessed on the Binary Califord and an very procurement dated the appeared to the completion of a 35°. And facility in 10°CCT syndrom gains for 135°s in that the glast efficiency of the completion of the	Sec Connect 42 See Connect 45
1190	Eve Housel Eve Worklox		Ernat Ernat	Copy, Out of Prisons On not widen, the hold On not widen, the hold An Quality Thissan On the Widen, the hold	Leave a received on the filtering Children and an every procurement debated the experient to fill disconnection and commissional primaring, with respect to the experience of 1.35. And feature in 10CCT symptoms again for 1.35 in that the plant designation of the commission of the co	Sec Connect #3
1190	Exe Planets For Numers First		Ernat Ernat	Cops, Outs Please Do not evider, No build Do not evider, No build An Quality Tenna Do Not Wider, No Build On not evider, No Build Do Not evider, No Build Falls Travel, Multimedial Travel, or Multimedial	Lear Resource in the filtrating Childric and an very commond about the expected to the expected of 1.35. Any facility in 10CHT syndroming pain for 1.35 in that the plant description of the common of	Sec Connect 42 See Connect 45
1190	Gue Marvata Grav Variation Fill Fall Falleren Brandoud		Ernat Ernat	Capa, Once Please Do not widen, his build Do not widen, his build Are Quality Please Do not widen, his build Do not widen, his build	Lear Resource in the filtrating Childric and an very commond about the expected to the expected of 1.35. Any facility in 10CHT syndroming pain for 1.35 in that the plant description of the common of	Sec Connect 42 See Connect 45
1190	Ezra Veredos		Ernat Ernat	Cops, Outs Please Do not evider, No build Do not evider, No build An Quality Tenna Do Not Wider, No Build On not evider, No Build Do Not evider, No Build Falls Travel, Multimedial Travel, or Multimedial	Lear Resource in the filtrating Childric and an very commond about the expected to the expected of 1.35. Any facility in 10CHT syndroming pain for 1.35 in that the plant description of the common of	See Connected #3
1190	Ezra Veredos		Ernat Ernat	Cope, Outs Pheses On not wider, his build Do not wider, his build As Quality, Traine Do had Wider, No Build On not wider, No Build On not wider, No Build On not wider, No Build Do not wider, No build	Law an extended on the filtering Chatters and an every processed about the appeared to the expension of 1.35. And feature in 10.00T1 professing gains for 1.35 in that the plant description of the common of the co	Se Content 42 See Content 45
1190	Ezra Veredos		Ernat Ernat	Capa, Owan Phases Do not widen, his build Do not widen, his build Are Quality Planta Do not widen, his build Public Plantary / Multimodel Strengerstein	Lear Resource in the filtrating Children and anni way commoned about the experient to all discontinuous planting with the expectation of 1.35. Any feature in 10CCT symptoms gain for 1.35 in that the plant discontinuous cases to 1.35 for much of filtrating of the years of another continuous control to 1.35 for much of filtrating of the years of another control of the control of t	See Connected #3
1190	Ezra Veredos		Ernat Ernat	Cope, Outs Pheses On not wider, his build Do not wider, his build As Quality, Traine Do had Wider, No Build On not wider, No Build On not wider, No Build On not wider, No Build Do not wider, No build	Lear Assessment on the floring Chatter and an every commonic about the segment to the deposition of 1.35. And feath in 10CFT professing pair for 135 in that the plant deposition of the commonity during the 5-4 years of conduction, and the commonity during the 5-4 years of conduction, and the commonity during the 5-4 years of conduction, and the commonity during the 5-4 years of conduction, and the commonity during the 5-4 years of conduction, and the commonity during the 5-4 years of conduction, and the commonity during the 5-4 years of conduction, and the commonity during the 5-4 years of conduction. If the floring part of the 5-4 years of conduction of the commonity during the 5-4 years of conduction. If the floring part of the 5-4 years of conduction of the conduction of	Se Content 42 See Content 45
1190	Ezra Veredos		Ernat Ernat	Capa, Owan Phases Do not widen, his build Do not widen, his build Are Quality Planta Do not widen, his build	Lear Resource in the filtrating Children and anni way commoned about the experient to all discontinuous planting with the expectation of 1.35. Any feature in 10CCT symptoms gain for 1.35 in that the plant discontinuous cases to 1.35 for much of filtrating of the years of another continuous control to 1.35 for much of filtrating of the years of another control of the control of t	Se Content 42 See Content 45
1190	Ezra Veredos		Ernat Ernat	Capit, Oxon Pissas Do not widen, his build Do not widen, his build Air Quality Pissas Do not widen, his build	Lear Resource in the Resource Control Section and any outperformed debut the experience facility of control formation of the control of the c	Sec Comment 43 See Comment 45
1190	Ezra Veredos		Ernat Ernat	Cope, Outs Please Con not widen, the hold Con not widen, the hold An Quality Plaster An Quality Plaster Do not widen, the hold Do not widen, the bold Paster Faseat / Mustimodal Talesportation Do not widen, the bold Annual to 120 Do not widen, the bold	Law resoluted in the filtering Datitics and an every processored about the appeared to the appearance of 1.35. And feature in 1.00°C is profession and an every process of the control of	Sec Connect 43 Sec Connect 45
1190	Ezra Veredos		Ernat Ernat	Capit, Oxon Pissas Do not widen, his build Do not widen, his build Air Quality Pissas Do not widen, his build	Lear Resource in the Resource Control Section and any outperformed debut the experience facility of control formation of the control of the c	Sec Comment 43 See Comment 45

	1				Tec	Sec Comment #2
					New restriction and as a reflictal concern deard using different as a year trimuph to connect size connect support, for registerated a small send final wind children, these people valling, etc. This would be a hope problem for our titols registerated as a small problem of the small	
1195	Fallon Gaskamp	3/7/2023	Email	Witshire	Thing by the section of the section	
2223	Gaskamp	3/1/2023	Email			
1196		3/6/2023	Email	Do not widen/no build	MobilitySS Program Manager Tommy Abrego,	See Commant #5
					The season shaped by the first money on public transportation projects so more residents can get around the city without cars. 1 agoust the St sequence and topog to will not salve congulation proleters for get around the city without cars. 1 agoust the St sequence and topog to will recornain. Thinks you.	
		:			торором от 12-о верхняют или торы уюх или геосписии». таких уки. Или Элипр	
					Mr hadd hadd,	See correrant #3
					No TuDOT TuDOT. Putting If a simply set con. I think that expanding I 35 is a terrible idea. Item by here. We should have a began laid overy other major cop does notice that a vider highway win norming through the middle of it.	
					When should be appeal to see or given in one of control of the con	
					almost immediately to actually got croto Dean Keaton. This reflects traffic patterns and vehicular speeds of decades past, but today, just makes for either a traffic jam or an accident. Mind you, no changes to the actual exit are needed Just make it cities in saligness and mapping changes that you need to get off at the price exit to get to Sea Marketon.	
				Reroute to 130	-COL is already so entageristic towards cars and driving and drivers, and those rules changes have made traffic and driving work on the major of the second	
					It characterise the desire to expand 1-55 and at all of the proposed goals of it as being, at text, naive, and at worst, half-basked and under-investigated, it is expense who would be directly affected by it (i.e. those of us on and immediately adjacent to the control print, it's a entrolls is either that we wish would just die on the twice. Spend those delates accessible to print or the control print is a serial beautiful print.	
					Farnes Gunton	
1197	Fennie Gunton			Business/residential displacement	The businesses and residences that are currently built along the corridor do not need to be derived for the salke of a wider freeway. Needs no explanation. Similarly, the businesses and residences that are currently a block leady on not desire to sudderly be freeway-buring properties. You will initiately view countless property values (initive included) in doing so.	See Comment #21
					Similarly, the businesses and residences that are currently a block away do not deserve to suddenly be freeway-facing properties. You will instantly rain countless property valves (mine included) in doing so.	
				East/West Connectivity	Cutting into the corridor will only further separate the east and west sides of the city, no matter what means of connection you're trying to build between with larger east-west, readways and such.	See Comment #20:
				Carra/Daris Plazas	Cupping the freeway and covering it with a greenspace sounds like a super ambitious way to light tampayer dollars on fire. Between TXDOT and COA, we already have some of the worst highway and road soutened of an market or in the US, with even worse satemate. There is no new're that this protect would ever do an intended.	Sur Demonst #27
					optients of any major day in the US, with even worse signage. There is no way that this project would ever go as intended.	
				Racial justice	Michigan Annual Control of the Contr	Sau Comment #3
				racial justice	Indication, yet to the extensity that it is in playing to per a graph go per of cleans commonly before seed under not an extensity of the certain angular of decision to use the first form of the certain angular of decision to the first form of the certain angular of the cert	- Control - Cont
					MARKED SA Appears belongs before, the company from your before the your before	See Connect #5
					only create more traffic and congestion in a city that already has a tremendous amount. There is tremendous evidence across the occurrity where inhanted highway expansion does not lead to long term benefit and 50 years of construction for only a stort amount of companion of the country where inhanted highway expansion of the country where inhanted to find the country where inhanted highway expansion of the coun	
1198	Fardin Salam	3/6/2023	Email	Do not widen/No Build	representatives to stand up for me, as a resident of Austin and someone who wants to see a happier city. Thank you, Fardin Salam Fardin Salam	
ID.	C N	Da R d	8	Yopic	c	Rp
				Community Alternatives	I would much rather 10:00T consider ReThink35's proposal and consider public transit options in Austin which will lead to a cleaner, happier, less congested city.	See Comment #4
1199	Felicity Maxwell			Do not widen/no build		See Comment #5
	,				Material Sharpers Manager Temory drops: As law layer from Nature March (1992 E Colt) plan for 135 and (19902 expension. (and must be as an interestable follows for you foul from. (and must be as an interestable follows for you foul from. (and must be as an interestable follows for you foul from.) (and must be as an interestable follows for you foul from the young foul foul follows for your foul follows for young foul for young foul for young foul for young foul foul foul foul foul foul foul follows for young foul for young foul foul foul foul foul foul foul foul	
					I think we alknuld use another highway such as SH-150 as an interstant Please reconsider this plant Skinch Marwell	
				Air Quality/Noise	Highway expansions DONT work. They worsen congestion (as we saw with the Katy Freeway), air noise and water pollution, safety, and transportation options beyond driving, 10 years of construction for just a few years of congestion reliaf is NOT worth It.	See Correlat #34
				Latent/Induced Demand	TACOT's proces in this project is flawed. It ignores induced Demand, construction impacts, particulate matter pollution from thre wear, the failure of almost all highway equinisms, the success of freeway removals, and its buffer modeling is flavor.	See Commant #18
					Case 155 Capital Sovered Central. Date 150 Capital Sovered Central. Date Cleaners Abstrat and one Section devices and control control of the Commission of	See Comment 4-4
					Thank you for the opportunity to comment on the proposed 155 Draft Environmental Impact Sustement and for the attempt to consider the idea of meaningfully considering meaningful alternatives in the ES process, including the study done by	
					Tissue ANM Transportation institute on the RehlandS and Reconnect Assists proposate. The state of the state of the RehlandS and Reconnect Assists proposate. The state of the state of the RehlandS and Reconnect Assists proposate. The state of the state of the RehlandS and Reconnect Assists proposate. The state of the state of the RehlandS and Reconnect Assists proposate. The state of the RehlandS and Reconnect Assists proposate. The state of the RehlandS and Reconnect Assists proposate. The state of the RehlandS and Reconnect Assists proposate. The state of the RehlandS and Reconnect Assists proposate. The state of the RehlandS and Reconnect Assists proposate. The state of the RehlandS and Reconnect Assists proposate. The state of the RehlandS and Reconnect Assists proposate. The state of the RehlandS and Reconnect Assists proposate. The state of the RehlandS and Reconnect Assists proposate. The state of the RehlandS and Reconnect Assists proposate. The state of the RehlandS and Reconnect Assists proposate. The state of the RehlandS and Reconnect Assists proposate. The state of the RehlandS and Reconnect Assists proposate. The state of the RehlandS and Reconnect Assists proposate. The state of the RehlandS and Reconnect Assists proposate and Remarks and Remar	
					replact reasons the State of Teas regist reasonably decide between meaningful alternatives. but that accessing not to have been done in this draft SS. There is clear community succent for both the fell-hirs SS and	
					Recommed Assists programs, including various levels of elected officials sating 10001 to seriously consists meetingful attendances to the thirt Study was interesting, it in no way is a replacement for thoroughly analyzing RelTsink3S and Recommed Assists to the PRE-NOTE Official interesting and consistent control of the Rel of the PRE-NOTE Official interesting and analyzing relationship in the Rel of the PRE-NOTE Official interesting and analyzing relationship in the Rel of the PRE-NOTE Official interesting and analyzing relationship in the Rel of the PRE-NOTE Official interesting and analyzing relationship in the Rel of the PRE-NOTE Official interesting and analyzing relationship in the Rel of the PRE-NOTE Official interesting and analyzing relationship in the Rel of the	
					Please run the rigrous analysis found throughout thousands of pages of ES on the NRIPhinkSS and Reconnect Audin proposals. These loss for a flut th CROT is destined to complete all a cases and mebility occurs with multimodal analysis and reconnect the thereing communities of the Audin region. Sincerely,	
1200	Felicity Maxwell			Community alternatives	Fall City Marwell	
				Do Not Widen/No Build	Given that the rate of traffic deaths per vehicle miles traveled are lower on local streets than TxXVIT facilities, this study was essentially a way to choose the most dangerous alternative.	Sec Comment #5
					Dear I-35 Capital Express Central, Re: I-35 Capital Express Central, Draft Environmental Impact Statement	Sec Comment #15
					Thank you for the opportunity to comment on the proposed 135 Draft Environmental Impact Statement and for the inclusion of air quality and climate change analysis in the DBS. However, I do not believe that the air quality and climate change analysis is sufficient. Specifically, request that TbOT address all the follower before finishing the Final Environmental Impact Statement	
			1		Air Quality analysis must look at PM 2.5, PM 10, and NDr. TXDDT only analyzed CD which is easy to study and they know they would clear. Austin is headed to non-attainment for PM 2.5 and that will dissipately fairing the way we do transportation at the CAMPO level.	
			1		- The fact that we are so close to non-attainment for PM 2.5 is likely with TxDOT did not do the analysis. And likely with they are pushing for an PES and Record of Decision by August (prior to Tesus being required to comply with new standards). - TxDOT needs to do a quantitative en	
			1		Date 19 St Quark Express Control. 18.1 St Quark Express Control. And Extraormental Impact Statement 18.2 St Quark Express Control. And Extraormental Impact Statement 18.3 St Quark Express Control. And Extraormental Impact Statement 18.4 St Quark Express control Extraorment 18.5 St Quark Express control	
					Thank you for all that TxDDT is doing to improve the health of all the people of the Austin region and reduce the heavy negative health impacts of our transportation system. Sincerely,	
1201	Felicity Maxwell	3/7/2023	Email	Air Quality/Climate Change	Feli City Manastil	
			1			
			1			
1202	Felipe Reyes	3/7/2023	Email	Public Transit /	MobilitySS Program Manager Tommy Abrego,	See Commont #13
				Multimodal Transportation	Making St. Program Making Fromp. Nanop. Making St. Program Making Fromp. Making St. Program Making Making Fromp. Making St. Program Making Makin	
					r supe rayss	
1203	Felix De Portu	2/22/2023	Email	Do not widen/no build	We need to stop (meeting so heavily in car infrastructure. If we want better use of our resources, we must invest heavily in pediatrian/cyclist, bus, and light rail infrastructure. The amount of money that will be spent on this expansion could be	Sec Comment #5
					We need to stop investing so heavily in car infrastructure. If we want better use of our resources, we must invest heavily in pedestrian/cyclist, bus, and light rail infrastructure. The amount of money that will be spent on this expansion could be better spent reducing car dependency and getting cars off the road. Densifying our urban core and increasing its economic output. More highways will sink us deeper into urban sprawl which uses up more land than is necessary for the amount.	
					hater eart extensive or expendence and gening case of the need. Designing count of the need Designing Count of the	
			1		Infrastructure. The same arrount of money spent on that highway will serve exponentially more people if used to improve walkable infrastructure.	
- 1	1	1			I .	

1204	Felix Jay Morales	1/20/2023	MyCapEx Website - Comment Form	Regional connectivity	believe that the Date of Texas would benefit more from a rail opption compared to expanding the highways. We need to provide a long term solution to a long term problem. Short term solutions will not work approve. One sharing more transit oriented infristratories will benefit the state of texas and oppting del infristratories well benefit the state of texas and oppting del infristratories well benefit the state of texas and oppting deliverable for the state.	See comment #1
1205	Fernando Umutia	1/12/2023	Email	General support		See Comment 46
2203	Terrandonida	2/22/2023	Cital Cital	German appear	Sec Claims Bigg and Commission From Sec Price (1997) and Commission From Sec Price (1	and Continued to
1206	Festival Beach Food Forest	1/10/2023	MyCapEx Website - Comment Form	Parks	Les assisted of Audits and a representative of the Festival Practs in food (Festival Practs). Notice is colded and CSA park lost, and control of Educate Research Practs. Notice are supposed until to the Festival Blazah Cheminoring Guidest and control late and community Guidest and control late to the Section of Education Practs. Notice are community Guidest and control late to the Section Practs in the Festival Blazah Cheminoring Guidest and the Section Blazah Cheminoring Guidest and the Section Blazah Cheminoring Guidest and the Section Blazah Blazah Cheminoring Guidest and the section before the Section Blazah Cheminoring Guidest and the section before the Section Blazah Cheminoring Guidest and Section Blazah Cheminoring Guidest Blazah Cheminoring	See Comment # 150
					Date Chairman Bugg and Commissioners: Thank you for ecognizing that 1.55 through Audin is one of the most congested makeup segments in the State of Texas. As this seriously outsided makeup is distinct that the State of Texas, as the commodate that and calculate action to the smaller of the second in the seriously outsided in the second in the s	Sau Comment #8
					Recoptories, Westlake Heritage Trist Company of Austin, 119. SO Dies Caves Read Special Special Company of Austin, 119. SO Dies Caves Read Special Com	
1207	Fiona Cobb	2/7/2023	Email	General support	According to an entired study to despite any companied segment of the 125 years of the o	
	This cold	3,722	Limi		printiging is not walked or look because this ernal has been sent to you in error. If you are not the intended recipions, you are heavily notified that you have necisived this ernal in error and that any review, disclosure, dissemination, distribution or copying of it or its contents is prohibited. If you have received this email in error, please endity the sender immediately by reply or by phone as a default this email, and destroy all opies and any attachments. Thank you for your consideration.	
1208				Do not widen/no build		Sai Comment #5
1208	Portaine Weems				SharingS Program Manager Tromp Anago; The base a resident of Assist for all round my entire Wife I do not believe expanding IDS is a solution to the traffic issues we fast here in then and I appose it's expansion, fortaine Weens	
				Public Transit / Multimodal Transportation	These are better and more impactful ways of improving movement in our city such as investing in better public transportation.	See Commet #13
				Reroute to 130	First, Please remove TOLL from route 130, even if you need to pay off investors, e.g. Rick Perry. That route was intended to ease 135.	See connent #3 Ear Description #75
					Secondly, you don't ease a weightenhood by destroying parts of it. You don't moved a force desting properties by spending a decade to take may be properties thereasing. Thinly, if Billionia Park becomes unshabitable after at this fine, who will pay to rector at again. Proutfly, the current plan secret both well-instructed and secretly inadequate. Please reconsider this horror.	Sau Comment #22
1209	Froter Frances				Pada Pacalamenta and Control C	
				Business/residential displacement		
1210	C N Fran Adams	Da R d	s	Topic Do not widen/no build	C MobilityS Program Manager Tommy Ahago, Then lived in Audit and the surmording area since 1978 and 155 construction has been a constant for the entire time. Local use and safety have always been left out of project plans. It's time to create community where there has been	R p See Comment #5
					Them like of husby and the surrounding even since \$278 and \$35 construction has been a constant for the errine time. Local use and safety have always been left out of project plans. It's time to create community where there has been divisions, excorrange, the project plans. It's time to create community where there has been divisions, excorrange to the project plans. It's time to create community where there has been divisions, excorrange to the project plans. It's time to create community where there has been divisions, excorrange to the project plans. It's time to create community where there has been divisions, excorrange to the project plans. It's time to create community where there has been divisions, excorrange to the project plans. It's time to create community where there has been divisions, excorrange to the project plans. It's time to create community where there has been divisions, excorrange to the project plans. It's time to create community where there has been divisions, excorrange to the project plans. It's time to create community where there has been divisions, excorrange to the project plans. It's time to create community where there has been divisions, excorrange to the project plans. It's time to create community where there has been divisions and the project plans. It's time to create community where the project plans the project plans. It's time to create community where the project plans the project plans. It's time to create community where the project plans the project plans the project plans. It's time to create community where the project plans the project pl	
					Fan Adams	
				Business/residential displacement	Businesses and homes have been displaced for ongoing expansion. These expansions do not work, Non-local traffic should be diverted around the city and public transport should be	See Comment #21
1211	Francisco Barajas- Rodriguez			Do not widen/no build	MobilitySS Program Manager Tommy Abrego, 1strongly oppose the plans to expend 1-SS, as this would destroy and affect the only of Austin negatively, INVEST IN MORE HIGH QUALITY HIGH SPEED TRANSIT INSTEAD, STOP THE HIGHWAY, listen to the people living in the affected area.	See Comment #5
				Latent/Induced Demand	Notody wants more cars in doestown Austin. This will bring Induced Demaind and will be very costly, STOP ITI.	See Comment #18
1212	Francisco Romo de Vivar	1/18/2023	Email	Air Quality/Noise General support	This is NOT scalarinable, STOP ITH right-say expansions do not work as more cars will come, like in the Kally Freezey, this is not good, STOP ITH with what more posturion in the city. Date Chairman Burst and Commissioners: Thank who for several insent and 15% threats but on in a most of the most consolated markets as extremely in the State of Trace. Sa this services conducted markets in the State of Trace.	See Comment #34 See Comment #5
					Duct Chemina Bigg and Commissions. This has no for requisite (Bits 1.55 regio Audit is not of a practice operand codes or specimen the State of Feets. As this service) soldied readway is offered and the specimen of the State of Feets. As this service, and the service of the s	
1213	Frank Almaraz			Do not widen/no build	MobilityS5 Program Manager Commy Arrago. I have how die Austin for my write life, over four decades. I love this city. We should not add lanes to 1-S5. I also think that making still 130/45 an interessian would go a long way in reducing stellic as well. Thatisid	Sec Comment 45
				Recial Justice	This ofly has a really next thought one full of racism and bigging. The scans of this peat are most easily seen by the divide that 135 creates in the city. This divide has its origins in suggraption. We should not add to this scar, we should help lift the scar.	See Comment #3
				Community Alternatives	Rushin/35's proposal is a great start to help remove the scies of segregation.	See Comment #4
1214	Frank Cheff	3/6/2023	Email	Latent/Induced Demand	Maint SE Angues Manager Immore Design. In the Warra is prompt to the Early Foreign send of SS to have an exit at 14th Steve and for that exit to be the warrance to develop ment of the Section Manager Immore Design and Continued and the Chemistry Angues Section and Section Manager Immore Design and Section Mana	Ser Comment #28
		.,				Se Comment 434
					Tawn lived in the Delincod if neighborhood for over 25 years. Our neighborhood borders 155 and will be adversely affected by this proposed expension. The proposable for potentials for potentials for potentials for potentials for potentials and the fillinguisty are grangious, espicially this use of turnels. The proposed byte potentials be obtained 2 mobility and access needs.	See Comment # 254
					The proposed alternatives call for closing one of the four enhances to the neighborhood. This will increase the officially of getting in end and of the neighborhood, and increase the cold through prefix in the neighborhood when the right hand lake a reviewing error on Proposit backs up, which it does regularly at all times of day. Neither of the proposed alternatives address this issue, and insisted focus on the left turn to go south on 135, a section of traffic that only backs up briefly during rush later.	
					have. The proposed positioning vinited see perhaps to margine the Support 155 interaction without a car see unrecessarily hostle to anyone without a car. Institute of disording car drivers, who can easily traverse hits, goods changing, and increased utilization, many carried as perhaps the proposed production of the seedant of the production of the contract to make any contract to the c	
					actions ground. These furnishs basis explorations not of sight of a signore account, which no uncontrollation and uncombination and uncomb	
1215	Frank Genco	3/7/2023	Email	Defwood	to do so is abbase. If all the hashes issued arms in the release to the release	
					1000 to contain a more traditional flow any interaction where parketines, option, and other was are an exacul foring with the read of the made same and do not have been trade and less and of the made same and any other to the same and the	
					Tably support a direct sail project from Austin to Sain Actorio.	Sa connect d 1
1216	Frank Higgins	1/31/2023	MyCapEx Website - Comment Form	Megional Connectivity	s very support is a minica new purport, manifestation to Sale Antanas.	jana controlled # A
1217	Frank Rizo	3/7/2023	Email	Do not widen/no build	MobilityS Program Manager Temmy Atrago; For the low of all that is bey don't controllate to the already present car helicope we live in please. Widening the space for cars is never the solution. Building infrastructure that caters to the individual and not measive car monopoles is the way to grow divige, point entire.	Ser Comment 65
1218	Frank Thomas			Do not widen/no build	MobilityS Program Manager Tomary Alargio. Hama sealed Calillas, TR. Hower Calillas, Tr. Ho	See Comment #S
					Towns and consideration of the Conference of the	
				Latent/Induced Demand	TOOT's proces in this project is fawed. It ignores induced Demand, construction impacts, particulate matter pollution from the wear, the failure of almost all highway equinsors, the access of freeway removals, and its traffic modaling is flawed.	San Comment #28
						Ser Comment & M.
1				Air Quality/Noise	Highway expansions DONT work. They worsen congestion (as we saw with the Katy Freeway), air noise and water pollution, safety, and transportation options beyond driving.	DAM CONTENSIS # 2-9

1219	Fred Heldenfels IV	1/11/2023	Email	General support	Date Chairman Bogg and Commissioners: Think's you for recognizing that 135 through Audio is one of the most composed making suppress in the Date of Trass. As this seriously coldisiond making is offer control to the seriously coldision of the Date of Trass. As this seriously coldision making is offer control to the Seriously coldision of the Date of Trass. As this seriously coldision of the Date of Trass. As this seriously coldision of the Date of Trass. As the Date of Trass. As this seriously coldision of the Date of Trass. As the Date of Trass	See Comment 48
1220	Fred McLeroy	3/2/2023	Email	Do not widen/no build		See Comment #5
1221	Freddie Behmer	4,4,200		Do not widen/no build	Making\$5 Program Managar Tomey Arego. Please socraider this plan for one that is not hurful to those who live nearby. A more effective loop than the expense one we have, perhaps.	Sas Comment #5. Ar quality/mina.
1221	Freddie Behmer			Do not wideri/no build	Making\$5 Agrees Manager Tomes Agrees (Tomes Agrees). Trages the Bytemer deposit on \$5 through Agrees (Agrees) and the Agrees of the Bernes Agrees (Agrees) and the Agrees (Ag	Sau Commert etc. Ar quality mose.
				Air Quality/Noise	Many people live in Central Austin, and should not be subject to noise pollution, increased emissions, years of construction, and increased traffic Downtown.	See Comment #34
1222	Freddie Greenhill	3/6/2023	Email	Do not widen/no build	MobilitySS Program Manager Tommy Abrego, Et: absolutely demonstration that making trigmways larger does nothing for traffic - Austin is already turning letts a soutless maga-city, don't help it on the way there!	Set Connect 45
1223	G	1/6/2023	MyCapEx Website - Comment Form	Caps/Deck Plazas	The park over 155 provides not only a community asset but enhances connectivity between the city rather than furthering the divisit. The city should be focused on furthering connectivity and harboring modes of githering for residences rather than expanding a road way, fluid expansions have also been proved to increase conglisation which does not solve any staffic issues. The park is in the best interest of the city and the residence.	See Comment #42
1224	G Choo			Do not wider/no build	MobilityS Program Manager Tommy Arrego, As a longithm existent of Austin, TX, I want to voice my opposition to TxDOT's plans to expand I-35. Expansion of the Intersitate only means more noids for congestion. It has been proven a failure each time	See Correlant #5
					an equinsion occurs, no maltier the location.	
				Business/residential displacement	Not only does this approach to addressing traffic problems not work, it also displaces residents and business owners who do not want to be uprosted and will not be fairly compensated for the disruptions to their lives and itselfendods.	See Comment #21
					The first contributions of the contribution of	
				Public Transit / Multimodal	As a citizen, other and its payer, I expect that my Chy Councit, TsCOT and any other representatives stand up and represent me and not the interests of those companies and individuals who stand to gain from an expension of 3.5. As a sort, TsCOT should covaider ways to implement more allorable and accessible means of public transportation no that there are other options to traveling within the clt; This is only 1 in countries alternatives that I hope TsCOT would	See Comment #13
				Transportation	As a sair, IDO.) should consider ways to imperient more aircraiged and accession making or public transportation so that there are constricted to traveling within the city. I in countries aircraight since that incide in consider. Thinky ox.	
					© Choo	
1225	Gabriel Ferguson	3/3/2023	Email	Do not widen/no build	MobilityS Program Murager Tommy Atrago, Hallo, I Start search to work or reconstruction is search the search of th	See Comment #5
					Name. Additional control for the proposed 35 separates, though black evidence, 35 off only as impropey safe for companies bases. The apprinter has been drawn or other critical or many plantage, more safety, and the safety and the	
					Bed, Gabe Gabriel Ferguson	
ID .	C N	Da R d	S	Topic	C Diaz 1.55 Caritat Ferrosis Central	R p
					Sour 1-S Courte Express Countries (Prince 2) and the Countries (Prince 2)	July Audition 197
					Thank you for the opportunity to comment on the proposed 350 built Environmental Impact Soldement and for the attempt to consider the idea of meaningfully considering meaningful athernatives in the ES process, including the study done by Tease ARM Transportation Institute on the RRTHERIOS and Reconnect Auxiliary proposition. This is that the proposition for the form of the meaningfully considering meaningful athernatives in the ES process, including the study done by Tease ARM Transportation Institute on the RRTHERIOS and Reconnect Auxiliary proposition. This is that the proposition for the form of the meaningfully considering the second and the Control of the RRTHERIOS and Transportation Institute on	
					Throught the National Environmental Protection Act required TubOf to meaningfully accorded meaningfully attendance. It thought the National Environmental Protection Act required TubOf to meaningfully consider meaningfully activities, but that appears not to have been done in this draft ES. There is clear community support for both the ReThrin35 and	
					Reconnect Austin proposals; including various levels of deleted officials assign TADOT to seriously consider meaningful attenuatives. While the TII study was interesting, it in no way is a replacement for thoroughly analyzing (in The ACS and Reconnect Austin in the IES and TADOT failed to provide any reasonable argument for why refused to meaningfully consider those alternatives. Given that the rate of terific deaths per whicke miss traveled are lower on local streets than TADOT failed to the control of the Con	
1226	Gabriel Knight	3/7/2023	Email	Community alternatives	Please run the rigrous analysis found throughout thousands of pages of BS on the RelThinl35 and Reconnect Austin proposals. Thank you for all that TxOOT is doing to provide safe access and mobility options with matrimodal nativaries were into the thriving communities of the Austin region. Sincerely,	
					Rex. Gaternii Kroght	
1227	Gabriel Viox	3/6/2023	Email	Do not wider/no build	Mobility55 Program Manager Tommy Atrego, Helfu,	See Comment #5
					Heals, 1 Engoges 35 regarders. This would only increase traffic for the years it would take to complete this project, Indianal, just encourage more people to travel around on the full mode that have been built to avoid traffic from those driving through Autority size. Autor to get not their device destination. Thank you controlled the project for	
1228	Gabriela Barahona	3/7/2023	Email	Do not widen/no build	MobilitySS Program Munager Tommy Abrego,	Sue Commant #5
					Halls, My ranes a Stabrista Bisothoria and I am a resident of Houston, Teasa who visits Audin regularly for work and for play; I'm devastated to see TxXOT continue business as usual jug skirting FES, misleading the public, using outsided models, advancing and enterording structural seasons and inequity act ji in attempting to expand ISS. All you yours, Calchining Basharian	
					All my word, Gabriela Barahona Gabriela Barahona	
1229	Gabriela Caballero		My Cap	Air Quality/Noise	Lask that you to reconsider expanding IH-35 into the Chierywood neighborhood and perputuate pollution and negative health outcomes in our neighborhood. I urge you to please reconsider.	See Comment #34
			Ex We	Business/residential displacement	The expansion of the highways will displace our local bosinesses Mer INDOT INDOT.	Sue Comment #21
1230	Gabriela Vargas-Zuniga	3/7/2023	Email	Bike/ped safety	The read for more mads in the city is useless. Austin needs more waikable places and more bisk-friendly infrastructure, but need and through through bike lanes. Additionally, these lanes need very little maintenance and occupy less neares more than the city is useless. Austin needs more waikable places and more bisk-friendly infrastructure, but needs need very little maintenance and occupy less need very little maintenance and occupy little maintenance	See Comment #30
					spaces, controlled into the same sound controlling restore to more case, into case interest control or case a composition of controlled Calendar Varigine Zurigin	
					TIDOT Dear sir or Midderc	See Correlant #5
					As a long time resident of North Central Austin in Hyde Park I'm writing to add my voice to the many members of the 13 communities and neighborhoods in North Central Austin that are in strong opposition to TUDOT's Modified Alternative 3. And 4) An opportunity to bulance the sacrifice and repercussions these neighborhoods will endure during construction and for generations to come, with the real possibility to truly achieve effective solutions and enduring goals based on metrics	
					Date or or Markette. Ask of the recognition of facing Central Audion in High Park To writing to add my score to the many members of the L1 communities and neighborhoods in North Central Audion in High Park To writing to add my score to the many members of the L1 communities and neighborhoods in North Central Audion in High Park To writing a score of the L2 communities and neighborhoods in North Central Audion in High Park To writing a score of the L2 communities and neighborhoods in North Central Audion in High Park To writing a score of the L2 communities and neighborhoods in North Central Audion in High Park To writing a score of the L2 communities and neighborhoods in North Central Audion in High Park To writing a score of the L2 communities and neighborhoods in North Central Audion in High Park To writing a Score of the L2 communities and neighborhoods in North Central Audion in High Park To writing and a High Park To writing the Audion in Hi	
					AM and PM hours, reinfercoid by camera photo cupture, as well as no boll, mandatory diversion of trucks to SM 130 also during peak hours). This is a unique moment and a unique opportunity to make a change for the bester for the residents of Austin. We have to get it right. Secondly,	
				Do not wider/no build	Personen or anistions.	
1231	Gabriela Vasquez					
				East/West Connectivity	The City of Austin, the neighborhoods, and the neighbors that live next to 135 found themselves with an unprecedented opportunity to: 1) Better integrate the communities along East and West sides of 135 in North Central Austin, by expanding east-west crossings in the area;	See Comment #20
				Air Quality/Noise	2) Produces and support a modern, holistic environmental assessment that truly seeks to evaluate the impact of the total expansion of 355, not just in "segments", but as a whole unit that affects the entire	See Comment 834
				Air Quanty/Noise	2) Produce and support a modern, holistic environmental assessment that truly seeks to evaluate the impact of the total expansion of 1-85, not just in "segments", but as a whole unit that affects the entire Austin continuity along the corridor and beyond;	Jam Johnson SP.
				Public Transit / Multimodal Transportation	3)The opportunity to design a corridor that serves all modes of transportation in a way that is safe regardless of method, and that is accessible, regardless of age, abilities, and location.	See Comment #15

-						
				Do not wider/no build	Mobility55 Program Manager Tommy Atrego, I am a resident of Audist, Texas I. Ye lived here for the last 16 years, and I am now 21 years old. I practically grew up here. I have withhed Austin triansform and expand. I have witnessed many accidents on I-35 and I avoid it as much as I	See Comment #5
					possibly can. Traffic is horrible for most of the day, and many driving through are impatient, and recibies. I have almost growing in several vertices the recibing through a many driving through a many driv	
					Initial State (Insert Energy E	
1232	Cobriella Barreses			Latest /Indused Personal	Thirds process ingroves induced Demand, construction impacts, particulate matter pollution from tire wear, the failure of almost all highway expansions, the success of heavey removals, and its traffic modeling is faved.	See Comment 41%
	Galletina Populari			Literly Houses Deliens	modeling in Pased.	See Constant & Sea
						See Consense # M.
				Air Quality/Noise	Highway operations worsen congestion (as we saw with the Katy freeway), air noise and water pollution, safely, and transportation options beyond driving, 10 years of construction for just a few years of congestion relief al NOT worth it.	See Comment #34
					Material Shapes Manager Enous (logical) Law Sorrow (long Manager Enous (logical) Law Sorrow (long Manager Enous (long) Law Sorrow (long Manager Enous (long) Law Sorrow (long) (long) Law Sorrow (long) (long) Law Sorrow (long) (long) Law Sorrow (long) La	See Comment 45
				Do not widen/no build	I am a com alor passes that should be preserved as population to complete and evaluation of the failure of obligated hardware. The preserved as the failure of obligated hardware of the failure of	
					Gallen M Herz	
1233	Galen M Herz			Community Alternatives	The TXDOT CIS plan ignores far more successful and supportive of people and the environment ways to handle transportation in the Austin contral city area: 1) route through traffic through Highway 130 true	See Comment #4
					The DOCTS Size in grows for more accounted used supported or places and the exercised variety to branches to exercise to grow the first counted to grow the Contract through through the Contract through the Contract through through through the Con	
					alternatives on behalf of Yeas citizens instead of the current regressive plan.	
1234	Gardner Selby	3/7/2023	Email	Carrs/Deck Plazas		See Comment #42
1234	Gardner Selby	3/7/2023	Email	Caps/Deck Plazas	Phase encourage packined crowing the lighway, brining East Asidin to neighborhoods well of the lighway, Ross, double or higher or quadropis the plans to enhance protected bake and padestrian movement. Topous acting Lawrent the highway. This key.	See Comment #42
					Thank you.	
1235	garnet nick	2/22/2023	Email	Do not widen/no build	Mr TuDOT TuDOT, you have failed to provide options that align with any of the mobility, safety, or environmental goals expressed by the residents of austin. If the only options are what you have presented then I vote to change	See Comment #5
					nothing until a better alternative is imagined.	
1236	Garrett Dailey	3/7/2023	Email	Public Transit /	/ Mobility35 Program Manager Tommy Abreigo, Public trainist > more cain:	See Comment #13
	Dailey			Multimodal Transportation	Public transit > more cars Garrett Dailey	
1237	Garrett Nafzinger	3/7/2023	M.Conference	Cars/Deck Plazas	Bostolias 95 steering through traditi	New Comment &C
1237	warren natzinger	3/1/2023	MyCapEx Website - Comment Form	Caps/Deck Plážás	Regarding 1-35 planning through Audin. **Be should have more loops (but you feeders) in longer segments so we truly create connections between east and west) **Lesh plann segments (DOOD reacts pay for the project. Why do Audin supeyers have to loot the bill for the region and the state? **Lesh plann segments (DOOD reacts pay for the project. Why do Audin supeyers have to loot the bill for the region and the state?	
					- carry pairms suggested in Autur wourse pily for the project. Why do Austin facepayers have to foot the bill for the region and the state?	
1238	Garrett Neaves			Do not widers/no build	ModRySS Program Manager Commy Arrago. 10/9052 F. McCO'rs plans for SS and Off Office expension. I don't want to use an intentiable highway for my local brigs. 10/9052 F. McCO'rs plans for SS and Office expensations to don't used to use an intentiable highway for my local brigs. 10/9052 F. McCO'rs plans for SS and Office expensations to State up for me 10/9052 F. McCO'rs plans for SS and SS a	See Comment #5
					I expect TuDOT, Austin City Council, and other representatives to stand up for me	
					GATINGT INSTITUTE	
				Community Alternatives	I am a resident of Austin. I agree 100% with the following grown from Retbrin35.1 Trops that we can stop doing what clearly does not work. Prioritizing more blane instead of a resideable, tokate, public branst means a less enjoyable, loss healthy ordy. I am FOIL: [Earning-the Fieldrin35] proposition, developming enrother highway such as 95:130 as an intensiant, a boulevard grong through from a public branst first project, etc.]	See Comment #4
					mains a less etiopable, loss healthy city. I am FDH Elemptics: The filter following complete high entire the second of the properties of the filter following the second of the properties are second of the properties. The filter following reports of the properties are second of the properties of the filter following the properties of the filter following the properties of the properties of the properties of the filter following the properties of the proper	
				Air Quality/Noise	TECT's process in this project is flaved. It ignores induced Demand, construction impacts, particulate matter pollution from the water, the failure of almost all highway expansions, the access of freeway removals, and it suffice modeling is flaved.	See Comment #34
				An Quarty House	sector of processin of the species and the section of the section	See Constant 1997
				Latent/Induced Demand	Highway expensions DONT work. They worsen congestion (as we saw with the Klary Freeway), air noise and water pollution, safety, and transportation options beyond driving, 10 years of construction for just a few years of congestion relief is NOT worth it.	Sao Correnant #15
					Tablic Strain Program Margar Termony Strain. The control operation of History of History Strain Program Control of History Strain Program Control of History Control	See Comment #20
					than a kilomater of distance, then even if you double the number of sames of the roadway, it will not reaches the traffic jum products to the distance of the indistance of th	
					breakdowns, silve moving whiches and vehicles changing lense to enter or exit the maximum. I have reason that TADOX is a requesting H155 in to put toll large on in the problem that the clied production of the recommendation is the problem. The recommendation is the problem that the people in their recommendation is the problem that the problem	
1239	Gary Brizendine	3/6/2023	Email	Multimodal Transportation	markind. What the toil authority should resilize is that this project will never play for itself, because the people who oppose it today will begin changing the way their generation use transportation to get around from and the country. I am an	
					securior speciales in the environment. THANK YOU VERT with Models to the service disease go to the environment. THANK YOU VERT with ABOUT AND TOLL ROAD PROFITEERS!!	
ID	C N	Da R d	S	Topic	c	N p
				Lower Speed Limits	TOOT really wants to help the traffic flow on IH35 through Austin, then they should gradually reduce the speed limit on IH35 to 30 mph and require vehic less to leave proper following distance. Starting in	See Comment #395
					TACOT neally wants to help the staffic few on HSS through Austin, then they should gradually reduce the speed limit on HSS to 30 mph and require vehic les to leave proper following distances. Starting in Chargetons and continuing through East Maries. This exold of the behings, revened could report report when and distancing vehicle residents. If this could be accomplished, it would greatly improve the staffic flow and SSS. In this bean are less injuried to seal they also report to be sealed and the standard of the sealed and the standard of the standar	
1240	Gat Rodgers	1/30/2023	Email			
1240	www. nodgers	4,50/2023	world!	General research	Day Chairman Rust and Covernicionary: Thank you for accombining that 13% Hereigh Justin is you of the most congrigant workness and constraint in the Pass of Trace. As this socious and accombining that 15% Hereigh Justin is your of the most congrigant workness and the pass of Trace. As this socious and the pass of Trace.	Ser France & S
				General support	Descriptions (long) and Commissioners. Think you for recognising that 135 through Audin is one of the most composed readings supports in the State of Teaux, At this secretary additional readings in other control of the State of Teaux, At this secretary additional readings in other control of the State of Teaux, At this secretary and commission growth was an experiencing in our great State.	Sectionaries 8
				General support	Deer Chairman Bugg and Commissioners: Think you for recognizing that 155 through. Audit is now of the most congoined readowy sugments in the State of Teas. As this seriously outdined readowy is distinct collection. The State of Teas. As this seriously outdined readowy is distinct collection. The State of Teas. As this seriously outdined readowy is distinct. According, I can writing today to express my complete support for the 155 Ception Express Central design as proposed by TCOT. Think you for your consideration of this request. Gettine E**Cent** Redigners II — Section Commission State of Teas. As the State of Teas. As the seriously outdined readowy is design as a proposed by TCOT. Think you for your consideration of this request. Gettine E**Cent** Redigners II — Section Commission State of Teas. As the seriously outdined in the serio	See Comment 46
1241					- Sant from Gmail Mobile	
1	Gauri Iyengar		VOH	General support Do not widen/no build	- Sant from Gmail Mobile	Se Connect 8 S Se Connect 8 S
1	Gauri Iyengar		VOH		One of Chammes Rings and Commissioners. There is, no for recognizing that 1.55 irrough horit in one of the most congenit coalities, segments in the State of Texas. As this aeritance is obtained to see the following of the State of Texas as th	
	Gauri Iyengar		VOH		- Sant from Gmail Mobile	
	Gauri Iyengar		VOH	Do not widen/no build	- Set to sugar the species of St. particularly through devition. This class can be considered to the particularly through devition. This class can be considered to the particularly through devition. This class can be considered by other devition in whiching devitions by recoving poorly placed and discriminatory/device highway, the 125 expension is a stortugited step in the worst direction that will impact generations to consistent of the particular through the second of the particular through the second of the particular through through the particular through the particular through the particular through the p	See Commert #5
	Gauri Iyengar		VOH	Do not widen/no build Laterr/Induced Demand	- Section Guard Mobile Tele root support the agencies of CR, particularly through develope. This case are provided that the case are all the	See Contraval 45 See Contraval 433
	Gauri Iyengar		VOH	Do not widen/no build	- Section Guard Mobile Tele root support the agencies of CR, particularly through develope. This case are provided that the case are all the	See Commert #5
	Gauri Iyengar		VOH	Do not widen/no build Laterr/Induced Demand	- Set to sugar the species of St. particularly through devition. This class can be considered to the particularly through devition. This class can be considered to the particularly through devition. This class can be considered by other devition in whiching devitions by recoving poorly placed and discriminatory/device highway, the 125 expension is a stortugited step in the worst direction that will impact generations to consistent of the particular through the second of the particular through the second of the particular through through the particular through the particular through the particular through the p	See Contraval 45 See Contraval 433
	Gauri Iyengar		VOH	Do not widen/no build Laterr/Induced Demand	- Set for Guard Mobile - Set on support the expension of CS, particularly through disortion. - Set on support the expension of CS, particularly through disortion. - Set this clear scans the Set of Set o	See Contraval 45 See Contraval 433
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	Gaver typenggar		VOH	Do not wider, into build Later/intoxed Comment Business/residential displacement Copsy, Owen Phases	- Section Guard Mobile This critical country through advantage of the production of	See Comment #3 See Comment #33 See Comment #33 See Comment #31 See Comment #31 See Comment #31
	Government of the control of the con		VOH	Do not wider/no build Laters/Induced Demand Business/nesidential displacement	- Set for Guard Mobile - Set on support the expension of CS, particularly through disortion. - Set on support the expension of CS, particularly through disortion. - Set this clear scans the Set of Set o	See Comment #3 Inso Comment #33 These Comment #23.
	Gover lyweiger		VÖH	Do not widen the build Laters/Induced Domend Business residential displacement Copin/Desit Plazas Police Topical / Multimodal Transportation	- Section Guard Mobile **Activation of Chip particularly Straight Development of Chip particularly Straight Devel	See Comment #33 See Comment #23 See Comment #23 See Comment #23 See Comment #23
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1242	Class i tyengar Class i Tyengar	2/13/2023	VOH VOH	Do not widen the build Laters/Induced Domend Business residential displacement Copin/Desit Plazas Police Topical / Multimodal Transportation	- Section Guard Mobile **Activation of Chip particularly Straight Development of Chip particularly Straight Devel	See Comment #33 See Comment #23 See Comment #42 See Comment #42 See Comment #42
	Gay Erwin		Email	Do not widen/ino build Laken/induced Denand Business, insidential displacement Caps_Dead Passes Public Trease/ Mullimodal Transportation Caerand support	- Section Country the expension of DS, particularly through characters by recovering pearly placed and discrimination, following highest, the 355 expension is a sharingflead step in the wrong direction that will impact generation to consider the consideration of the consideration o	Des Comment #33 Sea Comment #33 Sea Comment #43 Des Comment #43 Sea Comment #43 Sea Comment #43 Sea Comment #43
1242		2/13/2023 3/33/2023		Do not widen the build Laters/Induced Domend Business residential displacement Copin/Desit Plazas Police Topical / Multimodal Transportation	- Section Country the expension of DS, particularly through characters by recovering pearly placed and discrimination, following highest, the 355 expension is a sharingflead step in the wrong direction that will impact generation to consider the consideration of the consideration o	See Comment #33 See Comment #23 See Comment #23 See Comment #23 See Comment #23
	Gay Erwin	1/31/2023	Ernal	Do not widen/ine build Laker/Indused Demand Easternia/residential deplacement Capic Owin Places Public Toward / Multimodal Toward/residential deplacement Angioral deplacement Public Toward / Multimodal Toward support	- Section Class Models All or Compared the expension of DB, particularly through disordoms, by revening party placed and disconnicionally disordom in figures, the 125 expension is a Anthogylast days in the series of control of the	Des Comment #33 Sea Comment #33 Sea Comment #43 Des Comment #43 Sea Comment #43 Sea Comment #43 Sea Comment #43
	Gay Erwin	1/31/2023	Ernat MiCayEr, Website Comment Form	Do not widen/ine build Laker/Indused Comment Exemplification of Explanation Capic China Places Public Traves / Multimodal Transportation General support Regional Connectivity	- Section Country the expension of DS, particularly through characters by recovering pearly placed and discrimination, following highest, the 355 expension is a sharingflead step in the wrong direction that will impact generation to consider the consideration of the consideration o	Des Comment #33 Sea Comment #33 Sea Comment #43 Des Comment #43 Sea Comment #43 Sea Comment #43 Sea Comment #43 Sea Comment #43
1243	Gay Environ Gastin, Swager	1/31/2023	Ernal MyCapE: Website Comment Form MyCapE: Website Comment Form	Do not widen/no build Laters/Indused Serverol Business/Indused Serverol Business/Indused Serverol Copy, Once Passes Public Towner / Multimodal Transportation General support Regionel Connectably Regional Connectably	- Section Count Mobile If or expecting the appropriate of DS, particularly Shough disordation, International County of Count	See Comment #3
1243	Gay Environ Gastin, Swager	1/31/2023	Ernal MyCapE: Website Comment Form MyCapE: Website Comment Form	Do not widen/no build Laters/Indused Serverol Business/Indused Serverol Business/Indused Serverol Copy, Once Passes Public Towner / Multimodal Transportation General support Regionel Connectably Regional Connectably	- Section Count Mobile If or expecting the appropriate of DS, particularly Shough disordation, International County of Count	See Comment #3
1243	Gay Environ Gastin, Swager	1/31/2023	Ernat MiCayEr, Website Comment Form	Do not widen/no build Laters/Indused Serverol Business/Indused Serverol Business/Indused Serverol Copy, Once Passes Public Towner / Multimodal Transportation General support Regionel Connectably Regional Connectably	- Section Count Mobile If or expecting the appropriate of DS, particularly Shough disordation, International County of Count	Sea Comment #33 Sea Comment #33 Sea Comment #40 Sea Comment #40 Sea Comment #43 Sea Comment #44 Sea Comment #44
1243	Gay Environ Gastin, Swager	1/31/2023	Ernal MyCapE: Website Comment Form MyCapE: Website Comment Form	Do not widen/no build Laters/Indused Serverol Business/Indused Serverol Business/Indused Serverol Copy, Once Passes Public Towner / Multimodal Transportation General support Regionel Connectably Regional Connectably	- Section Count Mobile If or expecting the appropriate of DS, particularly Shough disordation, International County of Count	Sea Comment #33 Sea Comment #33 Sea Comment #40 Sea Comment #40 Sea Comment #43 Sea Comment #44 Sea Comment #45 Sea Comment #45 Sea Comment #45
1243	Gery Erwin Goldhy Swager Gerna Lopea	1/31/2023	Ernal MyCapE: Website Comment Form MyCapE: Website Comment Form	Do not widen/no build Laters/Indused Serverol Business/Indused Serverol Business/Indused Serverol Copy, Once Passes Public Towner / Multimodal Transportation General support Regionel Connectably Regional Connectably	- Section Class Models All or Compared the expension of DB, particularly through disordoms, by revening party placed and disconnicionally disordom in figures, the 125 expension is a Anthogylast days in the warring direction that will impact generation to consecutive through the days in the warring direction that will impact generation to consecutive through the days in the warring direction that will impact generation to consecutive through the days in the warring direction that will impact generation to consecutive through the days in the warring direction to consecutive through the days in the da	Sea Connecet #3 Sea Connecet #3 Sea Connecet #3 Sea Connecet #4
1249	Gary Erwin Geolog Swager Garna Lopea Carman Rhan	1/31/2023 1/20/2023 3/6/2023	Ernat MyCayE- Website- Commert Form MyCayE- Website- Commert Form	Dar not widen fine build Lathers/Indused Demand Business, Teachers of displacement Capin Once Traces Prodes Traces / Multimodal Transportation General support Regional Connectivity Regional Connectivity Connect support	- See for experience of DS, particularly through disordom. In ore experience of DS, particularly through disordom. In order of DS, particularly through disordom Audition. In order of DS, particularly through the DS, particularly through the DS, particularly through th	See Comment #3
1243	Gery Erwin Goldhy Swager Gerna Lopea	1/31/2023	Ernal MyCapE: Website Comment Form MyCapE: Website Comment Form	Dar not widen fine build Lathers/Indused Demand Business, Teachers of displacement Capin Once Traces Prodes Traces / Multimodal Transportation General support Regional Connectivity Regional Connectivity Connect support	- See for experience of DS, particularly through disordom. In ore experience of DS, particularly through disordom. In order of DS, particularly through disordom Audition. In order of DS, particularly through the DS, particularly through the DS, particularly through th	Sea Connecet #3 Sea Connecet #3 Sea Connecet #3 Sea Connecet #4
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1243	Gary Erwin Geolog Swager Garna Lopea Carman Rhan	1/31/2023 1/20/2023 3/6/2023	Ernat MyCayE- Website- Commert Form MyCayE- Website- Commert Form	Dar not widen fine build Lathers/Indused Demand Business, Teachers of displacement Capin Once Traces Prodes Traces / Multimodal Transportation General support Regional Connectivity Regional Connectivity Connect support	- See for experience of DS, particularly through disordom. In ore experience of DS, particularly through disordom. In order of DS, particularly through disordom Audition. In order of DS, particularly through the DS, particularly through the DS, particularly through th	See Comment #3

1247	Gentry McLean	3/6/2023	Email	Reroute to 130	Materials Sharpers Manager Tenson, Arrange. These born Audit and these birds there must der yills. Adding still more lisens to 3.5 in the motified of Audit in as in an interface of Audit in a law better the original with the number of Lienar & Hain roce, adding store will colly make it weren. An expension will all make the Miller can execute from the highest year from platforce were weren. We should note through stuffer around on TX 130, and consider using the money allocated for expension to a incomment of the parts of the original and the contract of the parts of the contract of the parts of the stuffer around on TX 130, and consider using the money allocated for expension to reconstruct the parts of the original and the contract of the parts of the stuffer around on TX 130, and consider using the money allocated for expension to reconstruct the parts of the original and the contract of the parts of the contract of the parts	Sa connect #3
1248	Geoffrey Journeay			Do not widen/no build	Centry Michaeles MakelingS Program Manager Transmy Alanga, 505 yalacament downers (1 fits intended purpose or intendable treed. Highway expersions will be laid for business and business expension in Audito.	See Comment #5
	Kaler					
			-	Reroute to 130 Bury/tunnel	here should be a typess, that gives amound the city innteed of an expension. If you have to keep it always it, so they give to see don't have to look at it hear?. The upper dock should be removed or turned into a pedicetrian pair. The upper dock is a notify diseaser for the inner city. These professes well to seaked by more expension.	See comment #3 See Comment #25
1249	George Adams			Community Alternatives	As one secure, USCOT function in closures that transportation regionses can use to reduce traffic visional or options and reprove any quality. These are: 2 Mean transportation provided by reduced. 2 Mean transportation provided by reduced and transportation regions of the provided by reducing th	See Commune 4-4
				Air Quality/Noise Reroute to 130	The draft TuDot ES is inadequate and ignores or minimizes the impact of 10 years of construction, increased air and water pollution, noise and thousands of additional vehicles per day upon completion.	See Comment 454
				Heriotic to 130	The proposed expension is completely programped by the context of Audits and will further degrade edjacent registrohoods and commercial areas. TDot should develop place which remails truck and non- scal traffic to 51 ±30 and reducing in 35 through Audits as an urban boulevand.	Data Comment #3
1250	George Carameros	2/7/2023	MyCapEx Website - Comment Form	General support	Date Chairman Bugg and Commissioners: Thank you for your support to address 155 through Austin in a comprehensive manner. This shetch of highway is nationally ranked as the 15th worst for traffic complicion and 3'd worst in the state. 155 through Austin is event-for in more than current and future needs of a growing region to venue our local and state eccorery can confirm to think. I write in support of the 135 Capital Express Central lengths approaced by 100C. If when you for your desiration to be entire the current and future needs of a growing region to venue our local and state eccorery can confirm to think. I write in support of the 135 Capital Express Central lengths a proposed by 100C. If when you for your desiration to be entire the current and future needs of a growing for the 135 Capital Express Central lengths a proposed by 100C. If we have you for your desiration to be entire the 135 through the 135 Capital Express Central lengths a proposed by 100C. If we have you for your desiration in the 135 through the 135 Capital Express Central lengths a proposed by 100C. If we have you for your desiration in the 135 through the 135 Capital Express Central lengths a proposed by 100C. If we have you for your desiration in the 135 through the 135 Capital Express Central lengths and 100C. If we have you for the 135 Capital Express Central lengths are not provided by 100C. If we have you for the 135 Capital Express Central lengths are not provided by 100C. If we have you for the 135 Capital Express Central lengths are not provided by 100C. If we have you for the 135 Capital Express Central lengths are not provided by 100C. If we have you for the 135 Capital Express are not provided by 100C. If we have you for the 135 Capital Express are not provided by 100C. If we have you for the 135 Capital Express are not provided by 100C. If we have you for the 135 Capital Express are not provided by 100C. If we have you for the 135 Capital Express are not provided by 100C. If we have you for the 135 Capital Express are not p	See Comment #8
1251	George Cofer	3/7/2023	Email	Do not widen/no build	Ner hace? hace? The proposed designs syst exceller supportation of billions of distins on "restrietarys" transportation consider. George Caler George Caler	See Comment #5
					Quogg Cofer	
1252	George Douglass	2/8/2023	Email	General support	have Changes help on Companies. The Change of the Changes help of	Tax Comment 48
1253	George Lindenberg	2/7/2023	Email	General support	Oner Chammer Budg and Commissioners: Thisky so for recognizing field 155 through Audits is resid the most congested modelsy segments in the State of Tasas. As this arrows a district restricting in the state of Tasas. As this commodate in restricting in the state of Tasas. As this commodate in respirat of the state of tasas and tasas should sell for held and decise action is treated in efficient or information that is a restricting the will accommodate the respirat or immerse growth was are experiencing in our great State. Accordingly, in everying the separation profession part for the 155 Copies (these pour for the 155 Copies (the pour for	See Comment #6
1254	George Ross	2/8/2023	Email	General support		Sau Commet #8
2.5	George ross	2/0/2023	Dian	четте и ацијал с	her Claume Bug and Commensors. This part for response (and 15 Strough beats in our of the most orangement and the superment in the Start of Years. As the surround published receives of the surround published receives or the surround published received in the su	
1255	Geovani In Pierre	1/31/2023	MyCapEx Website - Comment Form	Regional Connectivity	We * need*high Speed Trains between Houston-Dallas-Austin-San Antonio	See comment #1
1256	Gian C. Guedea	2/15/2023	MyCapEx Website - Comment Form	Do not widen/no build	STOP THE EXPANSION OF 1.991 Save Austin	Sas Comment #5
1257	Gilbert Zavala	2/8/2023	Ernail	General support	have Channes Registed Commissioners. The Part of the	The Communit et &
1258	Gina Cramer	1/23/2023	MyCapEx Website - Comment Form	Regional Connectivity	To buy improve treat on 155, plans med to include stops to work that are SEP file proposed that would find, busine and find in forms with register among norm or included of expending roads, we should be expending the methods of brown. Withering roads without improving brank to a waster of more, set it only induces more demand and results in the same staffic and more publishes.	Se connect 61
ID	C N	Da R d	S	Topic	C Modits45 Protriet Munary Tomms Abreto.	R p
1259	Gina Fuerries			Do not widen, his build	Manifest Progress Manager Tempor Storage Tempor Tem	
					 I am Office in accommendation of the seasts; (see SSM-including and populating lighney sequention in froor of shifting tips it was from produce or as to public transportation and other alternatives. Clear [g as let of the people on your design tream? And their erral shiftings, conferring it, and shiftings? Not to mention there much they will make if this inner proposal is executed? Give Parties 	
				Community Alternatives	I am FOR consideration of fluchnisk 55 proposal, redesignating another highway such as 59-130 as an intentation, a booleaned gaing through boars, a public transaction of project, etc Toris about 6, Get the profiteers to make their money by putting thesis cleas into place. Who wis: citizans win and the profiteers can make their money, which is their bottom fine. It's a no-brainer: What is year opposition?	See Comment 44
				Latent/Induced Demand	TEOT's proces in this project is fareed. It grows tobused Demand, construction impacts, particulate matter protein from the ware, the failure of almost all highway equivaries, the access of freeway removals, and to traffic modeling in faveed.	Sac Comment #13
1260	Ginny Chilton	1/12/2023	Email	General support	And Common Bogg and Commonwest. This is, no to recognize glob 1.25 frough boths in our of a next oraginal studies a specified such as personal studies a personal in the Studie of Feen. As it is investigated studies and other and of the studies of	See Comment et 8
1261	Girard Kinney	2/9/2023	Phy sica	Water Quality	RE Out flow gipe along 11th to point six below at Pleasant Valley Road. Should not TEC's pipe empty 6 blocks further west right below the dam? Where it is shown to empty, it is not even into the main river spalen.	See Comment #125
1262	Gloria Rodriguez	1/30/2023	Co MyCapEx Website - Comment Form	Regional Connectivity	Committer rail between Austin and San Antorio is highly needed!	See comment #1

1263	Gopal Krishnan	2/20/2023	VOH	General support	I totally support the I-35 redesign plan to take it below the surface and adding more lanes. I also support the seamless integration of vest and east sides of the highway making it safe for podestrians to	See Comment #8
					1 body support the 155 indexings plan to take it believe the surface and adding move lanes. I also support the seamless integration of vest and east sides of the lightney making it safe for podestrians to access boardness and prize or for services for resident of soles and for existers. The proposed enhancement will also reduce the roles levels for people and the close to 155 in downtown area. The risk and says up to a great transformational sect. I must needed.	
1264	Conty I me			Bubble Treased	- Continuer	See Comment #33
2204	dutay Lone			Multimodal	Sandsmari Periodical prior and risk system would be more beneficial and classic less congention. Stronge, Carlon Love	Julie Controller & Lad
				Transportation	Sincerely, Gordon Love	
				Reroute to 130	Nas any thought have given to eliminating the totals on 130 around Austin to give the truckers an alternative to 135. It would seem the cost would be less than the proposed project which in my mind would not relieve the traffic issues we are now apprehending.	See connent #3
					relieve the traffic issues we are now experiencing.	
				Latent/Induced Demand	I fear that a major project like the one proposed will only back up traffic even more during construction and not solve the problem.	See Comment #18
1265	Grace Gibson	3/7/2023	Email	Do not widen/no build	MobilityS Program Manager Tommy Abrego, Cestrings.	Sair Comment #5
					As a resident of the 155 contrior in Austin, The writing to orige reconsideration of the plans to expand 55. The construction will make traffic much worse for years in the heart of Austin, and there is not enough date to support the idea that expanding the intensidate will reconside conjugation. In an also distanted that the proposed operation will cook on under only or profit pollution deather 155 sharely divides us to much. Please puzze your plans and reconsider with more input mortion locals, care for examinating, enough and an also authorized and as an Austination and another to 420 control and an anti-origination and	
					from locals, care for our community, emiranmental study, and forward thinking ideas. This is a 1960s solution for a 21st century world and I as an Austinite will not support it. Crace Citizen	
					urace under	
1266	Grace Gilker	3/1/2023	Email	Do not widen/no build	Mobility35 Program Manager Tommy Abrago,	See Comment #5
					MobilityS Program Manager Commy Atrago, Highway operations of this sort don't work. This process is flawed and I oppose TxOOT's plans for I-SS. I am a resident of Austin. Grand Glaser Grand Glaser	
1267	Grace Hosek			Do not widen/no build	Manifest Program Manager Enrors (Joseph Control) 4. In The Coase Engree on the Auditor Security Control of England Control of	See Comment #5
					Thing to do. By the time the expansion is correlated, the city will be extremely different and this project will just hurt the growth as we all know construction on 1:35 takes eans. Orace Hoose.	
				Business/residential displacement	Many people and toxinesses would be displaced as a result of the expansion and just that does not justify the expansion. It has been seen in so many other areas of the country and even here in Teas that highway expansions do not nelieve traffic but instead just bring more cars onto the road.	See Comment #21
					Inginewy expansacins to not nesswort startic cut instease yast oring more cars onto the road.	
				Public Transit /	I would live to see a passe on the expansion and a movement toward better public transportation. If people were able to have other ways to move around, then they might be more willing to leave their cars and there would be no need for an expansion servery. Resear look into more efficient public trends that gas pead Project Connect and datasts to take into account the people of the city and surrounding evalu, not just those passing through.	Sas Corresent #13
1	1		1	Public Transit / Multimodal Transportation	and there would be no need for an expansion anyways. Please took into more efficient public transit that goes past Project Connect and starts to take into account the people of the city and surrounding areas, not just those passing through.	
1000	Passo Arrania	9/7:0000	Sec. 1		Making Barran Wanger Yang, Akath	See Comment #5
1268	Grace Scoggin	3/7/2023	Email	Do not widen/no build	Mobility35 Program Manager Tommy Abrego, I grew up in Austin, attended UT, and continue to call it froms. We know expanding highways does nothing to reduce traffic, and will only make it worse. Expanding 1.35 will only hurt our city, further ruin our environment, and make it less safe for	OWN COLUMNIA & 2
					I give up in auths, alterhed UT, and continue to call it brown. We know expanding highways does nothing to reduce traffic, and will only make it worse. Expanding (135 will only but our city, further run our environment, and make it less safe for pediatrians, rifers, and others allers. Do not do this. Casco Sopgio.	
					MobilitySS Program Manager Tommy Abrego, I am writing to oppose the expansion of I SS in Austin by TxDOT. Many cities in America are turning into sociless vacuums that only exist to bother accommodate cirix, and by expanding I-SS, this would destroy Austin's culture and originality. I side	See Comment #5
1269	Grace Simmons	3/7/2023	Email	Do not widen/no build	I am writing to oppose the expension of 1-55 in Austin by TADOT. Many cities in America are turning rise occurrent with only execute to better a commodate care, and by expending 1-55, this would destroy Austin's culture and originality. I sak preserve the history and culture of Austin by not allowing this expension to happen. I support maintaining Austin's culture and "weichess", not buring any any but would destroy that local environment and take decades to finish, contributing to a depressing, construction-populated area in the Austin community. I ask you to think of Austinias and our one of a kind culture concerning this decision.	
2200	was simmons	.,.,2023	L/MII	and the state of t	contributing to a depressing, construction-populated area in the Austin community. I ask you to think of Austinites and our one of a kind culture concerning this decision. Grace Simmons	
1270	Grace Tsao			Do not widen/no build	Interest's object to the crises to connect from East 41st Street to Wishing Sovieward, including a whered use carth.	The Francisco III
2210	Grace rand		Cap	Bike/ped safety		See Consent 4.0
			Ex We	Bike/ped safety	Whelire BY is in a residential neighborhood and connecting these streets would pose extreme danger to significant foot traffic, children, and humans.	
					Mobility35 Program Manager Tommy Abrego, Hello,	See Comment #13
					Many district residing to that Company (agreen SODT) spires for N and I agreen sequences in Sequenciny for this primaries for the confidence of SODT (agreen agreen	
				Public Transit / Multimodal	students. Though I do utilize my car to travel around Austin, I do not want to use an intensiate highway for my local trips. The intensiate often feels unsafe, especially during tosy hours of the day. I prefer trips downtown where I can conveniently	
1271				Transportation	case the doa to all on the mining seatments. It is also important to immersion that right specialises do not leave. Configuration in a ecosamical (like on the Aury Freeway). As a nearway new Automitie, 1 do not even to see this city investing, 2 to years or construction and millions of defines to a project that utilisately will not be benefit the city's haffic or its residents. Report TubOT/, Austin City Council, and other representatives to stand up for me. Thank you.	
1271	Grace Xu					
					I expect TNZOT, Austin City Disunct, and other representatives to staind up for me. Think you. Grace Xu.	
					Chaice You	
				Business/residential displacement	Chaice You	Sea Communi #21
				Business/residential displacement	Figure 1. To Channel of Channel, and other representatives to stand up for mit. These you. Clear to be These consider alternatives to higher years and the standy reduce for the long run such as investments in meas transic. I really do not wish to see many of the businesses lives demokrated for a project that will only worse the state of traffic in Audit.	Sea Connect #21
1272	Grady Young	1/31/2023	MyCapEx Website	Business/residential displacement Regional Connectivity	Chaice You	See Comment 623 See comment 62
1272		1/31/2023	MyCapEx Website - Comment Form		Opera No Please consider alternatives to highway expansion that will actually reduce traffic in the long run such as investmenta in mass transic. Treatly do not wish to see many of the businesses libes demokshed for a project that will only seems the state of self-c in habit.	
1272		1/31/2023	MyCapEx Website - Comment Form Ernal		Oaxo St. Please consider adherentions to highway equamon that will actually reduce torifice in the long one such as investments in mean treated, Freely do not with to see many of the businesses lose demandable for a special total will only aware the state of traffic in Audio. And options and improved options between XX.S.S.S.X. On current Annies actualizery invitation is enthalmaning. Loss forward to before relaway correcting forth closes for delay correndors.	
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	Grady Young		Comment Form	Regional Connectivity	Once Sign These consider adherentions to highway equivation that of a study who are briften in the large one such an investments in mean trends. Freely do not each to save many of the businesses love demokrated for a springed thrive all only owners the study of briften in Audio. And options and impressed options before ACMS. SSTX: The convent Across an installar options principles are entirely and impressed options before ACMS. SSTX: The convent Across an installar options principles are entirely asset to be the form of the ACMS. SSTX: The convent Across an installar options principles are entirely asset to be the form of the ACMS. The convent Across an installar options are entirely asset to be the form of the ACMS. Disc Chairmon being and Commissioneries: I can writing to the opening on opposition support for the 1-35 Couples Express. Central design as proposed by TASE 1.55 Shrough Audion is one of the median register and interest and accordance and the special and interest and accordance and the special and interest and accordance an	Securiment #1 Sec Comment #8
	Grady Young		Comment Form	Regional Connectivity	Once Sign These consider adherentions to highway equivation that of a study who are briften in the large one such an investments in mean trends. Freely do not each to save many of the businesses love demokrated for a springed thrive all only owners the study of briften in Audio. And options and impressed options before ACMS. SSTX: The convent Across an installar options principles are entirely and impressed options before ACMS. SSTX: The convent Across an installar options principles are entirely asset to be the form of the ACMS. SSTX: The convent Across an installar options principles are entirely asset to be the form of the ACMS. The convent Across an installar options are entirely asset to be the form of the ACMS. Disc Chairmon being and Commissioneries: I can writing to the opening on opposition support for the 1-35 Couples Express. Central design as proposed by TASE 1.55 Shrough Audion is one of the median register and interest and accordance and the special and interest and accordance and the special and interest and accordance an	See connect #1
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1273	Grady Young Grathen Curter Grathen Duncan	1/11/2023 2/15/2023 Dr. R. d	Comment Form Ernal Ernal	Regional Connectivity General support General support General support Topic	Once to Please consider adherentions to higheway equivator that of a study reduce sortific in the large one such as investments in meas transic. Freely do not wish to see many of the businesses lives demokaled for a specific third will be you want the solid of facility. In Audit. And options and imprised options believed. XIX. 5.551. The current Antibia advantary involvation is enthermosing. Loss forwards before reducing one of the solid options and imprised options believed. XIX. 5.551. The current Antibia advantary involvation is enthermosing. Loss forwards before reducing one options of the solid commissions. And options and imprised options believed. XIX. 5.551. The current Antibia advantary involvation is enthermosing. Loss forwards beginned commissions and in the solid lives to be advantaged on the solid options of the solid lives to be advantaged on the solid options of the solid lives to be advantaged on the solid options of the solid lives to be advantaged on the solid options of the solid lives to be advantaged on the solid lives to be advantage	Securiment #1 Sec Comment #8
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1273	Grady Young Grathen Curter Grathen Duncan	1/11/2023 2/15/2023 Dr. R. d	Comment Form Ernal Ernal	Regional Connectivity General support General support General support Topic	Once to Please consider adherentions to higheway equivator that of a study reduce sortific in the large one such as investments in meas transic. Freely do not wish to see many of the businesses lives demokaled for a specific third will be you want the solid of facility. In Audit. And options and imprised options believed. XIX. 5.551. The current Antibia advantary involvation is enthermosing. Loss forwards before reducing one of the solid options and imprised options believed. XIX. 5.551. The current Antibia advantary involvation is enthermosing. Loss forwards before reducing one options of the solid commissions. And options and imprised options believed. XIX. 5.551. The current Antibia advantary involvation is enthermosing. Loss forwards beginned commissions and in the solid lives to be advantaged on the solid options of the solid lives to be advantaged on the solid options of the solid lives to be advantaged on the solid options of the solid lives to be advantaged on the solid options of the solid lives to be advantaged on the solid lives to be advantage	Securiment #1 Sec Comment #8
1273	Grady Young Grathen Curter Grathen Duncan	1/11/2023 2/15/2023 Dr. R. d	Comment Form Ernal Ernal	Regional Connectivity General support General support General support Topic	Conso M. These consider all manufactures to highway operation that will actually reduce borific in the larg run such as prospective of an injuried process for basis to see many of the bournesses lines demokrated for expect to five of any some the section of basis to be an injuried process. The control better an injuried process for basis to be a section of bas	Securiment #1 Sec Comment #8
1273	Grady Young Grathen Curter Grathen Duncan	1/11/2023 2/15/2023 Dr. R. d	Comment Form Ernal Ernal	Regional Connectivity General support General support General support Topic	Once to Please consider adherentions to higheway equivator that of a study reduce sortific in the large one such as investments in meas transic. Freely do not wish to see many of the businesses lives demokaled for a specific third will be you want the solid of facility. In Audit. And options and imprised options believed. XIX. 5.551. The current Antibia advantary involvation is enthermosing. Loss forwards before reducing one of the solid options and imprised options believed. XIX. 5.551. The current Antibia advantary involvation is enthermosing. Loss forwards before reducing one options of the solid commissions. And options and imprised options believed. XIX. 5.551. The current Antibia advantary involvation is enthermosing. Loss forwards beginned commissions and in the solid lives to be advantaged on the solid options of the solid lives to be advantaged on the solid options of the solid lives to be advantaged on the solid options of the solid lives to be advantaged on the solid options of the solid lives to be advantaged on the solid lives to be advantage	Securiment #1 Sec Comment #8
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1273	Grady Young Grathen Curter Grathen Duncan	1/11/2023 2/15/2023 Dr. R. d	Comment Form Ernal Ernal	Regional Connectivity General support General support General support Topic	Once to Please consider adherentions to higheway equivator that of a study reduce sortific in the large one such as investments in meas transic. Freely do not wish to see many of the businesses lives demokaled for a specific third will be you want the solid of facility. In Audit. And options and imprised options believed. XIX. 5.551. The current Antibia advantary involvation is enthermosing. Loss forwards before reducing one of the solid options and imprised options believed. XIX. 5.551. The current Antibia advantary involvation is enthermosing. Loss forwards before reducing one options of the solid commissions. And options and imprised options believed. XIX. 5.551. The current Antibia advantary involvation is enthermosing. Loss forwards beginned commissions and in the solid lives to be advantaged on the solid options of the solid lives to be advantaged on the solid options of the solid lives to be advantaged on the solid options of the solid lives to be advantaged on the solid options of the solid lives to be advantaged on the solid lives to be advantage	Securiment #1 Sec Comment #8
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1273	Graham Carter Graham Duncan C N Graham Enrorea	2/15/2023 2/15/2023 Co. R. d	Ernal Ernal Ernal	Regional Connectivity General support General support Tapes Connect support	Please consider administration to highway operation that of actually seduce sortific in the large run south as investments in mass thanks. I result for our white the same run of the businesses lives demonstrated for expected found and you were the states of the first in the same run of the businesses lives demonstrated for expected found and you were the states of the same run of the businesses lives demonstrated for expected for the same run of the businesses lives demonstrated for expected for the same run of the businesses lives demonstrated for the same run of the businesses lives demonstrated for the same run of the businesses lives demonstrated for the same run of the businesses lives demonstrated for the same run of the businesses lives demonstrated for the same run of the same ru	See Comment 65
1273	Grady Young Grathen Curter Grathen Duncan	1/11/2023 2/15/2023 Dr. R. d	Comment Form Ernal Ernal	Regional Connectivity General support General support General support Topic	Please consider althorishment to highway operation that will all study reduced borfile in the large run such as pround that all many of the businesses lines demokrated for expected from all many reduces the control of the businesses in the second of the businesses in the busine	Securiment #1 Sec Comment #8
1273	Graham Carter Graham Duncan C N Graham Enronna	2/15/2023 2/15/2023 Co. R. d	Ernal Ernal Ernal	Regional Connectivity General support General support Tapes Connect support	Please consider althorishment to highway operation that will all study reduced borfile in the large run such as pround that all many of the businesses lines demokrated for expected from all many reduces the control of the businesses in the second of the businesses in the busine	See Comment 65
1273 1274 ©	Graham Carter Graham Duncan C N Graham Enronna	2/15/2023 2/15/2023 Co. R. d	Ernal Ernal Ernal	Regional Connectivity General support General support Tapes Connect support	Please consider efformations to highway operation that oil actually reduce to fife in the large run south as investments in mass particle. I really do not wish to saw many of the businesses those demokrated for respect for five fill on your south to same for facility in the same format format for the same format format for same format for facility in the same format format format for same format for facility in the same format format format format for facility in the same format format format format format format format for facility in the same format form	See Comment 65
1273	Graham Carter Graham Duncan C N Graham Enronna	2/15/2023 2/15/2023 Co. R. d	Ernal Ernal Ernal	Regional Connectivity General support General support Tapes Connect support	Please consider efformations to highway operation that oil actually reduce to fife in the large run south as investments in mass particle. I really do not wish to saw many of the businesses those demokrated for respect for five fill on your south to same for facility in the same format format for the same format format for same format for facility in the same format format format for same format for facility in the same format format format format for facility in the same format format format format format format format for facility in the same format form	See Comment 65
1273	Graham Carter Graham Duncan C N Graham Enronna	2/15/2023 2/15/2023 Co. R. d	Ernal Ernal Ernal	Regional Connectivity General support General support Trave Connect support Connect support	Please consider administration to highway operation that of a standy suduce for file in the large run boalt as investments in mass transit. Framely do not eath to see many of the boarmass flows demonstrated for expected force and only somewhat the stand of the see many of the boarmass flows demonstrated for expected force and only somewhat the stand of the see many of the boarmass flows demonstrated flows the see of the see o	See Comment #3 The Comment #3 The Comment #3 See Comment #3 See Comment #3
1273 1274 ©	Graham Carter Graham Duncan C N Graham Enronna	2/15/2023 2/15/2023 Co. R. d	Ernal Ernal Ernal	Regional Connectivity General support General support Trave Connect support Connect support	Please consider althorishments to highway operation that will ask build will be been provided for a few propert from of all only worse the state of build in few land. And replaces and imprised approach from the state of build in few lands and th	See Comment #3 The Comment #3 The Comment #3 See Comment #3 See Comment #3
1273 1274 0	Graham Carter C N Graham Erenons Graham Minere	3/13/2023 2/15/2023 C+ 6 d	Consult Form Email Email Email Email Email	Regional Connectivity General support General support Trave Connect support Connect support	Please consider efformations to highway operation that oil actually reduce to soft in the large run south as investments in mass transic. I really do not wish to see many of the businesses lines demanded for receptor for the large years be statisfied. The large run south as investments are required to see an expension of the large of the large run south as investments. It is before an expension of the large of the lar	See Comment #3 The Comment #3 The Comment #3 See Comment #3 See Comment #3
1273 1274 0	Graham Carter C N Graham Erenons Graham Minere	3/13/2023 2/15/2023 C+ 6 d	Consult Form Email Email Email Email Email	Regional Connectivity General support General support Trave Connect support Connect support	Place consider althorishment to highway operation that off a statuty velocid solf in the larg run such as proud in the say many of the businesses lines demokrated for expect to five of any sown to be statut of build in businesses. And replaces and imprised approach building the species of complete approach to the statut of the say controlled. And replaces and imprised approach building the species on complete approach to the statut of the say controlled. And replaces and imprised approach to the statut of the say controlled. And replaces and imprised approach to the statut of the say controlled. And replaces and imprised approach to the statut of the say controlled. And replaces and imprised approach to the statut of the say controlled. And replaces are controlled on the say controlled approach to the statut of the say controlled approach to the say	See Comment #3 The Comment #3 The Comment #3 See Comment #3 See Comment #3
1273 1274 0	Graham Carter C N Graham Erenons Graham Minere	3/13/2023 2/15/2023 0- 8 d	Consult Form Email Email Email Email Email	Regional Connectivity General support General support Trave Connect support Connect support	Place consider althorishment to highway operation that off a statuty velocid solf in the larg run such as proud in the say many of the businesses lines demokrated for expect to five of any sown to be statut of build in businesses. And replaces and imprised approach building the species of complete approach to the statut of the say controlled. And replaces and imprised approach building the species on complete approach to the statut of the say controlled. And replaces and imprised approach to the statut of the say controlled. And replaces and imprised approach to the statut of the say controlled. And replaces and imprised approach to the statut of the say controlled. And replaces and imprised approach to the statut of the say controlled. And replaces are controlled on the say controlled approach to the statut of the say controlled approach to the say	See Comment #3 The Comment #3 The Comment #3 See Comment #3 See Comment #3
1273 1274 0 1275	Graham Durcan Graham Enrorosa Graham Moore Graham Moore	3/13/2023 2/15/2023 2/15/2023 3/1/2023	Ereal Ereal Ereal Ereal	Regional Connectivity General support General support Trave Connect support Connect support Connect support Connect support	Place consider althorishment to highway operation that off a statuty velocid solf in the larg run such as proud in the say many of the businesses lines demokrated for expect to five of any sown to be statut of build in businesses. And replaces and imprised approach building the species of complete approach to the statut of the say controlled. And replaces and imprised approach building the species on complete approach to the statut of the say controlled. And replaces and imprised approach to the statut of the say controlled. And replaces and imprised approach to the statut of the say controlled. And replaces and imprised approach to the statut of the say controlled. And replaces and imprised approach to the statut of the say controlled. And replaces are controlled on the say controlled approach to the statut of the say controlled approach to the say	See Comment #3 The Comment #3 The Comment #3 See Comment #3 See Comment #3
1273 1274 0 1275	Graham Durcan Graham Enrorosa Graham Moore Graham Moore	3/13/2023 2/15/2023 2/15/2023 3/1/2023	Ereal Ereal Ereal Ereal	Regional Connectivity General support General support Trave Connect support Connect support Connect support Connect support	Please consider efformations to highway operation that oil actually reduce to soft in the large run south as investments in mass transic. I really do not wish to see many of the businesses lines demanded for receptor for the large years be statisfied. The large run south as investments are required to see an expension of the large of the large run south as investments. It is before an expension of the large of the lar	See Comment #3 The Comment #3 The Comment #3 See Comment #3 See Comment #3

	1-			Do not widen/no build	To a second seco	See Comment 45
1279	Grant Wiggins			Do not wider/no build	Nation(SA Program Manage Interno) Knows, and a second of the San Andrew	See Comment 45
					By expanding I-SS, TxDOT is ignoring real solutions to traffic congestion and is not considering what is bast for Austin residents and those traveling to and through Austin. Clark Wagging.	
				Latent/Induced Demand	Freeway expansion is rarely successful and ignores that inventable Induced Demand it will cause through the city of Austin. This has been seen many times in Houston and other Teas cities where construction wastes time and money without giving effective results or easing congestion. Expansion would premote more non-local traffic to use the Intensistat, increasing pollution and congestion.	See Comment #15
					construction wastes time and money without giving effective results or easing congestion. Expansion would premote more non-local feaths to use the internalist, increasing pollution and congestion.	
				Business/residential displacement	Expansion also destroys homes and businesses and makes the area surrounding the freeway more unlivable.	See Comment #21
				Reroute to 130	Institute of expending the intendant, traffic needs to be directed around the city on a freeway such as SH-130 which could have its designation changed to an intendate. There is no value in traffic passing	See comment #3
					Expension to destroys from one of solicitudes and clinicals the least surrounding the Newsy rows unblank. The content of repossing the sections, before section of sections o	
					and through Austin.	
				Community Alternatives	TxDOT meeds to reveals after sociations and listen to residents and proposals from organizations like Rethink35 to do what is best for Austin and the state of Texas.	The Country of Country
1200	Const Cultivation	9/7/9009	Suni	Do not widen (no build		See Community 5
1200	Green Concernsion	3/1/2023	Line	DO NO. WIGHTY IN DURIN	Mobility35 Program Manager Tommy Abrego, 1 opposed - J36 repainsion	See Constant 95
					urer Luterran	
1281	Greg Anderson	\$10,000		Do not widen/no build	Hillo Chairman Bugg and Commissioners, They are truly dissistrous and we know bother. Enabling thousands of more homes to be built 20+ miles from Central Austin coupled with Induced Demand will lead to this ertrire corridor only becoming more congisted over time (mere years, not.	See Comment #S
					decades). S. This is cur chance to be forwest thirting and not repeat the same mistakes from the past.	
				Community Alternatives	Please take more costs from Rethirk 35 and Reconnect Austin and do not deal Austin this bad hand that will be an even larger scar for our Capital city for the next 50 year	See Comment #4
				Climate Change	With all that we've learned over the years about the petialis of serving single occupant vehicles and how inefficient transportation leads to climate change and sprawl, please do not move forward with the current plans TOO! has unveited for Austri.	See Comment #51
1282	Greg Bosley			Do not widen/no build	Manifed Shipman Manage Tempo Attoring Tempo Attorin	See Comment #5
					I live in East Audin and I am opposed to TX DOT's proposal to expand 135 Other chies have had beautiful outcomes by removing highways, while highway expansions worsen the cities they run through. We can build a safe, beautiful and healthy TXI Output Bearins.	
					w up water	
				Bury/tunnel	We can build a better Austin with a boulevard by routing the highway around the city center or burying it beneath something that can be enjoyed by the public	See Comment #25
1283	Greg Goldman	2/12/2023	VOH	General support		See Comment #8
		. ,			Lam generally in flavor of the current plates with a few convexts. Access across east-west should be enhanced from the current states. Also ROW acquainton should be minimized as feesible which could be achieved, in part, by reducing 3 and 4 lares frontages reads by one laine sects.	
1284	Greg Gotimer	3/4/2023	MyCapEx Website -	Caps/Deck Plazas	N N	Sections #2
1204	Grag Stomer	3/4/2023	Comment Form	Copyrig CHECK PTSZSS	New The Consequence angliforchose of Assistant and Townsign is about more common regarding the dayle press. In appoint of the opposite and the second and opposite and the second the test desired and the second the second test of the second	
					1. Minima highway expansion into the Cherrywood neighborhood, which would impact homes and business	
					2. Explore debt, plazak in the north central debt. 3. Do not debt/plazik the Cheryocologyment in a way that predudes foure capping/debing between Dean Keaton and Airport.	
1285	Greg Kelly	3/7/2023	Email	Do not widen/no build	ModityS Program Manager Tomrry Abrego. 14, Tomis No Hard CE operators reside to the bytes. 14 Calling and of housing that has been there for years is consider gifts of inscharacter and culture along with the mean influe of Tech 8 and of state Real Estate developers. When the program is a considerable and extrapolation is a value and everopers double in the laws print is showing the true proper for presents. If you do not present along the above of the proper is a considerable and the above of the proper is a considerable and the above of the proper is a considerable and the above of the proper is a considerable and the above of the proper is a considerable and the above of the proper is a considerable and the above of the proper is a considerable and the proper is a considerable a	See Comment #5
					Corporations & real estate developers decide to leave you'll be looking to the people for answers & trying to pick up the pieces similar to Derroit & Baltimore etc. Corporations & real estate developers decide to leave you'll be looking to the people for answers & trying to pick up the pieces similar to Derroit & Baltimore etc. Corporations & real estate developers decide to leave you'll be looking to the people for answers & trying to pick up the pieces similar to Derroit & Baltimore etc.	
					and the state of t	
1286	Greg Kiloh	6.00/0000	MyCapEx Website - Comment Form	Do not widen/no build	Oppose expending 3.55. Mr. (In support elaboriting it to third was an improve crossing) and say the submerged mark laves. The foreign mask should be excepted consistent with the Association Strategic Mobility Plant, the Association Contral Memorit, MCCTD Design Guides and Great Desirations and should include street these maked of oranh Gener zeroes inneeded to pretect makings. Open consistance,	See Comment 45
			Comment Form		Mobility Plant, the Austin Transportation Criteria Mensalt, NACTO Design Guides and Great Streets Standards and should include street trees instead of creat consecution consecution of the product motorists on high-speed road-loves.	
				Air Quality/Noise	Expension will worsen traffic and many other crobberrs, including air, water, and noise collution; health impacts; heal island impacts; and crossless, I don't want to travel around Austin on an intensiate	See Comment #34
					Expension will worsen traffic and many other problems, including air, water, and noise poliution; health impacts; beat claim dispacts; and crashes, I don't want to travel around Austin on an interstate highway, whether in a car or by walking or biopoling, it went safe, pleasant, and welkable and bleable street.	
				Community Alternatives	I want community albernatives to expansion, including Reconnect Austin and Rathinis 35, to be fully studied	Sax Comment #4
				East/West Connectivity	I warn commence so expansion, including reconnect Ausein and mention. 35, to be may subded East-west crossings should be at liesat every 1/4 mile.	See Comment #20
					East-west crossings should be a seast every 1/4 mins. All nonhigh-speed madways in Austin should be designed for 25mph and be safe and comfortable for all road users, including the 135 frontage roads.	See Comment #20 See Comment #395
				Lower Speed Limits		See Comment #305 See Comment #5
			MyCapEx Website - Comment Form		In or caugest Medical fluid Shermins is an executation of the Shermins in the Shermins 2 any electron for the Shermins 2 and e	See Contract #5
1287	Greg Kiloh	2/24/2023		Do not widen/no build	with only a minimal pedestrian refuge island in the reduced width median. Urban conditions should be limited to approximately of four crossing distance at any one location. Any wider is considered a hostile environment to pedestrians. Alternative a flavor for sohard restring distances and angle generous refuge or enhanced 'stach' bridge or cags. The sugarificant distance and entire in the corrections on one-way couplet cross section of AE 2 provisions plenty of	
					storage for left turning vehicles, eliminating the need for declicated dual left turn lanes.	
1288	Greg Marberry	1/13/2023	Email	General support	Disar Chairman Bugg and Commissioners: Thank you for recognizing that 135 through Audin is one of the most congested neadway segments in the State of Teas. As this seriously coldured madeway is often collect the Main Street of Teas, as this seriously coldured madeway is often collect the Main Street of Teas, as the seriously conditioned madeway in a seriously conditioned madeway in the are experiencing in our great State. According, it is many integrably support was proprient payor Collect States approach to 25	See Comment #8
					Accordingly, I are writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxXXVI. There's you for your consideration of this request.	
					Date Chammon Bugg and Commissioners: Thank you for recipioning that 155 through Audin is one of the most congrained members response, in the 20ad of Texas As this sectional published members of the most congrained members response, in the 20ad of Texas As this sectional published members of the most of th	See Comment #8
	1	1			Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDDT. Thank you for your consideration of this request. Greg Marberry	
					NAMES AND ADDRESS OF THE PROPERTY OF THE PROPE	
1289	Greg Marberry	2/7/2023	Email	General support	Column 2000. The general data CDEC collects and why, as well as your data privacy right worder application saw, are available at CDEC. *Phoney False, white, your facilities a promotion and answer of your data profession profession and profession and and a second profession and a second profes	
		1			promeasus=von r.vu.n r.copencernini+ACtion good rC48tb F2227 F5443662540886039546527 C538564 F5560346839164cell //3ab52246% T0% T0% T0% T083811410521218 F582% T0-inknown% T07WF5623ce388yyMljotMC4s4pashD4LCQQcV3nMs1LC8F16811nWs1LCWC06Mn0x3D% T03000% T0% T0% T0% datas=nr/987 qq004EEETN2HU5Rbq14j22762gqtb18ArK3D8nearved=0>	
		1				
1290	Greg MtJoy	3/6/2023	Email	Do not wider/no build	Mobility35 Program Manager Tommy Atrego,	San Comment #5
					About \$55 Projects Manager Temps (Area); Tem	
					Greg Mitoy	
1291	Greg Ross	3/7/2023	Email	Do not wider/no build	MobilitGS Program Manager Tommy Abrelo.	See Comment #5
****	and reces	.,.,			MobilitySS Program Manager Tommy Abrego, Please put the money allotted for this flewed project towards public transportation PLEASE Coag Rose	
		1				
1292	Greg Smith	2/8/2023	MyCapEx Website - Comment Form	General support	In facor of the majority of the changes.	See Comment #8
1293	Gregory A Rivas	1/31/2023	MyCapEx Website - Comment Form	Regional Connectivity	Commuter rail and rail infrastructure is limiting growth in San Antonio / Austin. A fast, high capacity rail for commuting between Austin and San Antonio is the first step towards this growth.	See correct#1
ID					c .	* *
1294	Gregory Bertrand	3/6/2023	Email	Do not wider/no build	Canada (3) They are this larger listen of Asia, the second of species (2017) pines for the separation of 15 T. There is understand to this first expending (sphany) prices are sent sufficient. In fact, the last binding finance of the second of 15 T. There is understand to this first expending (sphany) prices are sent sufficient. In fact, the last binding finance of the second of 15 T. There is understand to the thin the price of 15 T. There is understand to the thin the price of 15 T. There is understand ton 15 T. There is understand to the price of 15 T. There is unders	See Comment #5
					traffic worse. If this plan goes through, it will be a disaster for the city of Austin, the state of Feas, and the world. The environmental impact will be described, as will the impact of the health of the citizens of Austin. I, and many others, are for removing this ugly highrey that divides Austin and replacing it with a boulevant like street with bibe laines and obertor of access to cubic transcontation.	
					Gregory Betrand	
1295	Gregory Forse		MyCapEx Website - Comment Form	Do not widen/no build	The expression of 150 will cost an enormous amount of money, many, and displacement, it will make Austin a less desirable place to live and to browl across. 150 is already a burden as a resident of the dy, the son a wart or a least or endest and suggested any any office down the middle of our beautiful dity right now, let alrea move of 1. Please socratider and see imaginative ways to make Audin more leaded as a human and not prioritize fast moving maintenant burgers and properly to depth and properly to the second of the second	See Correlat #5
1	1		Comment Form		city. We do not want a creatic and dangerous highway right down the middle of our beautiful city right now, let alone more of it. Please reconsider and use imaginative ways to make Austin more liveble as a human and not prioritize field, moving machines that push people to adges.	
						i e
				Latent/Induced Demand	Most importantly, it will not fix the traffic problem it proposes to solve.	See Comment #18

					Daier Chairman Bugg and Commissioners: Thanks you for recognizing that 155 brough Austin is one of the most consisted readway segments in the State of Texas, All Texas outward rail for hold and identities are found in transform this related strates of information and interest and interest of interest and interest of information and informat	See Comment #8
					Data Claiman Bagg and Commissions: It has you for recipitar but \$5 month, Audin in one of the most congulard readway segreets in the State of Texas. All Texams should call for bold and decisive action to trender this critical stretch of infrastructure into a readway that will accommodate the rayed and immunity gamb as an experiencing in one opical orly and you found. According, in man't give in previous	
1296	Gregory Gish	2/8/2023	Email	General support	Accordingly, I am writing today to express my complete support for the I-SS Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request.	
					Helio, I'm writing to ask you to please make some much needed improvements to the plan for the central portion of the i-35 plan. This plan is NOT CK with me, and everyonal know is against it too. No one likes this plan! We reject this plan! We do not	See Commant #5
					I'm writing to ask you to please make some much-needed improvements to the plan for the central portion of the L-35 plan. This plan is NOT OK with me, and everyone I know is against it too. No one likes this plan! We reject this plan! We do not need more lates of histories.	
	1		1		I support what the Austin City Council and the Travis County Commissioness suggested for improvements. Also I arm broken tenders dropped to the closing of Woodland Ave which is an important cross street to my neighborhood. We don't need so many board for the closing of Woodland Ave which is an important cross street to my neighborhood. We don't need so many board for the closing of Woodland Ave which is an important cross street to my neighborhood. We don't need so many board for the closing of Woodland Ave which is an important cross street to my neighborhood. We don't need so	
	1	1			The white (is allow just justion make some inch-releaded representation for the just for the centre prices of the \$1-25 past. The just is NOT ON with ma, and cereptor brown a algered, four, to one less the just for the report for the centre of the prices of the past for the centre of the centre	
				Do not widen/no build	Yall really need to think outside the box. We don't want these tired old solutions that actually just cause problems. Thank you,	
	1	1				
			1			
1297	Gretchen Otto		1			
				Latent/Induced Demand	I don't want Austin to look like Katy, TX More larses just make more traffic, this is a scientifically proven fact.	See Comment #18
				Business/residential displacement	Please make sure you are doing EVERTHIND possible to avoid displacing any residences or businesses	See Comment #21
				East/West Connectivity	and that you are doing everything possible to prian for or include east exect crossings	See Comment #20
				Air Quality/Noise	and that you are controlling pollution especially as it concerns Lady Bird Lake	See Comment #34
1298	Griffen Ballenger			Do not widen/no build	MobilityS5 Program Manager Tommy Asragis, As a resister of Austra, Leponas TACOTs plans for the expansion of 135. I implies TACOT to consider alternative proposals for addressing the city's treffic companion. Office flushinger Office flushinger Office flushinger	See Comment 45
					As a resident of Austin, I oppose TxDDTs plans for the expansion of I-S5. I improve TxDDT to consider alternative proposals for addressing the city's traffic congestion.	
					Contract Consentigor	
				Latent/Induced Demand	The addition of an additional lane will not ease traffic congestion and in fact threatens to society it.	See Comment #18
				Business/residential displacement		Saw Comment #21
1299	Griffin Davis		VOH	Do not widen/no build	All of these alternatives are horrible. The highway needs to be removed completely. There should never be a highway going through a major city.	See Comment #S
			1	Caps/Deck Plazas	If it needs to be kept then TxDOT must pay for and complete all the caps. It is an undue burden to force our city to pay for caps on a highway we don't even went.	See Commant #42
1300	Guillermo Garza	1/31/2023	MyCapEx Website - Comment Form	Regional Connectivity	We need a high speed pieceinger rail connection between San Antonio and Austin!	See operant #1
			Comment Form			
	A	40		Account to the contract of the		
1301	Gurdane Sethi	3/7/2023	MyCapEx Website - Comment Form	Do not widen/no build	I support the Austin City Council's demands for revisions to the I-SS project. The city council is the local elected government, and should have a say major changes to the city's biggest thoroughfare.	Sau Comment #5
		1				
1302	Gus Loeffelhotz	1/30/2023	MyCapEx Website -	Regional Connectivity	This writing to support consideration of funding for commuter rail in Texas. While highways will always be the main option for most Texam, rail service serves as a way to disversily transport options and decrease burden of highways. This is an important time as increase of population in the "Texas Triangle" of San Antonio, Dallas, and Houston increases and as population ages.	See correspont #1
			Comment Form			
1303		1/31/2023		Canaral support	One Charmen log and Commissioners Thank you for recogning that 135 through Audit is one of the most congraind nonline pargents in the State of Nasas. As this sectional inclinate statement in the State of Nasas. As the sectional inclinate in the State of Nasas and Audit is better than the section of Nasas and Nasas	Sectional #8
1303	Gustavo Lasala	1/31/2023	tmail	General support	Lever re-reservant page error commenscensor: Think's you for excengituring that 1.50 through Audith is one of the most congested readways ingrents in the State of Texas. As this seriously outdeted modewy is offer. Sized the Makin Shared of Texas, all theses should use for the date and decisive action to transferred mits circles at serted in finisstructure into a received youther like and immenses growing where we are exemined in the serior of the serior than the serior of the serior than the serior of the serior o	DAN LOTTEMENT #O
					Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this	
	1	1			Transposition. White is the state of the sta	
1304	Gwen Flory	3/7/2023	Email	Do not widen/no build	L PAGE AN	See Comment #5
1304	GWEN FIORY	3/1/2023	Email	Do not wideryno outo	The plan needs to include more safe and accessible bike and pedestrian lanes, as well as rail. Our answer to traffic congestion cannot continue to be adding more and more lanes - alternative forms of transportation are needed and should be	Data Lotterlant #D
					addressed in the plant. Owen Plary	
1305	Hailey Mendez	3/6/2023	Email	Do not widen/no build	ModifiedS Program Manager Transp. Grange. ModifiedS Program Manager Transp. Grange. Modified S Program Manager Transp. Grange. Modified S Program Manager Transp. Grange. Modified S Program Manager Transp. Grange S Program Manager Transp. Grange S Program Manager Transp. Modified S Program Manager Transport Manager Transp	See Comment #5
2303	, mental	., ., 2023		and the state of the state of	My name is Halley Mendeu and I I we in hyber Park, a couple blocks from 35 and I oppose TxD01S plan to expand 35, the traffic in Austin is already too much and people have the option of tolls, which realistically would make Texas more money	
			1		ranner man manang sources in myring on minke 35 togger when it \$3.5 that's the make problem here. I can't afford a car and I don't want to use an inhansiate highway for my local trips. sepect TOOL / sushin City Council, and other representatives to start out for me.	
	1	1			haliky mendez	
		1				
1306	Haitham Imoro			Do not widen/no build	Mobilite's Program Manager Tomer Abreto.	Sax Comment #5
2300				DO THE WHILE THE DUTTE	MobilityS Program Manager Tommy Arrago. Ki, is an a resident in Trave County, These don't support ToOT's plans for 1-St expension. Audit in a West of prime in a concrete report of COT's plans for 1-St expension. Audit in a West of prime in a concrete report and expended griphway downt such. This proposal is not inclusive and not future thinking. It is a temporary quick fix that is going to lead to more and larger problems.	
					Austin is already terming into a concrete eyescre and expanding highways dosen't work. This proposal is not inclusive and not future thinking, it is a temporary quick fix that is giring to lead to more and larger problems.	
				Air Quality/Noise	It encourleges more driving and womens congestion, as well as causes significant air, water, and noise pollution, all of which disproportionately impact low income communities and people of color	See Comment #34
				Public Transit / Multimodal	Public barrait optams are a much more worthwhile investment.	Sau Comment #13
				Transportation		
1307	Haley Howle	500,000		Do not widen/no build	the TaCOT TaCOT, Expose exponding LSS. Lock was to the size all accords Audidn on an intentiate highway, whether in a car or by walking or bicycling. This project will discourage walking and bicycling and transit use.	See Contrast #5
			1		I oppose expanding 1-35. I don't want to browled accord Austria on an intentiate highway, whether in a car or by walking or bicycling, This project will discourage walking and bicycling and transit use.	
	1	1				
	1	1				
	1	1		Air Quality/Noise	Expansion will worsen traffic and many other problems, including air, water, and noise pollution; health impacts; heat island impacts; and crashes.	See Comment #34
					A COMPANY PROCESSING BUT WHILE A PROCESSING	Sec Comment 924
1308	Haley Woodward		MyCapEx Website - Comment Form	Air Quality/Noise	It need greater measurements of air quality during this "unicommental" review Engineers should study ways to treat the water runoff (currently it goes directly into the lake- our drinking water source) Early-plans suggested TXXXII model pay for the project. Why do hadon tempera have to lost the bill for the region and the state?	See Comment #34
				Public Transit / Multimodal Transportation	We should have direct BLIS ONLY on ramps and off ramps so that transit gets a priority over one person one vehiclic We should have bus only lanes (god forbid TXDOT actually plan for nall here - that would be truly awarded).	See Comment #13
				Transportation	pruly avesionse) - but we need PREFERRED transit options.	
				Caps/Deck Plazas		See Comment #42
1309	Hamza Khatri			Do not widen/no build	Mobility55 Program Manager Tomery Atrego, I am a resident of Texas i OPPOSE TyDOT's plans for I-35 and I OPPOSE expansion. I expect TyDOT, Austin City Council, and other representatives to stand up for me.	See Comment #5
		1			I am a resident of Toxica. I OPPOSE TXDOT's plans for LSS and I OPPOSE expansion. I expect TXDOT, Austin City Ocuncil, and other representatives to stand up for me. Harmas Altatut Armas	
			1			
		1				
	1	1		Air Quality/Noise	ToO'Ts process in this project is fawed. It ignores induced Demand, construction impacts, particulate matter pollution from the waier, the failure of almost all highway expansions, the accesse of freeway removals, and to traffic modeling in flaved.	See Comment #34
			1			
		1		Latent/Induced Demand	Highway expansions DONT work. They worsen congestion (six we saw with the Kidy Freeway), air noise and water poliution, safety, and transportation options beyond driving.	See Correset #15
1310	Hamzah	1/18/2023	Email	General support		Sax Comment #8
1310	main	4/ 40/ 2023	Stati	Service Support	Date Chairman Bugg and Commissioners. Think you for recognising that 355 through Austin is one of the most composed residual years to the State of Fasas. As this seriously outsided residual years and the first first of Fasas. As this seriously outsided residually is offer a control of the first firs	
					Accordingly, I aim writing flooling to express my compilete support for the I-35 Capital Express Central design as proposed by TxXXI. Thenk you for your consideration of this request. Harvard Nithatian P.E.	
1311	Hank Groberg	3/7/2023	Email	Do not widen/no build	MobilityS Program Manager Tommy Abrego,	See Comment #5
		1			Statistics Transport Manager Termay riskings. Any Statistics Transport Manager Termay riskings are presented in the statistics of t	
			1		pomer, were means more people win need to continuite downtown every day. Time aind time again, it's been proven that adding a lane will not prevent a major highway from being mixed in gridoxic, sepacially as more people flock to the city. Indicad, this reader to would like you to peen the memory that this highway expension would cond on developing a most on developing and and the condition of the city.	
			1			
1312	Hanna Jamal	3/7/2023	MyCapEx Website -	Caps/Deck Plazas	Please extend the Cup and Strict program to 51st street!	See Correnant #42
			Comment Form			
1313	Hennah Aseff	2/16/2023	Email	Do not widen/no build	Learning to St. properties that would discharge any 100 local horizontary included Wind China Yea Marco	See Comment #5
1313	mennah Asatt	2/16/2023	crial	Lio not waitf/no build	1 oppose the 35 expansion that would displace over 100 local businesses, including West Chine Tea Mouse. https://www.ixea.com/new/local/austin/more/than-100-businesses-residences-ar-risk displacement-under-tudel-1054-35 proposal/	
			1			
1314	Hannah Brodfuehrer				Mobility35 Program Maragor Tommy Abrego,	See Contrast #5
					I am a rescent of Austra. 1970 for School of School of Austra 1970 for A	
				Do not widen/no build	Texas assisted of Audit. OPPOSET ECOTOR Spissions for SS are of DMPSSE expansion. Instead we should increase public trained. TEXOT's process in this project is fewer highway expansions DOXT sort. The larger he highway, the more we will increase demand. 10 years and consequent on for it serves and consequent on for it is served in the public of the p	
				Air Quality/Noise	The impact of the construction on the community will be very registive including pollution jair and noise). The people who will suffer most are often already marginalized populations.	See Comment #34

ID.	^ N	D> 9 4		Yanio		
- 10		Us n d	•	Topic		ж р
					Helia, I live at 1218 Norwood Road in the Delwood 2 misighborhood. I am writing to express my objections to the proposed highway designs as they apply to the Airport / I-35 intersection. This proposed highway designs do not meet Delwood 2 mobility and access needs. This design also does not demonstrate interest in the safety of thousands of Austinities who walk or blike through this intersection.	See Comment #184
					The proposed pedestrian/mixed use pathways to navigate the Airport/135 intersection without a car are unnecessarily hostile to anyone without a car. Instead of diverting car drivers, who can easily traverse hiths, grade changes, and increased	
					Algoring do not make Edward 2 controllers and extractions are controllers and extractions and extractions are controllers are	
					above ground. These turnels take pediatrians out of sight of anyone account, which is unconfrontable and unappealing to any mise use path users, including the young and disabled, appealing the dark, Furthermore, given that TNDD is well account to the pediatrian out of sight of s	
					sweets of the number of peoples should it come to firstion, will undoubtedly become a breating ground for containing, it is indicated to the number of the n	
1315	Hannah Bruce	3/7/2023	Email	Delwood	Roccing during heavy rain, making padestrian tunnels an even more unusable and unsafe proposal. Clars can easily navigate a bit of water on the road. Expecting pedestrians and cyclists to do so is absurd. There's mr. Harrier Rome.	
1316	Hannah Chastey	\$00,000		Do not widen (no build	18th the dry growing at such a rapid pass, now as a great opportunity to loak to a future where we can build a united Audin that unifies the entire day, and providing great experiences for PEOPLE, both locals exist burniss, silks. Centruring to create experiences based around cars is the wrong direction, and will only further to push the dry's locals with transportation and lack of access in the wrong direction. That sp. ps. Harmack Centruring to create experiences based around cars is the wrong direction. That sp. ps. Harmack Centruring to create experiences based around cars is the wrong direction.	See Comment #5
2320	Tailtail Coakiey			DO HAL WIDELY HO DOILG	and tourists allike. Continuing it is pro-cast experiences based around cars in the wrong decision, and will only farther to push the city's issues with transportation and lack of experiences in the wrong decision, and will not provide experiences in the wrong decision, and will not provide experiences in the wrong decision, and will not provide experiences in the wrong decision, and will not provide experiences in the wrong decision, and will not provide experiences in the wrong decision, and will not provide experiences and lack of experiences in the wrong decision, and will not provide experiences and lack of experiences in the wrong decision, and will not provide experiences and lack of experiences in the wrong decision, and will not provide experiences and lack of experiences are the provided experiences.	Julie Controlled in Aud
					Thank you, Hannah Coakley	
				Recial Justice	1-35 as it exists today is a testament to the redirring and outright racism that Austin was built upon.	See Commant #3
1317	Hannah Coakley	100,000	VOH	Do not widen/no build	Continuing to create experiences based around cars is the errorg decision, and will only further to push the city's issues with transportation and lack of access in the eveng direction.	See Comment #5
				Ranial instine		San Comment #3
				PACAI JUSCOI	ASS as it exists today is a testament to the rectirring and outright recisen that Audin was built upon. With the city greeing at such a rapid pace, now is a greet opportunity to look to a future where we can build a united Audin that unifies the entire city, and provides great experiences for PEOPE, both locals and tourists silve.	Date Contribution # 3
					Mr hDOT hDOT,	See Comment #5
					To when it may concease: If like on ET 118 4 a couple of block from the I-35 crossing into downbown. I'm fortunate to still be able to afford to like here, but being so close to the highway, I'm sending this note to share that I strongly oppose expanding I-35. The studies I've	
					The set 12 To 34 except of block born in 15-30 except of block bor	
				Do not widen/no build	20 men are green a cargor on more covers, segregating one only and effectively stating our Downforms. Pouring more time and money down a hote to expend the highway will never give us the culcitorine that mod. Autifinities prefer—side, walkable and bleakeds and other controls. Lingle learn-walkers to thirthe about to the white chickies control that can support the value operation growth wave experiencing. Walkable communities like Trainers in Except betty prefer that groups of the prefer to the prefer that the control that the c	
				SO INA WINDERLYNG DUILD	we simply need to have the coursign to exactive on plane to make our city more human-centric NOT car-centric. The measure of success of a city is how effectively it cares for the people that live there, not how easy it is to drive through it on the way.	
1318	Hannah Hale				Yours in solidarly, Hannath Hale Heinrath Hale	
				Air Quality/Noise		Na Connect #16.
				Air Quality/Noise	An expansion would mean more traffic, more pollution, and more danger to Australes who need to cross this road to get to work Downtown.	
				Community Alternatives	I wart correspontly atternatives to expansion, like Reconnect Austin and Rethink-25 to be fully studied and actually considered.	See Comment #4
1319	Hannah Hughes			Do not widen/no build	Mobility55 Program Manager Tommy Abrego,	See Comment 45
	1				About St. Program Makins, early Start Star	
1					From now modern to find when the first the first than the first th	
1		1			ewayone that I-35 cannot be that future. Thank you for your time.	
1		1			I many you or your time. Hannah Hugania	
1	1					
				Community Alternatives	I implose my elected officials and TXXXVT to review and deeply consider the Rethink I-35 Plan that's been proposed by multiple community voices in Austin.	See Comment #4
				Latent/Induced Demand	Expanding the highway will only lead to more traffic congesion down the line and current congesion with the expected 10 year construction time.	See Comment #18
		1/12/2023				
1320	Hannah Khan	1/12/2023	Email	General support	I support this.	See Centreat #8
					have 156 cignite forms Control. As 150 Cignite forms control. And the School of Control	See Comment #4
					No. I SS Cligital Exprised Central, Unit Expressor Manufact Statement Dear Governor Abbott and other Excled Officials, TADOT Commissioners, Staff, and Consultants, The Consultants of t	
					Thank you for the opportunity to comment on the proposed I-35 Draft Environmental Impact Statement and for the attempt to consider the idea of meaningfully considering meaningful alternatives in the EIS process, including the study done by	
					Issue AAM I reimportunor marries on the real reimportunor marries of the real reimportunor marries of the real reimportunor marries of the reimportuno	
					myrid reasons the State of Teass might reasonably decide between meaningful alternatives. Given that the rate of traffic deaths per vehicle miles traveled are lower on local streets than TxDDT facilities, this study was essentially a way to choose the native of teaching and the native of teaching are reported in the native of teaching and the native of teaching are reported in the native of teaching are r	
					In an add inspired administration. In the contract of the con	
					Recomment Assists proposals, including various levels of elected officials asking ToDOT to seriously consider meaning distances values. While the TTI study was interesting, it in no way is a replacement for thoroughly analyzing ReThinkSS and Recomment Assistant in the RFS and ThOTOF disbut to mention and analyzing results are mention for thoroughly analyzing results and the results are removed to the removal information.	
					Please run the riginous analysis found throughout thousands of polyges of ES on the ReTinniSS and Reconnect Audin proposition.	
1321	Hannah Krieps	3/7/2023	Email	Community Alternatives	Thanks you for all that TXDOT is doing to provide safe access and mobility options with multimodal networks woven into the thriving communities of the Austin region. Sincerely, Hannah Krispan.	
					Dear Chairman Bugg and Controlssioners:	See Comment #8
					Thank you for encognizing that LSS through Austin is one of the most completed readway segments in the State of the services, outside readway is often called the Main Street of Texas, all Texas should call for bord and decisive action to transform this critical state this inflammaticature into a readway that will accommodate the regard and immension state.	
					Due Clauman Budg and Commissioners: Thisky put of Commissioners: Thisky put of Commissioners: Thisky put of Commissioners: Thisky put of Strong plant 15 Strong plants in one of the most competed readway yearons in the Bake of Trace, as this servicedy activated readway in other called the Main Street of Trace, all Traces should call for bold and decisive electric to branch the surface intended in the Endown Strong plant Strong plant Strong plant Strong plant Strong According, I are writing today to express any compete support for the 155 Capital Express Central design as proposed by TCOT. Thanks, put for your consideration of this request. Relationsh	
1322	Hannah Lloyd	3/6/2023	Email	General support	PARTICULA	
1323	Hannah Rubio	2/12/2023	VOH	Do not widen/no build	Don't expand at all or at least north i 35	See Comment #5
1324	Hannah Seely	1/31/2023	MyCapEx Website -	Regional Connectivity	We need rail transatt	See conversant #1
			Comment Form			
1325	Hannah Turner			Do not widen/no build	MobilityS Program Manager Tommy Abrego, Helic.	See Comment #5
1	1				I am writing to express opposition to the proposed separation of 135 through downtown Audin. The proposal strikes me (and more importantly, many traffic and dry planning expents) as wongleaded and behind the times. I think we now understand that just expanding lanes does not majorally improve traffic flow—the lanes just fit up with more traffic. But expanding the lanes will worsen quality of life in Austin.	
	1					
1	1				I think ThOOT's current proposal needs to be scrapped so that a more thoughtful approach can be implemented. (Hopefully one that people can support and that will actually help with transportation and traffic issued) Thank you for your consideration.	
		1				
		1				
1		1			I result support other options, including perhaps burying 135 through twen (just below grade, like in Dallas, or truly in a turned, like in Saettie, I resulted that would be expensive, but sometimes high-quality public projects are expensive	Sectional 45
1	1			Bury/tunnel	I would support other options, including perhaps burying it-35 through town (just below grade, like in Dallais, or truly in a turnel, like in Seattle). I realize that would be expensive, but sometimes high-quality public projects are separative.	Sies Comment #25
1	1					
					Dear CopEx Central Project Team,	See Comment #4
					have Capit. Central Project Taux. The same of the New Adjustant Control Project Taux. The same of the New Adjustant Control Project Taux. The same of the New Adjustant Control Audio, The Image botton, for example, make at 10x1 like there is a resistant of \$5 d less set of the bridge — with busing cyclists, pediatries, and having yet as c. set since yet on. It sakes little imagination provative control plot of the project control plot of the proje	
					>> omes unser the orage - wern comes, opening size, and hardly a car, toll atoms a truck. It basks tittle imagination for rather; sense of reality to know that this is not particularly dose to what the intersection would actually look like. We also This orange in the control of the public wife intersection in the control of the public wife intersection would actually look like. We also This orange in the control of the public wife intersection in the control of the public intersection in the intersection would actually look like. We also This orange in the control of the public intersection in the control of the public intersection would actually look like. We also This orange in the control of the public intersection would actually look like. We also This orange in the control of the public intersection would actually look like. We also This orange in the control of the public intersection would actually look like. We also This orange in the control of the public intersection would actually look like. We also This orange in the control of the public intersection would actually look like. We also This orange in the control of the public intersection would actually look like. We also This orange in the control of the public intersection would actually look like. We also This orange in the control of the public intersection would be actually look like. We also the public intersection would be actually look like. We also the public intersection would actually look like. We also the public intersection would be actually look like. We also the public intersection would be actually look like. We also the public intersection would be actually look like the public intersection would be actually look like the public intersection would be actually look like the public intersection would be actually like the public intersection would be actually look like the public intersection would be actually l	
1326	Hannes Mandel	3/7/2023	Email	Community Alternatives	Thinks you and best regards. Hannes Mandel	
					The PDF is located in the public hearing summary, appendix F. Email Copy: Dear Mr. Williams, Mr. Abrego, Mr. Ferguson, Ms. Ashley-Ngoyen, and I-35 Capital Express Central Project Team,	See Comment #15
1	1					
1					Please accept the attached statement by the Hencock Neighborhood Association (HVA) regarding the 135 Capital Express Central Project. We submit this statement in consideration of the March 7 deadline for stakeholder feedback on the Draft Environmental Impact Statement. In support of our position, we also include here a concise expert report by the professional travel demand modeler Norman Mainhalt, which raises serious concerns regarding the need, purpose, and prospect of	
1						
1327	Hannes Mandel	3/7/2023	Email	Latent/Induced Demand	Attracting Tablor is the primary recipient of our comments, we have C ² of other local, regional, state, and facility and ladders who are detained makes for our commentity and should be aware of residents' concerns in this matter of great potential, six	
1327	Hannes Mandel	3/1/2023	tmail	Lieterty insuced Demand	Account of the project in its current form, it will value you by provide answers, in accordance with Transportation Code. The project is a current form, it will value you be provide account, in accordance with Transportation Code. The project is a second of the project of the project is a current form, in a curren	
In.	c	Da B d	8	Toelo		9.0

1328	Hannes Mandel	3/7/2023	MyCapEx Website - Comment Form	Do not widen/no build	As you was a few took blook or yell, or on a role is due of two in hazorot. All holling throads a try is desired to the way for three way for the way	Sea Contracted #5
				Do not widen/no build	In addition to the heart maps showing Traffic Yolama Changes for each common and peak time periods in Appendix I (https://my5Supex.com/vp content/upinals/2022/12/Appendix I Thi-Evaluation of 1000 Ball All-and Chanman(s)-Content/upinals (https://my5Supex.com/vp content/upinals/2022/12/Appendix I Thi-Evaluation of 1000 Ball All-and Chanman(s)-Content period (https://my5Supex.com/vp content/upinals/2022/12/Appendix I Thi-Evaluation of 1000 Ball All-and Chanman(s)-Content period (https://my5Supex.com/vp content/upinals/2022/12/Appendix I Thi-Evaluation of 1000 Ball All-and Chanman(s)-Content period (https://my5Supex.com/vp content/upinals/2022/12/Appendix I Thi-Evaluation of 1000 Ball All-and Chanman(s)-Content period (https://my5Supex.com/vp content/upinals/2022/12/Appendix I Thi-Evaluation of 1000 Ball All-and Chanman(s)-Content period (https://my5Supex.com/vp content/upinals/2022/12/Appendix I Thi-Evaluation of 1000 Ball All-and Chanman(s)-Content/upinals/2022/12/Appendix I Thi-Evaluation of 1000 Ball All-and Chanman(s)-Content/upinals/2022/12/App	See Comment #5
					There's you.	
				Air Quality/Noise	The hast may be the InCOT described on page 22 and 20% appearsh in 1 for InCOT against the control of the registration of the	See Contract (\$3
1329	Hannes Mandel		MyCapEx Website - Comment Form	Laborot,	The principle of the "Principle Connect Mindright Principle (Principle Connect Mindright Principle Connect Mindrig	See Comment # Elb
				ndood Demán	N 2011. In Contration To Transportation Research CTTR of LT Assists were in an expent of they (Villege) and assistance and/or go advantages for \$2 - 4001 post (Section 1) to DOT on the presente of Operance Engineering Assistance CTTR of the CTTR	Sea Comment of 28
					Note. Off pricing but in 135 has been stalled y gaing been sightly in the CAMPD was even below the partiernic, wigually indicating a performan arrong the population to drive less, not more. Do you conduct mode of transportation performance surveys Res. to trade server does the Guide Command recording and the contract of the contrac	Tea Connect #35
1330	Hannes Mandel		MyCapEx Website - Comment Form	Latent/ nduced	TOOT warms that without the massive energian of USS aftercore near Arms from world reach over 5.5 hours, by 2045 Of mouse that is about five a single connect would remove their Bather	Sur Dimensial #1%
	The Local		Committee	Deman	ADD was that without the makine expenses of 15. Afterwarp peak not have for the world and an expense of 15 men by 25 M. of them, but is desired, but a single peak now that common the following peak now that the second of the s	
					I recently came to know of a proposed through way from west 41st street connecting to Wilshire Bird and gaing through our neighborhood via Schiefer to connect to Airport Bird. First the existent way to connect to Airport Bird would be to turn left onto frontage need before going into Wilshire Bird and following the existing roadway. There is no additional benefit to going through the Wilshire Woods neighborhood and included will cause made he harm than exod.	See Comment #9
1331	Harish Bolni	3/7/2023	MyCapEx Website - Comment Form	Wishire	Online the seals through the engineering of the great Medical to great Medical seals are under the seal of the seal and resident who office the engineering of the seal and the seals are the seals and the seals are the seals ar	
1332	Harold Garza	1/31/2023	MyCapEx Website - Comment Form	Regional Connectivity	hour life is usually it support to find the contract study of the	The summer of E
1333	Harrison Glover	3/6/2023	Email	Do not widen/no build	Solicity St. Agency Manager Trainey Araque. This is waity during hospine, were considered investing in public transportation? Parentser Gloser	See Comment #5
1334	Harrison Hudson	1/26/2023	MyCapEx Website - Comment Form	General support	Date Chairmen Bugg and Commissioners: Their you for your support to address 155 through Austin in a comprehensive menor. This stretch of highway is nationally raished as the 15th word for yallic origination and between the spaces, 155 through Austin in sends and the properties of the spaces of the spaces. 155 through Austin is even as for improvement to ment and future needs of a group region to ensure and incur and of their even and in a death accounting an continue to thrine. I write in support of the 135 Capital Experiment Counting length and proposed by 1000. This is a discrete inspectation of the 135 Capital Experiment Counting length and proposed by 1000. This is a discrete inspectation of the 135 Capital Experiment Counting length and proposed by 1000. This is a discrete inspectation of the 135 Capital Experiment Counting length and proposed by 1000. This is a discrete inspect and proposed by 1000.	See Communit #8
1935	Harrison Hudson	2/27/2023	MyCapEx Website - Comment Form	General support	Such Claims thing and Commissioners. When you for your register to make the great of Commissioners and the Strong Audin is a comprehensive manner. This shretch of highway is notionally revised as the 45th word for traffic congestion and 3rd sense in the asket. 135 through Audin is a coverlaw for improvements to ment the current and future ment of all passing register to resistive our to add add sections you can continue to thrive. For this register of this 35 Copylist Express Commit disease is proposed by 150°C. This key but for you deduction to source; the extinsion of Teass The support of this 35 Copylist Express Commit disease is proposed by 150°C. This key but for your deduction to source; the extinsion of Teass The support of the 35°C ophist Express Commit disease is proposed by 150°C. This key but for your deduction to source; the extinsion of Teass The support of the 35°C ophist Express Commit disease is proposed by 150°C. This key but for your deduction to source; the extinsion of Teass The support of the 35°C ophist Express Commit disease is not asked to the support of the support of the support of the 35°C ophist Express Committee is not asked to 150°C. This key but for your deduction to source; the extinsion of Teass The support of the 35°C ophist Express Committee is not asked to 150°C. This key but for your deduction to source; the support of t	Se Comment 48
					And so my thoughts about this are when you look at expending a highway through a city, and you had events like this, one of the main things you have to remember is that 00.9 percent of people don't really use. They don't care enough to post in the comments to a court hearing, and what most people do is they use the transportation methods that are most convenient for	See connect 4.5
1336	Harrison Wright	2/9/2023	Ver bal Co mnn ent	Regional connectivity	That is the property about the sun where the problem of the proble	
1337	Harrison Wright			Do not widen/no build	MobilitySS Program Manager Tommy Abrego, I am a resident of wast Autor just a couple miles exist of US, and I work right next to US as well. I use the highway and the surrounding streets on a regular basis as a pediatrian, cyclic, and a driver.	Sec Connect 45
					109026 ye speason of 05. The whole process used for highesy experiences in fordinentality flaved. This self set response copyrights are because the self-experience set of the flavor and of the self-experience set of the self-experience s	
				Community Alternatives	Tapport within 155 and their alternative proposal, redesigning another highway as an intendidate and making (15 through downtons is budewed. This diff enables us to have a highway connecting intendidate, but downt diminish living and benefiting in the core of our oily till do not need this much capacity through the most valuable laster in Audio. Instead we alread because the community, and create as place	Saw Commant 44
					where people want to BE not drive through. Create a place where the cry can build wealth, build new businesses, collect tax revenues. Tot a giant concrete niver through the crys-	
1338	Harry Swinney	2/22/2023	Email	Do not widen/no build	as heart of action (1.5) and along appearing prepared 35 Capilla Express Central Ployect. I cross 35 every 5e, widing or us no yable or in my car, and the proposed project will NOT reprise the east exercised. These are the heter electricates in the proposed 15° Capilla Express Central Players for east electricates. These are the heter electricates in the proposed 15° Capilla Express Central Players for each electricate the property for this respect to complete report or or originate response to the proposed 15° Capilla Express Central Players for each electricate to property for this response to originate response to the property for the proper	Se Comment #5

					Mobility35 Program Manager Tommy Abrego, I am a resident of the city of Austin.	See Comment #5
					Expanding 1-55 has disastrous consequences:	
					First, Congestion will get urons. TuDOT has explanded highways for years, even though evidence does not support explanding highways decreasing triffic. In fact, congestion is workened since expanded highways encourage more driving, known as "Induced Damand."	
					These interface of the dark phase. The process of	
					traffic fasilities.	
				Do not widen/no build	The Land environment will also been seglitively improved the state such as the state state as a reflective control of the state change of the state state as a review defended to the state state as a review defended to the state state as a review defended with the state state of the state state as a review defended with the state	
				Do not widerlynd build	Our boat environment was about the ingreeous measurement with an environment was about the ingreeous measurement which as well received a substance comes door. Authoris comes door. Z Oyaman of construction for jost at few years of companion relief in NOT worth. It don't want to use as in mensual to use an internal to ingreeous mensual trips. Expect DOOT, Authoris Orcanic, and other representatives to based and up for me. Plantimen Aur	
1339	Harsimran Kaur				I expect TxDOT, Austin City Council, and other representatives to stand up for me. Harsimran Kaur	
				Climate Change	Publicion and curbon emissions will also increase. Air pollution is estimated to cause 7 million deaths annually, it is linked to asthma, cancer, respiratory issues, heart problems, high blood pressure, and other disorders.	See Comment #51
					USINE CRECIONS.	
1340	Hattie Lindsley	3/7/2023	VOH	Caps/Deck Plazas	Can you please consider wistife crossing opportunities in this plant Snakes, butterfises, birds all need habitat. I support the introduction of more trees & artwork! Capping the highway for a part/pedestrian	See Comment #42
					use is arreazing! I'm a Daltas native and Daltas loves their highway park. Great use of public space. Infrastructure as lifestyle!	
ID					c	R p
1341	Hayden Bridges	r/on/oran	MyCapEx Website - Comment Form	Regional Connectivity	A rail connection between Austin and San Antonio would be a boom to the safety of citizens who commute daily for work, and tourists to either city visiting for night life or other late night events. We all know	See comment #1
			Comment Form		how dangerous traveling on 1-35 during rush hour is, we all know how scary driving home at Sam after a long day out is. In addition, transportation is a barrier for employment for low income individuals or people who can't drive. Cier payments, insurance, gas, maintenance, and ties are just some of the expenses, while stress and actual endangerment are realities for the people revigine 1-35 everyday. A well funded public transportation network just makes sense for Teams. It's time	
					for high speed riil. Dear Chairman Bugg and Commissioners:	See Comment #8
					Thank you for recognizing that I-SS through Austin is one of the most congested readway segments in the State of Texas, As this seriously contained readway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this circles destroit on the read State of Texas, and immenses strowth we are reconfered in our press State.	
1342	Hayden Humes	\$100,0000		General support	These Telescone Managered Commissioners. The Application of Commissioners and Commi	
1343	Hayden Payne			Do not wider/no build	Admitist's Program Manager Terrings Program are instituted Admitist's Admitistration of Admitistration Admitistration and Admitistration Admitistration Admitistration Admitistration Admitistration Admitistration Admitistration Admitistration Admitistration Administration Admitistration Administration Administ	See Central #5
1		1			1.0990SE Ta00Ts plans for 1.35 and 1.0990SE expansion.	
	1		1		And years to transmission by the price of th	
1	1		l			
	1		1			
	1		1			
1		1				
1		1		Latent/Induced Demand	TACOT's process in this project is flawed. It ignores induced Demand, construction impacts, particulate matter pollution from tree wear, the failure of almost all highway expansions, the success of fineway removals, and lat traffic modeling is flawed.	See Comment #15
1		1	1		removals, and its traffic modeling is flawed.	
1		1	1	Air Quality/Noise and water quality;	Highway expansions DONT work. They worsen congestion (as we saw with the Kuty Freeway), air noise and water pollution, safety, and transportation options beyond driving.	See Comment #34 and See Comment #12s:
L_	<u></u>		<u></u>			
1344	Hayle Ward			Bike/ped safety	MobilitySS Program Manager Tommy Anego. Rhuming the highway through disembern would ruin our beautiful citylf Please make it more walkatée. Adding more laines to a congosted highway never fises the problem. Hayla Wald	See Centrent #30
					Hayle Ward	
1945	Hariel Cabello	4100,000	McCorFy Website .	Public Transit	/ Rediscious that in one of the fisitest growing crise in this country we can't get a decent system of transportation that can be regularly relief on	Saw Correspont #15
2545	THE CAME		MyCapEx Website - Comment Form	Public Transit, Multimodal	y concentration of the second growing cross of the second year can be described upon the control of the control	JB (ACC) 18 A.J
				Transportation		
1346	Heather Barr			Do not widen/no build	All there, My public commercit is to appose the investment in expending (35 to shift our complete focus on expending the salt. With the rising costs of lowing in Audin, we need more effortable and accessible transportation options as them is well-to shift in an action and indicates. The least investment in Audinties are to invest on our rising least, intentity stops transported officers are see of Audin and the surrounding close is which facilities are received in the Supersities in a solidate in Audinose, but only contributed in the surrounding close is which facilities are received the US supersities in a solidate that facines of the visions are received in the Supersities of adults and the surrounding close is which facilities are received in the Supersities of adults and the surrounding close is which facilities are received in the Supersities and the surrounding close is adult facilities. The surrounding close is adult facilities are received in the Supersities and the surrounding close is adult facilities.	See Comment #5
					what Austin needs. Please reconsider the 155 expansion to a solution that future proofs our city beyond what a few lanes can do. Best, Heather, Austinite 🗑 💬 Heather Barr 👸 she/her	
				Business/residential displacement	Only after we add more stops and routes via rail should we revisit an expansion of (35, which still may be moderately needed, but has the potential to eliminate home and business displacement and is a better decision for environmental reasons.	See Comment #21
				Dustries, residence department.	better decision for environmental reasons.	
				Multimodal Transportation	By investing more into our rail system, intendity travel will be more efficient, inclusive, accesseble, affordable and environmentally friendly for all.	See Connect #20
1347	Heather Davis				Opmosting revention are all spallers, released, treat with the most efficient, recitation, accessable, effected and environmentally bread for all. Associated phases belongs through control objects. Associated phases belongs through control objects are controlled to all the control objects are controlled to all the controlled t	
1347	Heather Davis			Multimodal Transportation	Opmosting revention are all spallers, released, treat with the most efficient, recitation, accessable, effected and environmentally bread for all. Associated phases belongs through control objects. Associated phases belongs through control objects are controlled to all the control objects are controlled to all the controlled t	See Connect #20
1347	Heather Davis			Multimodal Transportation	Throughing from into our and system, intentily from with the more efficient, inclaims, accession, efficient and environmentally housely for all. ***Assistant Systems Manager Service (August 1994) ***Assistant Systems Manager	See Connect #20
1347	Heather Davis			Multimodal Transportation	Opmosting revention are all spallers, released, treat with the most efficient, recitation, accessable, effected and environmentally bread for all. Associated phases belongs through control objects. Associated phases belongs through control objects are controlled to all the control objects are controlled to all the controlled t	See Connect #20
1347	Heather Davis			Multimodal Transportation Do not widen/no build	In montal primes into an oil system, intendity fressel will be more efficient, incloses, accessible, efficient and environmentally housely for all. Manifolds and environmentally housely for all. Manifolds region through from primes and access from the contraction for all the contraction for	See Connect #20
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1346	Peopler F Peopler Freegen Heather Foreign	3/4/2023	foul	Multimodal Transportation Do not widen, into basis! Public Travel / Multimodal Transportation Do not widen, into basis! Do not widen, into basis! Regional Connectivity Multimodal Transportation Multimodal Transportation Regional Connectivity	In moting from sits are not beginn; intendly head with a more efforce, incloses, accessible, efforced and environmentally heady for all. **Manual Shangare Manager from planes and appears of the lightesy force and appears for the lightesy force and appears for the lightesy force and appears for the lightesy force and planes of the lightesy force and planes of the lightesy force and page of the lighte	Des Contrated #3 Text Contrated #3 Text Contrated #3 Text Contrated #3 Text Contrated #4 Text Contrated #4 Text Contrated #4 Text Contrated #3 Text Contrated #3 Text Contrated #4 Text Contrated
1346	Peopler F Peopler Freegen Heather Foreign	3/4/2023	fonal	Multimodal florespondation On our walker, his half of Publish Nazaria / Multimodal Transpondation Publish Nazaria / Multimodal Transpondation Transpondation half of Nazaria / Multimodal Transpondation Do not walker, his build Paggined Connectivity On our walker, his build Multimodal Transpondation Regional Connectivity Laker/ Induced General	In contact grows stream and appears intensity head will be consequently found by the second and contact and appears from the property of the second and contact and appears from the property of the second and appears and appears from the property of the second and appears from the prope	Des Contrated #3 Text Contrated #3 Text Contrated #3 Text Contrated #3 Text Contrated #4 Text Contrated #4 Text Contrated #4 Text Contrated #3 Text Contrated #3 Text Contrated #4 Text Contrated
1346	Peopler F Peopler Freegen Heather Foreign	3/9/2023	Coval	Multimodal florespondation On our walker, his half of Publish Nazaria / Multimodal Transpondation Publish Nazaria / Multimodal Transpondation Transpondation half of Nazaria / Multimodal Transpondation Do not walker, his build Paggined Connectivity On our walker, his build Multimodal Transpondation Regional Connectivity Laker/ Induced General	In moting from sits are not beginn; intendly head with a more efforce, incloses, accessible, efforced and environmentally heady for all. **Manual Shangare Manager from planes and appears of the lightesy force and appears for the lightesy force and appears for the lightesy force and appears for the lightesy force and planes of the lightesy force and planes of the lightesy force and page of the lighte	Des Contrated #3 Text Contrated #3 Text Contrated #3 Text Contrated #3 Text Contrated #4 Text Contrated #4 Text Contrated #4 Text Contrated #3 Text Contrated #3 Text Contrated #4 Text Contrated
1346	Peopler F Peopler Freegen Heather Foreign	3/4/2023	Const	Multimodal florespondation On our walker, his half of Publish Nazaria / Multimodal Transpondation Publish Nazaria / Multimodal Transpondation Transpondation half of Nazaria / Multimodal Transpondation Do not walker, his build Paggined Connectivity On our walker, his build Multimodal Transpondation Regional Connectivity Laker/ Induced General	In moting from sits are not beginn; intendly head with a more efforce, incloses, accessible, efforced and environmentally heady for all. **Manual Shangare Manager from planes and appears of the lightesy force and appears for the lightesy force and appears for the lightesy force and appears for the lightesy force and planes of the lightesy force and planes of the lightesy force and page of the lighte	Des Contrated #3 Text Contrated #3 Text Contrated #3 Text Contrated #3 Text Contrated #4 Text Contrated #4 Text Contrated #4 Text Contrated #3 Text Contrated #3 Text Contrated #4 Text Contrated
1346	Peopler F Peopler Freegen Heather Foreign	3/4,0223	brasi	Multimedal frameposition On rost widen/no build Public frame/ Multimedal Transportation Do not widen/no build Do not widen/no build Multimedal frameposition Multimedal frameposition Multimedal frameposition Do not widen/no build On rost widen/no build	In moting from this can't all patient, intending head with an one efficient, incloses, accession, will related and enconversarially heady for all. **MANUSCAS***********************************	See Connect #3
1346	Peopler F Peopler Freegen Heather Foreign	3,4,0223	boat	Multimodal florespondation On our walker, his half of Publish Nazaria / Multimodal Transpondation Publish Nazaria / Multimodal Transpondation Transpondation half of Nazaria / Multimodal Transpondation Do not walker, his build Paggined Connectivity On our walker, his build Multimodal Transpondation Regional Connectivity Laker/ Induced General	In moting from sits are not beginn; intendly head with a more efforce, incloses, accessible, efforced and environmentally heady for all. **Manual Shangare Manager from planes and appears of the lightesy force and appears for the lightesy force and appears for the lightesy force and appears for the lightesy force and planes of the lightesy force and planes of the lightesy force and page of the lighte	Des Contrated #3 Text Contrated #3 Text Contrated #3 Text Contrated #3 Text Contrated #4 Text Contrated #4 Text Contrated #4 Text Contrated #3 Text Contrated #3 Text Contrated #4 Text Contrated
1346	Peopler F Peopler Freegen Heather Foreign	3/4/2023	Great	Multimodal Transportation On real wedge, his health of Multimodal Transportation Profile Transportation Do not widen his health of Multimodal Transportation Do not widen, his health of Multimodal Transportation Multimodal Transportation Programs Connectivity Lakers', Indused Demand	The control of the co	See Connect #3
1349 1349	Peopler F Peopler Freegen Heather Foreign	3,4,4023	Const	Multimedal frameposition On rost widen/no build Public frame/ Multimedal Transportation Do not widen/no build Do not widen/no build Multimedal frameposition Multimedal frameposition Multimedal frameposition Do not widen/no build On rost widen/no build	In moting from this can't all patient, intending head with an one efficient, incloses, accession, will related and enconversarially heady for all. **MANUSCAS***********************************	See Connect #3

		2/7/2023	Email	Do not widery'no build	Caused ig the Control Signate of 1.55 is not the present value. To CPT expense, sourcely or readings, root written from Listons, or registers revenue, and the readings because more designates. The control signature is not received by the control signature of the control signature is not received by the control signature is not received by the control signature in the control signature is not received by	Sac Comment #5
1352	Heather Hunziker				project, in introduction decade to the employer most extensively on the destinative of other destinations of control or the end of the employer of of the e	
	1310.00			Caps/Deck Plazas	ENABLE CONTRING ISS IN NORTH CEXTINAL AUSTIN AND OTHER LOCATIONS AND PREVIOUSLY EVAILED BY TODD!. This large or "capping" over the highway provides clear community benefit by removing, making and air portution from neighborhoods and creating new shared public spaces. ThO'D should commit to designing for future covering of 1-55 through residential neighborhoods and creating new shared public spaces. Tho'D should be recommentally personal. Trade-off-should be removal of a might adult be recognized against other community benefits that can be a business through additional covering of 3-55.	Sectionari 442
				Business/residential displacement	Equaled highways bring increased pollution, negative financial impacts, and years of construction disruption. TaCOT must minimize the many negative outcomes of this central highway on human health and the vibriency of central Assian neighborhoods.	See Comment #21
1353	this first and			Air Quality/Noise and water quality:		See Comment #54 and See Comment #125)
1353	Heidi Dickson			Air Querry/rosse and west quarry;	No ROOT ROOF. Security will come traffic and many other problems, including six, waller, and resise prindices, head shared impacts, head salend impacts, and coaches. Read Schools	See Contract & See and See Contract & Lot.
				Business/residential displacement	It will also displace long time Auxin businesses and single family homes.	See Correant #21
1354	Helen Jobes	4,01,000		General support	Dut Chairman Bugg and Commissioners: That is you for recognizing that 135 through Audin is one of the most composed readway segments in the State of Teass. As this seriously codicioned readway is offer an extend of the seriously codicioned to the serious	Suo Commant #8
					cand by Man Despect of Texts, all Texts and South Card for Condition Section by sendon Man Section Sec	
1355	Herber Banda			Do not widen/no build	Modeling SA regions Manager Tomory Average. Togogone the high-year granum for 1925. Experiments do not address the root causes of traffic and do not offer alternatives to readdents in Audio. Hearth Standar	Se Connect #5
				Multimodal Transportation	The state and cby should invest in alternative modes of transportation to lessen traffic and better correct neighborhoods within the city via other routes.	See Comment #20
1356	Hermel		MyCapEx Website - Comment Form	Air Quality/Noise	Concerned about continuing noise, air and water pollution.	See Corrents #34
	Hermel inda Zamarr ipa		Comment Form		2. Concerned about Austin tempayers paying for it	
	-				3. Concerned about losing neighborhood. I live dose to the highway, and have NOT noceived information about the expension.	See Comment #21
					How will traffic be diverted during construction?.	See Comment # 27 8
				Reroute to 130	5. 18 wheelens and big rigs should be diverted to the bill road. We were assured this would happen and it never did.	See Comment #3
IĎ	C N	Da R d	S	Topic	c .	R p
1357	Hissel Colorado			Do not widen/no build	Abouting 5th Angers that are a from principle. It is a solicient of State. For the tree from an Audit, 1 which Audit hald an 2002, the lame from I started too day, braiger than resolid at a local dispared additional time and moving at Audit houseass. Bith times, 1 towards to Market 1 was a final and the start of th	Sec Comment 45
				Multimodal Transportation	We are chosen to based before of dates on resp. specified, and shall highers in Treas, thereby enterching dependence and cars for those who are able and neighboring those who aren't OR, we can show so in all other modes of transportation, Seekly surring all Tokes. Log TOCT'S chosen the latter.	Sea Contracted ACO
				Community Alternatives	109000 giase from 1000 for 35 equanoss, 109005 ory and all forms of inglessy equanoss, 1009001 for hetrick35 Proposit, IAM FOR greater investment on siderests, Societ infrastructure, and public hamilpoint for the contract of the contract	Se Connect 44
					1:000 1:35 Cup Ex Cercral Team, Since of Gene A merice pais or a report on walkable urbanism annual. This year's report Foot Traffic Ahead is attached here and submitted as part of the public record for the CES. (The FOF is located in the public hearing summary, appendix F1. The report nates.	Sax Correnat #30
					Name we have stated to laider to stating about a conserve development with 135 Cody SC criteral they register from properties of the importance of their importance of	
1358	Heyden Walker			Air Quality/Noise	Militable untrained as fruitful an economic base for the 21st century accounty as dimattle sub-unbanism did for the late 20th century and will be fair more environmentally resilient by enabling lifesplase that use fair fewer canton emissions via less per capital incended energy use and emissions from driving.	See Comment #34
1359		3/6/2023		East/West Connectivity Bike/ped safety	This is a large part of the first. Audit commands, since with our executed officials, has represented review connections points account \$20, it is extensional only from their, direction to account connection of execution of ex	Se Connect 50 Se Connect 50
2339	Togues teamen	3/4/2023	Diam.		Lead Cage & Leav. On Referency 27, 20% and cy of Justin Bodyse and Pulsarian Anniesy Countils (BECRAC) held a joint meeting and approved the attached recommendation regarding 15 Cag E. Cuntral. This is in response to the DES and is hereby submitted in the rocal. (The PEP is located in the public hearing summary, appareds 7). This is not provided in the public hearing summary, appareds 7).	
				Air Quality/Nation	The M SC Qualified former content in the property SC Qualified (SC Qualified Content of the Cont	The Comment of the Comme
1360	Hegydan Walker			De net widen, his build	Such 19 Count Express Connect. 18 St. Special Express Connect. And the commentarial impact Statement of the properties in size of a safety agreement and existing yout insured in flower to the properties of the size of	See Connected 85

					Date 1-35 Capital Express Central, Park Fusions and Parkers Park Fusion Central Parkers Park Fusion Fus	See Comment #5
					Dear Governo Legislate Control	
					Nav. 35. Opinit Extract Control. Note: 155 Capital Extract Control, 2006 Extractive Control (1994) Advanced to the Chand Officials, 1001 Commissions, 1005, 400 of consultants, 1004 Control (1994) Advanced to the Chand Officials, 1001 Commissions, 1005, 400 of consultants, 1004 to 1004 Control (1994) Advanced to 1004	
					I think that the process to decide not to meaningfully consider these viable alternatives in the actual draft ES was inadequate. The maps shown in the TTI study purporting to show the "problem" of cut through traffic in no way considered the	
					my reasons the State of Texis regift reasonably decide between meaningful alternatives. Given that the nate of traffic dealths per vehicle makes traveled are lower on local streets than TxDOT facilities, this study was essentially a way to choose the mod diagnoss alternative.	
				Do not widen/no build	Thanks you for all fur TXDOT is doing to provide safe access and mobility options with multimodal networks weven into the thriving communities of the Austin region. Sincerely, Handsten William Communities of the Austin region.	
				Community Alternatives	Proget to witness disconnected interaction At required DOOT is mensurably consider mensurably disturbation, but that appears of this has been done in in this part ES. Then is not an our community appears to the best been done in its based ES. Then is not an our community appears to the best best and the second of the secon	See Comment #4
					support for Both the NRTHINGS and Neconnect Austin proposities, including various levels of electron storage Table 1970. To be encoded or manipular alternatives. While the TTI study was interesting, it in no way is a replacement for theroughly analysing NRTHINGS and Reconnect Austin in the BES and TROOT fasted to provide any example TDOOT fasted to provide any example TDOOT fasted to the National Study and TDOOT fasted to provide any example TDOOT fasted to the National Study and TDOOT fasted to provide any example TDOOT fasted to the National Study and TDOOT fasted to provide any example TDOOT fasted to the National Study and National St	
					alternatives. Please run the rigorous analysis found throughout thousands of pages of EIS on the ReThink35 and Reconnect Austin proposals.	
					1007135 Cup Ex. Central Talson. The attacked report from Purkshit, "Englishing Impact: Unbun Healt Allands' is attached here and submitted as part of the public record for the DEG, (The 190% is located in the public hearing summary, appendix (F). The report notices in improving the morphology of ches, building compact choice as a solution. This is because greater compactness helps to reduce the proportions of received highly specific and highways, this is similar role, a higher compactness will encourage the reduction of a solution.	See Comment #30
					The districted report from Pickfall, "Pollymay impact: Urban Heat Balands" is utilisched here and submitted as part of the DESC, (The PDP is located in the public hearing summary, appendix (*). The report notice in improving the morphology of cities, butliding compact cities is a solution. This is because genetic compactnesses help to protoce the proportion of or found and internal more production of a solution. This is because genetic compactnesses in the production of or found and the public hearing summary, appendix (*). The report notice is made to the properties of the compact of cities is a solution. This is because genetic compactnesses in the properties of reads and highlymaps. On a similar note, a higher compactness will encourage the reduction of a	
					need for cars and automobiles. There is no heat island analysis in the DES, regardless of the fact that 1.35 will be even wider, with more concrete and impervious cover, than exists today. Please include a heat island analysis in the DES. Heat is a critical issue in Texas and will	
					become more so with climate change. Austin is already experiencing the hottest summers on record.	
				Bike/ped safety	Thank you,	
1361	Howten Walker					
	,					
	l	l				See Comment #558
	l	l			ToOT folia. Just early be array to have this artist from Air Allianos Houston (PDF attached). (The PDF is located in the public hearing summery, appendix f). This is well-researched data and should be included in the efficial record for the DES. That you,	DAM CONTENSION # 2000
	l	l			Thank you,	
	l	l		Air Quality		
1		1				
ID					6	
					have 1.55 cignist former control. On the conversated integer 5 patients. Near Secord Monte and their Shade (Shade Shade	See Comment #30
					nex - 30 - uprase repress, untrue, unex ("brivonnetidal impact Statement Dear Governor Abbott and other Elected Officials," https://doi.org/10/10/10/10/10/10/10/10/10/10/10/10/10/	
					Thank you for the opportunity to comment on the proposed I-35 Draft Environmental Impact Statement and for the significant improvements to active transportation and public transit infrastructure currently included in the proposals.	
					I want too not review to more as much as I have to drive body. Chring is one of the most dangerous way to brave in rease, with riding the bus being the most safe method, and walking being the second most safe way to travel. I wish that I had the freedom of a safe prodestina, personal mobility device, and public trains that of both. Treadom of a safe prodestina, personal mobility device, and public trains that of dort.	
					The trivial demand models that only seek to optimize this project to slightly speed up long distance single occupant vehicle travel do not represent ny needs and desires or the vest majority of the reasons that I need safe, multimodal access in	
					The Audion region. The regional genetic floraces will be project. Active we will be ware required, of excellent in long or configuration in the flower that for a set of a decident of the floracy of the	
					Please build an analytical model to be able to understand how different atternative transportation investment scenarios will provide for safe, multimodal access for each neighborhood in the Austin region. This should analyze how many jobs	
					people from each certisus fract or framportation ransplass zone can neach within a half hour by walking, belong, wheeling, finding, personal motorated vehicles in the no build, atternative 2, modified atternative 3, Metternitive, and Meconnect. Auditin scenarios. This samples is should use multiplied reasonable furting growth scenarios including the equilibility framework.	
		3/7/2023		Bike/ped safety	developing analysis for this project.	
1362	Heyden Walker	3/7/2023	Email	Bike/ped safety	Please optimize any somaino to improve sale, muttimodal access for epople across the Austin region for all modes, including cars and trucks, but not limited to the current focus on long distance single occupant vehicle teps. Thanky up for all that TADO'S is doing to improve side, muttimodal access for all. Somoreely,	
1363	Hilary Haines			Do not widen/no build	Name of Angues Manage Timer to Vice. The Angues Manage Timer to Vice. Th	See Comment #5
					like in Houston so Tive seen first hand how highway expansions don't reduce congestion long term as I tive near 1:10. Please stop making the same mittakes that vactor so much of our bappyer money. And as semeone who travels to Austin, I show in Houston so Tive seen first hand how highway expansions don't reduce congestion long term as I tive near 1:10. Please stop making the same mittakes that vactor so much of our bappyer money. And as semeone who travels to Austin, I show in Houston so Tive seen first hand to be highly a beginning the same mittakes.	
					Miles National Contract Contra	
				Regional Connectivity	If d love an intensiate train that connects me to a robust public transit system. Plus it's way safer than driving,	See comment #1
				Reroute to 130	No-route the intensione around Austin and consider a boulevand in the cit to make it a more desirable clace to live with loss air and noise collution, and walk and bisability.	See comment #3
					hear Chamma Bulg and Commissioners: This year for recognition in the Street of America Commissioners: This year for recognition in the Street of America Commissioners: This year for recognition in the Street of America Commissioners in the Street of Towar, all Towards should call for bold and decisive action to transform the contract about an infrastructure into a research part of the Street of America Commissioners in the Street of Towards and the Stre	See Comment #8
					action to transform this critical stretch of infrastructure into a roadway that will according the rapid and immense growth we are experiencing in our great State.	
1364	Hill Morrison	3/6/2023	Email	General support	Accordingly, I aim writing today to express my complete support for the I-SS Capital Express Central design as proposed by TXXXV. HIM Monson	
1365	hillary paris	1/26/2023	MyCapEx Website -	General support	I'm excited for the improvement. IGSS is a read that many Austinites avoid if at all possible. The improved crossings through Austin will help east and west connectivity. This project will improve pediadrium	See Comment #8
1305	recent y parts	4/44/2023	Comment Form	serviced Support	I'm excited for the improvement, ILCIS is a road that many Australias avoid if all all possible. The improved crossingly through Australia will hide sext and west connectively. This project will improve possibilities and whether any and the possibilities and whether any and the possibilities are all the possibilities and whether any connectively. This project will improve possibilities and whether any connectively. This project will improve possibilities and whether any connectively. This project will improve possibilities are all the possibilities are all t	
	l	l				
1366	Hiten Bhetpuria	1/19/2023	My35Constructi	Unrelated comment	Mello, our company was involved in traffic management for the MCS/1583/81 Johns construction and we performed traffic zoning to remove disabled whiche and webcide involved in accidents when the closures were performed. We sorbed alongoids JO Porsens on the project, Who is handing the project for IrSS and Williams Dive where we can ofter our services? Thanks in advance.	Unrelated comment
			on Website - Comment Form		closures were performed. We worked alongside ID Abrams on the project. Who is handling the project for IH35 and Williams Dive where we can offer our services? Thanks in advance.	
	1			· ·	has 76c, the State explaints of all is registed yregated by the current Plan 3. With the addition of the 4.54 bridge, there is no doubt we will have brinkle and drivage) builtier burn 4.54 at Whithire Builtier, despite the says to look, often calling Strongly excepted by the current Plan 3. With the addition of the 4.54 bridge, there is no doubt we will have brinkle and private time when the company of the c	See Connent 65
	l	l			As you know, drivers outling through a neighborhood drive too fast and necklessly, because they are not thinking, nor or they care to third the children, public, bicyclists and posteriors who have the third they care to the contract of the children, public that the children, public	
	l	l			possibility of hundreds such careless drivers a day, adds up to a very desgreous shaultion. A listen continued in this stetch of mod boders a beautiful and well-found bubble cash, Patherison Path has long been the home of a diverse set of same of all lates, and is in continuous up-early day and several path an	
	l	l			There are many other negatives to the entire plan. I am appailed at the idea of more 135 lanes, and the pollution and noise and traffic this will create. But in some my principle in the subject will have no impact on Tubb's plans.	
	l	l			All can also of you, in the name of the hundreds of chatren who play in the neighborhood, the hundreds of students in the Majderead Elementary School, many of whom walk to school, (the school is only 1,1/2 blooks from Wilshine Blod and Patterson Park, the many big-cycles who use this route from east of Malvate to week, and the many concerned families, is to consider do singly entatives in secessary to insure that the stretch from 1.55 fortidger out at 4.41 wil Wilshine's Schoidfer to	
	l	l			Algored Blad be safe. The many children, peak, bicyclists, users of Patterson Park, and adult pedestrians will not only thesis you now but for generations to corea.	
	l	l			I was a winner may as you means some one recover winner processing of all CTRSS ON YOUR CONSIGNATION. I HERVIS NO YOUR CONSIGNATION OF DEED BOOK. Washing,	
	l	l			Warrify, June RichardCrow	
	l	l		Do not widen/no build		
1367	L	l				
1367	HJ Richard	1				
	l	l				
	l	l				
	l	l				
	l	l				
	l	l				
	l	l		Bike/ped safety	No and done in the same of the household of delicions the side in the conductor of the household of the delicions in the Microsoft Engagement of the same of the s	See Comment #30
		1		newy pied safety	All can ask of you, in the name of the hundreds of children who play in the neighborhood, the hundreds of students in the Maplewood Elementary Schood, many of whom walk to schood, (the school is only 1 1/2 blood in the hundred of the hundred of students in the Maplewood Elementary Schood, many of whom walk to schood, (the school is only 1 1/2 blood in the hundred of the hundred	JAMES ADDRESS MELLY
	l	l			at 151 via Wildhining/Echiffer to Airport Bhid be safe. The many children, pets, bicyclissis, users of Partanson Park, and adult pedestrians will not only thank you now but	
1		1			for generations to come.	
1368	Hoan Truona	3/8/2023	Su	Do not widen/no build	And the second s	Sec Comment 65
1368	Hoan Truong	3/6/2023	Email	Do not widen/no build	Mobility55 Program Manager Tommy Alrego, I am against D5 expansion because id don't believe it will reduce congestion. We need more public transportation to reduce cars on the road and only planning that increases walkability. How Truong	See Connect #5
1369	Holly A.		MyCapEx Wetraite -	Do not widen/no build	Think it is a baid idea to add more lense to 155 through the center of Asatin. It's been shown in other crises, such as Mouston, that it desent relieve trailin; it just encourages more people to drive. Right now we should be finding ways to reduce our reliance on feasil feels, and not make it even harder for people to newights the only by using public transportation.	See Comment #5
	1	1	MyCapEx Website - Comment Form		we should be finding ways to reduce our reliance on fossil fossis, and not make it even harder for people to navigate the city by using public transportation.	
		1				
						See Comment #21
				Business/Residential Displacement	In accusion, the expansion was obspected many people and observables that are situated next to the rightway and will affect many more like myself who investigate a couple of colocias of 135. We should schapititis when the property in the second consistent this like of other property and the second consistent this like of the second consistent this like	
				Business/Residential Displacement	In addition, the expansion will displace many people and businesses that are situated next to the highway and will affect many more the myself who live within a couple of blocks of SS. We should scrapmins plan and come up with a more floward thinking plan.	

1370	Rudy Merrick Fromat Lunia		<i>V</i> ОН	Do not widen, his build Capa, Oson, Plazas Remails to \$20 Do not widen, his build	Interest and the quantity of quantity of the q	See Communi 42 See Communi 43 See Communi 43 See Communi 43
					Making Shapes Manage Tramps rising a place of the second state of the Shapes (Sha at a first 1200) project) and more braved registered in his register follow seart, but if agrees. New York of the Shapes of the second state of the Shapes (Sha at a first 1200) project (Sha at	
				Multimodal Transportation	The distinction is the sea opportunited by the presentation is the sea of the	50 Cerement \$20
1372	Home	1/31/2023	Email	General support	Les Claumes big que l'incremence has pour l'imprigner (et à 15 Strongh unit à vour d'in anni compani suelves a passion in the 20x0 et l'aux. In the son traispass de la claume	The Communit 48
ID	C N	Da R d	s	Topic	c	R p
					LSS COMMENT TO CAPACIFATION INDICATE COM	See Comment 45
1373	Hope Bass	3/7/2023	Email	Do not widen/no build	TO SHOULD THE COLORISM. WANKE SHOPE DASK, IMA A RESIDENT IN THE READY STREET DESTINCT WHO SHAPT AND WELL INFO. WILL DRECKLY ME RESIDENCY MANCED BY THE 1S COMPOSED PROJECT UNLESS OUR RESIDENCY MANCED BY THE 1S COMPOSED PROJECT UNLE	
1374	Hosann a c	1/31/2023	MyCapEx Website - Comment Form	Regional Connectivity	We need a commuter nailway system that connects the major cities in teas.	See comment #1.
	a c Caraba Ilo					
1375	Hudson Gaines-Ross	3/7/2023	Email	Air quality/noise	Making Septemberger Temps place of the part of the septemberger temps placed by the septemberger temps the septemberg temps the septemberger temps the se	Soc Contract 574
1376	Hufsa Husain	3/6/2023	Email	Do not widen/no build	Making Singers Manage Trains (Singer). (POPONE TACKY), pass to 1-55 and 69POOE departure, 1500% process in this project in Beand, Righway expension deser? with 6.25 pass is an instance amount of time Robbs Status.	5a Coreneus #5
1377	Hugh Harris			Do not wider/no build	Making Shi Tigorine Manager Tomer shore; Tomer Shire S	Sea Comment #5
				Public Transit / Multimodal Transportation	Specifying the money required for the project would be much more efficient if it were to go to public townst this light rail, ride sharing, buses. I think you for the opportunity to share my thoughts.	See Commut #13
1378	Hugh Yasumoto	3/6/2023	VOH	Public Transit / Multimodal Transportation	Thus you for the apportunity is provide feedback on the Project. As a resident of a neighborhood bordering the Central Project for 25 years, it is imported that pass meet the challing of opinion, the provided feedback on the Project. As a resident of a neighborhood bordering the Central Project found provided investigation of the challenge in the post of the post of the challenge in the post of the challenge in the post of	Soc Comment #13
1379	Hume Spike	1/20/2023	MyCapEx Website - Comment Form	Regional Connectivity	155 needs center nurning rapid rail transit operated either through Lone/Dar Mail, Antonia, or another public agency. This project should not add any lanes and if necessary remove them in favor of mass rail regist Stransit.	See comment #1
					Dasr US Carital Ferrora Carital	See Comment #13
1390	Hume Spike			Public Transis: Multimodal Transportation Multimodal Transportation Multimodal Transportation	The SE Organic Express Centure, A place of the Commission of the	See Comment #33 See Comment #20
					Face shall be an adjusted on more than the second of the s	
				Bike/ped safety	I wish that I had the freedom of a safe pedestrian, personal mobility device (including blcycles), and public transit travel options, but I don't	See Comment #30

1381	Hume Spike	3/7/2023	Email	Do not widen/no build	Makkadi Shington Manage Temma Alange Temma Alange Alange Alange Temma Alange Alange Alange Temma Alange Alange Alange Temma Alange Alange Temma Alange Alange Temma A	See Comment #5
					comfort triansit. I take local busies to school. Give your project's money to making our bus systems rock instead of putting internatios down downtowns.	
					Dear Chairman Bugg and Commissioners: Thank you for recognizing that 1-35 through Austin is one of the most congested readway segments in the State of Texas. As this seriously outdated readway is often called the Main Street of Texas, all Texas should call for bold and decisive action to transform this critical stretch of infestructure into a readway that will accommodate the rapid and immense growth we are experiencing in our great State.	Sax Corrent #8
					Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxD0T. Thank you for your consideration of this request. Hunti Wood Analyst	
1382	Hunt Wood	2/8/2023	Fmail	General support	Internation and contain harmogen company or \$4 - 50 and 1 the 2022 bent's built formed Companished Associated (and the Associated Companished Compani	
2302	Hunt Wood	2/4/2023	Email	German apport	then delies it. If you are not the intended recipient, you must not keep, use, disclose, copy or distribute this entail without the authors you price permission. We have taken precustions to minimize the risk of trainmitting coffware viruses, but we advise you to carry out your own virus checks on any standard-mart to this measures, the carried publishing for any post confidence; taking for any post confidence; taking for any post confidence; and may be confidenced and may be	
					subject to the atterney-client privilege. If you are the intended recipient and you do not wish to receive similar electronic messages from us in the future then please respond to the sender to this effect.	
1383	Hunter Alexander	1/23/2023	Email	General support	Acc Cleaner begg and Commissioners. These yes for recipilizing that I SS Strengt Acta is see of the most corporat anables appearant in the Star of Start, As is wireful anables appearant as the second of the secon	See Commont 48
					Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request. Hunter Alexander Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request. Hunter Alexander	
1384	Hunter Alexander	2/7/2023	Email	General support	Les Classes Bagg and Commissions. This is no fire registrate fault (3.5 mag) fault in sen of the react or point antides operand underso expenses in the Stand of Flora. As the services of collection formation, after a service of the reaction of the reacti	See Contrant #8
					called the Main Street of Teace, all Teaces should call for bold and decisive action to transform this critical stretch of inflastructure into a roadway that, will accommodate the rapid and immenses growth we are experiencing in our great State. Accordingly, it am writing tools to expense my comprishes apport for the 14-50 Cippal Express Control design as proposed by TubOLT. Testing a roadway that, will accommodate the rapid and immenses growth we are experiencing in our great State. Accordingly, it am writing tools to present my comprishes apport for the 14-50 Cippal Express Control design as proposed by TubOLT. Testing a roadway that will accommodate the rapid and immenses growth we are experiencing in our great State. Accordingly, it am writing tools to present my comprishes according to the present and the present and the present according to the present	
					Endasvor Real Estate Group	
1385	Hunter Alexander	3/6/2023	Email	General Support	Our Chairman bagg and Commissioners: Thinky for for recognizing that 155 through Justin is own of the most composed read-solvey segments in the 20st of Trace. As this sericulary auditable read-solvey is other called the Main Shreet of Trace, all Team's should call for told and decisione action to bearform the chair called worth of effective man can be expert and an extra profession are experted as an exceptance page to 20st. According, It is a writing tabley to express my complete appoint on the 155 Capital Express Central design as proposed by TACOT. Think you for your consideration of this request. Harmit National	See Comment #8
					There's you for recognizing that I.SS through Austin is one of the most conglected readway segments in the State of Texas. As this service adversary is often called the Main Street of Texas, all Texans should call for both and decisive addition to branching this critical state of infestivations in the analysis will accommodate the record and immense streeth was exceeding to the analysis of the state.	
					Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDDT. Thank you for your consideration of this request.	
					Serior Vice President, Tenant Representation	
1386	Hunter Couch	1/31/2023	MyCapEx Website - Comment Form	Regional Connectivity	Please took into investing in passenger rail along the Toxas Triangle (DNS-an Antonio Houston), 155 has been, it, and always will be a nightmare unless alternate forms of transportation are madely assistable. Sen Antonio remains the largest city in the United States without any form or rail transport that makes not using a car a visible option. High speed rail to interconnect these cities will greatly increase the ease with which people can go	Sea comment #1
					DALWAMIN DIRECT	
1387	Hunter Holder			Do not widen/no build	Making 15th Program Missinger Emergy Services. The a relabeled of Dallar, and more and of the only because of how vorticable 1 business. From the sargy drivens to increased crime, car dependency make the only wome and wome and where the fine point where long three seamed more like a being failt frame seption, accord to the chance to be better, and it has the chance to the same motivate to the chance to the chance to the better, and it has the chance to the chanc	Sax Comment #5
					anything. Austin has the chance to be better, and it has the chance to not make the same mistakes as Dallas and Houston. We have the opportunity to make Austin a walkable city with suitable transportation and a safe environment for our children.	
					Even wasking my dog in the streets within my suburban neighbourhood, i'm afraid of being run over by a car. When the freeze happened a few weeks age, I couldn't leave my home to get groceries because the nearest store is 10 miles away and can only be reached by car. Teacs has the opportunity to have the best transportation system in the world, and instead people are stuck in their cars and stuck in	
					traffic for over an hour at times for a simple commute.	
				Multimodal Transportation	I would appreciate if TaDOT would widen its scope to focus on all modes of transportation, including walking, billing, real, and air, and to make our state a safer place for my children to grow up in. I shouldn't have to worry about whether my state are giving to get run over by a car on their way to school or simply having the house. We can do so much better.	Sei Commont #20
					nave to worry acous wretner my was are going to get run over by a car on their way to school or simply leaving the house. We can do so much better.	
1388	Hunter Kirkland	3/7/2023	Email	Do not widen/no build	Mr TADOT TADOT, 1-55, more specifically the path it dust through Austin, is:	See Comment #5
					1-35, more specifically the path it cuts through Austin, is: * Dangierous	
					* Dangkroos * Congested * Listedativ	
					Energy unrecessary write fravego what is alwayd the most congested. An inhallow part of an age and by development hands Essay, it is not feative that the region of the highest as perior service prices price (and the most desired that a perior of the highest as perior and the most desired. As perior of the highest and the most desired, as perior of the highest as proportion interests and the perior of the highest as perior of the highest as proportion interests.	
					Not not relieve the Pig Chies, Carn't by the other Chies and the Pig Chies, Carn't by Chies, Chie	
					10 times to sake vicious too scrienting micro-criments, for the olders. Pleases consider a more reclosed, development plan that is authentically-Austin, and not brought to you by outside money or skeazy transportation interested.	
ID	C N	Da R d	S	Topic	c	R p
ID	C N	Da R d	S	Topic	C 16 TDC/T representatives. As a tom-and reliased Australa and now a transportation planner, I find TDC/Th just to widon 135 through central Audit a completely emberrossing project using coldated	R y
ID	C N	Da R d	S	Yopic	18 TOOT representations. As a harm-and calculate and one a homeoperation placement, find TOOT's part to seller ISS broad; calculated about an employed sentences and project sent guidated. 18 TOOT representations, the a burn-and calculated Audition and one a homeoperation placement, in the TOOT's part to seller ISS broad; the TOOT's part to s	B p Sen Comment 45
ID	C N	Da ft d	83	Topic Do not wider/no baild	R 1500T representations, As a three-and entailed Australia and one a transportation partners, 15th 1500T representations, As a binner and entailed Australia and one a transportation partners, 15th 1500T representations, and principle for an command of any type and contained and principle for an command of any type and contained and principle for an command of any type and contained and principle for an command of any type and contained and principle for an account of any type and contained and principle for any type and contained and contained any type and contained any type and contained and contained any type and contained and contained any type and contained	R p See Concent #5
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1389	C N Hunter Outman-Stanford	Da R d	S		Occasion of dutidy have alribon us that expending fullyways without meeting or equal alternations for validing fluinting frament means that MOHE people fill those nee leaves, jable. To choosed Demonary and training composition operations were alternated from the phase validated for borners. It is common consequent to transportation planning, appears evokes in your OFA & Climate Danage report. The report says, "The MIT estimated for both build alternative several the planning from the first or the Social Mortenine's because they are designed upon a process and an articular and articular several several and articular several several and articular several several and articular several sev	At p See Connect #5 See Connect #3
1389	C N Hunter Oxtman- Stanford	Da R d	S		18 TOCH representations, in a later and related Audition and none a transportation practice, in the TOCH page to the ISS through control Audition companies personance assumption and control and the second process of the ToCH page to the ISS through control Audition companies and control and the second process of the ToCH page to the ISS through control and ISS through con	R p See Connect #5 See Connect #18
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1389	C N Hunter Outman- Dassford	Da R d	\$	Laters/Induced Demand	Decide of all phis have all the expecting fighters without meeting in equal affectables for waiting falling fraction may be at 100 pages 16 floor one town pain. You do Demon's and You compared to the page of the companion of the page of the companion of the page of the companion of the page of	See Connect 4/39
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	Ruster Communitation of the Co	Cu R d	5	Laters/Induced Denserol East-West Connectivity East-West Connectivity Do not widey/No build Discounts/Insaferoid displacement	Contact of aboly have allower us that expending fighteeys without meeting in equal attenuations for waiting folioing hasnet means that 600E people of those more towns sale. Yellowed Dument** I and Yellow attenuations to a waiting folioing the sale of the sal	Das Comment #20 Sas Comment #5 Sas Comment #21
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	1	1		Multimodal Transportation	I support "LOOT reallocating those funds to invest in, and complete, public transportation and alternative transportation projects, such as light rail, commuter rail, and bicycle routes that will get cars off the read instead of invite them, color bring in more revenue than any freeze, intentional 55 through Austin could be redestined as a multimodal. Usines- and human-friends comiser that serves the community	See Comment #20
					Legacy TLOS multiplicity those for this missed, and complete, public through the properties of the pro	
				Reroute to 130 Business/Residential Displacement	State Highway 230 is a prime example of an atternative route for 1.55, as it avoids the city while still efficiently transporting vehicles where they need to go.	See comment #5
					Not only dose expanding the highway do nothing to solve builfic long-term, if is a waste of money and time for an extremely temporary reward. The negatives wastly outswelp the borefits have. Displacing residence, attracting more drivers to a concentrated, congleted condors, and generating more rose, air, and waster pollution are not worth the abort-lived impact that adding more laises will have. The control of the control	
1392	lan Chamberlain	1/31/2023	MyCapEx Website - Comment Form	Regional Connectivity	The studies garmen per all this belows to black, about, Societies, but demand per for sensite was along the se	See comment #1
					and the business that will grow, both in providing metro links such as busines and trams, and private businesses that will grow around new stations and route linkages. It would also make out of state tourism and business interest more attractive as you now have options of travel besides driving.	
1393	Ian Marcotte	3/6/2023	Email	Do not wider/no build	To a wanted and demapting nemouse that will stirl presposinly heighten connemines for the citations, while living the products of a proclose fee. This is a bad data, You know it is. Please activishes by process excelled light call options until we have one that is not substanged. In a feature of the control of the control of the citation of the c	See Comment #5
					France Contraction by Explaining Contraction again, was upposed to the same form using a risk and configuration. Iain Marcotto	
1394	lan Mitchell	3/7/2023	Email	Do not widen/no build	Mability\$5 Program Manager Tommy Arego. 1 am a fiscal conservative. We need to stop throwing good money after bad on projects with no practical value. Nat Middell	See Comment #5
					Tam a nacial consensative. We need to study strowing good minney after daid on projects with no practical vastes, an internal	
1395	lan Quandt	1/19/2023	MyCapEx Website -	Regional Connectivity	In a San Antonio resident, and am gwaty concerned about plans for 155 expansion, that do not include plans to institute regular commuter rail. Expanding public transit via rail is the only viable system for reducing staffs and increasing eased commute between these two crises. As such, I would like to see a plan the resids the Lone Dair Real Proposal.	See connent #1
			Comment Form		reducing traffic and increasing ease of commute between these two cities. As such, I would like to see a plan the revisits the Lone Star Rail Proposal.	
1396	Inte Beg			Do not widen/no build	MobilitySS Program Manager Tommy Abrogo, 1009/99 ThOTT's stars for LSS and 1009/99 sensorion. We ris not need except he had not well not only briefly intered. If we need held to have not held to have not held to we not held to we not fit.	See Comment #S
					Manual Shapes Manage Tumps Design. **OWNED COOL Specific and the Sear OWNED deposition, the contrast section by these specime of expering highways for case when we know that it will not start to sufficient. One case that shapes the case can had be trained as easy to be set to be sufficient. **OWNED COOL Specimen Shapes Shape in most account of the small case when the section of the specimen Shapes Shape in the case that the shapes Shape in the case that the shapes Shape in the shapes Shape Shape in the shape Shape Shape Indige Shape Indige Shape Indige Shape Shape Indige Shape Shape Indige Shape Shape Indige Shape Indige Shape Shape Indige Sha	
					than can fit across a 50 lane highway and yall still will build this pos. Ithe Beg	
				Public Transit / Multimodal Transportation	We need to invest in transportation that has the research backing it and that works everywhere else in the world, PUBLIC TRANSPORTATION. WE NEED TO INVEST IN BUSSES AND TRAINS.	See Comment #13
1397	Itianna Garza	3/7/2023	Email	Latent/Induced Demand	Michig S Program Manager Tummy Rangs. 15 closes: Take an Effic proteins: Suches account the molicin of highway expension sider that more larves actually brings more driven not lessess congestion. 16 closes: Take an effic proteins: Suches account the molicin of highway expension sider that more larves actually brings more driven not related and selection of the	See Comment #18
					It will further complicate downtown mobility and add traffic and pile up in neighborhoods and discourage foot, toke, scooter, etc traffic from easily moving between downtown and east. More drivers – more gasoline use, supported by big business on TX Set trainings (vi) exercession in TX between operation of the control	
					Big Examiness (oil, Construction) in TX totally + goalable collusion with TXXXVIIpeople know people Petrution Money divertion from public trianst or fixing current reads	
1398	Ise Frank		MyCapEx Website - Comment Form	Bike/ped safety	I record file to see the 155 project improved to include: Abore prioritization of non-instructive placetarian and blocks infristructure expectably around major intersections, Where qualify protected that med Coff of solar in fellowal interested file fellowal interested for waters of the U.S. including the Colorado Reve and Ladylind Lake	See Commant #30
			Comment Form		Money prioritization of non-motorized pastestrian and bicycle infrastructure expecially around major intersections, -Nikler quality protections that meet City of Austin and federal standards for waters of the U.S. including the Colorado River and Ladybird Lake	
				Caps/Deck Plazas	Capping major portions of the highway, akin to Kilyde Warren Park in Dallas,	See Comment #42
				Air Quality/Noise	More shade and trees, better mitigation for environmental impacts including reduced air quality and increased noise along the entire comidor,	See Comment #34
1399	Ines "Chai" Capable	2/11/2023	VOH	Do not widen/no build	DO NOT EIPAND AT ALL IF YOU MUST, DO NOT EIPAND NORTH OF ISS	See Comment #5
1400	Inga Overstreet	2/9/2023	MyCapEx Website - Comment Form	General information request	Will we be given a chance to vote yea or no on the final proposal?	General information request
1401	Ingrid		MyCapEx	Recial Justice	You need to mitigate displacement of communities of color and tow-income families by minimizing the proposed ROW.	See Comment 63
			Website - Comment Form	Business/Residential Displacement	The preferred scheme proposes to increase the ROW to an entient, which places a possible 107 commercial and resistential properties at risk of displacement, some of which would displace non-white and	See Commant #21
4.400					Tower-income populations.	
1402	Iris Baughman	3/7/2023	Email	Do not widen/no build	lake crossing populations. Making 3 Program Manager Trampy Manage. Making 3 Program Manager Trampy Manage. Making 3 Program (Annager Trampy Manage.) M	See Connect #5
1402	Iris Baughman	3/7/2023	Email	Do not widen/no build	User crossing oppositions. Montangial Program Manager Transp Manage. Montangial Program Manager Transp Manage. Montangial Program opposition. That is what other criticals have aboun. Please don't ercrosoft on already submerable neighborhoods with a burd of favore of sufficient me Berghman.	Sas Continued #5
	tris Baughman		Email			The Communit 45
1402	tris Baughman Irvin Beltran	3/7/2023	Email Phy sica	Do not widern/no build Do not widern/no build		See Communi 45 See Communi 45
	Iris Baughman Irin Beltran		Email Phy sica I Co		MaintyS Program Manager Thomay Manager. Mainty S Program Manager Thomay Manager. Mainty S Program Manager Thomay Manager. Mainty Manager Thomay Manager Thomay Manager. Mainty Manager Thomay Manager Thomay Manager. Mainty Manager Thomay Manager Thomay Manager. Manager Th	See Continued 45 See Continued 45
	Iris Baughman iris Beltran		Email Phy sica I Oo mm ent			See Connect #5 See Connect #5
	Iris Baughmen Iris Beltren C N Iven Beltren		Phy sica I Co nnn ent S		Figure any old all parameters of 128 and this proposition series to propose within the to compare with the contract of the data contraction, all the data contraction promp areas from any form propose that will be all been as possible engaged and the contraction of the figure of the contraction of	Des Communi #5 The Communi #5 The Communi #5 The Communi #5
	Iris Baughman Irish Beltran C N Irish Beltran		Ermail Physica I One ent S Ver ball Cone	Do not widery/no build Yepro	Integrate any and all expensions of 155 and this proposition serves no purpose other than to some congestion and develop communities, will the while considering record years from projects that will have a purpose repeat without serve meeting to back 155. (About temperatures to give to continue of the highways, is understand that you appropriet past funding specifically the registery and Inhaly pipe seaso in which it is 50 softer than additional of a finishment of the finishment of the continue of the c	See Comment #5
	Iris Baughman Iris Baltrais C N Ivin Beltrain		Phy sica I Co nnn ent S	Co not widen, the build Train Do not widen the build	In a 1321 Starm Masche Schwarz, Opin A. My comment on this in Schwarz service of the schwarz of	Suc Continues #5
	Iris Belgimen Irvin Beltran C N Irvin Beltran		Phy sica I Co nnn ent S	Do not widery/no build Yepro	Figure any old all parameters of 128 and this proposition series to propose within the to compare with the contract of the data contraction, all the data contraction promp areas from any form propose that will be all been as possible engaged and the contraction of the figure of the contraction of	See Comment #5
	Iris Betran		Phy sica I Co nnn ent S	Co not widen, the build Train Do not widen the build	Legous any and all agreement of 155 and this proposition serves or purpose other than to women congestion and deathy communities, all the white strainfelly money was given property find all sease a women below the communities described by a communities of the communities described by the communities of the communiti	Suc Continues #5
	Iris Baughman Iris Baughman Iridn Beltran C N Frin Beltran		Phy sica I Co nnn ent S	Co not widen, the build Train Do not widen the build	Legous any and all agreement of 155 and this proposition serves or purpose other than to women congestion and deathy communities, all the white strainfelly money was given property find all sease a women below the communities described by a communities of the communities described by the communities of the communiti	Des Comment #5 As a Comment #5 See Comment #13
	Iris Baughman Iris Baltran C N Iris Baltran		Phy sica I Co nnn ent S	Co not widen, the build Train Do not widen the build	Legous any and all agreement of 155 and this proposition serves or purpose other than to women congestion and deathy communities, all the white strainfelly money was given property find all sease a women below the communities described by a communities of the communities described by the communities of the communiti	Des Comment #5 As a Comment #5 See Comment #13
	Ins Barghman Ins Barghman Ins Barban C N Ivro Barban		Phy sica I Co nnn ent S	Co not widen, the build Train Do not widen the build	Legous any and all agreement of 155 and this proposition serves or purpose other than to women congestion and deathy communities, all the white strainfelly money was given property find all sease a women below the communities described by a communities of the communities described by the communities of the communiti	Des Comment #5 As a Comment #5 See Comment #13
	Into Barghines Into Barban Into Barban O N Into Barban		Phy sica I Co nnn ent S	Co not widen, the build Train Do not widen the build	The proposed and contained at 125 and this proposition server on purpose after their is contained and description and descript	Des Comment #5 As a Comment #5 See Comment #13
	Into Barghinan Fron Baltian C N Fron Baltian		Phy sica I Co nnn ent S	On not weden/two build favor Do not weden/two build Public Trained / Multimodeal Resexpertation	The proposed and contained at 125 and this proposition server on purpose after their is contained and description and descript	Des Comment #5 As a Comment #5 See Comment #13
	Into Barghrian Into Barban Into Barban C N Into Barban And Barban C N Into Barban Into B		Phy sica I Co nnn ent S	Co not widen, the build Train Do not widen the build	The proposed and contained at 125 and this proposition server on purpose after their is contained and description and descript	Des Comment #5 As a Comment #5 See Comment #13
	Into Barginton won Bathan Kon Bathan Won Bathan		Phy sica I Co nnn ent S	On not weden/two build favor Do not weden/two build Public Trained / Multimodeal Resexpertation	The proposed and contained at 125 and this proposition server on purpose after their is contained and description and descript	Des Comment #5 As a Comment #5 See Comment #13
1463 0 1404	aven Batta an C. N. Nerte Sachara		Phy sica I Co nnn ent S	On not weden/two build favor Do not weden/two build Public Trained / Multimodeal Resexpertation	Topose any and all expensions of 155 and this promotion service on purpose other than is excess congestion and during communities, all the white chassing roots area from program that all seas as consistent of the control of the con	Des Comment #5 As a Comment #5 See Comment #13
1463 0 1404	aven Batta an C. N. Nerte Sachara		Phy sica I Co nnn ent S	On not weden/two build favor Do not weden/two build Public Trained / Multimodeal Resexpertation	The proposed and contained at 125 and this proposition server on purpose after their is contained and description and descript	Des Comment #5 As a Comment #5 See Comment #13
1463 0 1404	aven Batta an C. N. Nerte Sachara		Phy sica I Co nnn ent S	On not weden/two build favor Do not weden/two build Public Trained / Multimodeal Resexpertation	The proposed and contained at 125 and this proposition server on purpose after their is contained and description and descript	Des Comment #5 As a Comment #5 See Comment #13
1463 0 1404	aven Batta an C. N. Nerte Sachara		Phy sica I Co nnn ent S	Do not water, his build Topic Do not water, his build Transportation Fauls: Transi / Multimodul Transportation	Topics any of all approximants of 128 and this proposition services to propose after their topics and will be all the controlled private parts from the control of the cont	See Connected #3
1463 0 1404	aven Battoan C. N. Nerte Sachtean		Phy sica I Co nnn ent S	On not weden/two build favor Do not weden/two build Public Trained / Multimodeal Resexpertation	To provide any and all approximation of 125 and this proposition server in proposition s	Des Comment #5 As a Comment #5 See Comment #13
1463 0 1404	aven Battoan C. N. Nerte Sachtean		Phy sica I Co nnn ent S	Do not water, his build Topic Do not water, his build Transportation Fauls: Transi / Multimodul Transportation	Topics any of all approximants of 128 and this proposition services to propose after their topics and will be all the controlled private parts from the control of the cont	See Connected #3
1463 0 1404	aven Battoan C. N. Nerte Sachtean	3/9/3023	Priy social soci	Do not water, his build Topic Do not water, his build Transportation Fauls: Transi / Multimodul Transportation	To ground any and all parameters of 128 and this proposition service in proposition and above promotion of the data providing from gain page and pa	See Connected #3
3403 © 3404	tron Bellian C N Neel Bellian Look Bellian	3/9/3023	Phy sica I Co nnn ent S	Do not widely/no build Topic Do not widely/no build Parkin: Travel / Multimodul Traveportation Do not widely/no build Latert/inshood Damaed	To ground any and all parameters of 128 and this proposition service in proposition and above promotion of the data providing from gain page and pa	See Connected #3 The Connected #3
3403 © 3404	tron Bellian C N Neel Bellian Look Bellian	3/9/3023	Priy social soci	Do not widely/no build Topic Do not widely/no build Parkin: Travel / Multimodul Traveportation Do not widely/no build Latert/inshood Damaed	Toppose any and all approximation (all 125 and this proposed to service in proposed the above to common registration and desire promotions of the above to common and the service interest and the proposed price and the above to common and the service interest and the proposed price and the above to common and the service interest and the proposed price and the above to common and the service interest and the price and price and pass from the proposed the above to common and the service interest and the service intere	See Connected #3 The Connected #3
3403 © 3404	tron Bellian C N Neel Bellian Look Bellian	3/9/3023	Priy social soci	Do not widely/no build Topic Do not widely/no build Parkin: Travel / Multimodul Traveportation Do not widely/no build Latert/inshood Damaed	To ground any and all parameters of 128 and this proposition service in proposition and above promotion of the data providing from gain page and pa	See Connected #3 The Connected #3

1408	Isaac Blackmore	2/9/2023	Ver bal	General support	And yeah - okey, And I just want to make a comment. Native Austinite, grew up in Austin. Left to serve in the Army for 10 years and came back. The traffick way worse, so definitely a big fain of this project. I just hope you guys cain knock it out quiddy because i 35 between 183 and the river has been a headache since the '90s. So into be great to see it cleaned up, especially right there at 45th Street, between 45th and 39th. It's gotten significantly	See Comment #8
			Ver bal Co		worse in terms of, like, trash, people hanging out there. It definitely looks, you know, way worse than anything I ever saw when I was a kid. And it's definitely a shame. So looking forward to seeing all of that get cleaned up. Thanks.	
			mm ent		DO COUNTRY COTWARD TO MAKEING ME OF THAT (BIT CHARLES AND	
1409	isaac franklin	3/1/2023	Email	A 11. V		See Comment #35
1409	Issaec transcer	3/1/2023	Email	Public Transit Multimodal	/ MobilitySS Program Manager Tommy Abregio, We do not need more roads for more traiffic, please make a better bus system for people instead	DAN LOTTERNIT # 23
				Transportation	isaac franklin	
					Monthly35 Program Manager Townsy Abregis. This is a solid resident the oppose expension of 155. We need more public transport, not brigger highways, I want to live in a city that prioritises green upon and norwased thousing, not one that prioritises spread with a pilent that down't even guarantees to live traffic. This law, put.	
1410	baac	3/7/2023	Email	Do not widen/no build	Mobility55 Program Manager Tommy Atrigo,	See Comment #5
	baac Levy- Rubine				I'm an austin resident who opposes expansion of I-35. We need more public transport, not bigger highways. I want to live in a city that prioritizes green space and increased housing, not one that prioritizes spread with a plan that doesn't even subscribed in the Telli-That in the Telli-That is not the Telli-That in the Telli-That is not the Telli-Tha	
	tt.				Naac Lovy-Rubinett	
1411	Isaac Marcus	1/31/2023	MyCapEx Website - Comment Form	Regional Connectivity	Rail transit (particularly high speed rail) between major Texas cities would be a big boon. Providing an alternative to driving between San Antonio and Austin seems especially visible	See commant #1
			Comment Form			
1412	Isabel Webb Carey			Do not widen/no build	MobilitySS Program Manager Tommy Abregio,	See Comment #5
					OWNER LEADINg and though common and the second of the seco	
					1 am POR the Rethink55 proposal and a public transitificing regised 10 years of construction for just a few years of congestion relief is NOT worth it. I don't want to use an interstate highway for my local trips.	
					Tablet Web Carry	
				Latent/Induced Demand	TACOT's process in this project is flawed. It ignores induced Demand, construction impacts, particulate matter pollution from tree wear, the failure of almost all highway expansions, the success of freeway removals, and its traffic modeling is flawed.	See Comment #18
					removals, and its traffic modeling is flawed.	
				Air Quality/Noise	Highway expansions DDNT work. They worsen congestion (six we saw with the Kath Preevery), six noise and water pollution, safety, and transportation options beyond driving.	See Comment #34
1413	Isabella Cisneros		1 1	Do not widen/no build	Admitist Shorpises Manager Enterin April, 2005. Markit, Law swriting fill and the broader (appear and expension. The process to build this is after for to long 20 years) is simply not sworth in for a slight reside that will not last, I expect 1/cDIT, Austin City Council, and other appearations to start oil for for me. Markit Council and for for me.	San Correspond #5
1	1		1 1		representatives to stand up for me. stabellat Cisnerae	
1	1		1 1			
1	1		1	Community Alternatives	Iam for the Rethrin35 proposal. As a student who is majoring in Environmental Science and is also a commuter, this expansion will only lead to particulate matter pollution from the tire wear along with far	See Corresent #4
1	1		1 1		more congestion as seen by the Katy freeway.	
****		4 100 1000		Desired control for		
1414	Isabella Spangher	1/20/2023	MyCapEx Website - Comment Form	Regional connectivity	I would like to see an expansion in rail trived between San Actionic and Austin and a cossessor of highway larve expansion on USS. Many ovill engineers have proven that adding larves to highways only worsens traffic. Trians would increase connectivity between the crises, out down on traffic between the cities, and out down on accidents on ISS.	Sae Corresent 3.1
1415	Isabella Vick	4,04,0404	MyCapEx Website - Comment Form	Do not widen/no build	I submentify oppose the convex preferred alternative to 155 in Central Audio. The vest to 155, in the Airtif speriment complex, and the proposed changes sell only make it more difficult to come to the convex preferred alternative to 155 in Central Audio. The vest to 155, in the Airtif speriment complex, and the proposed changes sell only make it more difficult to come to the convex preferred alternative to the convex preferred and the convex preferred	See Comment #5
			Comment Form		satingtions gated materials recovered and makes it safet and framework to all orders and makes of the safet and makes to a recovered and makes it safet and framework to a recovered and makes it safet and framework to a safet and makes it safet and framework to a safet an	
					will also help gat people around without using their care. I know, you cannot predict that in your numbers for why you can justify such a homendous expansion, but if will. It is indicutous to have a 20 lains highway cut through the downtown of one of the facested proving closes in the country, it is a shareful. You need to give a one of an expansion of the facested proving closes in the one of the past. Do not not not the past. Do not not not the past. Do not not not be past. The past past past past past past past past	
					Reconnect Austird Thank you.	
				Bike/ped safety	1-35 in central Austin needs to be turned into a city-friendly boulevand, with space for padestrians, cyclistis, scooters, and public transit.	See Comment #30
			1 1	Reroute to 130	Re-route any traffic that needs to go around Austin to the big tall road. Use some of the billions earmanked for this project to get rid of the tall	See comment #3
1416	Isabelle G	3/6/2023	Email	Bike/ped safety	Mobility55 Program Manager Tommy Abregio, I need to bile to work and I don't wart a highway expansion	See Comment #30
					I nead to blee to work and I don't warrs a highway expension [Isabetin G	
4447	to the fire difference	0.0.0000	For 12	Al-A		
1417	Isabelle Gillespie	3/6/2023	Email	Air Quality/Noise	W TADOT TADOT. There are must better environmentally conscious options for allevising staffs rather than making more lanes on an already huge and dangerous freeway. Large polluting highways in not what I want for Audin.	Sea Comment #36
1417	tsabetle Gifespie	3/6/2023	Email	Air Quality/Noise		Sea Comment Elle
1417	Isabelle Gillespie	3/6/2023	Email	Air Quality/Noise	These are much faster environmentally conscious options for allowing traffic softer their making more lakes to an already huge and dangerous fewers, Lugge polluting fightways is not what I want for Austria, building the	See Commerci 654
1417	Isabelle Gifespie Babelle Headrick	3/6/2023	Email	Air Quality/Noisie Do not widen/no build	These are much faster environmentally conscious options for allowing traffic softer their making more laxes or an already huge and disagrees feeings, Large polluting fightways is not what I want for Austria, building the	See Comment 634 See Comment 63
	tsabelle Giffespie Sabelle Headrick	3/6/2023	Email		These are much faster environmentally conscious options for allowing traffic softer their making more laxes or an already huge and disagrees feeings, Large polluting fightways is not what I want for Austria, building the	
	Isabelle Gifespie Biabelle Headrick	3/6/2023	Emili	Da not widen/no build	These are not hatter enrormentally conscious options for allowing traffic where the making more lanes or an already huge and dangemon fewerps, Large polluting fullyways is not what I want for Austra, habited colleagues with a contract of the contract of	See Connect 65
	Isabelle Gifespie Biabelle Headrick	3/6/2023	Email		These are not hatter enrormentally conscious options for allowing traffic where the making more lanes or an already huge and dangemon fewerps, Large polluting fullyways is not what I want for Austra, habited colleagues with a contract of the contract of	
	Isabelle Gifespie Isabelle Headrick	3/8/2023	Email	Da not widen/no build	These are much faster environmentally conscious options for allowing traffic softer their making more laxes or an already huge and disagrees feeings, Large polluting fightways is not what I want for Austria, building the	See Connect 65
	habelle Giflespre habelle Headrick habelle Headrick	3/8/2023	Email VOH	Da not widen/no build	These are not hister environmentally conscious options for allocating traffic share then nating more lown on an antibid hope and dangeman fleware, Large publing highways in or what I want for Austin-Industrial Colleges. Assist \$5. Regions Manager formsy longs. Assist \$5. Regions Manager forms white index longs. Assist \$5. Regions Manager forms white longs. Assist \$5. Regions Manager forms white index longs. Assist \$5. Regions Manager forms whit	See Connect 65
1418	Nabelle Headrick	3/6/2023		Co not widen/no build Reroute to 130	These are much better environmentally conscious options for allowating traffic where then nating more lawns on an artistably huge and dangerous fewers, Large publicing highways in on what I want for Austin-Individual Confession of the Confession	Sec Contract 45 Sec contract 43
1418	Nabelle Headrick	3/6/2023		Do not wider/no build Reroade to 130 Do not wider/no build	These are not better environmentally conscious applicate for administration of the control of th	See Connect 45 See Connect 45 See Connect 45
3418 3419	Nabelle Headrick		VOH	Do not wider, the build Remarks to 130 Do not wider, the build Remarks to 230	These are not hister environmentally conscious options for allowating traffic staffer then nating more lawns on an artistably happe and dangerous freeze, Large publishing highways in ore that I work for Austin-Individual Confession of the Confess	See Comment 65 See Comment 65 See Comment 65 See Comment 65
1418	Nabelle Headrick	3/6/2023		Do not wider/no build Reroade to 130 Do not wider/no build	These are not better environmentally conscious applicate for administration of the control of th	See Connect 45 See Connect 45 See Connect 45
3418 3419 1419	Nabelle Headnok Nabelle Headnok Nabelle Headnok	1/20/2023	VOH MyCapEx Wabsite -	Do not widen/his build Persons to 130 Do not widen/his build Persons to 130 Regional Correctivity	These are not hister environmentally conscious options for all heading traffic when then nating most loves on an artistably happe and dangegrous flowers, Large publing highways in or what I want for Austin-Individual Colleges. **READING STREAM READING STREAM R	See Connect 63
3418 3419	Nabelle Headrick		VOH MyCapEx Wabsite -	Do not wider, the build Remarks to 130 Do not wider, the build Remarks to 230	These are not hister environmentally conscious options for all heading traffic when then nating most loves on an artistably happe and dangegrous flowers, Large publing highways in or what I want for Austin-Individual Colleges. **READING STREAM READING STREAM R	See Comment 65 See Comment 65 See Comment 65 See Comment 65
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3418 3419 1419	Nabelle Headnok Nabelle Headnok Nabelle Headnok	1/20/2023	VOH MyCapEx Wabsite -	Do not widen/his build Persons to 130 Do not widen/his build Persons to 130 Regional Correctivity	These are not hister environmentally conscious options for all heading traffic when then nating most loves on an artistably happe and dangegrous flowers, Large publing highways in or what I want for Austin-Individual Colleges. **READING STREAM READING STREAM R	See Connect 63
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3418 3419 1419	Nabelle Headnok Nabelle Headnok Nabelle Headnok	1/20/2023	VOH MyCapEx Wabsite -	Do not widen/his build Persons to 130 Do not widen/his build Persons to 130 Regional Correctivity	These are not hister environmentally conscious options for allowating traffic where then nating more lawns on an attach hope and dangerous ferrors. Large publing highways in or that I work for Australization College. ***BARRED Regions Mininger Entropy Energy.** ***BARRED Regions Mininger Entropy English Mininger	See Connect 65
1418 1419 1419	Nabelle Headnok Nabelle Headnok Nabelle Headnok	1/20/2023	VOH MyCapEx Wabsite -	Dis not wider, vice build Plannoise to 130 Do not wider, vice build Do not wider, vice build Plannoise to 130 Plannoise to 130 Plannoise to 130 Plannoise to 130 Control to page of the state of the plannoise to 130 Control to page of the state of the plannoise to 130 Control to page of the plannoise to 130 Control to 130 Contr	These are not hister environmentally conscious options for allowating traffic when then nating more leaves on an attach happen through Large politicing fightnessys in or what I want to Australiated Colleges. Assembled Regions Mininger Entropy Energy. Assembled Region and Seath of the Compression of the Seath Entropy Energy of Compression and Entropy Energy Entropy. Assembled Region and Seath of the Compression of the Seath Entropy Entropy. Assembled Region and Entropy Entropy. Assembled Entropy Entropy in English Entropy Entropy. Assembled Entropy Entropy Entropy. Assembled Entropy Entropy Entropy. Assembled Entropy Entropy Entropy. Assembled Entropy Entropy. Assembled Entropy Entropy Entropy. Assembled Entropy Entropy. Assembled Entropy Entropy. Assembled Entropy Entropy Entropy. Assembled Entropy Entropy Entropy. Assembled Entropy Entropy. Assembled Entropy Entropy Entropy. Assembled Entropy Entropy. Assembled Entropy Entropy Entropy. Assembled Entropy Entrop	See Connect 65
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3418 3419 3420 3421	Nabelle Headnok Nabelle Headnok Nabelle Headnok	1/20/2023	VOH MyCapEx Wabsite -	On not water, two holds Phrasole to 3:30 Do not water, two holds Phrasole to 3:30 Regional Connectivity General support Do not water, two build Linear Speed Linets	These are multi-discriptions before interest in the contract of the contract o	See Connect 63 See Connect 63 See Connect 63 See Connect 63 See Connect 64 See Connect 64 See Connect 65
1419 1419 1420 1422	Numbelle Hassinisk Numbel	1/20/2023	VOH MyCapEx Wabsite -	Do not water, the build Percent to \$250 Do not water, the build Percent to \$250 Regional Connectivity General support Do not water, the build Lover Speed Limits And Qualify Holisia	These are not better environmentally conscious options for all heading traffic when then nating more leaves on an attach hope and dangement flewany. Large publing highways in or what I want for Australia-Michael Colleges. **READINGS Program Manager formay foreign. **READINGS Program Manager foreign. **READINGS Program M	See Connect #5
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1419 1419 1420 1422	Numbelle Hassinisk Numbel	1/20/2023	VOH MyCapEx Wabsite -	Do not water, the build Percent to \$250 Do not water, the build Percent to \$250 Regional Connectivity General support Do not water, the build Lover Speed Limits And Qualify Holisia	These are made of the properties in any angle of the properties of	See Connect #5
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1419 1419 1420 1422	Numbelle Hassinisk Numbel	1/20/2023	VOH MyCapEx Wabsite -	On not water, the half Phrasole to 3:30 Do not water, the half Phrasole to 3:30 Phrasole to 3:30 Regional Connectivity General support Do not water, the half Lower Speed Limits Air Quality/Hoseu Co not water, the half Photo I have I / Multimorphi	These are not hister environmentally conscious options for all heading traffic when then nating more leaves on an attach hope and dangement fewers, Large publing highways in or what I want for Austin-Headed Colleges. **READED STATE AND ASSESS THE CONTROLL OF THE CONTRO	See Comment #5 See Co
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1418 1419 1421 1422 1422	Authorite Haustrick Nathorite Haustrick Insik Speer In	1/20/2023 2/9/2023	VOH MyCaple Welsie- Comment From Processor 1 One one one	Do not wider, the hold Phrasole to 250 Do not wider, the hold Phrasole to 250 Do not wider, the hold Phrasole Connectivity General support Do not wider, the hold Lawer Sevent Lands Air Quelly History Do not wider, the hold Phobic Thanks / Multimodul Transportation Connectivity Phobic Thanks / Multimodul Transportation Connectivity	These are made dranger framers design. Assistant of the Company o	See Comment 43
1419 1419 1420 1422	Numbelle Hassinisk Numbel	1/20/2023 2/9/2023	VOH MyCapEx Wabsite -	On not wider, the hold Phrasole to \$300 Do not wider, the hold Phrasole to \$30 Regional Connectivity General support Connectivity On not wider, the hold Lenser Spirite Limits Air Quality/Holder Connectivity Date: Travel / Michimodul Travesportation	These are made dranger framers design. Assistant of the Company o	See Comment 43
1418 1419 1421 1422 1422	Authorite Haustrick Nathorite Haustrick Insik Speer In	1/20/2023 2/9/2023	VOH Oscillation Website Comment Form Proposition Comment Form on Omegan MCGREE Website MCGREE Website MCGREE	Do not wider, the hold Phrasole to 250 Do not wider, the hold Phrasole to 250 Do not wider, the hold Phrasole Connectivity General support Do not wider, the hold Lawer Sevent Lands Air Quelly History Do not wider, the hold Phobic Thanks / Multimodul Transportation Connectivity Phobic Thanks / Multimodul Transportation Connectivity	These are maked of compared from the compared of the compared from	See Comment 43

					Re 155 Capital Express Central Project Draft Environmental Impact Statement Re 155 Capital Express Central Project Charles And Environmental Impact Statement Impact Statement Impact Statement Impact Statement Impact Statement Impact Statement Impact Statement Impact Statement Impact Statement Impact Statement Impact Statement Impact Statement Impact Statement Impact	See Comment #5
					I want community albernatives to expansion, including Recornect Austin and Rethins 25, to be fully studied.	
					Re 35 Gardenia Express Counter Prepar Counter Counter Prepar Counter Counter Prepar Counter Counter Counter Prepar Counter	
					right and be safe for all read uses. The disjoint of the "National System of Internative and Defense Highways" was to enhance national security and commerce by providing safe and efficient reads between crisis and defense installations — not within them? The system was a masses successor, implementation of the highway system, however, other ignored that distinction, severing sections of crisis and destroying thirring communities. The impact of intentiate highway system, however, other ignored that distinction, severing sections of crisis and destroying thirring communities. The impact of intentiate highway system, however, other ignored that distinction, evering sections of crisis and destroying thirring communities.	
				Do not widen/no build	massive success. Implementation of the highway system, however, other ignored that distinction, severing sections of crises and destroying thriving communities. The impact of interstate highways can be seen in multiple Texas crises, including Austin. This project provides an exerce properturily either to repairs some of that impact or to name the impact were not acceptantly either to repair some of that impact or to name the impact were not acceptantly either that repairs come of their impact were not acceptantly either than the project were not acceptant the project were not acceptant than the project were not acceptant that the project were not acceptant than the project were not acceptant the project were not acceptant that the project were not acceptant	
				DO NOT WIGHT/NO DUILD		
1425	J Emil Hunziker					
				East/West Connectivity	The proposal would perpetuate and exasperate obstructions to exast exect communication. It would prevent and inhibit intelligent multi-modal transportation system planning.	See Comment #20
			Ī	Air Quality/Noise	The proposed expansion of 155 would worsen traffic density, air, water, and noise pollution; health impacts; heat island impacts; and vehicle crisihes and would come with unwarranted costs to the communities communities on both sides of the highway.	See Comment #34
					COTTRICTIONS CONTRICTIONS OF DOTO MORE OF THE REGISSEY.	
					Mobility55 Program Manager Tommy Abrego,	See Comment #5
					MobilityS Program Manager Commy Abrego, **Mallo, **World John Bis to roth my disapproval of the proposed expansion of 2.55. In this day and age, with climate change a pertinent issue and the resilities of Induced Demand made clear, it is inneportalitie and washful to expand a highway, much	
					I would juil like to rotic my disapproved of the proposed expension of 2-35. In this day and age, with crimate change a pertinent issue and the resistins of Indused Demand maked clair, it is responsible and wishful to expend a highway, much liss one whose contribution will require the identificial of buildings along the corridor within a city. Lurge all irrobved to reconsider the expension, perhaps by relocating the highway outside the city core and turning it into a boulevard instead. A concerned beenager J m	
1426	Jm	3/7/2023	Email	Do not widen/no build	- Nine York -	
1427	Jack Deats	3/3/2023	Email	Bury/tunnel	It will be long and expensive, but in the long run it will be worth it to buy; 155 from south of downtown Audels to north of Hyde Park. It's what will be best for the future of Audels and for transportation from San Antonio to DPK. Listen to the people that pay your salaries. Please. For once.	See Comment #25
					Seef Charts.	
1428	Jack Deats			Do not widen/no build	Mobility35 Program Manager Tommy Abrego,	See Comment #5
					About 155 Program Manager Tommy Arraps, The based author for Arran and the met of Telesia to the buy 155 Program, Manager Manager Arran Ar	
				Bury/tunnel	Bury 1-35. The future is worth all the trouble it will be in the present. Expanding the footprint of 35 through Austin is the worst possible option.	See Comment #25
					Mobility35 Program Manager Tommy Abrogo,	See Comment #5
					Highesy expansions are proven not to work, and the year of construction and congestion are a result will make matters sorrise. 20 years of construction and \$50 billion investment for a small reliaf is NOT worth it. don't want to use an intentials highway for my local trips, and would prefer positive transposition or invention (like and try) and expending from close like Dallars to San Antonio would not need to pass through Austin downtown ATLA. We also do not recede more intention precision and control and an Extra solution reliable training and the productions and and the productions and and control.	
				Do not widen/no build	I expect TxDOT, Austin City Council, and other representatives to stand up for me. Please take action and find another solution for this issue. Thank you,	
1429	Jack Esberg					
			-	Public Transit / Multimodal	I would like the city to consider designating another inginesy, ideally outside of the city center, as a main traiffic through nouts. I also would like the city to insent more in public transportation near downtown, specifically twin travel, as well as take alreas and infrastructure.	See Comment #13
				Public Transit / Multimodal Transportation	specifically tain travel, as well as bite laines and infrastructure.	
1430	Jack Gellasher	1/11/2023	Email	Latent/Induced Demand		See Connect # 15
1430	Jack Gallagher	1/11/2023	Email	Latent/Induced Demand	Helio, I'm an Austin resident and have the following questions about the F35 expansion project. 1. Do you expect the updates to improve congestion? If so, please explain how you expect the explanded 135 to not simply induce more demand and leave Austin residents with similar or even worse congestion. 2. What would be the cost of adding caps to cover the highway from downtown to 51st street? Regards,	See Comment #135
					Jack	
1431	Jack Laumer	1/31/2023	Email	General support	Daar Chairman Bugg and Commissioners: Thank you for recognizing that 155 through Austin is one of the most congested readway segments in the State of Texas. As this seriously contined madway is other called the Main Street of Texas, all Years should call for bold and decisive action to transform this critical sheets of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State.	See Comment #8
					casts or whath or break or it exist, as it exists should be also do and outcome which or stress should be a for one and outcome which as a recommendation or instanced which is a recommendation of this Accordingly, I am writing today to express my complete support for the I-35 Capital Express Cantral design as proposed by TxOOT. Thank you for your consideration of this requirements of the control of the contr	
					request. Jack Laurier Sent from my (Phone	
1432	Jack McDoneld	2/7/2023	Email	General support	Dear Chairmen Bust and Commissioners: Thank you for recoming that 1.35 through Austin is one of the most consisted roadway segments in the State of Toxas. As this seriously outdated readway is often	See Comment #S
					Dear Chairman Bugg and Commissioners: Their you for recognizing that 155 through Justin is one of the most congested nasheay segments in the State of Texas. As this seriously additional readway is often collect in Main Street of Texas, as Texas should use the bed and access action to beautiful this critical short schedule of their schedule of the seriously and and immerse genetic was are operationing in our great State. According, it is mertilized by the segment of process began being the State of Stat	
1433	Jack Pankow			Do not widen/no build	MobilitySS Program Manager Tommy Abrego. 3.55 Mould not be widered, simple as that, it's already a deadly highway and making it larger excribed, Additionally, according to the Brases paradox, adding enother lane will make traffic WORSE in both the short and long run!	See Comment #5
					And Pallution to the international particular and the second particula	
			-	Public Transit / Multimodal Transportation	That money could be spent instead on a non-automotive public brankt alternative which would get more cars off the read. That in how would actually reduce traffic. It'll also cost less (road maintenance is much more expensive and unpredictable than not an estimateur). Reconsider this agrigious and foolial expension.	See Comment #33
				Transportation	much more expensive and unpredictable than nall maintenance). Reconsider this egregious and foolish expension.	
1434	Jack S	3/2/2023	Email	Air Quality/Noise	Name House Year Area	See Comment #34
1434	A40X.5	3/2/2023	Lindii	on Quality (1900)	Abdricts Program Morage Transp Morage. **Topics Apparent	
					Two nave several examples trans move true moving people and disoring vehicles are not the same. Moving people with scalable infra has to be the goal, and not making ugly highways that change the city in unfavorable ways.	
					Mobility\$5 Program Manager Tommy Atrego, 10/9105E TubD7's plants for 155 and 10/9105E expansion. I am for rethink 35's proposal, turning the I-35 into a boulevard. The I-35 greatly impacts racial segregation in auxin texas, and enlarging it would forever enforce segregation in Abx.	See Comment #5
					Segagins as demet large or No. 21 250%, during the sear of Privacy. Negagins. Talgify environing the sear of Privacy is regional. Talgify environing the sear of Privacy is regional to the search of	
1435	Jack Simmons	3/1/2023	Email	Do not widen/no build	project on how without the 135 being entireged a cellular and a ce	
					Please don't ruin all my hard work and research I have done in the past few months, and please stop this. Kind Regards, Jack Simmons Jack Simmons	
1436	Jack Spence		Physica	Do not widen/no build	ToOT states that the problem they are trying to solve in the long travel time from IDS 200 E to ISS 200 Ft. Why would expanding LSS between the two lightways reduce toward smarf has there ever been a highway expension emphases ever that has lade to shorter breaf interior. The answer is no. ToOT made to do not execute into the lightway expension emphases ever that that lade to shorter breaf interior. The expension is not a consequence of the expension of the exp	See Comment #S
			I Co			
			mm	Public Transit / Multimodal Transportation	Either way this plan to expand 1.35 is a complete embarrassment and will be a dissaster for climate change, air quality, noise, and the epidemic of traffic deaths. Do better TxDOT. Suit d things that fix traffic, like public trainst and safe bits lanes.	See Comment #13
1437	Jack Turek	6/10/2008	MyCapEx Website -	Latent/Induced Demand	Installed of adding laines to the 1-35, add more frequent rail service between Sain Actions and Audid-I Have you heard of Induced Demand? Adding laines to highways only reduces congestion for a short white until everyone hears that congestion has been reduced and before you know it, traffic and congestion is back to pre-expension levels or higher.	See Comment #19
			Comment Form		urdst eweryone hears that congestion has been reduced and before you know it, traffic and congestion is back to pre-expansion levels or higher.	
				Regional connectivity	Audio is mighly the same distance from Sea Actions as Afficiated in in Change, Themri at least Gaily loves, to and Form, those clies. Why car't we have the same thing hear? More people would be the trial for contrary, contrig worth, or one op type or maybe possibly commade below and forth if they and closes. They people greate was the contage as. The proof type was self-and configure as.	See comment #1
					basin for conceins, aporting events, or even day trips or maybe possibly commute back and forth if they so choose. Son addess lines and staff anders are and set of the set of	
1438	Jack&Dearna King	1/30/2023	Email	General support	have Channess Badg and Chromissours. In the resident in South, and it is supported by the local of the LS continue and part is subset for improvement. It is a following requirement for the continue and the local of the LS continues and the local of the LS continues and the local of the loca	See Comment #8
					prove to be a commercial corridor of great importance to our future. Please act now, a large contingent of 135 users and Austin residence is clear that this is the time and this is the way. Thank you for recognizing that 335 through Austin is one of the most congested reachiny segments in the State of Texas. As this seriously outdated reachiny segments in the State of Texas. As this seriously outdated reachiny segments in the State of Texas.	
					roundway that will accommodate the sport and immesse growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the 135 Capital Express Central design as proposed by NDOT. Thank you for your consideration of this request. DEX	
						See Comment #4
					The Export Section (Institute of the Conference	OMA CONTINUIT, 4**
l					heads and the actually amaked that anyone would think it would be a good idea. The expansion would remove housing something that is already scarce in the city and make all if the issues if discussed wome. This would also be a maken wasted from the city and make all if the issues if discussed with the city of the city	
1439	Jackie Ahmed	3/7/2023	Email	Community Alternatives	people want to live and work in the city isset. If the only solution to selfic congestion is to invest in transit I sale that Reconnect Assist and Retarkin35 plans be considered and that TXXXVI listen to the people who live in this city about what we want our city to look like it. Would a radipply to continue both suit and exempted in exemble supplemental more have been been built in that location in the first place. Due not doubte down on your previous constraints such in This relation is not place in the control in the first plans. It is not exclude down on your previous constraints such in This relation.	
1					middle of our city. Do not desitray more of our city to expand this mistake even further. Jackie Ahmad	
ıb.	C N	Da R - 4	8	Tools	c .	8.0

					I oppose the current TXDOT Plans for 1-35 through Austin. I live in the Hancock Neighborhood.	See Comment #5
					I live in the Hancock Neightcorhood. 1 oponie separating 1-35.	
					- Exist-west crossings should be at least every 1/4 mile.	
					Expansion will worsen traffic and many other problems, including air, water, and noise pollution; health irripacts; heat island impacts; and crashes.	
					• I don't want to travel around Austin on an intensibile highway, whether in a car or by walking or bicycling, I want safe, pleasant, and walkable and bikeable streets.	
					A) I have grave concerns about the data used to justify such a large expansion of I-35 8)	
					A control and the control and	
					We recognize the necessity of upgrading I-35 to current design standards in order to enhance safety. We support TiCOT's efforts to solve problems such as narrow lanes, the absence of shoulders, insufficient overhead clearance and inadequate	
				Do not widen/no build	drainage. We would applied a remaining of 1-35 that does not expand the freeway but reducins crisines and increasins neighborhood connectivity. As some of 1-35's closest residence and affected by its notices and air continuous, and those who will be most immediately affected by or construction, we request the following modifications to the Preferred Atternative. We believe those will turn	
					A latim of the 7 to 4 dead fregions, These are all effected by a crose at our approach, and thou all no set of month countries and the contribution of the 7 to 4 dead fregions and the countries and the countrie	
1440	to the formation				51. Buts for the future option of placing large caps or decis between Dean Relation and Arport. This Cherrywood and historics is engineered of them in NOINs strongly support the concept, we refer to six the North Central Deck. This decis would future and north strongly a form Strongly support the concept, we refer to six the North Central Deck. This decis would future and north strongly support the concept, we refer to six the North Central Deck. This decis would future and north strongly support the concept, we refer to six the North Central Deck. This decis would not not strongly support the concept, we refer to six the North Central Deck. This decis would not not strongly support the concept, we refer to six the North Central Deck. This decis would not not support the North Central Deck. This decis was not not strongly support the concept, we refer to six the North Central Deck. This decis was not not support to the North Central Deck. This decis was not support to the North Central Deck. This decis wa	
1440	Jackie Burnske	(or, our			the Cherrywood and Hancock neighborhoods and make the process of moving between them a pleasant prospect.	
					We support TxDUT's responsivements in onequests from Downstown and UT state-entoiders and the current, design the enables the later construction of significant caps in those enesis. We encourage TxDUT to apply the same feedbelty and creativity to UTHs stretch of the freeway, which is flamked on both sides by residences and is likely to grow more derives in under derives in a clear and competing case for a North Central Deck; it would further reduce on oncise pollution.	
					Increase East/West Connectivity, improve the viewshed for residents closest to I-35, and provide open space for recreation	
				Reroute to 130	Texas Department of Transportation should remove all tolis from State Highway 150 to make it the alternative route to I-35 it was meant to be.	Secomment #3
				Caps/Deck Plazas	1 support a rebuilding of I-35 to remove the upper decks and address safety concerns, and have specific axis to make that project better for Mancock neighborhood.	See Comment #42
				Lower Speed Limits	All non-high speed readways in Austin should be designed for 25mph and be safe for all read users.	See Comment #305
				Community Alternatives	I want community attenuatives to expansion, including Reconnect Austin and Rethink 35, to be fully studied.	Ser Correnant #4
				Community Alarmatives		
					Dear Chairman Bugg and Commissioners: Thank you for recognizing that 1.35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often	See Comment #8
1	1				called the Male Street of Teas, all Teans should call for bold and decisive action to transform this critical stretch of inflastructures into an enablesy that exit accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, it am writing flostly to expense any comprehension support for the 1-55 Capital Express Central Medium Street and State (State State	
1	1				For more information about how ILL processes your personal data, please click here	
1441	Jackson Finch	2/7/2023	Email	General support	This email is for the use of the intended recipient(s) only. If you have received this email in error, please notify the sunder immediately and then delete it. If you are not the intended recipient, you must not keep, use, disclose, copy or distribute this email without the sunders prior permission. We have selected in precusations of numinate the skill of intensiving forumer varies. but we addise you to carry out you or more inschanged any suitablement to this message. We cannot except liability for more inschanged in any additional to carry out you or more inschanged in any additional to carry out you or more inschanged in any additional to carry out you or more inschanged in any additional to carry out you or more inschanged in any additional to carry out you or more inschanged in any additional to carry out you or more inschanged in any additional to carry out you or more inschanged in any additional to carry out you or more inschanged in any additional to carry out you or more inschanged in a support of the properties	
1			-		any loss or damage caused by software viruses. The information contained in this communication may be confidential and may be subject to the attorney-client privilege. If you are the intended recipient and you do not wish to receive similar	
1	1				electronic messages from us in the future then please respond to the sender to this effect.	
1	1					
1442	Jackson Hoteling			Do not widen/no build	MobilitidS Program Manager Tomery Arresto.	See Comment #5
2442	- Committee			20 Inc. Wally Inc. Salar	MobilityS Program Marager Commy Abrago. Lam or a resident of Austin, however Joses through and stop in Austin registery with Antries and various bases. Internate highway expansion is the wrong way to go, and it will make it a loss pleasant place to revisive. Please opposite Separation and consider alternatives that make or communities throng and beautiful.	
					to visit. Please oppose I-35 expansion and consider alternatives that make our communities thriving and beautiful.	
				Public Transit / Multimodal Transportation	Investing in options such as public transportation and intensity rails service will be a better alternative for Austin in the long term.	Sea Comment #13
				THE REAL PROPERTY.		
			MvCapEx Website -		Dear Chairman Bustl and Commissioners:	Ser Comment #8
			Comment Form		Lease returnment degrap and currenseasoners: Thank you for your support to address 135 through Austin in a comprehensive marrier. This stretch of highway is nationally ranked as the 15th worst for traiffic congestion and 3rd worst in the state. 135 through Austin is overdue for	See Contrast 40
					These, your force report is address 350 through Audin in a comprehensive manner. This stretch of highway is nationally ranked as the 15th worst for traffic congration and 3rd worst in the statu. 155 through Audin is overdue for exponentiation ment the current and future reside of a growing region to ensure our load and status exceeds or continue to thrive. I what is support of the SC Sciented Express Continued design persposed by CCD. Thinking sky or your discionation to serving the circlesms of Feeds.	
1443	Jackson Madeod Finch	3/6/2023		General support	I write in support of the I-35 Capital Express Central design as proposed by TxCOT. Thank you for your deducation to serving the ottzens of Tessis.	
1444		1/31/2023	MyCapEx Website -	Regional Connectivity	A passenger rail between Austria and San Antonio would be great for everyone, easier and quicker access would benefit those who don't want to drive and would acquailly benefit those who would want to drive by reducing overall traffic.	See comment #1
		į	Comment Form		drive by reducing overall traffic	
						Su Corrent &
1445	Jadyn Williams	1/20/2023	MyCapEx Website - Comment Form	Do not wider/no build	I would like more options for public transportation such as high-speed nailways nother than expanding highways. Access to public transportation improves traffic, is better for the environment, and increases value of the community.	See Comment #5
					Mobile S. Program Manager Tomms Afrons	See Contraint #20
					I am a resident of Clarkoville in Austin. It is a lovely little neighborhood with so many friendly faces because there is a lot of good local businesses within walking distance of so many people. It seems these types of neighborhoods are few and far	
					between in Austin. Expanding I-SS would make it even harder to build neighborhoods like this in Austin. Propriating cars, which a lot of residents in our city cannot afford seems short-sighted, and in the long-run will not bolder Austin's in harder to build neighborhoods like this in Austin. Propriating cars, which a lot of residents in our city cannot afford seems short-sighted, and in the long-run will not bolder Austin's in harder to build neighborhoods like this in Austin. Propriating cars, which a lot of residents in our city cannot afford seems short-sighted, and in the long-run will not bolder Austin's in harder to build neighborhoods like this in Austin. Propriating cars, which a lot of residents in our city cannot afford seems short-sighted, and in the long-run will not bolder Austin's harder to build neighborhoods like this in Austin. Propriating cars, which a lot of residents in our city cannot afford seems short-sighted, and in the long-run will not bolder Austin's harder to build neighborhood like this in Austin. Propriating cars, which a lot of residents in our city cannot afford seems short-sighted, and in the long-run will not be affected to be a long-run will not be a long-run will	
1446		3/6/2023		Multimodal Transportation	People have to take buses from suburbs 2 hours out, just to commute to work, and have to sit in so much traffic. Contrast this with NYC, where they have reliable public transit options to commute into the city from the suburbs, and ways to drive.	
1446	Jacob Barcelona	3/6/2023	Email	Multimodal Transportation	and you can see that the more options people have to commute to and around any city, the better for everyone. The amount of cost it takes to maintain a highway, which will pentially be used by people passing through our great city seems so high when the more of maintain the nich more bits able to will which a pentially be used to year and the control of the pential the pential to the pential the pen	
					Table 25 Angewin Manager Tomany Review, and the second of	
					our future economic potential. Jacob Barcelonia Continua de Conti	
						See Comment #5
					MobilitySS Program Manager Tommy Abrego, H. H.	See Comment #5
					I live in Central South Austin off of Menchaca and Redd streets and regularly use I-SS to get to and through Downtown Austin and points north. This road is awful for the Austin community it runs through. It does not help us reach our community	
1	1				live in Central South Austin off of Menchaca and Redd streets and regularly use 125 to get to and through Donettown Austin and points north. This rand is serful for the Austin community it runs through, it does not help us reach our community gails and statements safely gails of an observation our reachings and expending it will not help. It will not help to pender depactly and "trapport" michility for people in industri. A does not help to set where the members domit and upon the communities are for exert and pender of pender in the pender of the pender o	
1	1				speeds.	
1	1				Naving thee "feeder" lans on each side is like having a highway beside a highway. Not having consists on reliad and a needew's sold infer for descent for consistent and deaths for community members.	
1	1			Do not widen/no build	Not having crossings for mine along a nadway is asking for desperance crossings and deaths for community members. Native 31"0" lates intended of extended based pricing in not extendy deterring used of the facility and coent provide funds for continued maintenance or future improvement. 13" and any latest classifies a determined a fund or morning, funds the number of lates on the feeter reads from three to tree and design them as local reads. Increase the number of crossings so there is not more than a \$14" mile.	
1447	Jacob Barrett				If you revery werest to make a consense of the Austin community, reduce the number of lanes on the Needer roads from three to two and design them as local roads. Increase the number of crossings so there is not more than a 1/4 mile distance between them.	
2441	ANAD DIFFEET				distance between them. Just those four things would make the project better and more palabable to the community, and it would make a dent in safety and mobility improvements for the community. Thereis for the consideration.	
1	1					
1	1					
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1				Cont Day Street		To Company II
				Caps/Deck Plazas	by granting generately founds to favoring the part of the section	Son Connect #42
- 1				Caps/Deck Plazas		See Connect #42
1448	Jacob Bowar	3/6/2023	Email	Caps/Dack Plazas Laters/Induced Demand		See Connect 4-0 See Connect 7-13
1448	Jacob Bowar	3/6/2023	Email	Caps/Dack Plazas Laters/Induced Demand		
1448	Jacob Bowar	3/8/2023	Email	Caps/Deck Plazas Latent/Induced Demand	Not providing community benefits like facility the cape on tool of the highway as has been done in Derita and booster is and Audits and hard targetony as we'll have the facility dates assistance. Pay facility the facility is all like type the facility of the facility as 2 days. All providing community benefits the confirming the control of the facility as 2 days. All providing community benefits the confirming the control of the facility as 2 days. All providing community benefits the control of the facility as 2 days. All providing community benefits the facility of the facility of the facility as 2 days. All providing community benefits the facility of th	
2448	Jacob Bowar	3/6/2023	Email	Caps,/Deck Plazes Laterf/Induced Demand		
1448	Jacob Bowar	3/6/2023	Email MyCasEx Website -	Caps,/Deck Plazas Latertf/Induced Demand Beroote to 230		
	Jacob Bower Jacob Childress	3/6/2023	Email MyCapEx Website - Comment Form	Laters/Induced Demand Reroute to 130	Media;53 Program Murager Training Street, Marked Street Street, Street Street, Street Street, Street Street, Street Street, S	See Connect #320 See Connect #3
	Jacob Bowar Jacob Childress	3/8/2023		Laters/Induced Demand	Water) 2.5 Program Manager Training Straight. Righter operation COST OF WORK as a permitter studies to training studies to the people to be trained as as, an increasibly inefficient mode of training studies are required to other training applies compared to other training applies and applies applies applies and applies app	See Connect # 58
	Jacob Bowar Jacob Childress	3/6/2023		Laters/Induced Demand Reroute to 130	Water) 2.5 Program Manager Training Straight. Righter operation COST OF WORK as a permitter studies to training studies to the people to be trained as as, an increasibly inefficient mode of training studies are required to other training applies compared to other training applies and applies applies applies and applies app	See Connect #320 See Connect #3
	Jacob Bower Jacob Childress	3/6/2023		Latert/Induced Demand Reroute to 130 Latert/Induced Demand	Media;53 Program Murager Training Street, Marked Street Street, Street Street, Street Street, Street Street, Street Street, S	Sex Connect #38 Sex Connect #33 Sex Connect #33
1449	Jacob Bowar Jacob Childress	3/6/2023		Laters/Induced Demand Remote to 130 Laters/Induced Demand Caps/Deck Plazas	Shappen Manager Training Manager Training Manager	See Connect #38 See connect #3 See connect #3 See Connect #3 See Connect #42
	Jacob Bower Jacob Childress Jacob Childress	3/6/2023		Latert/Induced Demand Reroute to 130 Latert/Induced Demand	Shappen Manager Training Manager Training Manager	See Connect #38 See Connect #33 See Connect #33
1449	Jacob Bower Jacob Chindress Jacob Chindress	3/6/2023		Laters/Induced Demand Remote to 130 Laters/Induced Demand Caps/Deck Plazas	Water) 2.5 Program Manager Training Straight. Righter operation COST OF WORK as a permitter studies to training studies to the people to be trained as as, an increasibly inefficient mode of training studies are required to other training applies compared to other training applies and applies applies applies and applies app	See Connect #3 See Connect #4 See Co
1449	Jacob Bower Jacob Childress Jacob Childress	3/6/2023		Laters/Induced Demand Remote to 130 Laters/Induced Demand Caps/Deck Plazas	Security Simples Manager Training drops. Highwas operation DOCSS OF WORK as a parameter standard to whole congration. It confront instructions may people to broad use on, an increasibly inefficient mode of transporting people companed to when training confront instructions are people to broad use on, an increasibly inefficient mode of transporting people companed to when training confront instructions are people to be people and instructions are people and instructions and instructions are people and instructions. The people are people and instructions are pe	See Connect #3 See Connect #4 See Co
1449	Jacob Bower Jacob Childress Jacob Childress Jacob Childress	3/6/2023		Laters/Induced Demand Remote to 130 Laters/Induced Demand Caps/Deck Plazas	Security Simples Manager Training drops. Highwas operation DOCSS OF WORK as a parameter standard to whole congration. It confront instructions may people to broad use on, an increasibly inefficient mode of transporting people companed to when training confront instructions are people to broad use on, an increasibly inefficient mode of transporting people companed to when training confront instructions are people to be people and instructions are people and instructions and instructions are people and instructions. The people are people and instructions are pe	See Connect #38 See connect #3 See connect #3 See Connect #3 See Connect #42
1449	Jacob Bower Jacob Chridress Jacob Chridress	3/6/2023		Later/indused Densed Renote to 150 Later/indused Densed Capy/Des Plasse Later/indused Densed Later/indused Densed	Manager Transport Source Transport Source Source Association to readour cognition. It only incomission may appeal to brew dis out, an increasibly inefficient mode of transporting people compared to other transporting peopl	See Connect #38 See Connect #30 See Connect #30 See Connect #30 See Connect #30
1449	Jacob Bower Jacob Chindress Jacob Chindress Jacob Chevelland	3/6/2023		Later/indused Densed Renote to 150 Later/indused Densed Capy/Des Plasse Later/indused Densed Later/indused Densed	Security Simples Manager Training drops. Highwas operation DOCSS OF WORK as a parameter standard to whole congration. It confront instructions may people to broad use on, an increasibly inefficient mode of transporting people companed to when training confront instructions are people to broad use on, an increasibly inefficient mode of transporting people companed to when training confront instructions are people to be people and instructions are people and instructions and instructions are people and instructions. The people are people and instructions are pe	See Connect #38 See connect #3 See connect #3 See Connect #3 See Connect #42
1449	Jacob Bower Jacob Childress Jacob Childress	3/6/2023		Later/indused Densed Renote to 150 Later/indused Densed Capy/Des Plasse Later/indused Densed Later/indused Densed	Manager Transport Source Transport Source Source Association to readour cognition. It only incomission may appeal to brew dis out, an increasibly inefficient mode of transporting people compared to other transporting peopl	See Connect #38 See Connect #30 See Connect #30 See Connect #30 See Connect #30
1449	Jacob Childrens Jacob Chevelland		Comment Form	Later/indused Demend Residue to 150 Later/indused Demend Cago Geol Passa Later/indused Demend Later/indused Demend Patils Toleral / Multimates Transportation	When open Manager Training drops; Righter open personnel COSTS OF WORK as a personnel solution to reach or cognition. To only recommission may people to travel as one, an increasibly inefficient mode of transporting people companed to other travels of people companed to other people companed to other travels of people companed to other people companed to other travels of people companed to other people companed to other travels of people companed to other people companed to other travels of people companed to other people companed to other travels of people companed to other people companed	See Connect #38 See Connect #30 See Connect #30 See Connect #30 See Connect #30
1449	Jacob Bowler Jacob Chridress Jacob Chevitand Jacob Chrystand	3/6/2023		Later/indused Densed Renote to 150 Later/indused Densed Capy/Des Plasse Later/indused Densed Later/indused Densed	Manager Transport Source Transport Source Source Association to readour cognition. It only incomission may appeal to brew dis out, an increasibly inefficient mode of transporting people compared to other transporting peopl	See Connect #38 See Connect #30 See Connect #30 See Connect #30 See Connect #30
1449	Jacob Childrens Jacob Chevelland		Comment Form MyCapEx Website -	Later/indused Demend Residue to 150 Later/indused Demend Cago Geol Passa Later/indused Demend Later/indused Demend Patils Toleral / Multimates Transportation	When open Manager Training drops; Righter open personnel COSTS OF WORK as a personnel solution to reach or cognition. To only recommission may people to travel as one, an increasibly inefficient mode of transporting people companed to other travels of people companed to other people companed to other travels of people companed to other people companed to other travels of people companed to other people companed to other travels of people companed to other people companed to other travels of people companed to other people companed to other travels of people companed to other people companed	See Connect #38 See Connect #30 See Connect #30 See Connect #30 See Connect #30
1449	Jacob Childrens Jacob Chevelland		Comment Form MyCapEx Website - Comment Form MyCapEx Website -	Laker/Indused Demand British to 330 Laker/Indused Demand Caps Des Prässa Laker/Indused Demand Laker/Indused Demand Deman	Ministry Simpless Manager Training Angels. Righter operations COST SIV ROME as a parameter solution to reador congration. To right remainds many pages to lower das out, an increasibly inefficient mode of transporting pages compared to other training officient. The congrated act was in the fire place of the experience in reador. Use the money interests to invest a public trainest. The congrated act was in the fire place of the experience in reador. On the fire money interests to public trainest. The congrated action readors. I footomerably position the read to experience action and sensor public trainest. The congrated action readors. I footomerably position the read to experience actions and sensor public trainest. The congrated action readors. I footomerably position the read to experience actions, in public trainest. The congrated action readors in the read pages of the footomerable public department and the congrated action action and the congrated action action and the congrated action action. Ministry process the congrated action action action action and the congrated action action action action action action. Ministry process action Ministry process action act	See Connect #33 See Connect #32 See Connect #32 See Connect #32 See Connect #33
1449 1450	Jacob Chindress Jacob Cleveland	2/14/2023	Comment Form MyCapEx Website - Comment Form	Laters/Indused Demond Paradic to 230 Laters/Indused Demond Capty Deca Phases Laters/Indused Germand Pages Typing / Multimodes Transportation Da not widely to build	Ministry Simpless Manager Training Angels. Righter operations COST SIV ROME as a parameter solution to reador congration. To right remainds many pages to lower das out, an increasibly inefficient mode of transporting pages compared to other training officient. The congrated act was in the fire place of the experience in reador. Use the money interests to invest a public trainest. The congrated act was in the fire place of the experience in reador. On the fire money interests to public trainest. The congrated action readors. I footomerably position the read to experience action and sensor public trainest. The congrated action readors. I footomerably position the read to experience actions and sensor public trainest. The congrated action readors. I footomerably position the read to experience actions, in public trainest. The congrated action readors in the read pages of the footomerable public department and the congrated action action and the congrated action action and the congrated action action. Ministry process the congrated action action action action and the congrated action action action action action action. Ministry process action Ministry process action act	Sea Connect #35 Sea Connect #3 Sea Connect #35 Sea Connect #35 Sea Connect #35
1449 1450	Jacob Chindress Jacob Cleveland	2/14/2023	Comment Form MyCapEx Website - Comment Form MyCapEx Website -	Laker/Indused Demand British to 330 Laker/Indused Demand Caps Des Prässa Laker/Indused Demand Laker/Indused Demand Deman	Schright Program Manager Training drops; Righting responses and the second of the response of the drops of the second of the response of the drops of the second of the response of the r	Sea Connect #35 Sea Connect #3 Sea Connect #35 Sea Connect #35 Sea Connect #35
1449 1450	Jacob Chindress Jacob Cleveland	2/14/2023	Comment Form MyCapEx Website - Comment Form MyCapEx Website -	Laters/Indused Demond Paradic to 230 Laters/Indused Demond Capty Data Phases Laters/Indused Germand Pagin Typind / Multimodes Transportation Dated redain/in build Pagin Typind / Multimodes Transportation Dated redain/in build	Welley depress Manager Training drops; Righter operation DOSES OF WORK as a parameter station to reade or organize. It compares to some a people to traver us on, an increasibly inefficient mode of transporting people compared to other travers of picting and compared to other travers of picting and compared to other travers or produced to other traver	Sea Connect #13 Sea Connect #1 Sea Connect #13 Sea Connect #13 Sea Connect #13 Sea Connect #13
1449 1430	Jacob Chindress Jacob Cleveland	2/14/2023	Commert Form MyCagEx Widoste- Commert Form MyCagEx Website- Commert Form	Laber/Visitured Demond Personal to 230 Demonds to 230 Laber/Visitured Demond Capty Ones Praces Laber/Visitured Demond Transportation Date not widely to boild Public Transportation Transportation Transportation	Welley depress Manager Training drops; Righter operation DOSES OF WORK as a parameter station to reade or organize. It compares to some a people to traver us on, an increasibly inefficient mode of transporting people compared to other travers of picting and compared to other travers of picting and compared to other travers or produced to other traver	Sea Connect #35 Sea Connect #3 Sea Connect #35 Sea Connect #35 Sea Connect #35
1449 1450	Jacob Christman Jacob Christman Jacob Christman	2/14/2023	Comment Form MyCapEx Website - Comment Form MyCapEx Website -	Laters/Indused Demond Paradic to 230 Laters/Indused Demond Capty Data Phases Laters/Indused Germand Pagin Typind / Multimodes Transportation Dated redain/in build Pagin Typind / Multimodes Transportation Dated redain/in build	Schright Program Manager Training drops; Righting responses and the second of the response of the drops of the second of the response of the drops of the second of the response of the r	Sea Connect #13 Sea Connect #15
1449 1449 1440 1441	Jacob Christman Jacob Christman Jacob Christman	2/14/2023	Commert Form MyCagEx Widoste- Commert Form MyCagEx Website- Commert Form	Laber/Visitured Demond Personal to 230 Demonds to 230 Laber/Visitured Demond Capty Ones Praces Laber/Visitured Demond Transportation Date not widely to boild Public Transportation Transportation Transportation	Welley depress Manager Training drops; Righter operation DOSES OF WORK as a parameter station to reade or organize. It compares to some a people to traver us on, an increasibly inefficient mode of transporting people compared to other travers of picting and compared to other travers of picting and compared to other travers or produced and compared to other travers or picting and compared to other compared to other picting and compared to other compared to other picting and compared to ot	Sea Connect #13 Sea Connect #15

1454	Jacob Hartwell	3/2/2023	Email		Substitute 1 have been been provided by the contract of the co	Sec Common #13
ID.	C N	Da R d	8	Yests		
10	C N	Da K G	•	Topic		N P
				Do not widen/no build	As a Nitry Auditor's flat already that expanding 25 is not the amover in Auditor's stelling-transportation problems, and would his to see it No Higher fro Wiler - don't expand to 25 laiess. Auditor Newslockson	Sea Comment #5
1455	Jacob Hendrickson			Caps/Deck Plazas	Rather I believe Austin would benefit from a full cap from Lady Bird Lake to Arport Bird.	See Comment #42
					a full cop from Lang Brief Lank to Arport Brut. And as Audien grown 1 their supping Cusping Autom Card as Audien grown 1 their supping cusping Autom Card as Audien grown 1 their supping Cusping Autom Card and Proceeding Strucks to 59 1 330.	
1456	Jacob Ostrowski	3/7/2023	Email	Do not widen/no build	Mobility35 Program Manager Tommy Abrago, We den't need more cars. DO NOT 10UCH 35	See Contrast #5
					Jacob Ozorowski	
1457	Jacob Stutts				Nr hoof table,	See Comment #5
				Do not wider/no build	Name. If you had by the proper on grounding to the LSS experies. Copyrise endown suggests that adding more highway been only situation as can and seal seal to more using position. This increases are least to more all and to make a final publication as a manifest of executing the seal of the publication and the seal of the only district management of the only district management to the configuration and the seal of the only district management of the only district management to the only district management to the only district management of the only district management to the only district management to the only district management of the only district management to the only district managemen	
1		1	1	Multimodal Transportation	As an Austin resident, I don't want to travel around town on crowded, congested highways. We need investment in other forms of transportation such as public buses, trains, biking paths, or sidewalks, all of	See Comment #20
					Asks for discussed in part to be part to be part to provide the contract to th	
					Engine you to have the an immigrant floor where commonly alternatives are accessful, affordable, and every preferable to individual car can. We need community alternatives to operation, including floorance Austin and Resirva\$3, to be fully auchid and invested in common and access to the common and the com	See Comment 64
1458	Jacob Westfall	2/23/2023	Email	Latent/Induced Demand	Mr TuDOT TuDOT, Lurge you NOT to widen 1-35. It will not help traffic, it will only encoursige even more cair travel. This is a step in the WRONG direction for Austin.	See Comment #18
					Jacob Weedalf	
					Good morning. Tim writing to express my extreme opposition to the current plan for expanding I-35. I am a parent whose children have been attending Escuelta del Alma since 2019. Escuelta del Alma is a Spanish immersion pre-school located at \$109 N	Sae Comment #21
					mentals 25. The current give model forbillman on twisted this whork in the beford is contained in an in-wis fast is easily accounted by the great was of buddens. On the selection will be presented as the selection of the select	
1459	Jacqueline Galvan	3/7/2023	Email	Business/residential displacement	able to operate effectively, and this would create an even deeper divide. Please consider this opposition as just one of the many ways this plan is not the best plan to move forward. Thesels you.	
1460	Jacqueline Gross	3/7/2023	Email	Community Alternatives	Mr NoOT NOOT, Taken think submissed 96 is a said lake. Would that suith Manage and if man produce I process commission of 96.	See Connect #4
					liters think widening 195 in a good closs. We did that with Mopoc and it was useless. I oppose expanding 195. Expansions will someth stellic and many other problems, including air, water, and noise postubors; health impacts; heat island impacts; and coashes. I don't want to travel around Assist on an intensitate highway, whether in a car or by walking or highlydrag.	
					This project will discourage walking and bicycling and trained use. Wide polluting highways through team are not what I want for Austin. I want saife, pleasant, and walkable and bleable streets. I want community alternatives to expansion, including Reconnect Austin and Pathint-35, to be fully studied	
					Strong professional and the strong control of the strong control o	
					Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested readway segments in the State of Texas. As this seriously custained readway is often called the Main Street of Texas, all Yesans should call for bold and decisive	See Comment #S
					Accordingly, I am writing today to express my complete support for the I-SS Capital Express Central design as proposed by TiDOT. Thank you for your consideration of this request.	
1461	Jacqueline Hunt Bradley	2/8/2023	Email	General support		
1462	Jacqueline Thomas	500,000	VOH	Do not widen/no build	I oppose this project because it's a sign of how out of step TXDOT is with the real needs of the community and the country.	See Comment #5
				Racial justice	Now is not the time to double down on roadway infrastructure, rather, it is time to look toward public transportation and to bring the two sides of Austin together after so many decay of roadway-enforced equations. Two proposed disreption of the registrationals on the wast side is a feemful. While up and just the 21st century!	Se Commet #3
1463	Jacquie Frazier			Latent/Induced Demand	Mobility 55 Program Manager Tommy Atregip. 1 Hand in Historia, Teads for 20 years and have seen firsthand how sedering freeways does it reduce traffic. It in fact has the exact opposite impact and increases halffed Jacquis Parisire.	See Correlate #18
					The difference has been formation, teas for 20 years and have seen from the widering three-ope does it reduce traffic. It in lact has the east opposite impact and increases further lacquest instance.	
				Public Transit / Multimodal Transportation	Please show the US how to lean into public transportation and begin the process of wearing off our dependence on cars. Local trips should be able to be EASLY made via bus, bike, sail or waiking.	See Comment #13
					Dear Chairman Bugg and Commissioners:	See Comment 48
					Our Claims thing and Commissions. It is a first point of required that the stress of the man of the man companie makiney segments in the State of Teas. As this seriously autitated readway is other called the Main Street of Teas, all Teams should call for bold and decisive action to security the control septical of individuous into an analysis yet will accommodate the report of an investment growth as an expensionage in any great State. Analysis, it is emissionally where yet requirement proof for the 35 State (the security control or the 35 State) the security of the	
1464	Jade Shafer	2/8/2023	Email	General support	Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request.	
					We have lived on Weightwood Rd since the late 1970s. We are one of many families that live in the blocks surrounding Wilshins Boulevard and Schieffer Avenue, and we wish to ask for succont from the City	Sau Comment #30
		1	1		We have lived on Wightwood Rts since the late 1270s, We are one of many families that the in the bloods autrounding Wilkins Boulevard and Schelfer Avenue, and we wish to ask for support from the City of sharing and the linear begaringment of Transportation to preserve and oblived the sale posteriors. and trailed intends throughough that these too trivings provide, in the late of the design for the new 1-35 project. We said that the City and City and praid—intends throughough that these too trivings provide, mit to late of the design for the new 1-35 project. We said that extends the continued of the continued o	
					in our neighborhood and leveraging the investments already made in our neighborhood to encourage safe and walkable streets and increase bicycle traffic. We believe that our recommendations will encourage correctivity—while preserving the safety of two 100% residential streets.	
		1	1		It is our understanding that ThOOT has proposed a possible design for its expansion of I-35 through our city area that would convert Wishine Boulevard from its current status as a quiet residential street into a busy and potentially designous cut- through thoroughfaire. Our understanding is that this would be achieved by estending 4.5st Street from the west side of I-35 across the Interstate to the east side to join Wishine Boulevard and Schieffer Avenue in a continuing connective line to	
1		1	1		and or significant and investigation in considerable and investigation in the contract product of the contract product	
				Bike/ped safety	elementary school, Maplewood Elementary, is home to grades Pre-K through 5. Our children delay walk with their perents through our streets, some of them corning all the way from the Mosilier development across Airport Bhd., on their ways to and from their school. The safety of these and future children depends upon their being able to navigate easier traffic flows and slow-speed vehicles. These two factors comprise current conditions, with the occasional exception of a speeding	
1		1	1		valide using the two streets as a curt through in a misdirected Google-mapped way to avoid entra stoplights. Such traffic already poses a danger to our residents; to increase it exponentially, which this convension plan would do, is a daunting prospect for all of our oritizens.	
1		1	MvCapEx Website -			

1465	Jactione Fürjhee		Comment Form	Wildow	In addition, Wilstains Business' and distinsife Januaria beth board state of a validy-space of or facility, Photocolomy's, which be generations to be seed as a town for downs propied and our Each Association, Conference on the C	So Convent 49
1466	Jake Spidte	3/7/2023	Email	Do not widen/no build	Inappear to the processing 1.86. The date and conseque parties of the finance of the processing of the second consequence parties of the second consequence parties of the second consequence parties of the second parties	See Comment 45
1467	Jake Tubesing	3/5/2023	Email	Community alternatives	Making Singer Manager Transprotogy. In page 100 CPU Administration of Language Transprotogy. In page 100 CPU Administration of Lan	Sea Convenue 4.4
1468	Jake Wegmann	3/6/2023	Email	Community and readers	Among Sarphone Manager Tomory Region, as a region of the companies of the	So Contract #4
1469	Jakin Cordova	3/7/2023	Email	Do not wider/no build	MobilityS Program Manager Traininy Abregio. His ry sames a skalan and I am Audit modern. I oppose TACOT's expension plan as it would dealiny our neighborhood and likely create even more problems, as most leighway expensions dic. I would support remoding 135 as well as increased public transportation. Jains Controls	So Contract #5
1470	Jakob sitva	1/20/2023	MyCapEx Website - Comment Form	Regional Connectivity	We need rail by cheaper than car infrastructure and more efficient!	Se connet#1
1471	James Brady	2/20/2023	VOH	General support	Tables and the ord instructive of programs of the program of the contract of t	See Connect 45
1472	James .			Air Quality/histos	Note 15 Cinguist Express demonst. 1 Seeks you for the approach to summer to the proposed 5 Softment Thinks you for the approach to summer to the proposed 5 Softment Thinks you for the approach to summer to the proposed 5 Softment A Confidence of the approach to summer to the proposed 5 Softment A Confidence of the approach to summer to the proposed 5 Softment A Confidence of the approach to summer to the ASS AND	So Comment #34
	Surmon			Community alternatives	Case 1 St. Capital Express Annual Control Cont	Sec Construct 4 4
1473	James Cassell	1/31/2023	MyCapEx Website - Comment Form	Regional Connectivity	Please includy took into rail agricons along 155 to more people, finging between See Antonio Austra and Dallas. Studies allow included Demand from new slares dealer's reduce traffic congestion. The best way is to take people/finging off the road. Having a rail line for people to take a train to Austra or Dallas or Intering a line for finging knoble reduce the amount of people on the road.	Second 11
1474	James Dullea	2/7/2023	Email	General support	Our Command higg and Commensaries. Naml you for comparing fived 155 through hadds in our of the next congusted reading supports in the State of Years. As this surricularly addited readings of sheet contributions are supported to the contribution of the state of Years. As this surricular in our state of the Next Congress of Years of Ye	Sea Connect 4 &

1							
A STATE OF THE PROPERTY OF THE	1475	James Dyess	2/7/2023	Email	General support	Duct Claims being and Commissioners. That you for recipioning facility 35 fromings Audition in our of the man Companies makings against an index of feets. As the surround particular and an index of feets as the surround particular and an index of feets as the surround particular and an index of feets as the feet and	Sea Contenset # B
Part	1476	James Gavin	2/23/2023	Email	Bike/perl safety		See Comment #30
						T against your plans to thoughed CSS as they plan dozen need make of the community that webba and bitess. James Garon	
April	ID					e	
100	1477	James Grau	1/8/2023	MyCapEx Website - Comment Form	General support	This bear hought to our attention that many residents in the \$2 state seas oppose the Woodland end closure. By will see of these feed in central Trans Height since 2000 and feeguring use this ear. Note that the season of the	
March Marc						As a Cherrywood resident, I'm extremely concerned that the expansion proposal dosen't include any shifty for a cap to be added to the section between Manor/Dean Keaton and S8th 1/2 street. This is one of the main sections of the highway that has neighborhoods on either side, so it would benefit the most from increased connectivity. We also stand to suffer disproportionally from noise pollution and emissions from increased daily staffic. Please	Sae Comment #42
April						nerine the plan for this section of US so that a cap could eventually be added (if funded). The "stitches" don't offer any benefit to residents (who wants to hang out right above the highway?) so feel free to remove the stitch plan in lieu of enabling a cap.	
The column	1478	James Gray	3/6/2023	VOH	Caps/Deck Plazas	Addronary, many Charrywood makes have expressed that it would be preferable to remove the highway exist between Marin and States in but the impact and obspired it the access road could be made sightcomity smaller. This would also reduce the amount of increased air political that the neighborhood is safe size as exist of the court glar. Please revent the plant between the safe size of the Charrywood neighborhood and compress (or remove) the proposed access road. That would help reduce the neighborhood and compress (or remove) the proposed access road. That would help reduce the neighborhood and compress (or remove) the proposed access road. That would help reduce the neighborhood and compress (or remove) the proposed access road. That would help reduce the neighborhood and compress (or remove) the proposed access road. That would help reduce the neighborhood and compress (or remove) the proposed access road. That would help reduce the neighborhood and compress (or remove) the proposed access road. That would help reduce the neighborhood and compress (or remove) the proposed access road. That would help reduce the neighborhood and compress (or remove) the proposed access road. That would help reduce the neighborhood and compress (or remove) the proposed access road. That would help reduce the neighborhood and compress (or remove) the proposed access road. That would help reduce the neighborhood and compress (or remove) the proposed access road. That would help reduce the neighborhood and compress (or remove) the proposed access road. That would help reduce the neighborhood and compress (or remove) the proposed access road. That would help reduce the neighborhood and compress (or remove) the neighborhood and compress (or remo	
The column	4470		0.77 (0000	For all	A considerate de la constante		
April	24/9	James Hattamax	3/1/2023	Emai	Lo not water/no build		
Languistant formation	3480	James Hellich		νон	Do not wider/his build Do not wider/his build Remote to 250 Continuelly alternatives	These are secured received why address of facial accidents on highways, putting that beach drivers and other receivable at received. These are a secured received why address of places and received and other received and other received and the experience and these consuming. Limitation and availability in mere under a mess, there is similarly as an accident and places are accounted and places are accident and accident accident and accident and accident and accident accident accident and accident acc	See Construct 45:
List of the county of the coun	1481	lames Hilly			Do not wirken (no heild	Mobility/S Program Manager Tommer Mercoln	Sectional 45
1422 May require the Sign of an incompanie of the Sign	2402						
The contract of the Color of Contract of Color o						Expanding (35 is a really bad idea. James Hilly	
The contract of the Color of Contract of Color o							
About Section 1997 -					Latent/Induced Demand	All it will do in cause more tradific yours accidents and more ham. Nat to mention the 10-year of construction will make 155 unusuable even set it is note.	See Contened #18
No. (Case) Tribute No. (C					Public Transit / Multimodal	I honestly believe that investing the money into public triansportation, or at the very least expand a read that goes around Austin and not right through it.	See Comment #1S
Note that \$1.500 Annual set requires any complete or the comment of \$1.500 and \$1.500 an					iransportation		
The control of Control Company and the policy of the control of th	1482	James Houston McNabb		MyCapEx Website - Comment Form	Sury/turnel	This load of burge pleasable 28 broady about 1 seas Debut 11 25 december of the point diagraph or inflament near Magnet This is not one bear. This is not one research to be point diagraph or inflament near Magnet This is not one bear. This is not one research to be point and pleat call and lead to be a fine of the discussion of the diagraph of the	Sea Communit #25
The set. 1.1. Turnet 4.1. Turn					Reroute to 130	Alternative routes should be encouraged, US 183 for one. US 183 has seen some improvements recently, Drivers need to be encouraged to use other routes like 183 and the one east of town.	
The cent A. Turdine A. R. Turdine A. R. Turdine A. P. L. Turdine A. P. L. Turdine A. P. L. Turdine A. P. L. Turdine A. R. Turdine A. Turdin						I am resident in Delwood 2, together with my family including my daughter who attends Maylewood Elementary. I have six specific comments regarding the environmental impact of the I-35 that should be addressed by DDDD:	See Comment #184
The cent A. Turdine A. R. Turdine A. R. Turdine A. P. L. Turdine A. P. L. Turdine A. P. L. Turdine A. P. L. Turdine A. R. Turdine A. Turdin						1. What engineering analysis has been conducted regarding the usability of pedistrian access at the Arport Bhd intersection? On the map the routes are convoluted, with multiple switchhads and turnels. What data has been used to estimate whiteher patentinan will actually use these route? I do not refer to ADA compatibility requirement, but data on whether these designs will encourage pediatrians to wait through the intersection. For example, there is substantial data on car	
The cent A. Turdine A. R. Turdine A. R. Turdine A. P. L. Turdine A. P. L. Turdine A. P. L. Turdine A. P. L. Turdine A. R. Turdine A. Turdin						based times through the intersection (including animations) but nothing on padestrian and bike transport. Why? How is that consistent with the design requirements of the project (which include East/West Connectivity). Care are engineered for, but bixes and pedestrians appear to be mere hopes. For example, there appears to be zero data on the radius turnings of the "bike paths" but it is well known that tight turns (especially on uphill ramps) cause bixe accidents and neataive	
The cent A. Turdine A. R. Turdine A. R. Turdine A. P. L. Turdine A. P. L. Turdine A. P. L. Turdine A. P. L. Turdine A. R. Turdine A. Turdin						interactions with padeatrians. See for example (from a most cursary search): - Metrians Molan, A., Hummer, J. E., & Ksaibati, K. (2019). Modeling safety performance of the new super DDI design in terms of vehicular traffic and pedeatrian. Accident Analysis & Prevention, 127, 198–200.	
						https://doi.org/10.1016/j.aep.2019.03.008 -Bers, R. J., Turribull, K. P., Turmer, S., Hauser, D. S., & Huntado, P. S. (1997), Guidelines for Bicycle and Pedestrian Facilities in Texas. https://static.ttl.lamu.edu/tiliamu.edu/documents/1449.3F.pdf	
						-AASHTO "Guide for the Development of Bicycle Facilities" as published by the American Association of State Highway and Transportation Officials These data and simulation engineering tools are available and should have been incorporated into the design. This is a failure of engineering work and the project carried daim to meet its design requirements without data that shows impact of	
						the design on pedestrian and bike east west connectivity. The baseline for comparison should be the SPUI (and convoluted pathways for peds/bikes) against intersections with at grade crossings, such as that proposed for the E. Riverside Drive design in Alternative 2.	
2 Allow all TOCOT present the conspicient of production harmonic by three senting chiefer due to black of Africation beauting? The the community black go the proper during the consultation in East Audion consultation with the constitution of the							
2. The wall TOOT present the acceptation of polesticiss knowled by those seeing ability do as is sized of difficulties becausing. That the community loading on the energy during the consolitation in East Austin secondarity value these flower from the "beard communicate town TOOT" has not provided antificion in formation, consolitation, or engineering on these agricus.							
2. Now not "TOD!" present the acceptation of polesteriors known by to treat seeing almitty due to in total of efficient by tourneying thing to a community, using of the reason during the community and the reason during the communitation in East Audits revenues that the TOD's has not provided authorize invention, communitation, or registering on these options.							
2 have all TOOT present the consupation of exhibition known by tree entirely point on a train of efficialities beauting? That it as assembly again and a proper a							
2. How will TOOD prevent the acceptation of peladestran turnels by those seeking platfort due to lack of all fordable tocating? That the community looking at the maps during the consultation in East Austion immediately dealer these "turnels turned at thread communicate that TOO!" has not provided sufficient information, consultation, or engineering on these applica.							
immediately called these "murder turnels" should communicate that TDOT has not provided sufficient information, consultation, or engineering on these options.						2. How will TXXXI prevent the occupation of padadrian tunnels by those seeking shelter due to lack of affordable housing? That the community looking at the mass during the consultation in East Austin	
						immediately called these "murder turnels" should communicate that TXDOT has not provided sufficient information, consultation, or engineering on these options.	
	1 1	I	I	1 1			

We will be a service of the control							
The second secon						3. TXDOT should present a design that prioritizes pecketrian and bias connections through the Airport Bird intersection. In particular, the dusfit impact statement says that bias and pecketrian access will "allow for planned future brials as shown on the City of Austin (COA) Bias Plan*. Accordingly the document should address the City of Austin's plans for the Airport Bird shared use bias and pecketrian pathways. Why, then, is there are mention or	
The state of the s							
The state of the s						4. The effort expended for improved designs south of 38 1/2 has not been matched by efforts north of there. In particular, the environmental impact statement should address the changes in wealth and demographic makeup in the areas in which claims of addressing historical inequity are made. In particular, the St. John's neighborhood remains cut in half, with zero at grade crossings in the current proposal. It is disrigenous at best to	
The state of the s						Improve connectivity for the University and gentrifying central neighborhoods, while doing nothing to improve connectivity further north, where wealth and demographics have not changed as quickly. Any claims to address historical inequities caused by the ISS must address where the affected communities have been displaced to, and address the continuing impacts of the ISS in those neighborhoods.	
Part							
						5. TIXOT should explore a palestriam and bike connection that utilizes the Northwest Greenway in Moulier for a gently stoping pathway to an overhead connection. This should be done without creating open space undermath any ramp (e.g., by using earth filled ramping), in order to avoid creating covered areas for occupation by those seeking shelter due to lack of affordable housing. This provides an opportunity for padestrian/bike east west	
Mary	1483	James Howison			Delwood	connectivity, Ideally that risimp could gently slope back down on the eastern side of the freeway, creating usable connections to 45th street and Airport Blvd.	
Part	ID	C N	Da R d	S	Topic	c .	**
Part						6. TUDO's should work with the City of Auditin to saferines accessed to the Devision 2 any approximation. As entrannous/veits to our neighborhood are shifted by the project. We are located immensionally print of Algorit Blind and traffic caused by the fineway often makes access into our neighborhood from Airport (least and westbound) very difficult. A proper traffic in this is student, is clearly at the Parkwood entrannous, withough Revected and the Airport Bear a	
Part						Fernecod entrance which is much safer to use (especially if towing any trainer). TXXXVI should produce alternatives which address inspects on access to and from our neighborhood, including commitments during the construction period. If a full traffic light at Parkwood or Powood improved access, the neighborhood may revisit its opposition to dosing the Fernecod connection and even consider dosing the Bernecod frontage road correction (which would reduce dangerous speeding cur-	
Part						through traffic that spits into our residential streets as an impact of the LTS intersection). 1 take my doughter to and from school at Maplewood jouth of Arport; ISS traffic and the lack of traffic signals at Parkwood or Rowood make this a challenging situation. Effort should be made to consider these impacts.	
Mary						Privally, I retarrate my support for the letter produced by our neighborhood association (Delwood 2) and the NCINC letter.	
Mary							
Mary	1484	James MacKay	3/7/2023	Email	Reroute to 130	Ne* 1500T 1500T, Please assure the 135 re-do through Austin enhances pedestrian and biking mobility in the city.	Sax Corrent #4
Mary						I have lived in central east Austin for over 31 years and this is a croce in a generation opportunity to help right, past mistakes dividing our city.	
Service Servic							
Service Servic	1485	James Magness	1/31/2023	Email	General support	Dear Chairman Bugg and Commissioners: Thenk you for recognizing that I-35 through Austin is one of the most congested medium segments in the State of Texas. As this seriously outdated readway is often	See Comment #8
Part							
Part	1486	James Mendoza	3/7/2023	Email	Public Transit / Multimodal	Mobility55 Program Manager Tommy Adrego. As a Team, toppose the 155 expension plans, Instead of building more inefficient and ugly car-centric infrastructure, we need public transportation that is effective. How can Texas be great if we can not even bus our people like they do in	Sin Comment #13
Service Servic		Moreno			Transportation	Europe and Asia? Put people first.	
Service Servic						Mailtoff Record Masser Tomas Masser	Sur Frances 19
Fig. 1. Sept. 1. Sept						pocertical program hearinger immy screege. Expanding 1.55 in Downtown Austin will result in more traffic, less mobility overall, and an even bigger divider between downtown and east Austin. What the city needs to break the griddock is not more cars and the space for them all, but alternative manner of trainsport for common seas. Trains, busies, more and better bide paths, and incentives to carpost if a vehicle is needed. There are better wave to handle the traffic than be incentivated in www.newlea. No nor. I.SK. Assertions.	Daw Communit 7.2
The content of the					Public Transit / Multimodal	I should not have to use any kind of interstate highway to get across town. Period. State highways are one thing, but the interstate system is mainly for commercial vehicles, not passenger vehicles. As an Austin citizen and taxpayer, I expect the city and state to do what's in the best interest for the people, not big business. The 1% do not need any more money, not when the vast majority of people in this city are struggling to make ends meet.	
The state of the s	1487	James Meyers			Hanaparasian		
The state of the s				-	Latent/Induced Demand	It has been proven time and time again that highway expansions do precisely nothing for traffic congestion. What has been proven to work is providing people with alternative methods of getting to where	See Commant #18
Mark							
Mark	1488	James Miertschin	3/7/2023	Email	General support	TXDOT must increase the capacity of IHSS. it is THE major transportation route in Austin and it has to have more lanes than it presently has. Houston figured this out many years ago when they expanded the Yally Fineway to five lanes on each side. There is no reasonable atternative.	See Comment #8
Mark						James Mortscrim	
Mark	1490	have Meetings	9/1/90/9	Small	Po not widon too build	MANITOR Research Manager Vaccour Vaccour Annual Annual	
Mark	2400	and advages	3/2/2023	Lina	DO NO. WIGHTY TO DUTTO	White I aim of a section of Treats of Oppose the plan to expand 195. Time and time again highway expansions are haired as "improving flow" when in reality they do not reduce congestion. Instead they destroy neighborhoods and cost billions of dollars that are better spant elsewhere.	
						Phase do not expand 135	
Main	1490	James Morgan	3/7/2023	MyCapEx Website -	Do not wider/no build	No. Pair connect man't salve are traffic analytims	See Comment #S
Main				Committee		the proposal only cares about on the ordinary of the proposal only cares about drivers and mostly prioritizes those going straight through the city. This proposal only cares about drivers and mostly prioritizes those going straight through the city.	
March Marc							
March Marc	1401	hanse Oil one-	\$100,000A		Po not widon inn build	Will have built critical what to prove an other processing of the found of contract to the fill distinct and in the last two contracts to the man of the m	
March Marc	2422	and other)			DO NO. WIGHTY TO DUTTO	Think you, limited O'Ladry	
Market Park					Public Transit / Multimodal	I am advocating instead for increased spending on public transportation options such as bus routes and light rail to reduce traffic on Austin reads	See Comment #33
Annual Parlies of Control of Cont					Transportation		
Section 2 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	1492	James Peacock			Do not widers/no build	Mobility35 Program Manager Tommy Abrago, My flaces and I have lived in both Austin and Houston for a number of years. As current residents of Austin we are deeply opposed to the expansion of 1-35, especially right through the middle of our quaint city!	New Comment #5
Auto American Springer School						Obviously trains would be amazing, but i'm not sure we're there yet as a transportation organization (regrettably). James Peacock	
Auto American Springer School							
Auto American Springer School					Reroute to 130	We low it here and i don't want to see Austin become another histhway half Houston. Please clease clease at least renowe around the citx, it's soits be manimish similar costs) And if not very worth the	Seconnel 63
Auto American Springer School						expenses in my opinion. I'm opposed to ThDOT's plans for 135 and 1 OPPOSE expansion in general. But for the love of God/science/money, please please think of your citizens and at the very bare minimum I'd accept a rerouted	
The process with research and the and reads of the landing flow of the and reads of the landing flow of the and the landing flow of the landing fl						expansion plan.	
The process with research and the and reads of the landing flow of the and reads of the landing flow of the and the landing flow of the landing fl							
1494 Areas Relations: 2/24/2023 Entail Do not wishin, the billion of the common and the common	1493	James Poynter	3/7/2023	Email	Do not wider/no build	Mobility55 Program Manager Tommy Abrego. The process will be miserable and the send near will be lacking. The city deserves better.	See Comment #5
Date Size. Over S						James Poyntar	
Date Size. Over S	****	hassa A	9190 10000	Sm-1	Do not wisk	NA PROFESSORY	For Proposed 65
Date Size. Over S	1494	James Robertson	2/23/2023	Email	Do not wider(no build	No 1000 10001, Topose expanding I-35. Please send through traffic to 14 want, community alternatives to expansion, including Reconnect Austin and Rethink35, to be fully studied James Pobertion	Dat Lorritant #3
I are vertical provided included on 1900's both flow inventment impact discovered (DCC) for increasing the projection of the project area. For preference discovered in the SCD. All described in greater deal stable, my prosenum was as follows: Linkender General Stable of the project and stable, my prosenum was as follows: Linkender General Stable of the project and stable, my prosenum was as follows: Linkender General Stable of the project and stable, my prosenum was as follows: Linkender General Stable of the project and stable, my prosenum was as follows: Linkender General Stable of the project and stable, my prosenum was as follows: Linkender General Stable of the project and stable, my prosenum was as follows: Linkender General Stable of the project and stable repetition of the project and as which, my project consensus to second to focus on the conflict ordinary of the project, as the first where 1 has end whiches in respirate ordinary as a follows: Linkender General Stable of the project and as which, my project consensus to the conflict ordinary of the project, as the first where 1 has end whiches in respirate ordinary as a follows: Linkender General Stable ordinary							
Associated Security of Control Williams (Control Williams) Linch for Mach, Close for the Control Cont							See Comment #5
According to the season of the						r am merring to provide reactivistic on modified Alternative (3) to be included in the difficult record for the project. The preferred alternative (Modified Alternative 3) is unacceptable as described in the DBS. White is command TuDOT for its commitment to removing the upper decks and lowering main laines through much of the project area, I have grove concerns over TuDOT's process and the agency's preferred design as reflected in TuDOT's Modified Alternative 3.	
According to the season of the						As described in greater detail below, my concerns are as follows: 1.induced Growth	
						2-Hurta Too Much, Does Too Little 3-Austin's Original Sin - Purpetuate A Mare In Malan & Rep Hower Patter	
						While my general committee apply to the I-35 Central project as a whole, my specific comments tend to focus on the north-central portion of the project, as that is where I live and where I mostly move about the central city. Linduced Growth	
						The DEG examines the important issue of Induced Growth wearing inappropriate blinders. The DEIS looks at Induced Growth only in the 38,162 acre Area of Impact (ADI). ToDDT concludes that the project will induce minimal growth because the ADI (about 60 square miles) is already largely orbanized. That's like telling a new smoker that her new habit is likely to give her baid breath, while ignoring the fact that this new habit has a good chance of killing her. Of course the project	
	1495	James Robertson	2/24/2023	Email	Do not wider/no build	were new minman encursor grown me already unbarriand core of Austin. The true induced growth – and sit the sit exists that will come with it (increased conjection, loss of open space and habbit, air polition, increased green house glasses, etc.) – will occur in the ansats made more uttractive to development directly because of this project. Does TuOOT seriously think that the suburban sprawl of Austin towards Dripping Springs, Spicewood, Eight, and Bastrop would have occurred without the remains of histories of historie	
106 James Egyp Innovation of the Comment of Section of						2 Hurs Too Murit, Does Too Little	
1466 James Bappi							
1496 James Slopp Services My Do not wider/this build Law storage opposed to the expansion of 135 through Audin. Cop Do Lakes/Protocod Demont An expansion will do inspectible harm to the propsed and barreaused Audin, and — as with every other intendists expansion — will not allevate traffic (but to Induced Demont). See Comment #5 An expansion will do inspectible harm to the propsed and barreaused Audin, and — as with every other intendists expansion — will not allevate traffic. (but to Induced Demont).							
1496 James Slopp Lower May Do not widely the build Lam strongly opposed to the expension of 135 through Audio. Cop Do Laters/Induced Demand As expension will do impossible from the people and bonnesses of Audio, and — as with every other intendate expension — will not alleviate traffic (but to Induced Demand). See Comment #5 See Comment #5							
1496 James Segot Mode Don't winds/in-hold Don't Segon Don't Winds/in-hold Don't Segon Don't Don't Winds/in-hold Don't Don't Winds/in-hold Don't Segon Don't Don't Winds/in-hold Don't Don't Winds/in-hold Don't Don't Winds/in-hold Don't Don't Winds/in-hold Don't Do							
c. Landf (Modes) Directed An experience with to represent a facility to the popular and to represent a facility to a set of the popular and to represent a facility to a set of the popular and to represent a facility to a set of the popular and to represent a facility to a set of the popular and to represent a facility to a set of the popular and to represent a facility to a set of the popular and to represent a facility to a set of the popular and to represent a facility to a set of the popular and to represent a facility to a set of the popular and to represent a facility to a set of the popular and to represent a facility to a set of the popular and to represent a facility to a set of the popular and to represent a facility to a set of the popular and to a set of the popula		James Seppi	500000	My Cap			
	1496						

1497						
2787	James Simmons	1/5/2023	MyCapEx Website - Comment Form	Bury/tunnel	The Madrick Add Affective 3 pins were in the se description of the contract of the second of the sec	50 Cerement #23
1498	James Van Shellen beck	2/24/2023	Email	General support	word, Plancy, Manne, Ma	Sec Comment #S
	beck					Se Connect 45
					The PD is a countrie the public hearing purposes are presented of the commercial real estate includes, the express core fol support for the 19.5 Capital Countries Department of the commercial real estate includes, the express core fol support for the 19.5 Capital Countrie Operator propose are aboved by the Team Department of Energy pressor. If the purpose is proposed as aboved by the Team Department of Energy pressor in the 19.5 Capital Countrie Operator proposed as aboved by the Team Department of Energy pressor in the 19.5 Capital Countrie Operator proposed as aboved by the Team Department of Energy pressor in the 19.5 Capital Countrie Operator proposed as aboved by the Team Department of Energy pressor in the 19.5 Capital Countrie Operator Department of Energy pressor in the 19.5 Capital Countrie Operator Department of Energy pressor in the 19.5 Capital Countrie Operator Department of Energy pressor in the 19.5 Capital Countrie Operator Department of Energy pressor in the 19.5 Capital Countrie Department of Energy pressor in the 19.5 Capital Countrie Department of Energy pressor in the 19.5 Capital Countrie Department of Energy pressor in the 19.5 Capital Countrie Department of Energy pressor in the 19.5 Capital Countrie Department of Energy pressor in the 19.5 Capital Countrie Department of Energy pressor in the 19.5 Capital Countrie Department of Energy pressor in the 19.5 Capital Countrie Department of Energy pressor in the 19.5 Capital Countrie Department of Energy pressor in the 19.5 Capital Countries Department of Energy pressor in the 19.5 Capital Countries Department of Energy pressor in the 19.5 Capital Countries Department of Energy pressor in the 19.5 Capital Countries Department of Energy pressor in the 19.5 Capital Countries Department of Energy pressor in the 19.5 Capital Countries Department of Energy pressor in the 19.5 Capital Countries Department of Energy pressor in the 19.5 Capital Countries Department of Energy pressor in the 19.5 Capital Countries Department of Energy pressor in the 19.	and continuing
1499	Jami Sims	3/3/2023	Email	General Support	Onetor of Mility and Government Affairs	
		2/3/2023				
1500	jamie allnutt	2/3/2023	Email	General support	Our Charmen Budg and Commissioners. These by oil or recognized growth part is a tree of an exect composed models agreement in the State of Texas, this text actually additional readous as offer under the Market Person and Texas and State of Associated and Ass	Sec Communi #5
1501	Jamie Cantrell	2/8/2023	Email	General support	Our Chamme Budg and Commissioner: Thisky so for recogning that 135 through Audin is over if the most congested markeys segments in the Date of Texas. As this services hadded readway in the united to Marke Descript Cexas, at Reseas should not be self-or the content of the self-or this content of the Self-or this commission that are upon the variety of the Self-or this content of the Self-or t	Sau Connect #8
					Size flash of Switz Flash, as settled in Switz flash or equiversity of the supplies as proposed by the Switz Flash or equiversity of the supplies as a switz Flash or equiversity of the supplies Flash o	
ID.	C N	Da R d	S	Topic	c	R p
					Dear Chairman Bugg and Commissioners: Thank you for recognizing that 155 through Austin is one of the most consented read-read-read-read-read-services and Teach Austin is one of the most consented read-read-read-read-read-read-read-read-	See Comment #8
					Data Chimman Bigg and Commissioners. The App Service of Service Servi	
1502	Jamie Merendino Chandlee	2/8/2023	Email	General support		
1503	Jan Wesson	3/7/2023	MyCapEx Website -	Do not widen/no build	Please stop the crazy plan for 135 expansion. It will be an environmental disaster and it will deatory neighborhoods.	See Comment #5
		. ,	Comment Form			Se Connect 5
1504	Jana Birchum			Do not wider/no build	The LOGOT LOGOT. It is reported to the foreign properties of the St. experience through describes Audio. The rank was built with the distance of an headful day in mind, the this proposal furthers that gast, wasty bringing I not the current day. It is completely were caused to the content of the content of the second of th	See Comment #5
					To service junes 1 done between Asian and DTM, self have experienced on a disyb-buty bases the horrors of 1000T construction properts, which seem to move end. Please, will have a beautiful city here. Your project in IT-concurred and extensing division. An and concrete (please) of seems. Jama Birthorn Jama Birthorn Jama Birthorn Jama Birthorn	
				Reroute to 130	With 130 available as an option, we have to opportunity to heal the scar of IH 35, putting local truffic below ground and highway truffic around the city.	See comment #3
1505	Jame	2/26/2023	MyCapEx Website - Comment Form	Recial Justice	Please reconsister your piece to add 2 laines at othere! tweld to the East sale of 35 mear Apport Ris. You are destinging part of our historic resightantwood and doing more damage to East Audion which is always the follog and of Audion to the hismand when there have a change. A term is at a notified does love-1 will be used and not become a high of once. A substitute of you filt lower piece piece will be and in the piece and a notified does love-1 will be used and not become a high of once. A substitute of you filt lower piece piece will be not indicated as every full the countering proper. This is we write and once. A substitute of you filt lower piece piece will be not indicated as every full the countering proper. This is we write and once.	Sac Comment #3
1506	Jane Lundquist	1/4/2023	Email	General support	Latinot comments on All 2, All 3 is similar but before access for peols bless with peri bridges at "attractors" (bed, fromey ventral amonts). Elevated readway structures will be closed during cold most wanter. This set limit opening.	Se Commetté
1507	Jane Mornecillo	1/31/2023	Email	General support	her Chames Begg and Commissioners That by the 'emergisting that 155 through Justin is as and it of a most congested modeling superman in the State of Cham, is this actionally actually actual to the state of the Chames of the C	See Comment #8
1508	Jane Peart	2/7/2023	Email	General support	Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested readway segments in the State of Texas. As this seriously outsized readway is often	See Comment #8
					Our Chamma Bugg and Commissioner: Think you for recogning that 35 through Audits a over if the most congested makesy segments in the State of Treat. As this services hadded readway a thin collect feet a State State of Treat. As this services hadded from the state of social collection of the State of Treat. As this services that any object occurred the region of the state of the state of inflamentation in the State of Treat. As this services that are required immerse growth we are experiencing in our great State. Accordingly, in writing byte beginning on complete support for the 155 Capital Express Central deeps as proposed by ToCOT. Thank, you for your consideration of this required to the state of	
1509	Janet	1/23/2023	Email	Parks	My quadron exit has always been ny quadron. What is Todd gaing to do with the bottle next a List Ser Lists bridge. I haven't seen anything addressing this nerve bridge compared to the expansion Worth next South. Please soloue, Juvet Saws. Charyvood Registrational Service from Marin Co	See Comment #500
					Cool on the presentation with region and discussed. The alternative 3 programs with the additional query species from the capture of the present of the present of the present of the presentation and changed any street. The alternative 3 programs with the additional query species from the capture of a ductor now seems to be the best options for the ordinary and visition to Current and Complete, the Complete of	See Comment #8
1510		2/21/2023	VOH		lact with the current growth rate in this area.	
1510	Janet Dunn	2/21/2023			It seems to me that an additional option is needed for those growers who are just driving through the Austin area and continuing north on 1-35. The 2 inside larses do not seem to be the full answer to the congestion problems whereas a dedicated	
			Voli	General support	Takes to the find an additional option, and additional to the control of the cont	
1511	Janet Evans	2/10/2023	VOH			The Comment 450
1511	Janet Evans	2/10/2023	voH	General support Bixe/ped safety	Opening as better than the Scheffer neighborhood would increase suffic that would be dangerous to cholere with said for mischas, or, fells waiting their days, There would also discrease the are equity dust to recommend upon or neighborhood to the neighborhood.	The Comment 450
1511	Janet Evans Janet Walkow	2/10/2023 1/12/2023	VOH		Opening as better than the Scheffer neighborhood would increase suffic that would be dangerous to cholere with said for michast, or, fells waiting their days, There would also discrease the are equity dust to recommend upon or neighborhood to the neighborhood to the neighborhood to the neighborhood.	See Contract #50 See Contract #5
1511	Janet Evans Janet Walkow		VOH Email		Sperming as builds this the Scholder supplicational would increase sufficit that exist he disrigence in children who wish he and for n sufset, up, fishe weight give the consended suffic. Please reconsister opening up our realightedwhood to the register. Please reconsister opening up our realightedwhood to the register. Other Chemisters Bodg and Commissioners: These by our recognising that 155 through Audio is now of the most conspicuous cannot be presented in the State of Texas. As this seriously auditioid scalesing in which control is the State of Texas. As this seriously auditioid existency is a seriously auditioid decision in a seriously audition to the State of Texas. As this seriously auditioid existency is a seriously auditioid existency in the State of Texas. As this seriously auditioid existency is a seriously audition of the State of Texas. As this seriously auditioid existency is a seriously audition of the State of Texas. As this seriously auditioid existency is a seriously audition of the State of Texas. As this seriously auditioid existency is a seriously audition to the seriously audition of the State of Texas. As this seriously audition decision is not a seriously audition to the seriously audition to t	Ser Continued 450 Ser Continued 48 Ser Continued 45
1511	Janet Evans Janet Walkow		VOH Email MyCapEx Website - Comment Form		Opening as brifler too the Scholafer supplicational would increase traffic that exact the dangerous to children who would not not received strifle. These secondary during the or consequent strifler. These secondary opening on or registerational to the supplies and the supplies of the s	See Communit 65
1512	Janet Walkow	1/12/2023	VOH Ernail	Bikaypad safeny General support	Opening as bettle too the Scholer neighborhood would increase sufficient would be dangerous to cholers who wash to and for m school, or, follow washing their dags, These would also discrease the are counting due to recommend their properties of the commend of their neighborhood to the register. These recommendation of the register of the recommendation of the recommendati	See Communit 65
1512	Janet Evens Janet Wallow Janet Zeitler		VOH Ernail		Opening as brifler too the Scholafer supplicational would increase traffic that exact the dangerous to children who would not not received strifle. These secondary during the or consequent strifler. These secondary opening on or registerational to the supplies and the supplies of the s	See Communit 65
1512	Janet Walkow	1/12/2023	VOH Ernail	Bikaypad safeny General support	Opening or brifle this the School for single-brinded would increase traffic that existed the date gleens to chaldren who wash to and for in school, or, follo welving that of targets. These would also discresses the air suspits chall not received by the second of the s	See Communit 65
1512	Janet Walkow	1/12/2023	VOH Email MyCoyEx Yorksto Commerc from	Strayland selleny General support Do not widen, no build	Opening as sufficient to the Schreier negligorational would increase shall be designed to a solution who wash to and for its above, or, followed your days. There would also discusses the are washed don't be consented from the contract of	See Communit 65
1512	Jamet Walkow Jamet Walkow Jamet Zeither	1/12/2023	VOH Ernail	Bharyed addry General support Connel support Do not widen/no build Public Towar/ Millimedal Transportation	Opening as solidio this the Schieffer negligiborhood would increase solidio that except the designment is challen when each to an after or achoes, or, false waking that stags. There would also docrases the any waiting does not recognished to the magnitude. The Chairman Bagg and Commission of the Chairman Bagg and Co	See Connect #3 See Connect #3 See Connect #13
1512	Jamet Walkow Jamet Walkow Jamet Zeither	1/12/2023	VOH Email MyCoyEx Yorksto Commerc from	Strayland safety General support Do not wider, the build	Opening as sufficiency the Schrefer neighborhood would increase shafts that would be dangerous to choldow who wash to and for me about, or, follow would give rising. These would also discreases the any washing due to increase shaft on the surface of the second of the	The Comment 45
1512	Jamet Walkow Jamet Walkow Jamet Zeither	1/12/2023	VOH Email MyCoyEx Yorksto Commerc from	Bharyed addry General support Connel support Do not widen/no build Public Towar/ Millimedal Transportation	Opening as solidio this the Schieffer negligiborhood would increase solidio that except the designment is challen when each to an after or achoes, or, false waking that stags. There would also docrases the any waiting does not recognished to the magnitude. The Chairman Bagg and Commission of the Chairman Bagg and Co	See Connect #3 See Connect #3 See Connect #13
1512	Janet Walness Janet Zether Janet Zether Body	3/13/9023 3/13/9023 2/25/2023	VOH Erwalt MyCapEs Website Commerc Form MyCapEs Commerc Form	Boay yed safety General sepport Do not widen no build Public Trainer / Multimodul Training and the	Opening at parties that the streament shall, and consequent may be a streament shall be a str	See Connect #3 See Connect #3 See Connect #13
1512	Janet Walness Janet Zether Janet Zether Body	3/13/9023 3/13/9023 2/25/2023	VOH Erwalt MyCapEs Website Commerc Form MyCapEs Commerc Form	Boay yed safety General sepport Do not widen no build Public Trainer / Multimodul Training and the	Opening at parties that the streament shall, and consequent may be a streament shall be a str	See Comment #3 See Comment #3 See Comment #33 See Comment #35 See Comment #35 See Comment #35
1512 1513 1514	Janet Walson Janet Zeitler Janet Zeitler Janet Wilnugfby	1/12/2023 2/25/2023 1/13/2023	VOH Email Mi-Capit Website Commerc Furn My-Capit Website Commerc Furn Email	Boay yed safety General sepport Do not widen no build Public Trainer / Multimodul Training and the	Opening as sorticitives the Schieder angitiventual would increase shafts that would be dangerous to cholder who wash to and for me about, or, followed upon the state of the second dates document that would not be required. Associated during the contraction of the contraction of the required that is the second of the contraction of th	See Comment #3 See Comment #3 See Comment #33 See Comment #35 See Comment #35 See Comment #35
1512 1513 1514	Janet Walson Janet Zeitler Janet Zeitler Janet Wilnugfby	3/13/2023 2/23/2023 3/13/2023	VOH Grant MiCaylida Wednato Comment Form MiCaylida MiCaylida Comment Form Ernal	Dray yet addry General support Do not siden vio build Public Toleral y Mutamodal Transportation Weller Quality General support	Opening as sufficient on the Schreider angificant load would not exceed softs to descripe the second and so consequent that such as the conseq	See Connect #3

1518	Jared Lindsay	2/1/2023	MyCapEx Website - Comment Form	Regional connectivity	Commuter Rail is sensy needed in Contral Texas. Elevate a line sking (155, between Austin & San Actories to Mart. Dop expending roads, by the time yout fronk you have to Mart again.	Secondari F.L.
					MobilitGS Program Manager Tomm Atreeto.	Sax Comment #3
1519	Jared Nations	3/2/2023	Email	Reroute to 130	Changes Service from the Control of	
1520	Jared Thomas			Do not widen/no build	Statistics Program Margar Common Strange. In consideration of the second of the Statistics of Stati	Ser Comment 45
				Reroute to 130	Study, we dired most of the buffic around the covertions areas completely and get of of the shorts of 135 that runs through claentcom in less of a boulevard that supports walking thereof, businesses, and exported of the colp. Tuffic will go where you put the road and expension cleant fix traffic.	See connect #3
				Caps/Deck Plazas	Fee have to keep the convert, borgerint of 3.5 we should have plans and funding in place to fully cap it (not perfeed) to reduce noise, patholon, and enhance east, west travel to connect our audin community.	See Connect #12
1521	Jamed Dunn	2/7/2023	Email	General support	lace Cleanues Beg and Commissioners. Notes you for recipioning fault 155 through duels in our of the most congress models and permits in the State of Fear. As it is survivally collision for state and the state of	Sea Corrector 48
ID		Da R d				
1522	Jarrod Baniqued			Do not wider/no build	Making 155 Program Manager Temmy Policys: The man independent matter than the Philippines with an interest in urbanism 1 gives up in California, undersiably a haven of our culture, and, having upont a shellend existence in a car-dependent suburb, 1 can tell you that there is an increasible amount of term to be done with expension of interests 55. Auror Berinquel The California and Californi	See Comment #5 See Comment #4
1523	Jacobreth d'Colton	2/16/2023	VOH	Do not widen/no build	The destination are also destined from the Section of the Conference of the Conferen	Sections 15
1523 1524	Jasemin Astorea	2/16/2023 3/7/2023	VOH	Do not widen/no build Do not widen/no build		Sae Comment #5 See Comment #5
1524	Jacom macarga	3/1/2023	Email	Do not wishing to build	Outsight Program Manager Terminy Resign. 10 Section 10	See Currente es
1525	Jasmine	2/11/2023	MyCapEx Website - Comment Form	Regional Connectivity	Sight vall connecting Sain Arterios and Austin	Sacroment #1
1526	Jason Ballard	1/30/2023	Email	General support	Dear Chairman Bugg and Commissioners: Thank you for recognizing that i 35 through Audin is one of the most congested readway segments in the State of Teas. As this seriously outsined readway is often called the Main Street of Teas, all Teams should call for bold and decisive action to transform this critical stretch of infestructure into a readway that will accommodate the rapid and immense growth we are experiencing in our great State.	See Comment #8
					The Demonstrating and Commissions. This is not in requisiting facility Strongs feature are of a participage of actions agreement in the Star of Them. As it is an invasion product containing a direct action of the star of t	Sas Comment 48
1527	Jason Beers	3/6/2023	MyCapEx Website - Comment Form	General support	Once Channes Bugg and Commissioners. When, Jose I per a production to transfer commissioners are controlled to the production of higher as an intensity random as the 15th word for traffic congestion and 3rd sored in the date. 155 through Audit in a complete for exposurement to transfer commissioners are extended as the 15th word for traffic congestion and 3rd sored in the date. 155 through Audit in a control of responses to transfer commissioners are extended as the 15th word for traffic congestion and 3rd sored in the date. 155 through Audit in a control of responses are extended as the 15th word for traffic congestion and 3rd sored in the date. 155 through Audit in a control of responses are extended as the 15th word for traffic congestion and 3rd sored in the date. 155 through Audit in a control of responses are extended as the 15th word for traffic congestion and 3rd sored in the date. 155 through Audit in a control of responses are extended as the 15th word for traffic congestion and 3rd sored in the date. 155 through Audit in a control of responses are extended as the 15th word for traffic congestion and 3rd sored in the date. 155 through Audit in a control of responses are extended as the 15th word for traffic congestion and 3rd sored in the date. 155 through Audit in a control of responses are extended as the 15th word for traffic congestion and 3rd sored in the date. 155 through Audit in a control of responses are extended as the 15th word for traffic congestion and 3rd sored in the date. 155 through Audit in a control of responses are extended as the 15th word for traffic congestion and 3rd sored in the date. 155 through Audit in a control of responses are extended as the 15th word for traffic congestion and 1	See Lutramar es
1528	Jason Briggeman	3/7/2023	Email	Lower Speed Limits	over 15 Cognite Expense Control, and The Commental Expense Expense or Control Expense	See Comment #285
1529	Jason Burroughs			Do not widen, no build	As a season of the factor is consequent on August 1 appeared by supporting to provide converse on the deaf Conversed Statement or the Caudal Sprace Coroll Papers Coroll As a season of the Caudal Sprace Coroll Papers Coroll As a season of the Caudal Sprace Coroll Papers Coroll As a season of the Caudal Sprace Coroll Papers Coroll As a season of the Caudal Sprace Coroll As a season of the Caudal Spra	Sea Contracted 5
			1	Latent/induced demand	Expanding the highway would not eliminate congestion due to Induced Demand.	See Comment #18;
				Caps/Deck Plazas	Cap I 35 all the way north to 290	See Comment #42
			1	Business/residential displacement	In order to expand the highway, the project would confiscate land from businesses and residents near the right of way, disproportionately impacting small businesses and minority communities.	See Comment #21
1530	Jason D. Becker	2/7/2023	Email	General support	One Chairmon Rug and Commissioners: Than you for recipioning that LSS strongs Audin is one of the most congosind readway suppress; in the State of Texas, As this surrounly outsided readway is often carried be left. State of Texas, As focus and control in an office of the control of the cont	Sac Commut #8
1531	Jason Diaz	1/31/2023	MyCapEx Website - Comment Form	Regional Connectivity	1 support commuter rail in San Antonio, Beair and Consil county!	Sea connect #1
1532	Jason F	3/3/2023	Email	Noise	I live right next to 1-35, it's already noisy enough near Riamey street I cannot sleep in my unit because the cars outside are REALLY loud. Think this is a horithis disa.	See Comment #62

					Dear Chairman Bugg and Commissioners: Think you for recognizing that 1-55 through Justice is one of the most congested routineys segments in the 2base of Texas. As this seriously outsided routineys or the control of the Administration in the 2base of Texas. As this seriously outsided routineys or the control of the Administration or the Commission of t	See Comment #8
1533	Jason Faludi	2/7/2023	Email	General support	Date Channel Degree of commissioner. This has no for requiring facility 25 traps, but in very of a next or good and invariance speep in it is that if facility is the artificial position of the commission of the	
1534	Jisson Grant			Latent/Induced Demand	Account factors for the rest construction of t	See Comment #18
				Reroute to 130	You've already built a miss loop-135-enound Austin. People traveling moth or south on 1.55 should be encouraged to use this instead. Sending them right through the misdle of downtown Austin is durit, being expelience mear a fereign purplement. Profession of the professional and manif	Seconnet43
1535	Jason Hinson	3/7/2023	MyCapEx Website - Comment Form	Caps/Deck Plazas	We should have more cape (bury the freeway in larger segments so we truly create connections between east and word). Early plans suggested TDOT would pay for the proper. Why do Audin laupupen have to foct the bit for the region and the state?	See Comment 4-22
1536	Jason Hoffman	3/7/2023	MyCapEx Website - Comment Form	Do not widen/no build	The highway expension is an insulne idea that nothing to do with moving people or goods. It is third world solution.	See Connect #5
ID	C N	Da R d	s	Topic	¢ .	R p
1537	Jason K			Do not widen, the build	Maked by Pages Named French Pages (Press) As a resolute of the special of age. As a resolute of the special of age. As a resolute of the special of age. As a resolute of age. As	Sec Communit #5
			-		As a customer of the faced businesses were described and described about the 196 consider the recording of classic and classic about the face of the f	See Comment #34
				Air Quality/Noise	As a collection of the final businesses desired to the contraction of	
				Recial Justice	TOOT has a long heater of reside impaction when it comes to highesy boardon selection, construction, and prime for expension. Again, I can point to Procurbin the expension of the selection in the expension of the selection in the expension of t	See Contract (\$)
1538	Jason Kennedy	3/6/2023	Email	Public Transit / Multimodal Transportation	Calculation Services Transport Enterprise Transport Tran	Sec Comment #13
1539	Jason Krahl	3/7/2023	Email	Do not widen/no build	Mobility.55 Program Manager Tommy Abrego,	See Comment #5
					ModingS Program Manager Traininy (Single). Indice groups of Manager Training (Single) and the Control of Manag	
1540	Jason Kupka	3/2/2023	Email	Do not widen/no build	to North Not. Please day building resist that do reflering to seas congestion and further segregate communities. Jacob Replace Jacob Repla	5a Cornece #5
1541	Jason Kupka			Bike/ped safety	We hold The CIT. If you printy willship (give growmous are constantly interrupted by callous expension by Tt. COT is whincher infraend-units. Deeple paping at least my fair share for transposition infraend-units, my safely is treated as littles more than a makener during fleese project. In a constant of the deadline thing colorum instruct with in their slab) than, you or continue to expect them through deeple paping and execut yearsting paths, expound on by family to increasingly dangerous attractions. In a constant of the deadline thing colorum instruct with in their slab) than, you or continue to expect them through deeple paping at least my.	See Comment 850
			l l	Public Transit / Multimodal Transportation	Please also the insents, Building reads DDES NDT discresses traffic - removing cars is the only proven way, incentivate non-whicuter traffic, meas ternat, and walkable clies. And please, also facing me into highway traffic by classing absolutes and bits paths for construction.	See Comment #33
1542	Jason Qunell	3/7/2023	MyCapEx Website - Comment Form	General support	Eugyport the prior and it's time to move forward.	Sea Contract #8
1543	Jason Roth	2/25/2023	Email	Reroute to 130	3. Note: increasing, issues applicating to contribute 3 and to the State of the State of Stat	The connect #3
					1. Low the discle / caps, Please consider entertainment / nightfile friendly caps between 3rd and 5th, which includes permanent sheet vendor / night market engagement files a permanent person sheet feet ments (A famours market and Standards and semilars). The rest of the caps (as many as possible should be parks including permanent spaces for relating local and materialisms. We need more and / massums / etc. for a city this size! 2.4. At the seption should not 3 bridge over thought 2 farmers because proporting for a considerable of the relating for intronsiderable or the size of the relating to the size of the relating for intronsiderable or the size of the relating for intronsiderable or the size of the relating for intronsiderable or the relation of the relating for intronsiderable or the relating for intronsiderable or the relation of the	See Comment 48
1544	Jason Roth	2/25/2023	VOH	General support	3. Please or control brong to larges of rend of a bloog pound, released on a larger schooling (shir 5-2 and stresses or this benefit when it is passed and the passed of the larger school pound of the larger sch	
1545	Jason Samonda	3/7/2023	MyCapEx Website - Comment Form	Parks	The trail under 135 on both sides of Ladybird Lake are important for commuting, as well as recreation. It is critical to all foot and bicycle staffic to be able to pass under the bridge unencumbered. There also needs to be layed access under the bridge as well as, since a widely used launch access is under and east of the bridge. The bridge also provides important structure for brinds and aquatic life.	See Comment #250
						Su removat \$3
1546	Jason Svatek	2/10/2023	Email	Reroute to 130	In Security and congestions to 25 synthetics. The synthetic possible security of the security	on continue s
1547	Javier Palomares			Latent/Induced Demand	MobilitySS Program Manager Tomny Atrogo, Halio,	Suo Comment #18
					Less a selected author durch deuts, and execute the sequence your courses will for CDO's coveral point for 15 de sequence. ToO's process a level of section of process and any own sedicion for solving write. The process failed to middle distinguish, which we have accord write from the mercragación before sed to section and the section of the section	
				Reroute to 130	The state should remained demonstrate domain DS 13D and make this the intendate. Comp this would save considerable costs to the stole, as well as avoid the pain and quality of life costs to those living near the lagbers that the current plan will have.	Sw connect #3
					highway that the current plan will have.	

1548	Javier Tijerina	1/22/2023	MyCapEx Website - Comment Form	Latent/Induced Demand	An experience of 35 da in large seasor of seague recopy. The however control executions of segmenting of segmenting playages and reads that shall add update gives no state to a Visional Park Secretary, White to refer composition. White to refer composition is replaced and the season of the seaso	Sea Comment #18
1549	Jacober		MyCapEx Website - Comment Form	Multimodal Transportation	Then come facility to the standard plant or part of inposed (proposed). COOT hydron from 18 and of opposed exposed, the part of an and opposed plant of the standard plant plant plant of the standard plant of the standard plant p	See Comment 920
				Latent/Induced Demand	Sund, but it would also have significantly higher throughput in terms of transportation. Of course, this is a best case scenario, and seeing the recent history of Teas (freezes cutting of power basing MEB as the most reliable entity in the state, I don't expect this to come to pass.	See Comment #18
				Lawry Hadded Serial III	Reviews, I sepact that you will at least morgina how terrifie of a doction in would be to widen 1.55. All the procedant you need to understand the shundon is already there. The widening of the Ally Feeredy has been an abject takins that the own removing that increase complexity, and we are a society and an understand the compact of widous diversal of the has been adjusted to the society and an adjust that the society of increasing time widths to also increase community of more and the society and an adjust that the society of increasing time widths to also increase community of more adjusted to the society of increases community of more adjusted to the society of increases community of more adjusted to the society of increases community of more adjusted to the society of increases community of more adjusted to the society of increases community of more adjusted to the society of increases community of incr	AND COLUMN TO AND
1550	Jay Crossley	3/7/2023	Email	Do not widen/no build	Tool Copy, Provide an attached common, Tubers on the proper of these transported flows, recent tools doing from the large of the recent good per to princing flow or tages of the good provided flow of the provided flow	See Comment 45:
ID	C N	Da R d	S	Topic	c c	R p
				Lower Speed Limbs	Clear 15 Could Feynman Central, N. 15 Could Feynman Central, Duth Transministry and country part of Scientific Nation (See 15 Country Deep Central), Duth Transministry and country part of Scientific Nation (See 15 Country Deep Central), Duth Transministry and country part of Scientific Nation (See 15 Country Deep Central), Duth Transministry and Central Ce	Sec Connect #265
				Lower Speed Limits	over 15 Copini feature General, and Turnism Control of	See Comment 4595
1551	Jay Crossite y		_	Air Quality/Chreste Change	Security Order Expense Service. 1. See Could From Count Cou	Sec Contract #33
				Community Albertatives	And 1S Supplie Equate Sizeror. Dark formations required between the control of th	The Continues 44
1552	Jay Lamy	1/23/2023	Email	General support	have Cleanure Bigg and Commissioners. Princip you for recipitating facility 55 fromings America in our of any annotational recipitation facility 55 fromings America in our America in our Companies of another and the Sec	Son Contracted #8
1553	Jay Rowland	g-val, mean		Do not widen/no build	- Register requiring 125. - Register requiring 125 model to an instance on y 1.4 wide. - Register requirement of the second to an instance on y 1.4 wide. - All consulty quest residency in Austra should be designed for 25mps and to less for all road uses. - Expension will worsen traffic and many other proteons, including air, water, and crose pollution thraith impacts, hast bland impacts, and croshes.	See Contrast 65
				Public Transit / Multimodal	 I don't want to travel around Austin on an intensive highway, whether in a car or by walking or biopting, I want safe, pleasant, and walkable and bikeable streets. 	Saw Comment #33
				iramsportation		
				Community alternatives	I want community alternatives to expansion, including Reconnect Austin and Rethrik35, to be fully studied.	See Comment #4

1554	Jay Southworth	2/7/2023	Email	General support	have Teamer Bagg and Commissioners. This approach respitately fast 15 forces in Author 1 and on the product authors or special and the operation in the State of Years. As it is already and continued in the State of Years. As the secondary of the continued production of the Author 1 and the State of Years. As the State of Years are the Year	Sea Contractor # 8
1555	Jay Van Daley	2/9/2023	Phy	Unrelated comment.	A project of size needs to go to qualified union contractors. \$4.5 billion is not a lot of money to be lost to tax feaud and wage thalf. Do the right thing and use only union labor.	Unrelated comment:
			I Co			
1D	C N	Da R d	S	Topic	c .	N P
					I live at 1312 Norwood Pload and have owned properly in the Delwood 2 neighborhood since 1997, which is majorly impacted by the proposed I35 intensiate highway reducige. I strongly oppose Tx00TLs current plans for I35 expansion. Through intensiate build be reduced of if I35 and onto \$50.0 Instead of I35 appeals to Its species for the proposed like those from Return's Sand Reconnect Association, and the reduced of I35 and onto \$50.0 Instead of I35 appeals to Its species for Issuer in the Issuer Instead of I35 appeals the Instead of I35 appeals the Instead of I35 appeals the Issuer Instead of I35 appeals the I35 appeals the Issuer Instead of I35 appeals the I35 appe	See comment #3
				Reroute to 130	pediatrian friendly Great Steets boulevand, similar to the original Eleit Avenue that it replaced. The current i-35 is a concrete embodiment of the racial and economic divides of 1930s Austin, and nearly 100 years later, this is a long overdue opportunity to reduce rather than expand those divides.	
1556	Jayne Nussbaum		MyCapEx Website - Comment Form	Public Transit / Multimodal	Of IT-SS connot be removed, list's depress ALL laines through the entire Capit's Central corridor, so it can be capped and stitched. The Arryort Blod, vehicle, probabilish and bicycle interactions should be at goods normal urban interactions. This will make a task's, logical and easy for passistimal and cycles to cross that interaction and will minimize moise to our neighborhood. A posterior and cycling turned crossing under Airport Blod. Is not a	See Comment #33
				Multimodal Transportation	golds increal urban informactions. This will make it suit, regal air one only or position from a found interaction and will immediate a found in the man of point gurner crossing under Apport Stud. in the dis- disk, stable applies have one operating fromtenationes will support to be to the time. Production and originate under information and under a position of the student in the position of the stude	
1557	Jbfatx	2/21/2023	Email	Do not wider/no build	Extent upper decker to Oltorf. Through traffic stays on upper decks, local traffic stays on existing lower lanes. Same footprint, No business displaced. Easy-pearsy	Saa Comment #S
1558		3/5/2023	Email	Do not wider/no build	MobilityS Program Manager Tommy Arrago. Tama a related of Charter Sin Audian and OMYOSE TuCO'S plans for 135 and 109YOSE equation. Lama related in the Charter Sin Audian and OMYOSE TuCO'S plans for 135 and 109YOSE equation. Lama for relatinguing souther fightings us that 35*3.20 as an interestal, a bouleved gang through town, a public transit first project, or any other idea that avoids expanding I.SS. The TuCO'S process in this project in Sawed It ignores Induced.	See Connent #5
					Left of designating enter regarding and a de-size of a de	
		9			NOT worth it. I don't want to use an interstate highway for my local trips. I expect 15:00T, Austin City Council, and other representatives to stand up for me. 3C Garcia	
		i				
1559	Jean Doi		MyCapEx Website - Comment Form	Do not wider/no build	1. No Higher No Wider - don't expand to 20 lanes	See Comment #5
				Caps/Deck Plazas		San Comment #42
				Caps/Deck Plazas	2. A hill cap from Lady Bird Lake to Auport Bird 3. Don't preclade fauture capping Airport Bird to 200	Data Certification 4-12
				Reroute to 130	4, Route trucks to 5H 13O	See correct #3
			Phy		do not even know where to start	See Comment #5
1560	Jeanette Swenson	2/9/2023	I Co	Do not wider/no build	In or case, how where to seat, St. If the did this wideway. It was a prepared, design in price of more, in Monte completion may a me to the future in 10.55 ye point engine integritation of season, and in the contract of th	
			ent		parts. So, how will bigger barriers reduce inequalities? Bottom linic: Has anyone at Ts:00T ever considered removing £35 to units a city? Jean-tile Swenton shared a document	See Comment #5
					Jean still Swenson added you as an editor. Verify your email to securely make edits to this document. You will need to verify your email every 7 days. Learn more. Letter of opposition from Windsor Park NA to be included in our wild account of the control of the	
1561	Jeanette Swenson	2/28/2023	Email	Do not widen/no build	Nation for 17 Oct 18 (see) American 12 selection protection and non-independent of the Company	
					WwiLCXNCHMION3DKTCDKTCKTCKTCKTCKAdata-9wMxX8wDFqPmS8thgCom4dxQagpHX2BxX8cAgpxtxf2BEXSDAreanved=0	
			MyCapEx Wetraite -		Tax advants about the consect denotes to come \$ 14 mile William Blad I amond late and hell a boom become of the colors and consider community that saints in William Blad I amond late and hell a boom become of the colors and consider community that saints in William Blad I amond late and hell a boom become of the colors and consider community that saints in William Blad I amond late and hell a boom become of the colors and consider community that saints in William Blad I amond late and hell a boom become of the colors and consider community that saints in William Blad I amond late and hell a boom become of the colors and consideration of the colors and consideration of the colors and c	See comment #330
1562	Jeanine Henry	3/7/2023	Comment Form	Community Engagement	The description of grant to proposed change in regio E. List with Nilston below. It is not not because of the self-up or making contractly for invalid processors. Proceedings for the self-up or making contractly for invalid processors. Proceedings for the self-up or making contractly for invalid processors. In the self-up or making contractly for invalid processors. In the self-up or making contractly for invalid processors. In the self-up or making contractly for invalid processors. In the self-up or making contractly for invalid processors. In the self-up or making contractly for invalid processors. In the self-up or making contractly for invalid processors. In the self-up or making contractly for invalid processors. In the self-up or making contractly for invalid processors. In the self-up or making contractly for invalid processors. In the self-up or making contractly for invalid processors. In the self-up or making contractly for invalid processors. In the self-up or making contractly for invalid processors. In the self-up or invalid pro	
2302	Jeanine menry	3/1/2023			We pay a termendous of money in taxes to live in this neighborhood, and we deserve to be safe. In a sapidly changing, growing and gentrifying metro, it is nice to know that I invested in a community that remains committed to Austin's values and unique culture. Many of my finish come to visit and immediately undestand the amazing.	
1563	Jeanne R Palermo		MyCapEx Website - Comment Form		Make trained should be a priority over one person in one vehicle so anything to make loss trained quicker such as bus only on and off ramps. More people will choose bus service if it is feater and more reliable. Audin tupopies should not have to pay for these improvements for the region and the solded Outsepoors that we are paying for infrastructure the State should be supplying, And where they are behind not of the country!	See Comment #13
				Public Transit / Multimodal Transportation		
				Bartinest connectivity	Transport transport in production are should be such that control if become one adoption of the first because the data for the same for the first of the first of the same of the first of	See comment #1
					If we can't have trains immediately, we should have bus only laines so that it becomes more advantageous to note a bus between San Antonis, San Marcos, Audin, Wars, Dallas, Alan, Serior citizens can't making the drive on 155 when speeding tractor bullers, and pickup trucks are the norm.	
				Bury/tunnel	We should have more buried freesely sections in the city in longer segments so east and west aren't cut off from each other.	See Comment #25
					Clark Degree Services. A few dates of particular of the counterface of the Counterment of inject displacement for the 135 Counte Engineer Current Project 052 200 East 155 20	See Comment #5
					driver in the 15-years price to monting here. I frequently driver on i-35 and cross it as a cycled. I occasionally cross it as a palestrian. I previously served on the City of Austin's Downtown Commission, Parks Board, and Walter Creek Commission, all of which have interested in the 135 project area. Commission of Rifers Commission of Ri	
					The scurmanty of cumulative effects (\$ 4.1.20, p. 18.10) and subsequent discussion under 3.16 has two defects: The multidecade planning effor for the reconstruction of 195 in Travis County into divided the work into three segments: North, Central, and South. This DES fails to consider the cumulative effects of the entire project. Failure to consider the	
					constants effects of the Central project exhibut regards to the North and South projects in improper segmentation. - As discussed later in these comments, the DES insufficiently evaluated the stormwater runoff impacts for this project on water resources, particularly with regard to contamination from tire and brake particles. These deficiencies were then resources in the comment of the particles of the project of the project on water resources, particularly with regard to contamination from tire and brake particles. These deficiencies were then resources in the comment of the particles of the	
				Do not wider/no build	Thinky you for this apportunity to comment on the project. Please contact me if you have any questions registring these contents. Stroomly, Fin 1. San, e.g., Wood Economic Forum, The Particle Polision may be Harming Finshwater and Estuary Ecosystems (Mar. 11, 2022), available at https://www.weforum.cog/agenda/2022/03/rire-particle-polision-may-be-harming-finshwater-	
					and estuary-ecosystems/; Jason Bittel Tires: An Emerging Threat to Our Waterways, Our Seafood, and Ourselves, Nat'l Res. Def. Council (Mar. 29, 2018), available at https://www.nrds.org/crearth/tires-emerging-threat-our-eaterways-our-seafood-and-ourselves; JL. Evens, Rubber Tire Leachates in the Aquatic Environments, Nat'l Lib. of Medicine (1997), available at https://pubmed.ncbs.rtm.nih.gov/9216257/	
			-	Reroute to 130	SH 130 Alternative	See comment #3
					\$13.50 Assessment Asse	
					Sterminater and Water Resource Impacts The description of the order of the construction of 2.4.6.95 Pt. The additional analysis and the construction of the constructi	See Comment #125
					Internation of Mater Required Programs (and production (2.2.4, p. 5.30). The additional readways constructed under Modeled Alternative 3 model (creases the volume and vestory) of dominance entering (not laidy first Laids, particularly from the section of the claims of contract content content southers). The creases is incremented colors by social point of the laids are contracted production of the colors and designed with the first section of the colors and designed with the colors and designed with some colors and particular the lands and contracted production and contracted colors and particular the colors and designed on the existence designed production (and the colors and designed on the existing contraction (and the colors and designed on the existing contraction (and the colors and designed on the colors and desi	
					to a later permitting process by the Tease Commission on Environmental Quality. However, the objectives and requirements for this environmental impact process cannot and should not be deferred to a later permitting process. In order for the public to be fully informed of the environmental impacts of this proposed project, the DES must include a description of existing stormwater discharges (both volume and pollutarity) and how those discharges will likely change under the build	
				Water quality	alternative. The pro-forms description of a stormwater pollution prevention plan to be provided later is insufficient to provide the public with information on the stormwater pollution associated with this project so that they might provide information comment on the DEB (3.10.6, p. 200). It is not to in the DEB case of the provided information in the DEB case of the public of the public with information on the stormwater pollution associated with this project so that they might provide information on the stormwater pollution associated with this project so that they might provide information on the stormwater pollution associated with this project so that they might provide information on the stormwater pollution associated with this project so that they might provide information on the stormwater pollution associated with this project so that they might provide information on the stormwater pollution associated with this project so that they might provide information on the stormwater pollution associated with this project so that they might provide information on the stormwater pollution associated with this project so that they might provide information on the stormwater pollution associated with this project so that they might provide information on the stormwater pollution associated with this project so that they might provide information on the stormwater pollution associated with the project so that they might provide information on the stormwater pollution associated with the project so that they might provide information on the stormwater pollution associated with this project so that they might provide information on the stormwater pollution associated with this project so that they might provide information on the stormwater pollution associated with the pollution of the stormwater pollution associated with the project so that they might provide information on the stormwater pollution associated with the project so that they might provide information on the stormwater pollution associated with thi	
					Australia Chia MCE, and the protein in the project is tower as expected increase in engingent cleaned in Testin County of 2.5 present companed in a position increase of 4.6 present pink in 8.6. The engineer growth in security of property climinal 1.5 and the property in investigation increases 2.5 present, view entire to independ by committing, entire pages in taking pages in temporary in success and expectation increases. If you increase the year for the property county in particular increases in particular increases they are not present carrying opposition prices and year. 4.5 The increases in varieties in the formation increases in particular	
					the Colorado River along with stormwater. Numerous studies have noted the idenger the particles pose to acquaric life. In 1, see below).	
					Stocks and Pedestrian Facilities Regarding the proposed biopide and pedestrian facilities (3.5, p. 62-68). I support the project's goal of improving East/West Connectivity and emergency response times across 1-35 all along the project consider. The DEIS notes that "Camerally, and other Connectivity and emergency response times across 1-35 all along the project consider."	See Commant #30
					wallability discresses as one moves away from downtown* (p. 64). The DES does not, however, note 15% role in that decrease. Noth of the river, 15% replaced Set Avenue, which had existed for more than a century. The segment of East Avenue, which had existed for more than a century. The segment of East Avenue from the University of Texas (MLX/130f) Street) to the river had a long history of use by cyclists and pedestrians. Aveas further	
				Bike/ped safety	sawy from downtown were built later and built with cars and 135 in mind. This project should affirmatively work to improve walkability along the entire long the entire long the project contridor, particularly in the neighborhoods where 135's earlier construction impaired walkability. Is particular, I support the creation of bispeal pedeatrian brighes at 155's bright, on the Certain Seas. I also support the creation of bispeal pedeatrian brighes at 155's bright, on the MIX. 135's bright. 415's bright and 155's bright.	
					The Chy of Austing pees formated with layor to install a care power 155 form Clear Charvet to 4th Street for an expansion of Palm Park, there will be no need for a bicycle/pediestrian bridge at 3d street. Consequently, I urge that the project funds for that bridge be used for the installation of a cap in that area.	
1504	Joh Royd					
		0) 8 4		Tonic		8.0

				Placial justica	Commonly reports We then have provided a more complete discussed of the colors, the colors of the c	Sec Commune 4.3
1565	Jeckd Tate	1/31/2023	MyCapEx Website - Comment Form	Regional Connectivity	Build a rail between ISS	Saw comment #1
1506	Jeff Coddington	2/8/2023	Email	General support	Our Chammen being and Commissioners: There you for recogning that 135 trough holds in an end the most congested reading segment in the State of Fees. As this seriously addited readings when could be the Mark Extract Commissioners and the State of Fees and the Stat	See Comment 68
1567	Jeff Crow	2/14/2023	VOH	Do not widen/no build	No higher no wisker, and cast the entire stretch through central Austin. I cross 35 every day. I hieve to cross an access road with no walks signal with my four year cld. It's not safe.	See Comment #5
1568	Jeff D Holland	1/30/2023	Email	General support	I support the Tubot changes to 1-35 suggested. Sent from my iPhone	See Comment #8
1569	Jeff Dittz	2/7/2023	Email	General support	Oser Chairman Bugg and Commissioners: Think you for recignizing that 155 strongly Audin is one of the most congested readway segments in the State of Texas. As this seriously auditated readway is offer coaled the Main Street of Texas, at Texas should can fine you for most proper than 155 of the State of Texas and the seriously auditated readway is offer coaled for the State of Texas and the State of Texas, at Texas should can fine the State of Texas and t	Sus Comment #8
1570	Jeff Frelack	3/7/2023	MyCapEx Website - Comment Form	Reroute to 130	(appose expiration of 35 through central Austin. We don't need more laines. We need solutions to roote through commercial traffic around the city. Do not expand. Do not free businesses to rescale due to your short signified plan.	See connect #3
1571	Jeff Garrett	2/10/2023	Email	General support	We found not histories Competition in 1953 Why put put makes (Mail 1976) "PREE" of Tourism from makind desagrations down to fair his refusion. I require on the lattice on 1935 in and amount Audio is "This or prife", is, they are not going to Audio that of white this Audio. Asked is highly put	Sea Connected #B
1572	Jeff Horvath	\$100,000		Do not widen/no build	Expose expansion of 1.35. It believe that would result in the continued destruction of the city to benefit road contractors and few others.	See Comment #5
				Reroute to 130	First, take thru staffic around the city. It would be better to buy 130 and institute a totl on 155 and make 130 fires. The expansion of 135 is a boundaggle that will be the beginning of usaless road construction that will last for decades. That is willy road contributions are in favor of it.	Secontract #3
					construction that will last for decicles. That is why road contributions are in flavor of if.	
1573	Jeff McLaren	3/3/2023	Email	Public Transit/Multim dali Transportation	In Incident 2007. Holico. In oppose operation is a "band of wholes. Expension will some traffic and many other problems, including air, water, and noise publicon: hand sided impacts, bed sided impacts, and coalests. Moreover, and for the coalests of th	The Comment #13
1574	Jeff Meador	2/7/2023	Email	General support	Our Channel high grant of immensioners have been price of grant and the second of the contract of grantees and the second of the contract of grantees and the second of the contract of grantees and the second of t	So Comment #8
1575	Jeff Nash	2/7/2023	Email	General support	Our Claims Reg and Commissions. This is you're reception grant (15 Strong), Austin in our of this most congested making supports in the State of Lone, it has securely added an extraction of the security of	The Comment #8
1576	Jeff Resentry		MyCapEx Website - Comment Form	Do not widery'no build	The a believed of Alexan, in Debroid, it design is produced (CRP), spear for an expensed (SE). The dock entailed believed in the only in the only invest, comes accessed to the contract in the best entailed in the contract	The Comment 65
				Reroute to 130	There's no doubt we need fineways connecting Audin's byte other major Teac cities — we just form need one running right though the heart of the dot, Preas consister redesignating worder highway such as 591-530 as an intensiate, and netering 1-33 as a vitrant human-first booleward through the city, with multiple modes of transportation available and prioritized at least as highly so care.	Se connet#3
1577	Jeff Winesult	2/9/2023	Phy sica	Latent/Induced Demand	There are so many reasons why the expension of 1.55 should not be done, but the main one is that it won't won't to donesin traffic. In fact the basic transfer disputing before yell out will make thingly worse. So why are we given to throw expertise, past experience, and billions of coles in the trad? The worst does to help improve traffic string! 35 in Audition to water the lanes.	See Comment #13
1578	Jeffrey Campos	2/10/2023	Co Email	General support	Two Channels height of Commissioners. In this paper of Commissioners are commissioned from the control composed residue yageness in the State of Texas, as this actional yashinad residuely and the first subset of Texas, as Texas should see from the state of Texas, as Texas and a first seed and a decisioner action to seed out an extend of a decisioner action to seed out a decision	Tax Comment 45
1579	Jeffrey Handel			Do not wider/no build	Manifest Program Manage Transpropring. One and program of the pro	See Communit 5
				Reroute to 130	Equation this highway to pull more care strough the heart of the city of Austin will make it harder to get around and will literally kill people. We already have the little-coad route 130 that directs braffic around the city, so we can indicately have down 55 through Austin entirely.	Sau connect #3
1580	Jeffrey Horvath	3/7/2023	Email	Reroute to 130	In EXCOT MCCT. Topons repending 155 because it will not solve the problem and will deathry flurther; the dip. Ether a long needs to be built around the dry or the first thing that needs to be dure is to divert through traffic around the cry. Jaffey Horselb.	Sea contenent #3
1581	Jeffrey Pulley	3/7/2023	MyCapEx Website - Comment Form	General Support	Succ Claims thing and Commissioners. White offer print support of the 185 Copital Express Central design is proposed by 1800°C. There's you bry our performance in a comprehensive moreous. This shrotch of highway is retinatedly revised as the 15th word for traffic congestion and the swort in the about 135 through Audit is is werebar for improvement to meet the current and future medic of a pening region to resource nor tools and datas ecosionly can continue to thrive. Fairly in support of the 135 Copital Express Central design as proposed by 1800°C. There's you bry our declaration to serving the citizens of Texas.	See Comment #8
10	C N	0. 8		Yesia		

1582	Jeffrey Russell	3/1/2023	Email	Reroute to 130	MobilityS Program Manager Tommy Abrego, Helio.	See comment #3
					Nation, I wind to voice my objects to the planned addition of lanes to intendate \$5 in Audin. This project will carry significant cost, both in monetary terms and to the surrounding land and oby, and will not substantively address congestion concerns on this legimary. Please consider routing intendate traffic further from the obj (e.g. 84-350) instead. Thank you.	
					title rightwo; Presse consider routing manname trains errors may cry (e.g., 39-1.20) intoised. Frank you. Affery Musel.	
1583	Jeffrey Smith			Do not widen/no build	MobilitySS Program Manager Tommy Abrego,	See Comment #5
					Maintain Springers Manager Tensors Assessed Tensors Assessed. 1 and pages of Manager Tensors Assessed Tensors Assessed. 1 and pages of Manager Tensors Assessed. 1 and pages of Manager Tensors Assessed. 1 and pages of Manager Tensors Assessed. 1 and pages of Tensors Assessed. 2 and pages of Tensors Assessed. 2 and pages of Tensors Assessed. 3 and pages of Tensors Assesse	
					compation and accidents. That is what £5 Blaustein and Mopac were originally intended to do. Get the construction out of the chy. I respectfully ask TxCOT, Austin City Counci, and other representatives to listen to people like myself, 50+ years largely. Thanky you.	
					Jeffrey Smith	
				Air quality/noise	They worsen congestion, air noise and water pollution. It would also undoubtedly have a negative inspect on the safety and welfare of people like myself, my wrife and our many neighbors living in presently to	See Comment #34
					H35.	
				Business/residential displacement	We would also experience the loss of our supporting community i.e., restaurants, grocery stores and businesses. Not to mention the travesty of tearing down a residential area from 20th street to 38 1/2	See Comment #21
					street and beyond - houses and families that have lived in this area i.e., Cherrywood, Maplewood, etc., many, for 50 years or more.	
				Latent/induced demand	I believe TxCOT's process in this project is flawed. It seems to ignore the failure of almost all highway expansions, and the success of freeway removals. Highway expansions DONT work.	Sax Correspond # 28
				Latenty/induced demand		Sec. CONTROL # 2.0
					We need to stop all support for the terribia, uncreasive, unimaginative, and what will be invariably unaccessful plan to widen 155 through Austin TX as a solution to the taillic issue. One thing that defines unsulgence in the state of the skell plan to the plan of the state of	See comment #3
1584	jeffrey wineset	1/25/2023	Email	Reroute to 130		
					trucks) and relate the bolls on 45 incernisking through traffic to take the recons around downtown. This could be done as a far why year experiment and the based for a restort on baseling through the could be done as a far and the based for a restort on baseling through the could be done as a far and the based for a restort on baseling through the could be done as a far and the based for a restort on the based for a resto	
1585	Jeffrey Wolf	100,000		Do not widen/no build	Mr Typor Typor	See Comment #5
					I oppose TDOOT's Modified-Build Rhamative 3 plan for 155. The fact that we are widering a highway that has caused much filteral and figurative divide, and damage is crazy. You take into account the that studies show that this is not a solution buildware studies and it is even crazier. Audin is a prestigious object do and beload to at the forefront of new solutions rather than the same odd cycled through band aides that do not work. Affect Wolf	
					Jaffrey Wolf	
				Reroute to 130	Reroute the highway around the city.	See comment #3
				Carra/Dark Planas	If not, cap wer more of the highway than is planned.	Sun Comment #47
1586		2/11/2023	M. Co. C. Water	Capity Calculation of Capity C	If not, cup way more or the regressy than a paramete. Please take into account the potential effects on minority-owned businesses of the proposed ISS expansion - in particular, the West China Tea Company.	See Comment 4-1
1586	You	2/11/2023	MyCapEx Website - Comment Form	business/residential displacement	reases save into account the potentials entertia on ministry-owhed businesses of the proposed ISO expansion - in particular, the West China Tea Company.	Day Contradit &CT
1587	Jen	2/6/2023	Email	General support	Dear Chairman Bugg and Commissioners: Thank you for recognizing that 1-35 through Austin is one of the most congested readway segments in the State of Texas. As this seriously outlated readway outland readway is often called the Main Street of Texas, all Texas should call for bold and decisive action to transform this critical stretch of infrastructure into a readway that will accommodate the rapid and immense growth we are experiencing in our great State.	See Comment #8
					Accordingly, I am writing flosity to express my complete support for the 1-SS Calpital Express Central design as proposed by YuCOT. Thank you for your consideration of this securist. Set from my improve	
1588	Jennifer Bader	3/7/2023	Email	Public Transit /	Mobility35 Program Manager Tommy Abrego, More trains, asso lares for my trips. A public transit first project would be more cost effective, more friendly for crizens and the environment, and will not fail like almost all highesy expansions have in the past. Freeway removals work while	See Comment #13
				Multimodal Transportation	highway expansions see worse congestion, worse air, noise, and water pollution, and worse safety for our citizens.	
					Jannifer Bader	
1589	Jennifer Caballero	1/12/2023	Email	General support		See Comment #8
1209	Annier Caballero	1/12/2023	Email	General support	Date Chairman Bogg and Commissioners. Think you for recogniting that 155 through Austin is one of the most congested making spentris in the State of Teaus. At this seriously outdated making is drien called by the Main Done of Teau, at Teaus should call for both and excess action to branches this circles served for districtable into a readerly that will accommodate the region and minimises growth was an experiencing in our great State. According, it is writing bodg to expense in proceedings support their 1455 Chair Dones Central design as proposed by ToOCT. These you for our considerance of this sequel. Set for them pillons are supported in 1500 Chair Dones Central design as proposed by ToOCT. These you for our considerance of this sequel. Set for them pillons are supported in 1500 Chair Dones Central design and proposed by ToOCT. These you for our considerance of this sequel. Set for them pillons are supported to the pillons of the pillo	DAN CONTRACT #0
					Accordingly, I am writing today to express my compiles support for the I-35 Capital Express Central design as proposed by TxXVI. Thank you be your consideration of this requiest. Sent from my information of the control of the contr	
1590	Jennifer Carver			Do not widen/no build	Mr TADOT TADOT,	See Comment #5
					Loppose this plan to expand IH-35. I believe the city could come up with a much more suitable plan. 183 had already been made inaccessible from my house east of IH-35, this plans would make that much worse. I agree that our city needs traffic solutions, but this will make things worse. Please do not make the decision to move forward on this proposal.	
				Reroute to 130	Diverting 18 wheelers or even more trains seems more feasible. Not to mention the time and traffic chaos this will cause during the expansion.	Sao Comment #3
					Thanks, Junifer Jannifer Carrier	
					Plus it will force businesses to move or close.	Sur Connect #21
				Business/residential displacement		
					Les Channes Bagg and Commissioners. Noting you for recipioning fault of Strength, Andrés in ever of the recision designed analysis in the State of Years. As the seconds indicated markets as well as the second and the second analysis of the second and the second and the second analysis of the second and the second analysis of the second analys	See Comment #8
					According), I am writing toolity to express my compilete support for the I-SS Capital Express Central design as proposed by ThDOI. Thank you for your consideration of this requised. Jennifer Cohien Commercial Excrea Assistant Heritage Titles Company of Justic Heritage Titles (Austral 11, 11), Heritage Titles (A	
					Harinage Title Company must send title interactions by encrypted a mail only. Our Wire Instructions IX NOT CHANGE so consider any communication to change them as finautium. Rease call your closing beam to confirm the Wire Instructions And Confirm the Wire Instructions And Confirm the Angel Title Confirm Confirm Confirm the Wire Instruction Angel Title Confirm Conf	
1591	Jennifer Cohen	2/7/2023	Email	General support	sent disting distance center you enter to have in a resign a work of centering species. Cash associated with a review casting center of the year of breaght to the polymoring species. Please have been a dark any extended press and press present press pr	
					the street macroscope of the street of the s	
					Mobility55 Program Manager Tommy Alrago, I was born in Austria and have reased by family fairs, but don't feel like Austrin is growing in a promising way. We know provide-which selfic just increases to the point of installation, no matter how large (and at what cost) you build brigger and bugger infragers. So the easter cost the recogniture of a wild downtown spaces. If we would only referring the manager in the cost of all shares, like trains, more frequent & related to a spines, and bleesing. The provides of the cost of the c	See comment #20
					bigger lighneys. 15 mai estate could be receptured as vital destriben spaces. If we would only rethink much modal transportation that we could all share, like trains, more frequent & retained but spaces, and bilaneys.	
1592	Jennifer Derrouzet	3/6/2023	Email	Multimodal Transportation	Sign Figure (20 and state and it is employed as and administrations. If we small display the sign of the properties of the state and it is employed as a sign of the properties of the state and it is employed as a sign of the properties of the state and it is employed as a sign of the properties of the state and the state a	
					These to thirs that families like mine are just not out out for Austin, that we'll have to leave if we want a more connected community. I hope my representatives will speak for us when planning to spend for us, and that we won't become an asphalt	
					City when we could be so much more. Jennier Darroualt	
			MyCapEx Website -		Hullo-	See Comment # 23
			Comment Form		The treated is give my two curs on the 155 improvement project, it would be QREAT if TDOOT planned for a RML option here as ATX is expected to double in size and ne will need more mass trainst options. If rail can not be accommodised, passes consider improved bus accoss, purhaps bus only breas. Not everyone cents a core and better mass trainst provides freedom for those who can not drive. These, bus, purform Everyone Cents.	
1593	Jennifer Faulkner	3/7/2023		Public Transit / Multimodal	Thank you, Jernifer Fauthrur	
				Transportation		
		1				
					Date Chairman Bugg and Commissioners: Thank you for recognizing that 1.55 through Austin is one of the most congested reachesy segments in the State of Texas. At this seriously outsided reachesy in the coaled by the field State Office of Texas, at 1 times should call for both and decisive action to transform this critical section of instructions into a realisety plant will accommissioned be rapid and immense growth we are experiencing in our great State. Accordingly, in an entire topic to proceed procedure begonither than 50 certain Experienced of this request. Extended of this request. Extended of this request. Extended of the invest. Extended o	See Comment #8
					Accordingly, I arm writing today to be opened my complete support for the I-SS Capital Express Central design as proposed by TxOT. Thank you for your consideration of this request. Jernifer 85 CAUTIOUS IF YOU CHOOSE TO Write PLANS	
					Wiring funds creates a risk of loss by fissud. If you efect to wire funds, please call your independence Title beam to obtain wiring instructions, using a phone number from our website.	
1594		2/7/2023	Email	General support		
1284	Jennifer Goodrum	2/1/2023	tmat	General support	This enter interminent is covered by the Enterthine Communications Protegy AC, 20 U.S.C. 20 U.S.E., and the interminent in this insessing and documents accompanying same are legisly principle and contributed information interminent in the interminent intermi	
					THE MINISTREE VIEW PROOPERS.	
1595	Jennifer Hermann	1/19/2023	MyCapEx Website - Comment Form	Regional Connectivity	I want Sain Antonio to get up to speed with the rest of the country, and the world, and add commuter sail lines alongiside the ever widening highways. Cars take up three times more space than the space it takes to carry the same amount of people in a rail car. It just doesn't make sense to keep retuilding highways for outdated transport modes. Also, emissions? Lets have an electric train, already (Like our Japanese sister city, Kumamotol).	See comment # 1

1596	Jonnifer Heane	2/25/2023	Email	Do not widen/no build	In NOOT INCE. The adoption is believed to what has easily the English of the Control of the Con	See Comment &
ID	C N	Da R d	s	Topic	c	Řр
				East/west connectivity	See a constitution of the	See Comment #20
				East/ West correct/vity	From a personal standpoint, I quick and only going from my house west of disention must be Questile Plank for access to the Walnut Chesk trait, I can't even fathorn from that would work if other of these options cares to brillorif it perfocularly britten me than rouse of the TROOT proposals include a statefunded on point 3.5. It is all Funds on some than the trait of the Questile and the control proposals on one who would be made profit of the Common and the Common a	See Lottmant #20
1597	Jannifer King			Do not widen/no build	Makingth Shappen Manager Tramps Yangu, 1992. See generate. We want to see Audit thrive as the beautiful, want dig it is, not as a multi-layered highway registrate. As a nesident of Audit, District 4, Leopert 1/COT, Auditn City Council, and other registrates that do gift me and OPCSE 35 experience. When the second of the second operation operation operation of the second operation operation of the second operation of the second operation of the second operation operation operation of the second operation	Sec Comment #S
				Latent/induced demand	Highway expansions don't work. They worsen conglection, as we've seen with the Katy Freeway in Houston, another Texas city. Austin needs to be forward thirriving in its traffic solutions, and highway expansion is NOT the answer.	See Correrant #18;
					expansion is NOT the answer.	
				Reroute to 130	Redesignating an already existing highway (such as SH-130) that goes around the city for trucks and freight vehicles, leaves Austin for the people who live here.	See commant #3
				Public Transit / Multimodal Transportation	I am FOR a public transiffiest program to reduce traffic in downtown Austin and allow it to be for residents, not as a thoroughfare to other parts of the state.	See Comment #13;
				Transportation		
1598	Jennifer Kost		MyCapEx Website -	Air Quality/Noise	Fam also concerned that by subdividing the ISS expansion project, the total environmental impact is not adequately recognized nor addressed. I would like to see a report on the total environmental impact	See Comment #34
2020			Comment Form	- qualifrican	of all segments of this separation through Austin combined.	
				Europhius Committee		The Course PC
				East/West Connectivity	Lapprocise the effort to improve shalfs fine through Audin, and the provisions to reconstruct each west cross-steed bridges. I am concerned that adding lanes and width will still further disconnect each and west Audin and with respiratority improve shalfs fine through downtown.	
				A 25 Years 114 Person	and improve transit accommodations.	
				Public Transit / Multimodal Transportation	and improve transit accommodations.	See Comment # 23
				Remote to 130	Where is the focus on diverting through traffic around Austin? We need a non-totled bypass.	No Company I S
				Bike/ped sefety	where is one social ori circumpting treugh startic artisate Auditor we need a non-tessed opposes.	See Comment 430
				DIKAY PAID SAFETY	uses possessment and coops parts. Date Chairmen Budg and Commissioners: Thank you for recognizing that i 35 through Audin is one of the most congisated molency segments in the State of Texas. As this seriously outdated readway is often contact the Main State of Texas. As Texas should call for bodd and doctors action to transform this critical swetch of infestivations into a readway that will accommodate the repol and immense growth we are experiencing in our great State.	See Comment 45.
1599	Jennifer Lopez	2/8/2023	Erniti	Clemenal support	According, its aminting daily is exported an exported free this 25 city built forward celled an exported and of the second and an exported and expor	
1800	Jensifer Lyon			Laterif/Induced Demand	In Notificial Conference of the Conference of th	See Connect #18
				Bixe/ped safety	The control of made is before to get must faith to judy and that it judy, with the judy and the part of the part o	Se Goment #30
				Business/residential displacement	This expansion would also trust hundreds of small local businesses and low income housing residents along the existing L35 corridor. That is utterly unacceptable to our community.	See Comment #21
				Reroute to 130	We would rather see through traffic re-outed around Auditr's city center the way? 35 goes around Lands for example. Please review community based proposals from the ThirriSS and Reconnect Austin and	See comment #3
					come up with a new and improved proposal for our community to consider.	
1601	Jennifer Ratza	2/17/2023	Email	Business/residential displacement	Farm reacting on because I absolutely do not think it is far or should be legal for the I.S.S to be expended froundpoint audios at the expensed inhurdnesh of business centers. That is editionally under and should be apparent to be writted any cent of fair compression to both businesses being displaced. I am apparent this expenses in this manner. These you be much.	See Commert #21
1602	Jennifer Schaffer	ş/uni ones		Laters/Induced Demand	Na Notif ToU.C. Sepanding 15% of the disk has the first problems, it may seen counterinative, but studies show that tagger high ways lead to more congestion. Thank you for your consideration. Jesselve Schaeffer	See Commert #13
				Public Transit / Multimodal Transportation	We need and deserve solutions that reduce car reliance and alr/waiter/hoise pollution, and improve safety and connectivity in the city. It's time for TDOT to shift its priorities and consider attenuatives bits trains, sind bases.	See Comment #13
				Transportation	It's time for TXDOT to shift its priorities and consider alternatives like trains, take lanes, and buses.	
				Community alternatives	I want community alternatives to expansion, including Reconnect Austin and Rethink35, to be fully studied.	See Comment #4
1803	Jennifer Storm	3/6/2023	Email	General support	Concept Common Register Commonwers. In the Common Register Commonwers are composed readoury segments in the Date of Faces. As this servicely contained mankers yet fifty collect the Manufacture state and an extra composed readoury segments in the Date of Faces. As this servicely contained mankers yet fifty collect the Manufacture state and coll	See Comment 49
1604	Jennifer Tobias	1/21/2023	McCapEx Website	Regional Connectivity	If we are to move forward with the I-SS Capital Excepts Project, we need to revisit the Lone Star Rail proposal, Further rejdening histories is detriminated to the ancientment and considerate limit and residering the lone of the residerate limits and the considerate limits and the considera	See comment #1
2004	Jennier Hoods	4/44/4043	MyCapEx Website - Comment Form	ragonar Connectinity	If we are to move forward with the 1-35 Capital Express Project, we need to revisit the Lore Star Rail proposal. Further videring highways is detrimental to the environment and provides little, if any, relief in balfic. Widering reads without improving based will be a waste of money. As one of the largest close in the US, we need to invest in public based for the good of our citaters and the environment.	

1605						
	Jennifer Yager	Solven		Public Transit Multimodal	/ Mr TsD0T StD0T, TO Whom This May Concern, To Whom This May Concern,	See Comment #13
				Transportation	late NaCOT NaCOT. 1s then This May Cocome. This was been filled for discussing washing torpoint and branch. All the ways of transportation that I field in Line with Audio, back in 2003. Lagrae that Audio has outgrown to britches, in the sense of made was care. Thinks you be your consideration. Audion 1.2. The control of the control of the sense of made was care. Audion 1.2. The control of the control of the sense of made was care. The control of	
					Transity you are your consumension. Jennifer Jennifer	
					Junnifur Yagor	
				Community alternatives	However, I rather have community alternatives to expansion, including Reconnect Austin and Rethink35, to be fully studied.	See Comment #4
1606	Jenny Arthur		MyCapEx Website -	Latent/Induced Demand	Theses, I rather has community alternatives to expension, including flactored Audits and Patrick XI, to be fully studied. When seems of the Community of the community of the seems of the full patricks as each in the full patricks and additionally the full patricks are seen to the full patricks and additionally the full patricks are seen to the full patricks and additionally the full patricks are seen to the full patricks and additionally patrick are larger and the full patricks are larger	See Contraint #18
			Comment Form		The enser is PLBLCT PANCHORT. I know oil and gis companies run the state, but phase locd do not give us a 10 lane highway. I have lived here all my life and only the last three years or so have I considered learning. This would definitely sent must be received by the last three years or so have I considered learning. This would definitely sent and the last three years or so have I considered learning. This would definitely sent and the last three years or so have I considered learning. This would definitely sent and the last three years or so have I considered learning. This would definitely sent and the last three years or so have I considered learning. This would definitely sent and the last three years or so have I considered learning. This would definitely sent and the last three years or so have I considered learning. This would definitely sent and the last three years or so have I considered learning. This would definitely sent and the last three years or so have I considered learning. This would definitely sent and the last three years or so have I considered learning. This would definitely sent and the last three years or so have I considered learning. This would definitely sent and the last three years or so have I considered learning. This would definitely sent and the last three years or so have I considered learning. The would definitely sent and the last three years or so have I considered learning. The last three years or years or years or years or years. The last three years or years or years or years or years or years. The last three years or years or years or years or years or years. The last three years or years or years or years or years or years. The last three years or years or years or years or years or years or years. The last three years or years. The years or years	
					Years, born and raised Austinite, parents worked for the PCL at UT. Marier LauRe, white PtasPer, Author LauRe, white PtasPer,	
					Requise old lower-middle class oitsen who would LOVE RUBLIC TRANSPO OPTIONS.	Sectionnes #13
				Public Transit / Multimodal Transportation	Riggislar did lower-medicis class citain who would LOVE PUBLIC TRANSPO CIPTIONS.	See Comment #23
1607	Jenny Foster			Do not widen/no build	Manifest Sympos Manager Serroys Strongs. **An ording Services and Services	See Comment #5
					and the analysis of the environment, public health, and public health and public hea	
					Sincerely,	
					33 Foster	
				Business/residential displacement	The proposed plain for 1-SS would involve expanding the highway to add additional lanes, which would require the acquisition of private property, displacement of families and businesses, and destruction of historical and cultural landmarks. This would cause significant disruption and hardship to many communities along the 1-SS corridor.	See Comment #21
				Public Transit / Multimodal Transportation	Instead of investing in highway expansion, I urga T-600' to consider alternatives to prioritizing public trainsit, billing, and walking infrastructure. As well as utilizing more loops. These alternatives would provide safe and sustainable transportation options, reduce traiffic congesion, and promote healthy and vibrant communities.	See Commant #13
				Transportation	serie arts ausserrance transportation opporting, resource sharts configencian, and promote healthy and vibrant communities.	
				Racial justice	In addition to these concerns, the proposed expansion of F-SS would likely exacerbate existing social and scoroomic disparities in the communities along the comidor. The acquisition of property and	See Comment #3
					in disclosion to client (crisin, to see projection) and controlled in the control of the control	
				Air quality/noise	Moreover, the expansion of the highway would result in increased traffic, noise, and air pollution, which would negatively impact the health and well-being of residents living near the road. Studies have shown that exposure to air pollution from highways can cause respiratory problems, cardiovascular disease, and even cancer.	See Comment #34
1608	Jeramy Howell	3/7/2023	MyCapEx Website - Comment Form	Reroute to 130	Do not do this. We do not want this expansion. Open highway 45 and 130 to divert traffic around Austin. Do not take our park land.	Seconnent#3
			Consider Fords			
ID	C N	Da R d	S	Topic	c	N p
1609	Jerando	1/20/2023	MyCapEx Website -	Regional Connectivity	Review the plain for a public transit rail from San Anterio to Austin! This is more sostainable and will aid with rising traffic as more people move to both cities	See comment #1
			Comment Form			
1610	Jaramy	1/31/2023	MyCapEx Website -	Regional Connectivity	A commuter rail from Austin to San Antonio will greatly improve my life. It would make commuting to visit friends and family cheaper and more convenient. A commuter rail would also allow my significant	See comment #1
1810	Janemy	1/31/2023	Comment Form	Megional Connectivity	A communitor rail from Justin to San Antonio will greatly improve my life. It would make community for visit friends and farmey cheaper and more convenent. A communitor rail would also allow my significant other to take a higher paying salary join in Asatin while living in San Antonio	Sae Contract #1
1611	Jenemy Begley		VOH	Do not widen/no build	These in this provision the result 28th 1, CQ 2, Land STORICA Traperser sciences (25 between discusses and separat Bed. Land of scheduling the sci., Language training the results in ground bed, and program for the scheduling the case and public space that is hashly for skl, similar to the proposals for the areas closer to discusses to the scheduling of the scheduling the science of the scheduling the schedu	See Comment #5
					less healthy environment (pollution and noise), and destroys local businesses. Furthermore, as too many other have discovered too late, study after study shows	
					Tract windering negrowsys accusary increases congession in the area, and reduces classify of the.	
				Reroute to 130	liabs support routing traffic around the one of Austin instead, of straight through one overer.	See Comment #3
					Table support moting writin earound the city of Austin Institut, of straight through city center. This can be beat achieved by constraining long that shocks and non-evidents to use reads around the city by removing table on those reads, and heavely belief g155 through the city. Exceptions could be agreefed for local math some was belief as the continuous tests of the city continuous tests o	
					germed for social strait colaineas truota trust need to move writer the coty center.	
					more noise, traffic, air pollution. I do not want the road closer to my home,	
				Air quality/noise		See Comment #34
1				Air quality/noise Business/residential displacement	I am very concerned about the destruction of local businesses,	See Comment #34 See Comment #21
					I am very concerned about the destruction of local businesses,	
					I am very concerned about the destruction of local businesses,	See Comment #21
					Let very concerned about the destruction of local businesses. Our Cleamer Reg and Commissioners. This is, not recogning that 15.5 through hades is a real of his most composed endings segments in the State of Texas, is this serious positional condensy or dis- contained by the State of Less and Texas should and the call and contained beautiful to the contained by the Contained by the Contained by the State of Less should and the serious deal immess growth as an experience of an argued State. According, it is marring failing the openes any complete support for the 155 Cognite Express Central deeps as proposed by TCOT. Then you far your consideration of this request. Jersey Midagle AT Devotor AL Cognital Markets.	See Comment #21
					Let very concerned about the destruction of local businesses. Our Cleamer Reg and Commissioners. This is, not recogning that 15.5 through hades is a real of his most composed endings segments in the State of Texas, is this serious positional condensy or dis- contained by the State of Less and Texas should and the call and contained beautiful to the contained by the Contained by the Contained by the State of Less should and the serious deal immess growth as an experience of an argued State. According, it is marring failing the openes any complete support for the 155 Cognite Express Central deeps as proposed by TCOT. Then you far your consideration of this request. Jersey Midagle AT Devotor AL Cognital Markets.	See Comment #21
1612	Jeremy Hidalgo	2/7/2023	Email		Let very concerned about the destruction of local businesses. Our Cleamer Reg and Commissioners. This is, not recogning that 15.5 through hades is a real of his most composed endings segments in the State of Texas, is this serious positional condensy or dis- contained by the State of Less and Texas should and the call and contained beautiful to the contained by the Contained by the Contained by the State of Less should and the serious deal immess growth as an experience of an argued State. According, it is marring failing the openes any complete support for the 155 Cognite Express Central deeps as proposed by TCOT. Then you far your consideration of this request. Jersey Midagle AT Devotor AL Cognital Markets.	See Comment #21
1612	Jeremy Hidalgo	2/7/2023	Email	Business/residential displacement	I am very concerned about the destruction of local businesses,	See Comment #21
1812	Jeremy Hidaligo	2/7/2023	Email	Business/residential displacement	Let very concerned about the destruction of local businesses. Our Cleamer Reg and Commissioners. This is, not recogning that 15.5 through hades is a real of his most composed endings segments in the State of Texas, is this serious positional condensy or dis- contained by the State of Less and Texas should and the call and contained beautiful to the contained by the Contained by the Contained by the State of Less should and the serious deal immess growth as an experience of an argued State. According, it is marring failing the openes any complete support for the 155 Cognite Express Central deeps as proposed by TCOT. Then you far your consideration of this request. Jersey Midagle AT Devotor AL Cognital Markets.	See Comment #21
1812	Jenemy Hidaligo	2/7/2023	Email	Business/residential displacement	Let very concerned about the destruction of local businesses. Our Cleamer Reg and Commissioners. This is, not recogning that 15.5 through hades is a real of his most composed endings segments in the State of Texas, is this serious positional condensy or dis- contained by the State of Less and Texas should and the call and contained beautiful to the contained by the Contained by the Contained by the State of Less should and the serious deal immess growth as an experience of an argued State. According, it is marring failing the openes any complete support for the 155 Cognite Express Central deeps as proposed by TCOT. Then you far your consideration of this request. Jersey Midagle AT Devotor AL Cognital Markets.	See Comment #21
				Business/residential displacement General support	Take very concentral adult the destruction of tool business. Descriptions being and Commensures. These pool for registering (Self 135 through Audit is a real of the most oragined earliest prepared in the 20pt of Texas. As this services published and the service of the contract of the services of the	Sea Convince #21 Sea Convince #8
1612	Jenemy Hidalgo Jenemy Martin	2/1/2023	Email Email	Business/residential displacement	Take very concentral adult the destruction of tool business. Descriptions being and Commensures. These pool for registering (Self 135 through Audit is a real of the most oragined earliest prepared in the 20pt of Texas. As this services published and the service of the contract of the services of the	See Comment #21
				Business/residential displacement General support	Take very concentral adult the destruction of tool business. Descriptions being and Commensures. These pool for registering (Self 135 through Audit is a real of the most oragined earliest prepared in the 20pt of Texas. As this services published and the service of the contract of the services of the	Sea Convince #21 Sea Convince #8
				Business/residential displacement General support	Let very concerned about the destruction of local businesses. Our Cleamer Reg and Commissioners. This is, not recogning that 15.5 through hades is a real of his most composed endings segments in the State of Texas, is this serious positional condensy or dis- contained by the State of Less and Texas should and the call and contained beautiful to the contained by the Contained by the Contained by the State of Less should and the serious deal immess growth as an experience of an argued State. According, it is marring failing the openes any complete support for the 155 Cognite Express Central deeps as proposed by TCOT. Then you far your consideration of this request. Jersey Midagle AT Devotor AL Cognital Markets.	Sea Convince #21 Sea Convince #8
			Email	Business/residential displacement General support	Take very concentral adult the destruction of tool business. Descriptions being and Commensures. These pool for registering (Self 135 through Audit is a real of the most oragined earliest prepared in the 20pt of Texas. As this services published and the service of the contract of the services of the	Sea Convince #21 Sea Convince #8
1613	Janemy Martin	2/7/2023		Business, residential displacement General support General support	Less very concerned adults the destruction of local business. Descriptions high get of commensures. These year for expensing that 155 through Audits is one of the most orangeated mades yeagement in the 20x8 of Towas. As this seriously adults of modes yeagement in the 20x8 of Towas. As this seriously adults of modes yeagement in the 20x8 of Towas. As this seriously adults of modes yeagement in the 20x8 of Towas and the seriously adults of the seriously adults of the 20x8 of Towas and 10x8 of Towas and 1	Sea Connected #2 Sea Connected #8 Sea Connected #8
1613	Jeremy Martin Jeremy Saldaña	2/7/2023	Email MyCapEx Website Comment Form	Business, residential displacement General support General support General support	Two represented about the destruction of local businesses. Our Chammes Bagg and Commissioners: The Bag you for recognizing that 155 Strongs Audion is one of the resource organized modes programs in the 20de of Towar, the Strongs Audion is not organized modes or programs and the 20de of Towar, the Strongs Audion is not organized modes or programs and the 20de of Towar, the Strongs Audion is not organized and organized and the second organized	See Contract #21 See Contract #8 See Contract #8 See Contract #8
1613	Janemy Martin	2/7/2023	Email	Business, residential displacement General support General support	Two represented about the destruction of local businesses. Our Chammes Bagg and Commissioners: The Bag you for recognizing that 155 Strongs Audion is one of the resource organized modes programs in the 20de of Towar, the Strongs Audion is not organized modes or programs and the 20de of Towar, the Strongs Audion is not organized modes or programs and the 20de of Towar, the Strongs Audion is not organized and organized and the second organized	Sea Connected #2 Sea Connected #8 Sea Connected #8
1613 1614 1615	Jenemy Martin Jenemy Sakderin Jenemy Willia	2/7/2023 1/31/2023 2/13/2023	Email MyCapEx Wibnite Comment Form Voicemail	Business, residential displacement General support General support General support De not solder, no build	Table very concentral allocat the destination of th	Sea Construct #3 Sea Construct #8 Sea Construct #8 Sea Construct #8 Sea Construct #8
1613	Jeremy Martin Jeremy Saldaña	2/7/2023	Ernail MyCagEx Website - Comment Form Voicemail MyCagEx Website -	Business, residential displacement General support General support General support	The very contament allows the destruction of tool business. Our Chainman Bagg and Commissioners: These year for excepting that 155 through Audits is one of the most congoined markey segments in the \$250 of Those, the this seriously additional markey is different and analysis of the seriously additional markey is different and analysis. A Capital Serious Serious in the Serious Compressed throw to legal segment of the 155 Capital Segmen Central disease proposed by ICCVI. These year for your consideration of this request. Jeanny findings of Control Serious Association of the sequent Jeanny findings of Control Serious Association of the sequent Jeanny findings of Control Serious Association of the Serious Association of the sequent Jeanny findings of Control Serious Association of the Serious Association of the sequent Jeanny findings of Control Serious Association of the Serious Association of the Serious Association of the Serious Association of the Serious Association of S	See Contract #21 See Contract #8 See Contract #8 See Contract #8
1613 1614 1615	Jenemy Martin Jenemy Sakderin Jenemy Willia	2/7/2023 1/31/2023 2/13/2023	Email MyCapEx Wibnite Comment Form Voicemail	Business, residential displacement General support General support General support De not solder, no build	Table very concentral allocat the destination of th	Sea Construct #3 Sea Construct #8 Sea Construct #8 Sea Construct #8 Sea Construct #8
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					T	See Comment #13
					but DCCTTDCC! I are an Autor modern who prefer to by your larnord the city by transit, begind, and on find, I oppose the proposed expension of CS. The correct proposed is an environce investment in a car focused future, I believe instead we should be investing or commonly independent to be update transit, softe a respectation, end on enter restruction.	See Comment #23
				Public Transit,	Investing in climate-friendly infrastructure like public transit, active transportation, and nature restoration. Seese Altas	
				Public Transit, Multimodel Transportation		
1620	Jesse Attas	405,000				
				Community alternatives	White Loppose the project entirely, if TuDOT insists on building it I hope you can do more to make it meet Austin's needs. This includes providing more east-next crossings for non-automobies, covering the traffic laines, reducing speed limits on forrage made, adding more green space, and containing the numerous forms of pollution that the highway will generate (rosies, air, water, light, etc.)	See Comment #4
1621	Jesse Attas		MyCapEx Website - Comment Form	Do not	I oppose the long term seizure of pankland next to Laky Bird Lake in order to perform construction. This will negatively impact me as a user of the Buther Trail and boater on Laky Bird Lake. It will also worsen access to the shoreline by both people and animals. This project is incredibly disruptive to residents of Austin and should not proceed as is.	See Comment #5
	Attas		Comment Form	o build	access to the shortenine by own people and sentents. This project is increating distriptive to readeline or adults and sentents for adults and sentents.	
					Engages the plan to put both floretage reads or the same side of the highway and to switch which side the frontage is on as the project reads downtown, will also make it move difficult to get on and off of the highway ne	See Comment #34
					the highway near downtown, which is likely the most common place for Austinities to enter and exit the highway.	
				Bike/ped safety	This will add unnecessary confusion for local traffic, especially cyclists and pedestrians.	See Comment #30
				Business/residential displacement	Exposes the seizure of land from established Austin businesses in service of this project. While I am not opposed to entinent domain in general when the purpose serves the public good, I do not believe the proposed use will be worthwhile. Maintaining longituding businesses like Whip-in, Stans Cale, and the Austin Chorricle is more important than adding more lanes of concrete for automobiles.	See Comment #21
				Do not wider/no build	Expose the plan to add more laines and more width to 135. Study after study have shown that adding more laines does not improve traffic or travel times over the long term. Instead it encourages more people to drive and makes traffic worse.	See Comment #5
					people to drive and makes traffic worse.	
				Biks/ped safety	I personally would love to see more space devoted to safe cycling infrastructure and rapid transit. I would drive my car less if these options were available to me.	See Comment #30
					Instead we should invest in solutions that encourage people to live closer to work and recreation and to take alternative modes of transportation to get to and from downtown.	See comment 633
				Public Transit / Multimodal Transportation	Industry we arroad invest, in accountry that encounting people to live cover to work and recreasion and to take accomision includes or transportation to get to and from covercions.	Sau Contract # 13
1622	Jesse Attas		MyCapEx Website - Comment Form	Do not widen/no build	Esupport the feedback submitted by the Austin City Coursol and Travis County commissioners. This is an opportunity to spend billions of dollars to improve the loves of Central Texas residents but the current proposal comerns the same car focused and traffic intensive strategy that has proven not to work for decades	See Comment 45
			COMMERCE FORM		The state interest and great the potential of state of the state of th	
				Biks/pad safety	I believe the project needs more connectivity across the highway, especially for cyclists, pedestrians, and transit.	See Commant #30
				Air quality/noise	It believe we need to do more to mitigate the considerable environmental damage of the project.	See Comment #34
1623				Do not widen/no build	рование ме ливо по оо тоге во тодиле ин солковнаем етигоплита и онтиде се те ргорис. Ме 1500° 1500°.	See Comment 5-3
1623	Jesse Bernal	600000		Do not widen/no build	Mar hord Tubor; Law retired as a matter Austimite and resident of the city to fast Tubor that is strongly oppose plans to expand 135 in Austin. The city and its residents do not exed more laines on 135, horseasing the capacity of the highway will city increase traffic, increase noise and air pollution, and make Austin less livelite. Instead, TubOT should prioritize re-emissioning 135 in the	Sale Contract #5
	1		1		The dry and its resistants do not need more laines on 1-35. Increasing the capacity of the highway will only increase traffic, increase noise and air pollution, and make Austin less liveble. Instead, TuDOT should prioritize re-envisioning (3-5 in the unbind continue).	
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	1		1		Jacob Burnal Acce Bernal	
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				Reroute to 130	Interestate traffic that is moving through the city should be pushed to highways that go around the city, like Teass 130. And the roads in Austin's core should be remade to encourage walking, billing and public transportation—these are all things that make a city more hadde and increase the quality of life for its residents.	See comment #3
					transportation – these are all things that make a city more livable and increase the quality of life for its residents.	
				Community alternatives	TxDOT should give increast consideration to the alternatives to 135 expansion that community groups have proposed. This needs to be more than just lip service; TxDOT owes it to the people of Austin, for whom I 35 is a dealy headsche, to conduct a full study of the alternatives that so many of us prefer.	See Comment #4
1624	Jesse Harasta	1/19/2023	MyCapEx Website - Comment Form	Regional Connectivity	The 155 expansion pales need to be re-thought as they will induce more demand on the neads - traffic will refurn to previous levels and publicion will be increased. While pales to add their and polishation public as good they are not sufficient. Instead of another thing intightee, we need regular real connection between the critice like the proposed Line Star real district. We should be investing in at least floorly communior real - more during peak hours. In order proposed or 155 and between control or region.	See comment #1
			Comment Form		paths are good, they are not sufficient. Instead of another their (typhway, we need regular rail connection between the other like they proposed Lone Star rail defenct. We should be sneeding in at least hourly communer rail - more during peak hours - to relieve pressure on 155 and behar connection or region.	
1625	Jesse Levy-Rubinett	-		Public Transit	MobilityS Program Manager Tommy Arrago.	See Comment #13
				Public Transit, Multimodal Transportation	MobilitySS Program Manager Tommy Abrogio, I think it's important to invest in more public transportation that connects Austin and displaces fewer people	
				Business/residential displacement		Sec Comment #21
1626	Jessi N Salines	2/6/2023	Email	General support	Due Channel higg and Commissioners: Thank you for congressing that 155 through hadris in our of the most congressed readings supposed in the State of Years, in this surface, in the surface on public of Years, in this surface, in the surface of Years and Years of Years are the Years of Years and Years of Years are the Years of Years and Years of Years of Years are the Years of Years are the Years of Years of Years are the Years of Y	Sec Comment #8
					Accordingly, I am writing today to express my complete support for the I-SS Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request. Sent from Jessi's iffnore. Reset from Jessi's Without.	
1627	Jessica					
		4,04,044		Do not widen/no build	I do not support the expansion of I-35. Texas needs better, more reliable, cheaper, easily accessible public transportation. Yall can't even keep up with the upkeep of the highways we have. Not to mention	See Comment #5
		100,000	MyCapEx Website - Comment Form	Do not widen/no build	Tido not support the expansion of 155. Tesus needs better, more reliable, cheaper, early accessible polic transportation. Yall can't even keep up with the upbeep of the highways we have. Not to mention any work done on 155 takes YEARS to Finish, just in time to reveal that adding more laines to a highway is not as helpful as it was error throught at the conception of this outdated project.	See Comment #5
		f-original	Website - Comment Form			
		4,00,0004	Website - Comment Form	Regional Connectivity	Why doesn't Texas have a light rail system yet? I'm done with driving and traffic. I like Europa and Japan's public transportation options much better than a highway expansion.	Sea connect #1
1628	jessica billeaud	\$100,000d	Website - Comment Form		Why doesn't Texas have a light rail system yet? I'm done with driving and traffic. I like Europa and Japan's public transportation options much better than a highway expansion.	
1628	jessica billeaud	6.00'000	Website - Comment Form	Regional Connectivity		Sea connect #1
1628	jessica bilheaud	410,000	my.upcx Website - Comment Form	Regional Connectivity	Why doesn't Texas have a light rail system yet? I'm done with driving and traffic. I like Europa and Japan's public transportation options much better than a highway expansion.	Sea connect #1
1628	jessica bilieaud	6-street function	my, apex Website - Comment Form	Regional Connectivity	Why doesn't Texas have a light rail system yet? I'm done with driving and traffic. I like Europa and Japan's public transportation options much better than a highway expansion.	Sea connect #1
1628 ID	jessica bilieaud	que, sec	MyLapicx Whosite o- Comment Form	Regional Connectivity	Way down? Texas have a light call uption yet? I'm down with driving and bride. I like Europe and layer's public bengoration updows much better their a highway expansion. No NGOT NGOT. Chairs suggests that expending the highway will only version congestion. Look at Housterf Auditin is special bosouse we reflerix ways of sharding problems. The Swel have for 25 years, justice billihood.	Sea Construct # 1. Sea Construct # 1.8
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1628 ID 1629	jessica bilisaud C N Jessica Faulk	0000000 Da R d 2/24/2023	ngcupes Website - Commert Form	Regional Connectivity	Way down? Texas have a light call uption yet? I'm down with driving and bride. I like Europe and layer's public bengoration updows much better their a highway expansion. No NGOT NGOT. Chairs suggests that expending the highway will only version congestion. Look at Housterf Auditin is special bosouse we reflerix ways of sharding problems. The Swel have for 25 years, justice billihood.	Sea connect #1. Sea Comment #18 Sea Comment #18
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1629		2/24/2023	Commert Form	Regional Connectivity Latent/Induced Demand Community afternatives Topic	Only diseased how a slight and synthemy Prift in done with change and support projects from privation requires much before than a highway expansion. We Scient Food. See a support of the requesting the slightway will only werson congestion. Loss at Toksotted Audin is a special because we reflexe ways of handing problems. Yee lived here for 25 years, passed behand. Present consisted andersology places, including theorems Audin and Reflexe 255 wards. Present consisted andersology places, including theorems Audin and Reflexe 255 wards. See a Constitution of the Constitution of t	Ton connect #12 The Connect #18
1629		2/24/2023	Commert Form	Regional Connectivity Latent/Induced Demand Community afternatives Topic	Bit youthers Takes how a legic set spote or print does with change and setting. It like Europe and Japan's public transportation continues much letter than a highway expension. 39 AGEST ACES. 30 AGEST ACES. 31 AGEST ACES. 32 AGEST ACES. 33 AGEST ACES. 34 AGEST ACES. 35 AGEST ACES. 36 AGEST ACE	Ton connect #12 The Connect #18
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1630	Jessica Hatonan	2/24/2023	Commert Form	Regional Connectivity Laters/Infraced Demand Commonly alternatives Rect On not wells/into hold Infrace/Induced Demand Laters/Induced Demand	On potent Toxas have a light and spring year price for a dres with drining and buffer. Take Control Potential Section 2015. The Control Potential Section 2015 of the spring of the Section 2015 of the Secti	The Comment #3 The Comment #4 The Comment #4 The Comment #5 The Comment #5
1630	Jessica Hatonan	2/24/2023	Commert Form	Regional Connectivity Laters/inhoused Connectivity Community alternatives Trans On not analogy-the bould laters/inhoused Connectivity laters/inhoused Connectivity	One content forms been a light and sprintery from them with drining and buffer. This forms are all placed to compensation or grations much before them a highway expensation. The Control Con	The Comment #13 See Comment #13 See Comment #15 See Comment #15 See Comment #15 See Comment #15
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1630	Jessica Hatonan	2/24/2023	Commert Form	Regional Connectivity Laters/Infraced Demand Commonly alternatives Rect On not wells/into hold Infrace/Induced Demand Laters/Induced Demand	We place to final hours bear a light and syntam you're done with change and largest place to support the compensation options much better than a highway expansion. We food to ACC. The compensation of the syntam of the light-way during version congestion. Loss at thousand Austin is special because we reflex ways of sharing problems, the lived here for \$50 years, justice shifted. The compensation of the light-way during the compensation and feeling 20% event. Compensation of the syntam of the light-way during the compensation and feeling 20% event. Compensation of the light-way during the the l	The Comment #13 See Comment #13 See Comment #15 See Comment #15 See Comment #15 See Comment #15
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1630 1630	Jessica Halomen Jessica Relomen	2/24/2023	Commerc Form	haginal Connectinty Later/Induced Densed Community shareshee Separa Do not widen/ho build Internificated Densed Internificated Densed Climate Change Public Farest/Administration	We place to final hours bear a light and syntam you're done with change and largest place to support the compensation options much better than a highway expansion. We food to ACC. The compensation of the syntam of the light-way during version congestion. Loss at thousand Austin is special because we reflex ways of sharing problems, the lived here for \$50 years, justice shifted. The compensation of the light-way during the compensation and feeling 20% event. Compensation of the syntam of the light-way during the compensation and feeling 20% event. Compensation of the light-way during the the l	The Contract #3 The Contract #3 The Contract #5
1630 1630	Jessica Halomen Jessica Relomen	2/24/2023	Commerc Form	Regional Connectionly Laters/Infocused Demand Community advances Demand Total Connections Total Connections Total	On SOCIA TOOL. The second of the company of the co	The Contract #3 The Contract #3 The Contract #5
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1629 1629 1630	Jensica Palamen Assista Palemen Jensica Polemen	3/7/2023	Commerc Form S VOH VOH	Regional Connectionly Laters/Induced Denmand Community abstractions Takes On rost existen/into build Internet Produced Denmand Internet Produced Denmand Internet Produced Denmand On rost existen/into build On rost widen/into build On rost widen/into build	We place to final hours bear a light and syntam you're done with change and largest place to support the compensation options much better than a lightway expansion. We food to ACC. The compensation of the syntam of the lightway of any serian congestion. Loss at thousand Austin is special because we reflex ways of heading problems, the lived here for \$5 years, justice shifted. Passes strategies already of the lightway of any serian congestion. Loss at thousand Austin is special because we reflex ways of heading problems, the lived here for \$5 years, justice shifted. The compensation of the lightway of the lightway of any serian congestion in the light of \$1.55 means series. Other class the comments to linear and offer forms of directing traffs cannot be early \$1.55 means series. Other class have commented to linear and offer forms of directing traffs cannot be early \$1.55 means series. Other class have commented to linear and offer forms of directing traffs cannot be early \$1.55 means series. Other class have commented to linear and offer forms of directing traffs cannot be early \$1.55 means series. Other class have commented to linear and offer forms of directing traffs cannot be early \$1.55 means series. Other class have commented to linear and offer forms of directing traffs cannot be early \$1.55 means series. Other class have commented to linear and offer forms of directing traffs cannot be early \$1.55 means the linear and traffs of the linear and traffs. The comment and production to linear place of the linear and traffs of the linear and traffs of the linear and traffs. The comment and place of the Comment American American American American and the linear and traffs of the	The Contract #1 To Contract #1 To Contract #1 To Contract #5

1634	Jessie Hethcox	3/7/2023	Email	Latent/Induced Demand	Manipular National Manager Throms (National Thromson Manager Thromson Mana	See Comment #38
1635	Jessie Kartin			Community Alternatives	Mobility35 Program Manager Tommy Abrago, I am a resident of 300° Holly 78702.	See Comment #4
					LOWINGS: INJUST pasts for 30 and In CHYOCK expensions. As THE THE THE REPORT SEPTION	
					Tourt varient to usia an interstate highway for my local trips. Expect TicOT, Austin City Council, and other representatives to stand up for me. Jessie Karlin	
				Latent/Induced Demand	Highway explanations CDNT work. They worsen congestion (six we saw with the Kafly Freeway), air noise and water pollution, safety, and transportation options beyond driving. 20 years of construction for just a few years of congestion relief is NOT worth it.	See Comment #18
					10 years or conservation for Jose a liver years or congession resent in No.1 woman it.	
1636	Jessie Pascarelli			Community Alternatives	MobilitySS Program Manager Tommy Abrego, I am a resident of Austin .	See Comment #4
					LORDOS TYDOTS plans for LSS and LORDOS generation	
					Lam FOR recognizing another highway such as 39:130 as an intension, a boulevaid going through town, a public trainst-finit project. TACOTS process in this project is flaved: It ignores induced Demand, constitution impacts, particulate matter pollution from three waler, the feature of almost all highway expansions, the success of freeway removals, and its traffic modeling is flaved. Reset.	
					I don't want to use an interstate highway for my local trips. Lespect 1007, Lyanni City Council, and other representatives to stand up for me, Jessie Pascarellii Lespect 1007, Lyanni City Council, and other representatives to stand up for me, Jessie Pascarellii	
				Latent/Induced Demand	Highway expansions DONT work. They women congestion (as we saw with the Kuty Freeway), air noise and water pollution, safety, and transportation options beyond driving 10-years of construction for just a few years of congestion relief is NOT worth it.	Ass Comment #18
1637	Jesus	£-04,0024	MyCapEx Website - Comment Form	Do not widen/no build	Investing in highways and expanding roads is costly and an inefficient use of resources. This is due to Induced Demand which slowly brings traffic back to the newly expanded road. Additionally, it encourages car use which has negative impacts on the environment and is economically straining for people.	See Connect #S
				Public Transit / Multimodal Transportation	As a Teaan resident I believe you should invest in a rail line between Austin and San Antonio, Intercity public transit is more efficient, accessible, and sustainable.	Sas Corresest #13
1638	Jhovany Guerrero	1/31/2023	MyCapEx Website - Comment Form	General support	Good idea	Sas Connect # B
1639	Jill Lacour			Latent/Induced Demand	Mobility35 Program Manager Tommy Abrogo, I am a citizan of Windoor Park in Austin. I oppose TXdot's IH 35 expansion plans. It is backward thinking to build in a way that encourages more vehicle traffic through the middle of a growing major city.	See Comment #18
				Reroute to 130		See comment #3
				Nerouse to 130	A better plan would be to improve \$30 and or \$33 and smooth thrus traific away from the city center. Use the existing highway through the city to encourage public transit and local traific only. Find a plan to use money to off set told on \$30 and \$30 for non local traific.	Data Centralit #3
1640	Jill Saadeh	1/12/2023	Email	General support	Dase Chairman Ruse and Connectionners: Thorse was for roundshired that LSS through Justin is one of the most revealable made as agreement in the State of Essa. So this series of vendored mades is often	See Comment #8
2040	JII JAMPAN	2/12/2023	Cital	чини вируил	Date Chairman Bugg and Commissioners: Thank you for recognizing that 13.5 Strough Austin is one of the next companied reading systems in the State of facial. At this seriously codated modeship within collection of the seriously codated and decisive action to transform this critical stretch or infrastructure into a readesty that et all accommodate the responsibility and immensing growth we are experiencing in our great State. Accordingly, I am writing fooling to express any companies support for the 13.5 Capital Express Central Austings has proposed by TuCOT. Thank you for your consideration of this request. Allian Kernal	See Controlled to
1641	Jillian Foley	2/8/2023	Email	General support	Dear Chairman Bugg and Correlasioners: Thank-you for recognizing that 155 brough Austin is one of the most congested readway segments in the State of Texas. As this seriously custimed readway is often called the Main Street of Texas, all Texas should call for boid and decisive	See Contract #8
					action to transform this critical stretch of infrisdructure into a roadway that will accorrendate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I-SS Calpital Express Central design as proposed by TxDDT.	
1642	Jim Abbott	1/30/2023	Email	General support	Over Chamman Bioggiand Commissioners: These yea for recognising that 1.55 through Audit is a rise of the most congound madelow paperation the Solid of Texas. As this secondly outsided madelowy is offered. As this secondly outsided madelowy is offered. As this secondly outsided madelowy is offered. As the second outside outside the second outside outside the second outside outside the second outside outside the second outside the second outside outside the second outside outside the second outside th	Sec Commant #8
					Laster the Makes Desire of Walks, as setters in value, the Desire of Walks State	
					TO COMPANY AND ADDRESS OF THE PARTY AND ADDRES	
1643	Jim Clark	1/23/2023	Email	General support	Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-SS through Austin is one of the most congested neadway segments in the State of Texas. As this seriously outsided modesiy is often called the Main Street of Texas. As this seriously outsided modesive action to transform this critical shetch of infrastructure into a roadway that will accommodate the repid and immense growth we are experiencing in our great State.	See Comment #8
					Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDDT. Thank you for your consideration of this request. Jim Clark	
					Date Chairman Bugg and Commissioners: Think you for recogning that 1-35 through, Audit is one of the most congested molecules upon the State of Reco. As this sensional valuable contacts the Audit is one of the most congested molecules in the State of Reco. As this sensional valuable contacts the Audit is one of the most congested molecules in the State of Reco. As this sensional valuable contacts the Audit is of Reconstructed to the Audit is of Reconstructed	See Comment #8
1644	Jim Diffienzo	2/7/2023	Email	General support	Accordingly, I am writing today to express my complete support for the 13S Capital Express Central design as proposed by TADOT. Think you for your consideration of this request. Jim Difference J Serior VP of Investments 6400.5. Follow's Complete Serior Serior Vision 100.00 (1) Serior VP of Investments 6400.5. Follow's Complete Serior Vision 100.00 (1) Serior VP of Investments 6400.5. Follow's Complete Serior Vision 100.00 (1) Serior VP of Investments 6400.5. Follow's Complete Serior Vision 100.00 (1) Serior VP of Investments 6400.5. Follow's Complete Serior VP of Investments 64	
1044	Jim Diffenzo	2/1/2023	tmail	General Support	statis that Desurf Fees, at Years about and the fault and contained the season of the	
1845	Jim Fitzpatrick	2/15/2023	Voicemail	General information request	A flow or, may now a last Progenitio, the supposed in the Charge-region and specific products of the control of	General information nequest - information was provided to stakeholder
					the proposal can be removed. I don't think there's any banefits adding a direct connection to Dean Keeton at 28th and Robinson, when thereis a connection just a block away. It would just add more construction headache to my house and then more nesulting traffic. So, I don't know if you've still taking comments, or that somebody can take a look at that, and let me know. My number is (502) 585-6108. Thank you.	
1646	Jim Fitzpatrick	2/15/2023	MyCapEx Website -	Business/residential displacement	live in the Cherrywood registronous and bosing at the latest preferred deep proposal is shown that my house would be directly impacted by this project. The proposal aboves that Rebinson Avenue will be modified to convect directly will Durin Avenue for a few proposal and with the proposal and which is a missimal global or it. (I not this them is added value in correcting filterinon and Dien Xventon 9 28th Street as them is always occors on which can will be been provided in the few proposal and which is always occors on which can will be been provided in the few proposal and them is always occors on which can will be sufficient control in leaders and the management professor that the sufficient control in the su	See Correlat #21
			Comment Form		modified to connect directly with Chean Keston right at they house. I would like to find out why this is proposed and what is the reasoning behind it. I don't think there is added value in connecting Rebinson and Clean Keston @ 29th Street as there is already access one block away @ Carcy Avenue. I do not want the added construction headsche and the resulting enter traffic that would be going by my house. Can the proposal be modified to remove this? Thanks, Jim Fitpatrick	
					на разрашна на советски на селото н	
1647	Jim Langston	2/10/2023	Email	General support	I went through the virtual video and materials. Good job. It amounts to be a ware reterminely rendefeature review with a let of hard work out into it.	See Comment 88
1					It appears to be a very community considerate project with a lot of hard work put into it. Best wishes for a successful Public Hearing foreign and the ability to move this way necessary project forward.	
1648	Jim Lemos	1/30/2023	Email	General support	Dear Chairman Bugg and Commissioners: Thank you for recognizing that 135 through Austin is one of the most congested readway segments in the State of Teasi, As this seriously outland madway is often called the Main Street of Teasi, all Teasins should call for bold and decisive action to triansform this critical streets of infestivutive into a readway that will accommodate the rapid and immense growth we are experiencing in our great State.	See Comment 4B
					Accordingly, I am writing today to express my complete support for the ISS Capital Express Central design as proposed by TxCOT. Thank you for your consideration of this request. All Lemos Senior Director Northware-Austin mobile Disclaimer. The information contained in this communication from the senior is confidential. It is intended solely for use by the recipient and others authorized to receive it. If you are not the recipient.	
					according, lies writing body to separate support for a NSS cignal Express Central designs as proposed by NGCD. That is good for your consideration of this request. In Lemms, Series Owners with Contract Automates, Automates, Series Owners and Express of the Information consideration in the Communication of the Automates Automates and the Proposed of	
ID	C N	Da R d		Topic	c	A.
1649	Jim Ross	3/6/2023	Email	Caps/Deck Plazas	Mobility35 Program Manager Tommy Abrogo, Anyone who has even violated the covered highway in downtown Dallas can immediately see the vision for capping 1-35. We need to focus on making downtown more Brabbie and less of a wasteland of highways.	See Comment #42
1650	Jim Susman	1/19/2023	Email	General support	Dear Chairman Bugg and Commissioners: Thank you for recognizing that 135 through Austin is one of the most congested noutway segments in the State of Teas. As this seriously outstand makeup is different collect the Maint Sheet of Teas. As Teases should not for both and decise a citizen to be insider from the critical south of informations in the standard part will accommodate the region and immense growth we are experiencing in our great States. Accordingly, it am milting byte species are proprient sport for the State Squale Species and States. Accordingly, it am milting byte species are proprient sport for the State Squale Species Species are shown as a species and species are shown as a species of the States. Accordingly, it am of States are shown as a species of the States a	See Comment #8
					Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxCOT. Thank you for your consideration of this request. Am Susman FAIA STG Design	

1851	im Walker			Do not widow, five build	The company of the Section 1 the algorithm temperature, appeals of the Company of	See Convent 4 Si
				Air Quality/Climate Change	As a second production of thousands of materials, set may facilities, and may facilities, comparing the without £4,4 min set £3,5 between Daves Asserts that and a deport that. The residential production in this same was separate to give over the first of the Capital Excess Register. 100% for layer facilities are consistent of the capital Excess Register. 100% for layer facilities are consistent and the capital Excess Register. 100% for layer facilities are consistent and the 2.5s, and PM2.0 periodized mater £0 is design-mouse and understimates the leastful impacts or residents. We reposit that 1,000 commission and publish, abuses a new lot Quality Analysis including these additional parameters.	
1652	Jim Walker		MyCapEx Website - Comment Form	e s	To design procession to many processions in contract and contraction in the contract of the co	Sea Conneant #4'2
				e c k	Assembly The sends represented from mobile that with section of this prince, and because if the fourthful ment is best and the section of the	See Connect #42
			-	Public Transit / Multimodal Transportation	This absence of a study of the disregion impact of the controllation phase on trends career means (COT) analysis of the coveral moderal spurity impacts in multi-coret and coprisions. Additional integration and conditional with Cap (More should be pursued and made public follow construction buggins.	Sec Connect #13
					February 20, 2023 Data* ToOT Insidenting, The Companies Registration (15001) on the Internation 35 Capital Express Central Project (Capits Project) for the last	See Comment #5
					The Common designations described (Co.) No separatiops of the segment operations affected by the Teach Separation of Co. The Common designation of the Co. The	
				Go Hus Wilcon/ No Build	Second-sizes, for progressic researce, we will comment below on some of this design of the preferred alternative. This activenessing the trickness of word walls in the Privative Science and Cold Science and Col	
					To this make insufficial polificiation for the contribution, A main less and may be £ 38 1 2 fb. The main less and to larged third is convertly a priming result to account for any of £ 30 fb. The contribution of the contributi	
				Wishire	social grain shift; "Initialized in being "grain (should, glocified by a plant common a response as only an United to the property of the pro	See Comment #9
1853	im Walker		MyCapEx Website - Comment Form	Business/residential displacement	Asserted Resistances Common de the entirely business degistances than with register impacts to their property values lies survey in September 2021 libers, The DSS confirms the degistances of Belowing Asserting and the Month of Entirely Section (1998) and the Section (1998) a	See Connect #21
ID.	. N	Da H d	5	Topic	Neth Crimal Disk conset	R p See Comment #42
					when the time of the contract of the contract of the propert of the propert on expensed by MOTIC and Recurrent Audit, we also have a program in the foliage being properties of the section algorate care or engineering the properties of the section algorate care or engineering the section and the section algorate care or engineering the section algorate care or eng	and continues to

1054		3/6/2023	MyCayle: Widester	Ar QualifyClinist Charge	Software the control of the control	Se Connect #13
	Jim Walker		Comment Form		have indigenation, and thereased or makes the properties of the pr	
1655		2/7/2023	Email	General support	One Chairmen Bugg and Commissioners: Than you for recognizing field 155 through Audria or and the most congusted madesy suppress in the State of Teas. As this seriously additiond residency is then called like Man Sheet of Teas. As this seriously addition of societies of the state of the Man Sheet of Teas. As this seriously addition of societies of the State of Teas. As this seriously addition of societies of the state of the Man Sheet of Teas. As this seriously addition of societies of the state of the stat	So Comment 4 S
1656	Ammie Burnett			Do not widen/no build	statistics frequent between freemy between 1.55 and on executive free 1.55 and on execut in the school free 1.55 and on executive free 1.55 and executive fr	So Comment 65
				Latent/Induced Demand	Thur plan will not enduce shifts or the congestion. It will make it worse. It will also disrupt our neighborhood and result in the destruction of some formes and small bodimense along the access made. More taken that just mean more shift.	See Comment #35
1657	Jimmie Burnett	3/7/2023	Email	Community Alternatives Witshire	I support the Rethink35 plan. Whitein Word is an establishment where neverth walk their rises and ribition rise. It is unimaginable that anyone would recorder recovering P41 and Wildren Rest is not to make it assists for driver on A110 ft	See Comment 44 See Comment 49
2007		-, -, 2023			Whites the Work is a sengtherhood where person with their engine and of other page, it is unsergoable that purpose would consider connecting CEL and Williams Build, just to make it assess for different on ALE 20. To play the Apport Build, in the control page and coll below page, it is unsergoable that purpose would consider connecting CEL and the Apport Build. This is what is seed done on the execut size of our registerhood, when Musder was closely stuff in from control through the various SE. Please use common sense and protect the William's Wood registerhood.	
1658	Smmie Fielding	3/7/2023	Email	General support	Our Channel high and Commissioner. If the plan of the	So Commont 48
1659	3 3	1/30/2023	Email	General support	Date Chairman Bugg and Commissioners: I am writing body to express my complete support for the 155 Capital Express Central design as proposed by TuCOT. As a resident of the Austin area since 1998, this section of 1-55 has been a constant them in the side of every barelier, from those who live laws, to those that are yout typing to peak through. Thairly you for your consideration of this request.	See Comment 46
1860	Jo Hogan		MyCapEx Website - Comment Form	Bury/turnel	Name from spill which the Signer primer. Note to be foliate about the large dip and recenting the org. - Hopping and given spill works are well to fair primer about the large dip and recent and used. Thereto, to	See Comment #25
				Public Transit / Multimodal Transportation	include direct BUS DNLY on ramps and off ramps so that trainst gats a priority, and have bus only laines, or some preferred trainst options. And F3032	See Comment #13
				Air Quality	Include greater measurements of air quality during the "environmental" review	Sae Comment #558
				Water Quality	Engineers to stody ways to treat the water ruroff so it's not flowing directly into the lake where our drinking water comes from.	See Comment #125
1661	Joan Hammond		Voli ce mini I	Do not widen/to build	As one was derivatived. The as calculated of state, "Execut 1 should be a low to sever a state of the state o	Se Connect #S
				Bike/ped safety Racial justice	Tactually ride my bite all over the objured it's quite easy, it takes me about 55 minutes to get from my place to downtown. I can walk everywhere pretty easily which is rice. It's a privilege. The objules a history of splitting readersts apart by rices using a highway. I don't think that's correlating we ready went to continue.	See Comment #30 See Comment #3
1662	Joanna Gallegos			Recial justice Do not widen/no build		San Comment #3 San Comment #5
					Making Shipman Manager Tomay Angua, are answerfed Ankur, 1 and 199765 experien. 1.007 jumposes that project favour facility deposition, construction impacts, particulate matter pollution from the wear, this failure of annot all highway regulations, the access of feeeing removals, and in terffic modeling is finance. 1.007 jumposes that project favour facility from the facility facility for the facility of the policy for the facility of the	
				Community Alternatives Latent/Induced Demand	Tam FOR the Rethrik 25 proposal, indesignating another highway such as 5H-320 as an intensian, a boulevard going through town, a public transit-first project, etc.	See Comment 44 See Comment 418
					**Highway operations DOOT wars. They senser congestion (als we saw with the King Freeway), air receiv and water pollution, safety, and transportation options begand driving, 10 years of construction for just a few years of congestion readily in XOT worth it.	
1863	Jocalynn Soliz		MyCapEx Website - Comment Form	Business/residential displacement	On not expand US north of 45th street. The bosinesses there are vital to the heart of Austri and it would be a triggely to less places like West Cleru Yea	See Connect #21
1884	Jodeci Plores	2/5/2023	MyCapEx Website - Comment Form	Regional Connectivity	This would change my life and broaden the appartunities for more work.	Se connect #1
1665	Jodie Manganiotis	2/8/2023	Email	General support	Date Chairmen Bugg and Commissioners: Thank you for recognizing that 1.55 through Audin is one of the most congusted read-eay suppress in the Zaze of Texas. As this seriously additional read-easy is driven could be the School of the total and because the confidence with a read-easy total and account and the suppress of the suppress	See Comment #8
1666	Jody Hubbard	Koriens	My Cap Ex	Do not widen/no build	Please do NOT widen US between downtown and Airport Blvd. Do not take over more of a footprint.	See Comment #5
.tD	C N	Da R A	Ex We	Business/residential displacement	Please do not take over more homes and businesses.	Sea Comment #21
			Comment Form	Community alternatives	Ruther, look for alternatives to bury the road, shrink the footprint, reduce noise and pollution.	Sac Comment #4
				Reroute to 130	Please incentivize 18 wheelers to go AROUND Austin, not through the center of town to reduce traffic.	Sau connent #3
				Do not widen/no build	TOOL: This special will discuss the value of my property, create a late an interpretation of the contract and late on tribipant who was 250 to 1,0 to 1500(0.2 against valueing 150 between developed that, I am very concerned about the destruction of boat businesses, more value, send air problem. It do not businesses, more value, and air problem. It do not businesses, more value, and air problems of the value of my property, create a late healthy unincrement problems and cream, destroy local businesses, and dever's sinke the actual problem of the value of first first in the area. Any hiddens!	Sea Connect 45
1667	Jody Hubbard					

				Community alternatives	Included of videring the read, I support insiving the read below ground level and capping the read with green space and public space that is healthy for all, similar to the proposals for the areas closer to destribute. I also support routing traffic OUTSDE of Asatin instead of stealight through the city center. Route traffic to alternative loops that move through traffic away from the very congested city center.	See Comment 44
1888	Joe Gonzalez	1/27/2023	Email	General support	Our Chammer higg and Commissioners: Thesis you for recigiting that 135 through Audit is one of the most composed readway alignents in the State of Teaus. As this sentiously colditive frankey is the recigiting that 135 through Audit is not set if the most composed readway alignents in the State of Teaus. As this sentiously colditive frankey is the received frankey that is considered from the recipitation of the post of the sentiously colditive frankey that we incommission that is expected in the required interest in post of the sentiously colditive frankey that is expected as the sentiously considered from the sentiously colditive interest in erest in the sentiously colditive interest in the sentiously col	Sea Comment #8
1809	Joe Levin	3/7/2023	MyCapEx Website - Comment Form	Do not widen/no build	As DS Operation The billion's gasaneses as Sect, young from such, yeller study, yeller shop, yeller of highway, from helf that TDCIT created and are used in claserooms across the country as the linear is settled with created and the section of t	Sea Comment #5
1670	Joe Offutt	1/31/2023	MyCapEx Website - Comment Form	Regional Connectivity	Please build make transit systems connecting the cities on 135. San Antonio and Austin are in their way to becoming the next DPN. We need fast ways to get from one to the other without dealing with 135 car chass	Sw comment #1
1671	Joe Reyes	2/12/2023	MyCapEx Website -	General support	Eupport the updated plans for all three sections of the 135 redesign.	San Comment #8
1672	Joe Shiveley		MyCapEx Website -	racial justice	Equating 1-35 would represent a continuity of the divisions, recode, cleaned, energically destructive peal princing practices we see all one Austri. Adding lesses driving expensions the reconstructive of the property of th	Sai Comment #3
			Comment Form		underground and dack the entirely of it so you can build on top.	
				Reroute to 130	Looking at the motopolition area wholly-giving attention to recoding intendate traffic via SR 130 and developing SR 45 into its full vision, three traffic could bypass the downtown area complete as it does in most crites this size.	Seconnet #3
				East/West Connectivity	The 15 constart through Audin could benefit from returning to a bookwed like formation for local spliff, much like the historical Sank-Amen that occur an that length through the city-there are confess procedured for several procedured of the several confess of the American crisis to track strict. This would encourage connectivity between devertows and Sank-Audin as well as the opportunity to image as light real public branch in the models—entired to propositions for the Situs Line along Sank fiveness Drive.	See Comment #20
1673	Joe Wingerter	2/13/2023	Email	General support	Succidence begand Commissions: A begand Comm	See Connect #8
1874	Joel Armendariz	2/8/2023	Email	General support	Our Channels Bog and Commissioners: These you for recipiting that 155 through Audin is not of the most congested readless septems in the State of Team. As this services desirable readless of the Audinosis of the Audinosis of the State of Team. As the services of the Audinosis o	So Comment #E
1875	Joel Pluss	2/26/2023	VOH	Community Alternatives	have the high registrating and and of the Till. The Till is an appear assembly as partial register of description from the selection of Audit, is seed, with the contract below data to the St. The description of the selection appear assembly of the Contract appear as a contract appe	See Connect & A
1676	joel openshaw	1/31/2023	MyCapEx Website - Comment Form	Regional Connectivity	Struggle to commute to Audin via 125 due to traffic and read conditions. It's never an easy commute. I would be able to better travel with rail between these two closes, I used a rail in Utah to commute. I would not read you have been seed out at If it was available.	See connect #1
1677	jost wishkovsky	3/2/2023	Email	Do not widen/no build	Modity(55 Region Manager Tomery Abregio. The Control of Material Review of Assertion (Asserting to the Asserting Manager Tomery Abregion (Asserting Manager	Sea Consenset #5
1678	Joey Rapato	1/31/2023	MyCapEx Website - Comment Form	Regional Connectivity	We need trains like we need coffiee. Robust, reliable, available at all hours, convenient early in the morning.	See comment #1
1879	John Allen	2/7/2023	Email	General support	Our Chammer hing and Commissioners: Than you for ecopyring that 155 through Audin is one of the most congested madesy segment in the State of Team. As this services will continue the segment of the 155 congested that th	See Comment 48
1680	John Barksdale	1/12/2023	Email	General support	Oser Chairman Bugg and Commissioners: Thank you for recognizing that 1.55 strough Audin is one of the most congenied modeway agreemts in the State of Teass. As this seriously outdated modeway is offered modeway in the contract of the State of Teass. As this seriously outdated modeway is offered modeway in the contract of the state of the State of Teass, as Teass should use of the other state of the State of Teass, as Teass should use of the Oser decision action to transfer mode on the state of the State of Teass, as Teass should use of the State of Teass should use of the State of Teass should use of the State of Teass should use of Teass should use of the State of Teass should use of Teass should use of the State of Teass should use of	Sai Comment #8
1681	John Barksdale	2/8/2023	Email	General support	Constitution in Regig and companies in the companies part of St Straigh Audits on our of the most processor and several programment of the companies and the	So Convent #E
ID.	C N	Da R d	s	Topic	•	R p
1882	John Benglion	3/7/2023	Email	Community Alternatives	Make 15th Region Manager Terrors According Terrors (and the proposal states) are mining a corting period of the property of th	See Connect 44
				Do not wider/no build	Assets Express Manager Temps date of the contract of the contr	Sec Consent 45
1683	John Brickley			latent/induced Demand	Toppose TAOD's plan, as it ignores induced Demand, construction impacts, particulate matter pollution from tire wear, the failure of almost all highway expansions, and the success of freeway removals.	See Comment #18

1 1				Community Alternatives	Inclaid, I support the Rinthin-S5 proposal of redesignating another Ingitively, such as SH-130, as an internate and creating a boulevard that would support pedestrian and public transportation and finally mand the physical division of downtown Austra, which would suity come too late for too many people of cotor who faced the discriminatory divide.	See Comment #4
1684	John Burnett	folim		General support	Take what the violency and disquering of USTS (Lettral Expressions) did for north-scall trivial to ny threatens of Dallas, it has been a high success, Strry, intentials froming properties, you gittle coach some age to make an orander. Those that TOOT can politive the same success, with our steen for the violence of 15% and I am a bit successor of classion it in all of cold and some items reason over it. But they did in Dallas, the first trivial our they Dry of Administration.	See Comment #8
					Those text CDCC can obtain the same success with your glans for the widering of 135, and I am a light supported copping it and putting forms green space over it. No they did in Datas. But Thins theirs an the CD of Austin including plans in the CD of Austin including a state of the CDC can obtain a state o	
			-	Bike/ped safety	As a cyclist, I ask that you be 100% certain that with the expansion of I-35 through Central Austin the bicycle lanes are protected and wide enoughfor scooters, too.	See Correlat #30
1685	John Castillo	1/31/2023	MyCapEx Website - Comment Form	Regional Connectivity	field services between Sen Attorio and Audin would be great With stops for communities in-deviewen for housing and recreation, Sking able to take raif to Audin arport from San Antonio would be amazing.	Sea comment &1
1686	John Constant		Phy sica	Do not widen/no build	I think basic quiese theory would show that proposal for more I-35 lanes would not meet the desired outcomes. There is plenty evidence around this idea.	See Comment #5
			I Co mm ent	Community alternatives	Adde from select and basic casess, Austin has so many other important reader, cerest housing, cerest besurfactors, alternative important reader, and have a ready and required the control of the control	See Comment 44
1687	John David Carson			Latent/Induced Demand	No TuGOT NOOT, Widering PMS will not help congession, it will only make it hell during construction and then induce more demand to fill up any added capacity.	Se Commert #18
				Public Transit / Multimodal Transportation	This budget should be realtocated to maintenance and towers, take, and peel projects that actually improve mobility and don't have all the other terrifies side effects of road building.	Sac Comment #13
1688	John Elliott	2/7/2023	Email	General support	Sex Course flagg and Commissioners. This is yet for recognizing state (1.5 through Austin is over of the record project and selesy segments in the Base of Ease, in this secretary office and countries the section of the Sex of Ease, in this secretary office and section in the Sex of Ease, in this secretary office and countries of the section for the section of the feathers during the section of the discoverage of the section of the sectio	See Comment #8
1689	John Fisher	1/30/2023	Email	General support	Date Chairman Bugg and Commissioners: Thank you for recognizing that 1.55 through Assidn is one of the most conjusted madesy segments in the Date of Texas. Accordingly, I am writing boday to express my complete support for the 1.55 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request. Please help make this happen for the safety of all of us. John	See Comment #8
					False	
1690	John Fitzpetrick	2/4/2023	Email	General support	Suc Claims Bug and Commissioners Thesis you for recognizing from 13.51 through Scale in one of the next composed readous perpentia in the Data of Fana. As to his seriously additional condense is often and the seriously additional condense in the Commissioners of Fana. As to his seriously additional condense is often and the Commissioners of Fana. As to design a seriously and additional condense is seriously and additional condense in the register of fana. As to design a seriously and additional condense is seriously and additional condense is seriously and additional condense in the register of fana. Ascordingly, I am writing today to express my complete support for the 155 Capital Express Central design as proposed by ICOVI. Think you for your consideration of this request. John Figuratios. Seet from my Phone	See Comment #8
					salein(15) Regions Missinger Timory laver (process). Why we wan expected for higher instead or for higher instead or for missing from the form of the first or form of the first	Sue Comment #5
1691	John Garcia	3/7/2023	Email	Do not widen/no build	uses based before, most that is again group through mostals. Way cart or assess attenuise table permission one that as ordinate, noting register and entirities. As a resident of statis, they shall permission of the most of the state of th	
1692	John Hagan	3/2/2023	MyCapEx Website -	Air Quality/Noise	Coursetty live in Travis Green condos, on the west side of 35 where the construction would be taking place. I would like to ask that work is done to minimize any issues we might have within our community.	See Comment #34
			Comment Form		Expending has been been contain, the has set side of 1.5 shows the contraction would be lateral greater, lessed the base that werks a benefit something to see the set of the se	
1693	John Houser			Do not widen/no build	Mobility25 Program Manager Tommy Abrogo,	See Comment #5
					The state of the s	
				Latent/Induced Demand	For one, the idea is that it must be expended to easy traffic, thowever where is the data to support those claims? The data suggisted the opposite, in fact. More larner will lead to more chaining and more traffic, they should local registerizeds and businesses be so disrepaid just to make fortific errors in the long run? What gives book the right to decide this for autom ?	See Comment #13
				Community Alternatives	Instead of expending OS can we instead support and fund plans that will make life in austin better ? For instance the rethink 3S plan and/or more public trainet.	See Comment #4
1894	John Hurley	2/7/2023	Ernail	General support	Case Charmon Bagg and Commissioners. These you for recognizing that IS Strength which is now if the recommendant recognizing that IS Strength which is now if the recommendant recognizing control and the secondary of the	See Comment #B
1695	John Kiene	3/5/2023	VOH	Unrelated Comment	Days users to be the number of an integrate process of the seal when the number of a seal of the number of the num	Overland Comment
1696	John Kilfoyle			Do not widen/no build	Make 25 Angues Marage Temps (Secure 15.2). The present year of her in Austral 41 my 56 and warf spr (Sp. over if the longest and fisting grown in Secure 15.2). The present year of her in Austral 41 my 56 and warf spr (Sp. over if the longest and fisting grown in Secure 15.2). The present year of her individually represent in most often in the country. And with secure or secure 15.2 miles are present year of her individually represent in most often in the country. And with secure 25.2 miles are public transportation. Austral country in the c	See Contract 45
				Latent/Induced Demand Public Transit /	Studies have shown that expansion of highways does little to stop traffic and congestion and just encourages more people to use the highways-registing the usefulness of the expansion. A rotust or even present train, to	See Comment #18 See Comment #33
				Multimodal Transportation	Activities for the cond process from the condition of the	
				Pacial justice	Autors is a heavily redired city and having transportation with minimal barriers could halp prevent the heavily divided seat and west and north and south from their separation. With the sear of entry to public barragentation may businesses on the frequenced by people from all over the metro area.	See Comment #3
1697	JOHN KOONZ	2/23/2023	Email	Do not widen/no build	No TuDOT TuDOT. This solution to this problem is less car dependency, NOT adding more tunes for more cars.	See Comment #5
IR	C N	Da R d		Do not wider/no build	Making S Program Manager Tomery streeps. Read the operation of the second SS. These are many reasons, moved, excluding at and whate, but these comments will focus on TOCH's one goals for reducing qualific in the Audit naw. You do not need to three that care as been, many focus on the order of the program of the program of the operations are that the SB SH they project is unrecessable, that it will not on demand that we willow any shelfs: benefit, and that it will be added a surface as the second of the second or the second of t	Sac Communit 45
1698	John Laycock	3/6/2023	Email		1) The expansion is unnecessary. Although traffic on 1-35 is severe, it has been constant for the past twenty years. In 2000, there were 200,000 crossings per day. Although 1x00T predicted then that this	See Comment #18
1000		3,3/2023		Laters/Induced Demand	In the regioners in connections, Although before in 15th is seven, it has been created for the part free type in the 2000, there was 2000000 conseque and as, Although 10001 producted their business. In the connection of the con	

					Date Chairman Bugg and Commissioners: That you for your support to address 358 through Audin in a comprehensive manner. I have lived in Audin for nearly 12 years now, and 155 has gittin exponentially worse as the city's population continues to skyrocket. This sheath of highway in a comprehensive manner. I have lived in Audin for nearly 12 years now, and 155 has gittin exponentially worse as the city's population continues to skyrocket. This sheath of highway in a comprehensive manner. I have lived in Audin in a comprehensive manner. I have lived in Audin in a comprehensive manner. I have lived in Audin in a comprehensive manner. I have lived in Audin in a comprehensive manner. I have lived in Audin in a comprehensive manner. I have lived in Audin for nearly 12 years now, and 155 has gittin exponentially worse as the city's population continues to skyrocket. This sheath of highway is a comprehensive manner. I have lived in Audin for nearly 12 years now, and 155 has gittin exponentially worse as the city's population continues to skyrocket. This sheath of highway is a comprehensive manner. I have lived in Audin for nearly 12 years now, and 155 has gittin exponentially worse as the city's population continues to skyrocket. This sheath of highway is a comprehensive manner. I have lived in Audin for nearly 12 years now, and 155 has gittin exponentially worse as the city's population continues to skyrocket. This sheath of highway is a comprehensive manner. I have lived in Audin for nearly 12 years now, and 15 has gittin exponentially worse as the city's population continues to skyrocket. This sheath of highway is a comprehensive manner. I have lived in Audin for nearly 12 years now, and 15 has gittin exponentially not nearly 12 years now. The city is a comprehensive manner. The city is a comprehensive manner. The city is a comprehensive manner. The city is a comprehensive manner of the city is a comprehensive manner. The city is a comprehensive manner of the city is a comprehensive manner. The city is a comprehensive	See Comment #8
1699	John Lewis	2/16/2023	MyCapEx Website - Comment Form	General support	to crows. I write in support of the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your dedication to serving the citizens of Texas.	
1700	bho	1/31/2023	Smot	Consul consul	Nucleius Barrard Commissioner Trade on the commission that I States the leaf is one of the next commission trade in the Plant of Trace to the contrade conduct on the commission of the commissi	Ser Connect 48
1100	John Makis	2/32/2023	Limi	ORIGINAL SUPPLIES	Date Chairman Bugg and Commissioners: Think you for recogniting that 1.55 through Audin is one of the most congenied modeway agreement in the State of Tease. As this seriously outdated modeway is offered coaled by the Mills Street of Tease, at Tease should can for the old and decisione action to transfer in this critical streets of refinishescens into a modeway that will accommodate the region and minimise growth we are experiencing in our great State. Accordingly, it was refugliously not expense up or region state Stotics Personal Section for the Stotics Stotics and Commission of the Stotics Stotics approach to Stotics Tease, and proposed the Stotics Tease, and proposed the Stotics Tease or proposed to Stotics Tease.	See Constant of
					ACCOUNTAGE, I am writing coasy to express my companies support for the I-35 Lupras Express Central George 3 (XLU). I mank you for you' consideration of this request.	
1701	John Mays				Intelligence Strategy Transport Tran	See Comment #5
				Do not widen/no build	resident is oppose IXDOT's plan. There has to be a arother way that will provide a better long term solution. I level in Houston and the Kaly freeway separation is a perfect example of how traffic congestion will remain after lane expansion consider of term, that may right be a different storp, but we are taking about 15 as in a runs directly through and right over town and right over town lank. Highway expensions often in the provided the long term benefit they seek. I	
					expect TDOT, Austin City Council, and other representatives to stand up for me. Please don't like this fill on older fears. Then'they you.	
				Reroute to 130	Diverting East to make 130 a major thoroughfare intensible would allow us to beautify and enhance what makes our city so loved. I don't want to be forced to take local trips on a monstrosity of an intensible through the middle of town.	See comment #3
				Air Quality/Noise	Search pages from the compations will be just about for the hoppind of good process in the motified of search will be just about from the process of the pro	See Comment #34
					arise for controlling to make 2 for a local, given, a casistance for controlling to make 2 for a local contr	
					Trainscommandrate project train becomes an extrained sampless for other nightsy streaming passes that, want to reception the beauty or mature within the cry.	
1702	John Nikolaou			Do not widen/no build	Material Program Manager Terrors princip. 1- are a resolved of Audion. See an Extra Section (1997). 1- 2007/CES (1997), passive to 15 and 1997/CES appointment. 1997/CES (1997). 1- 2007/CES (1997), passive to 15 and 1997/CES appointment. 1997/CES (1997). 1- 2007/CES (1997). 1-	See Comment 45
					Lam is residented relation. 1 GMPOSE TACOP plants for L3S and I OPPOSE expansion.	
					1.0 years of constitutions for good a few years of congestion restel as NOT worth it. I don't want to use an inferestate taggressy for my local trips. - leopect 1000 / sustin City Council, and other representatives to stand up for me. - other council and other consentatives to stand up for me.	
				Reroute to 130	Tam FOR redesignating another highway such as \$4.130 as an intensions.	See comment #3
				Latent/Induced Demand	ThDOT's process in this project is flaved: It ignores induced Demand, construction impacts, the failure of almost all highway expansions, the success of freeway removals, and its traffic modeling is flaved. Highway expansions DON'T work. They worsen congestion (as we saw with the Kity Freeway), air noise and water pollution, safety, and transportation options beyond driving.	See Comment #18
1703	John O'Gorman			Public Transit / Multimodal Transcortation	MobilitySS Program Manager Tommy Abrego, Expending SS without an investment in local transit cotions is screly short sighted at best and the croduct of absolute corruption at worst. We needed to inscree/diversify transit options in the city of Austin a planeration also and now we are	See Comment #13
				Transportation	Mobility Shopen Makingk Coming Analysis. Copyring Show Show (an investment in book beside options is lovely short sighted at best and the product of absolute compution at want. We needed to improve devently sharel options in the city of Austin a generation ago and now we are putting of the past was presented in the city and according at the season due to the head-of-the-seard decision making of the past. We brown or mistakes, why would are repart ther? These were a many of events for the control of POLISES CONTEXTENCED IN POLISES CONTEXTED IN POLI	
				Latent/Induced Demand	Dullding more lained has been shown time and time again to just induce demand and not actually improve transit outcomes. This is a weaker of public money, and shows a complete lack of care for the future of Audit.	See Comment #18
				Laterty/Induced Demarkd	Care for the future of Austin.	Table 1001 1001 1001 1001 1001 1001 1001 10
1704	bho	3/7/2023	McCapEy Water	General Support	Continue with your plan. Widen 135. If Austin cannot prove they can pay for the cape, don't use cape. Play no heed to the extreme leftwing repulsyers in Austin.	See Connect #3.
	John Parson s	4,1,242	Comment Form		•	
1705	John R. Clarke	t-printer.		Do not widen/no build	Mr NOOT NOOT, No applicate of this control will be used into control by the TPPOY state as part of 196. I street, shirt to be officer. These includes increased all and using participations designed in this search in this search and assessment of the transfer of the search and the search an	See Comment #5
					or taxou instance, and a resident of the very sens that will be most impacted by the TDOT plan to sequent 5.51, intropy; object to the effects. These include increased air- and noise pollution, discontricting people who bille or walk in this area, and more harmful read of a proteous processor. I strongly support moving 5.51 to a produced the information sparent, plant periodically in religious activities and only planness for as discontriction of the original excitations and only planness for as discontriction of the original excitations of the original excitation of the original excitations of the original exc	
					destruction of the unique characters of cities across the US.1 have seen it deveatate neighborhoods in cities I have lived in, including Pittsburgh, New Haven, and non-Austint	
				Latent/Induced Demand	The wider the highway, the more traffic we shall have to deal with. Its clear that increasing lanes does not alleviate traffic and drastically reduces the quality of life for those of us who live near 135.	See Comment #18
				Community alternatives	I favor Reconnect Austin and Rethnix35 as offering visible solutions to Austin's headtong expension.	See Comment #4
					First, let me say that I am very impressed with the schematic design for this extremely comptex and, to some extent, controversial project. There is a lot of good here and, for the most part, the interests of	TubOT has met with the St. George's Episcopal church representatives on several occasions to discuss the I-35 Capital Express Central project and to gather input on this connection. Currently, the improvements do not maintain the connection, the project
					First, it me say that I am vary impressed with the schematic design for this extremely complex and, to some extent, controversial project. There is a lot of good here and, for the most part, the interests of the various science have been well-distincted. Clearly, towners, there are some areas that invade impressment, as wout the expected at the schematic design phase. As a number of \$Z\$ complex \$Z\$ (\$Z\$ (\$Z\$ (\$Z\$ (\$Z\$ (\$Z\$ (\$Z\$ (\$Z\$	ThOT has met with the 3C, Garge's Episcopi church representatives on several occasions to discuss the 155 Capital Express Central project and to gather imput on this convection. Cumently, the improvements do not maintain the convection, the project have have developed additional options, which have been discussed with 5C. Garge's laudening, but there are design and environmental constraints associated with sects.
					Fig. 4. If we proper list may no proposed and the discharged change for the schemal groups and, it is more even, convenient project. There is a list of good has not for the most part, the intermed of the various counts between the discharged. Cashing, he have been a list of the schemal groups and, as a monitor of 15. George 1 discharged. Cashing in the 40% have 16. So, the schemal groups and the schemal groups are schemal groups and the schemal groups and group	COT has not with the St. Owneys Episopeal count impresentation on event occasions in 6135 Capabi Episope. Corrus a prior, and is gainer royal on this connection. Currently, this impresentation on connection, the prior team has developed additional options, which have been discussed with St. Georgia hadenology, but there are disagn and environmental constants associated with each.
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1706	John Rickerd	3/3/2023	Email	Arbitrosed	agains to be the most convenient for the church and school.	ToOT has not with this 5, Compays Episcopan Count Ingressments in a service accessors to discuss the 135 Capital Express Central any sept entity agrice might on this connection. Connectly, the improvements do not invariant the connection, the project teach has developed additional agrices, which have been discussed with 15, George's hadeotopy, but there are design and environmental constraints associated with each. See Connected 45.
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					Appears to the the most consequent for the church and adhesis. While I are set in factor of creating most convent areas one the appropriatory every quarter or half in the treating general and public parks and bridge the devide between most and wast, if this the most in the contract of	The Comment of B San Comment of B
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ID.	C N	Da R d	8	Topic		
1719	laboration Chauses	3/6/2023	Fmail	Community observations	Indeed, we should look towards alternatives based around community like Reconnect Austin or RelTrink'35.	**
2123	Annatian Crasing	3/0/2023	Linai	Community analitatives	The city of location is vibrient and structure above the control of the city in the city of the city o	Jan Controlled 4-7
1714	Johnna Thompson	1/31/2023	MyCapEx Website -	Regional Connectivity	Please create a commuter train between San Antonio and Austini Due to work, I live in Austin and my spouse lives in SA, so we drive the extremely conjected and dangerous highway between the two. A train	Sec correct #1
		,,,,,,,,	Comment Form		would be such an improvement.	
					To distance on hardward through non-select said in representational distance and hardward through non-select said in representation and said and development as select management about 50 search about 50 search and select	Sac Comment #S
					commercial lending for 9 years in Houston including as VP of Wolfs Frigor. The turnel is contained bothers are DEFALTY because of the cost and interruption of current traffic draws how because of the cost and interruption of current traffic draws how because the approximation of the cost and interruption of current traffic draws how because of the cost and interruption of the cost and inter	
1715	Johnny Bode	2/28/2023	Email	Do not widen/no build	Inginity or this independent, though town retired, was an interment and easile the interference as a state or management and 200 percent and 2	
1715	Johnny Bode	2/28/2023	Email	Do not widen/no build	make series. We are bridge with subgilled take and trails and parks. Desertoon Province did not have any or better deservations are series are wildow seet for provided a most form better large to the area are wildow seet for provided a most form better large. The set for a form or an extended public better. In not provided a most form better large to the set of the provided and provided as most form better large. The set for a form or an extended public better in most form the set of the provided and provided as most form better large. The set form 1 days not be a set of the s	
					public construction projects are totally labbled and supported by construction companies and architects and engineers for the \$555555555555 they want to make.	
1716	Johnny He	2/6/2023	Email	General support		See Comment #8
	,				Date Chairman Bugg and Commissioners: Thank you for recognizing that 135 through Audin is one of the most congusted modeley segments in the State of Texas. As this seriously outdated nodeleys in that coaled the Main Street of Texas, all these indicates and one of the seriously outdated nodeleys and the seriously outdated nodeleys are discovered in the State of Texas. As this seriously outdated nodeleys are discovered in the State of Texas. As this seriously outdated nodeleys are discovered in the State of Texas. As this seriously outdated nodeleys are discovered in the State of Texas. As this seriously outdated nodeleys are discovered in the State of Texas. As this seriously outdated nodeleys are discovered in the State of Texas. As this seriously outdated nodeleys are discovered in the State of Texas. As the seriously outdated nodeleys are discovered in the State of Texas. As the seriously outdated nodeleys are discovered in the State of Texas. As the seriously outdated nodeleys are discovered in the State of Texas. As the seriously outdated nodeleys are discovered in the State of Texas. As the seriously outdated nodeleys are discovered in the State of Texas. As the seriously outdated nodeleys are discovered in the State of Texas. As the seriously outdated nodeleys are discovered in the State of Texas. As the seriously outdated in the State of Texas. As the seriously outdated in the State of Texas. As the seriously outdated in the State of Texas. As the seriously outdate	
					One Chairment Bugg and Commissioners. This key for recognising that 15 through Audin is one of the most oregonand markey segment in the Date of Treas. As this serrously adulated residency in the control of the form of the Date of Buggs and th	See Comment #8
					called the Main Street of Texas, all Texass should call for bed and decisive action to transform this critical settled. Indistrictives into a readway that will accommodate the rapid and immense growth we are experiencing in our pear \$20x10. Accordingly, in an writing today to sepress my completes appoint from \$1.55. Opinion Express. Exercise by TroOT. Thanks you consideration of this request, Johnson Villamed Johnson Extraor Between Assistants.	
					WRE PRALD WARRING: Due to increased risk of theft by wire franch, Heritage Title Company must send Wire Instructions by encrypted e-mail only, Our Wire Instructions DO NOT CHANGE as consider any communication to change them as frauctainen. Researce and your closing from the common communication or change them as frauctainen. Researce and your closing from the common common communication to change them as	
					Please wire your funds as soon as possible to swind funding delays. Thank you. COVID-19: Heritage Title Company respects your contraining right/desire to wear a made. Makes are no longer required to enter a Heritage diffe, but we would energy required to wear a made if you have NOT been excendanted. Please DON YOUT OF SIT of PROPES of you are relable for you have not been expossed to engine a register of your described for your	
1717	Johnny Villarreal	2/8/2023	Email	General support	contact your secrow team to arrange a monete coloring option. Cools associated with a remote closing option will be passed through its or be party requesting same. Rease know that we appreciately your business. CONFIDERTILLITY NOTICE. This semal and any interheners may contain proprietary, considerated, or privilege in containing the company of Austin, five. and for such as the containing the company of Austin, five. and for such as the containing option of Austin, five. and for such as the containing option of Austin, five. and for such as the containing option of Austin, five. and for such as the containing option of Austin, five. and for such as the containing option of Austin, five. and for such as the containing option of Austin, five. and for such as the containing option of Austin, five. and for such as the containing option of Austin, five. and for such as the containing option of Austin, five. and for such as the containing option of Austin, five. and for such as the containing option of Austin, five. and for such as the containing option of Austin, five. and for such as the containing option of Austin, five. and for such as the containing option option of Austin, five. and for such as the containing option option of Austin, five. and for such as the containing option option of Austin, five. and for such as the containing option option of Austin, five. Aust	
					error. If you are not the intended recipient, you see heavily notified that you have received this email in error and that any review, disclosure, discindance, distribution or copying off or its contents is prohibited. If you have received this email in error and that any review, disclosure, discindance, distribution or copying off or its contents is prohibited. If you have received this email in error and that any review, disclosure, discindance, distribution or copying off or its contents is prohibited. If you have received this email in error, please noting whether. That is you for consideration. delets that email and destroy all copies and any attendance. That is you for consideration.	
1718	John's Gmail Acct	2/7/2023	Email	General support	Date Chairman Bugg and Commissioners: Thank you for recognizing that 135 through Audin is one of the most congusted modeley segments in the State of Texas. As this seriously outdated nodeley is offer could be thanked to the seriously outdated nodeley and could be seriously outdated nodeley and immerse growth we are experiencing in our great State. Accordingly, it am influstroply beyone present profit of the State Seriously seriously beyone present profit of the State Seriously seriously seriously seriously support to the State Seriously ser	Sec Comment #8
					Accordingly, a making and an internal modes of the control of the	
					have Common Bug and Commonwers. Thesis you've recognized part of 15 frough Austin is over if the most compared models asympton, in the Bust of Time. In the second part of 15 frough Austin is over if the most compared models asympton, in the Bust of 15 miles, the Time and the Mark of 15 miles and	Sec Comment #8
			1		Accordingly, I aim writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDDT. Thank you for your consideration of this request, Joles nelson. Residential Excrete Assistant Heritaga Title Company of Assist, Inc. 2500 Bee Caves Read Building 1, Suite 100 Assist, TX 78746 Heritaga/TitleeAustin.com WIRE FRAZO WARNING. Due to increased risk of theft by wire	
			1		fraud, Herbage Tife Company must send Wire instructions by encrypted e-mail only. Our Wire Instructions DO NOT CHANGE so ocnsider any communication to change them as fraudulent. Please call your closing team to confirm the Wire Instructions before wiring your funds. Please wire your funds as soon as possible to avoid funding delays. Thank you. COVID-19: Heritage Title Company respects your continuing right/deairs to wear a mask. Masks are no longer required to	
					Nature. Through the cuttings that cuttings you have been the contracting to the contraction of the contracti	
1719	Joleen Nelson	2/7/2023	Email	General support	CONFIDENTIALITY NOTICE: This sensil and any attachments may contain proprietary, confidential, or privileged information of Heritage Title Company of Austin, Inc., and/or its clients. Any confidentiality or privilege is not waived or lost because this email has been sent to you in error. If you are not the intended recipient, you are hereby notified that you have received this email in error and that any review, disclosure, dissemination, distribution or copying of it or its contents is prohibited.	
					If you have received this email in error, please notify the sender immediately by reply or by phone at delete this email, and destroy all copies and any stractments. Thank you for your consideration.	
					One Charmen Bagg and Commissioners: Their you're recognizing that 35 through Audits in one of the root originated markey pagement in the State of Texas, As this services should not for section to the state of the section of the sec	See Comment 48
					called the Main Street of Teas, all Teams should out for bold and decisive action to transform this critical stretch of infastructure into a read-way that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the 35 Capital Express Cantral design as proposed by TxDOT. Thank you for your consideration of this requiser.	
1720	Jon Eckert	2/7/2023	Email	General support	NOTICE: This electricine that intescape and any first transmitted with rise intended executively for the notice of the problem of the company	
					advise the sender by reply email and delate all copies.	
1721	Jon Flowers		MyCapEx Website - Comment Form	Bury/tunnel	The record "preferred attentions" confirmation is a givent step backward in the development of modern inseparation for our state capital. The days of major ingle-ways being built and expanded through the models of close should be all in the past where the balloging the only buy locations are completely buying any eating lases that are reacted, or recording major staffic around the only. We cannot searchful lands, buildings, business, and glots to see more searches prevented for exercising funding or well and substantials are demonstrated. "We cannot searchful lands, buildings, business, and glots to see more searches prevented for exercising funding or well and, business and extensives."	Saw Cutment #25
					city. We cannot sacrifice tands, buildings, businesses, and jobs to ever more useless pavement for ever-increasing traffic, we need a real, sustainable alternative	
				Reroute to 130	The abbruggiound parties of 35 alrhold bit, at most, a boulesest replacing 35 with fully underground tunnels or a renade around the city would cost move in the short non but would result in measive benefits in the long run that would make it more than worth it.	See comment #3
1722	Jon Gabriel	2/6/2023	MyCapEx Website -	Caps/Deck Plazas	Phase include some funding – including matching funds – for cap & statch. A 60+ foot hole in the ground for the buried lanes is an eyesore.	See Connent #42
1122	Jon Gallotter	2/0/2023	Comment Form	Capayonox Frazas	The state of the s	Jan Controller 1742
1723	Jon Heining	SOCIETY	VOH	Do not widen/no build	The current solution adopted by TXXXX for desertions 1.55 is an absolute travelly, increasing the width and volume of traffic passing through the heart of desertions Austin is insecusable. Offering the option of soliting lines underground, only to select to a visibilities experience of 3.55 is wrethold.	See Comment # 5
					of adding lanes underground, only to switch to a triaditional expansion of i-35 is unethical.	
				Business/residential displacement	Distroying all the businesses necessary for the expension is irresponsible.	See Convenue #21
				Reroute to 130	"Irnaristati" traffic, especially truck and bus traffic, should be sent to 130-that was how that project was sold in the first place.	See comment #3
				Public Transit / Multimodal Transcortation	Abstractive trained plans for downtown Austin should be explored, such as buses and trains. More roads will not make this problem bettler.	See Comment #13
			1	Transportation		
1724	Jon Huibregtse	3/7/2023	Email	Do not widen/no build	It hoo's hoo's. It oppose the plan to expand 1-35 through Austin. This will not improve the quality of life for anybody who lives in Auditin, Adding laines is not a solution to the problem and it will further damage this city. It is time to face the fact that I-35 should	See Comment #5
					I oppose the plan to expand 355 through Austin. This will not improve the quality of life for anybody who lows in Austin. Adding larnes is not a solution to the problem and it will further demage this oby, it is time to face the fact that 35 should never have gone through the heart of Austin in the first place. Please consider innovative and productive solutions that decrease pollution, rebuild rather than destroy neighborhoods, and encourage safe walking and bicycling alternatives. Think you	
1725	Jon Roberts			Do not widen/no build	you. Mr hoo't hoot,	See Comment #5
				So not worth to soil	Expanding 1.55 is only going to make Austin's traffic worse, and the existing plans don't adequately provide for transportation options beyond personal vehicles. But, don't just listen to me, phase fully study the alternatives to highesy expansion!	
			1	Public Transit / Multimodal	Walking, biking, and public transit are much more appropriate for a city center – these methods are more efficient for the people who actually live here, less dangerous, and cause less pollution and health	Sau Comment #13
			1	Transportation	problems.	
			1	Reroute to 130	The best solution in my opinion is to replace the section of 135 running through Austin with a mised-use boolevard, and seroute the highway to outside the city limits where it belongs.	Secomment #3
1726	Jonah Kisesi	3/7/2023	VOH	General Support	Anything that improves the state of 135 in downtown Austin is about 20 years past due, and while no proposal will be perfect, I am glid action is finally being taken. My concern is that these plans wit be	See Comment #8
					Applying that improves the state of 155 in downtown Austin is about 20 years past daw, and while no proposal will be perfect, I am glied adoin in finally being taken. My concern in that these plans will be indecipant to bear with the projected doubled population in 2056. These will still be glidden come for the first. It is an in support of the project of and ordinated having the facility will be below are not all to which it again, it is having emphasis on mass shrink would serve the offy much better in the long run.	
1727	Jonah Welch	2/11/2023	MyCapEx Website -	Business/residential displacement	As long term resident of Austin 1 do not support the expansion of 1-25 north of 45th street. Please help preserve the businesses and housing along the highway up here -please help us as a city reduce car travel and inhobitor more automated methods in thinks the supportation. These you.	See Comment #21
			Comment Form		travel and introduce more sostal nable methods of transportation. Thank you.	
1728	Jonathan Berry	2/25/2023	VOH	Do not widen/no build	Please reconsider the ISS expansion. There are many alternatives that would be a better, less costly, and more efficient solutions.	See Comment #5
1729	Jonathan Dahm	3/1/2023	Email	General support	My wife and I support expending (35 for vehicular traffic. Almost all trips taken and miles traversed in this area are done by automobile, not broycle or on foot. 135 is in desperate need of expansion to accommodate these species. Please receeds with the expansion as quickly as cossible. Thank you.	See Comment 48
			1			
1730	Jonathan Durham	2/8/2023	Email	General support	One Charmon Rog and Commissioners. Then you for recognizing that 158 through Audrin sons of the root congusted mades represents in the State of Texas. As this secretary conducted mediancy in affecting the secretary of the secre	See Commont 48
					coiled the Main Street of Texas, all Texains should call for bold and decisive action to transform this critical shelph of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the 135 Capital Express Central design as proposed by TxOOT. Thank you for your consideration of this request. Texas law requires all license holders to provide the Information.	
1000				Accessed to the control of the contr		
1731	Jonathan Eby			Do not widen/no build	Mobility35 Program Manager Tommy Abrego, Ni, I'm a longitme resident of southwest Austin, who's also lived on the drag, I used to live in dorms and blike to ACC in east Austin, I know firsthand how alternating 35 is in its current form. It is dangerous, isolating, and it marks a clear	Sia Comment #5
			1		delineation between communities. Widening it will be expensive and only make things worse. Furthermore, widening the freeway won't improve traffic, the only thing proven to reduce traffic levels globally is congestion pricing.	
			1	Community alternatives	Trained, I think we should work towards redesignating exceller Highway as an intentiate, bear down or cap 135, turn that conridor into a bodies and again, and build trained alternatives to build capacity for	See Connect #4
				Community afternatives	Instand, I think we should work towards redesignating another Highway as an intention, tear down or cap 135, turn that corridor into a boulevand again, and build transit alternatives to build capacity for people traveling from north to south.	Sale Contract +=
1732	Jonathan Ibers				Making Bureau Macoor Tours Maco	See Comment #5
1/32					Making Shapes Making Thomps (April) Though groupes the Suppose on in development, and in the Carbon Shapes of the	
				Do not widen/no build	transit availability, all of Austin is forced onto the highway, causing major traffic and dramatically increasing the Hashlood of collisions.	

1	1			Latent/Induced Demand	Tanana and a same and a same a sa	See Comment # 18
				Latent/Induced Demand	Equanding 1-35 is an enominous amount of maning to not alleviate any traffic concerns. Try taking a driver during reals hour, its duringenous and slow, and accidents are extremely common. Adding more laines worn 1sto packed as people merge on and off of the enteredy busy consider disenteems, it worn 1stop traffic as drivers line up on entrancos and exits to the highway. All it will do it increase noise, politicon, and traffic.	See Contract #15
					AND CHARLE.	
				Public Transit / Multimodal	The absolute best way to reduce traffic is to give people options for mobility that are easier, faster, or cheaper than driving, Expanding the rail service, expanding the bus service, more dense neighborhoods, all can help. Why six in traffic on 1.55 to girt anywhere when there's a grocery store, restaurant, park, and coffee shop in walking distance? Why six in traffic when I can take a train that takes half as much	See Comment #13
				Transportation	time? Why fill up on gias twice a week when I can take a \$3 tos ride? Please give people better options. Adding a highway lane is not a better option.	
ID	C N	Da R d	S	Topic	c	R p
1733	Jonathan Lee	3/7/2023	MyCapEx Website - Comment Form	Sound walls	There meeds to be a sound wall at Wilbrine wood neighborhood including Addisenced even if reduces less than 5 cft. How we considered amount of sound from construction? Also the benefits of reducing flow of an polythood? Note Wilbrine wood in a national instance distinct. The second is a second of the second instance distinct. The second is a second instance of the second instance distinct. The second is a second instance of the second instance distinct instance of the second	Sae Connent #60
					Even a partial fleight sounds wall equivalent to a tence-height should be considered	
1734	Jonathan March			latent/induced Demand	Mobility55 Program Manager Tommy Abrego, Garda Bryas and law 15-year residence of Austra (2512 Willow 20) We urge you to reconsider your archaic plans for 1-35 expansion. As has been enhanced valy documented for decades, highway widering is not a long-term solution to urban traffic compositor. "About Darwin" or activist of present—it as a disignour results. Thereis you!	See Comment #18
				Air quality/Climate Change	Moreover, in this era of accelerating climate change, we need to invest in sustainable transportation.	Sae Connect #18
				Public Transit / Multimodal Transportation	So those billions of dollars should be invested in screly needed mass transit.	See Comment #13
				Reroute to 130	Through traffic should be re-routed aeround dewntown Austin.	See Corresort #3
					Dour Claiman higg and Commissioners. When you for recognition 155 Strongs, Musics in one of the most congolated readway supports in the Balas of Tassa. At this services's collaborary making the called the Man Strong of Tassa, all Teams about call for hold and decisive actions to source account and the commission of the source account and the source account account and the source account and the source account and the source account and the source account account and the source account account account account and the source account accou	See Contract #8
1735	Jonathan McKee	2/10/2023	Email	General support	action to transform this critical stretch of infristricturary into a roadway that will accommodate the repol and immense growth we are expeniencing in our great State. Accordingly, if an arming floatily to expenie my comprehensive growth or the 15-SC copilat Express Central designs as proposed by TDCIT. Transity your consideration of this request.	
1/35	Jonathan McKee	2/10/2023	Email	General support		
1798	Jonathan Simpson		My Cap	Do not widen/no build	With regards to the expansion plan of 135. I oppose any oxegitrund expansion	See Comment #5
			Ex	Bury/tunnel	but do accept that burying the road throughout the city or diverting through traffic away from downtown and inhabited areas could be a sensible solution. The present proposal is short-sighted.	See Correlat #25
1737	Jonathan Zelazo		We	Do not wider/no build	MobilitySS Program Manager Tonney Abrogo,	See Correlat #5
	1				Modified Singuises basinger Transpillagers and the second section of the sectio	
	1				current urban coveropments in watern don't seem to be responsible at all for inhistructure around their projects. Hainey street is a parfect example. The same street that served simple family homes now serves thousands of apartment and condo dwellers. Lithan make transit is the only way to gid	
	1		-	Latent/Induced Demand	Highway expansions DONT work. They worsen congestion (as we saw with the Katy Freeway), air noise and water pollution, safety, and transportation options beyond driving.	See Comment #18
				Multimodal Transportation	Building a commuter rail line with park in rides at strategic places along the roote would go a long way to alleviating congestion as well - in conjunction with improved last mile services, like light rail, safe bike and scooter lanes, and more well-able services. The "Audin commuter rail line could eventually be extended all the way to Sain Antonio as well.	See Comment #20
					and scooler lanes, and more well-able areas. The "Austin commuter rail line could eventually be extended all the way to San Antonio as well.	
1738	Joni Rogers	2/9/2023	Phy	Public Transit / Multimodal Transportation	Consider Arport Bird pedestrian, bilaw. Augment or replace current plan so that theres ped, bilaw access continuous to green ball prooft of current proposal). The airport bird expension desert solve the congestion potent	See Comment #13
			sica I	Multimodal Transportation	congosion problem there. Lunderstand that 1-35 thru ATX is unsafe, crowded and out of date - I fear this expansion isn't progressive in terms of encouraging/increasing mess transit, bike and ped use.	
1739	Jonny Rodgers	2/7/2023	Email Co	General support	Dear Chairman Bugg and Commissioners: Thank you for recognizing that 1-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously audisted roadway is often	See Comment #8
					Les Claims Bug and Commissioners. This my for recognizing state 155 month, but in even of the most compact marking separate in the State of them, it has announced another than the second of the state of the State of them, it is not second or the state of them than the second or the state of them than the second or the state of them than the second or the second or the state of them than the second or the state of them than the second or the secon	
					Purtner REALTOR, CNE	
1740	Jordan Aghimien			Do not widen/no build	Mobility55 Program Mariager Tommy Abrego,	See Comment #5
					MARKED SEA PROJECT THOSE SEASON (TO MAKE A SEASON AS A	
					that directly incentives more people to drive worst help with traffic or throughput. Let's pull our heads out of the sand and face neality for once TXDDT. Thank you.	
			-	Public Transit / Multimodal	If you want that just invest in some fucking public transit and actually build out a system that people can reliably and safely use and therefore conventing our trips to transit trips.	See Comment #13
				Transportation		
1741	Jordan Dell				Mobility55 Program Manager Tommy Atregio,	Sea Contraint #5
					Halfa, My name is Jordan Dell and I oppose the expansion of In-35 as it has currently been put forward by tendor. It is not clear that this will reduce traffic at all, but it is clear that it will further divide the city, and create an increasingly unsafe crossing situation for polsesteins. It will be unsightly, cools, and mellective.	
					structures or parameters. A will our unsignity, case, use mismon. If the chy plan is operated and earned stages moves, it should be one a project that provides a clear solution to a problem. The only obser outcome from the current tends proposal will be more unsightly highway, more congestion, more construction, and more money spent. To be clear, it do not oppose the obj spenting tapaper money, instead, i velcome it, particularly for projects that would increase our quality of file. However, tendor's expansion plan will decrease our quality of	
				Do not widen/no build		
					Expanding this already unsightly highway will increase traffic in the city, make the surrounding areas even less desirable to live in, and make pedestrian traffic under/across in35 less possible and pleasant in our increasingly podestrian city. Please spand our taspayer money on a more effective plan.	
				Community Alternatives	There are many other proposals that would reduce overall congestion within the city, such as retlete(\$55 proposals, including those to redirect through suffic to sh130 and to transform 135 into a Boulevard or to create a cap and stitch shustion that would increase, wither than decrease, land value around the highway.	Sea Contraint #4
					or to create a cap and stitch situation that would increase, nather than decrease, land value around the highway.	
1742	Jordan Hillman			Do not widen/no build	Mobility55 Program Munager Tommy Atrego,	See Comment #5
					Making Shippings Makager Tromps Shipping Shipping Makager Tromps Shipping Makager Tromps Shipping Shipping Makager Tromps Shipping Ship	
					sum an Assem reaccient, who is recover non-widt that FSDs is a problem; I generally avoid it when I cars, I don't want to make it bigger biclause I fair it will just be an even bigger problem.	
			-	Latent/Induced Demand	The phenomenor of induced Demand is well documented and talk us that adding more lanes to a congulated freeway will only increase congestion because the additional lanes will induce additional driving. It is not worth years of construction and millions of delians for a project that will probably not even help.	See Commont #18
					It is not worth years of construction and millions of dollars for a project that will probably not even help.	
				Public Transit / Multimodal Transportation	If we are serious about improving transit, good quality public transit is the best thing we can do. I would low it if I could commute downtown quickly and easily without needing a car.	See Communit #13
				Transportation		
			-	Community Alternatives	We need more freeway lanes, we should put them underground or note them around the city. There are many viable alternatives that groups like flettinis 35 have put forward. I would support a plan that put the community first and puts their trails second. Downtown Austin should not have to bear this borders of interdale sever. Please stop this plan before it is boil also.	See Comment #4
					Its Those appreased this already frough a form on a finite gusty size, but I want to make a com my comments are registered. The in south Audit and if this expending a ferency through the mode of the coy in as write less a community request in the property of the contraction. Live on the surface, but all times to define glosses of property surface to the property of the contraction count for executive for executing an executive count for executing an executive count for executing an executive count for executing count of executing an executive count for executing count of executing an executive count for executing count of executing count of executing an executive count for executing count of executing count of executing count of executing count of executing count for executing count of executing count for executing	See Comment #18
1743	Jordan Hillman	3/7/2023	Email	Latent/Induced Demand	to a sermose roses, i commune requestray on 1-35 and I would be neighborely impacted by the construction. I know the baths is bad at times but, adding lanes doesn't necessarily improve traffic due to the phenomenon of Induced Demand. The construction would have an entermose economic impact and cause years of worse traffic everywhere else in the hopes that it might get a little better in that one spot. It would be an air and water quality hazard for Austin to have even more cars	
					the state of the s	
1744	Jordan Humphreys				Mobility35 Program Manager Tommy Abrego. Lam writing to express my strong coposition to the proposed expansion of L35 through downtown Austin. As a resident and frequent traveler in the area. I believe that this project will have numerous negative impacts on the community and	See Comment #5
				Do not widen/no build	I sam narring to explass any acroing opposition to the proposed explanation or \$35 strongs commissioned. In construction, I upgly you to reconsider the proposed explanation of \$35 and focus on implamenting alternative transportation solutions that will be nefit both the community and the environment. Thank you for your consideration.	
					The second secon	
				Business/residential displacement	Firstly, the expension will result in significant disruptions to local businesses and residents, as well as increased traffic congestion during the construction period. This will lead to decreased economic activity and quality of tife for those who live and work in the area.	See Comment #21
				Latent/Induced Demand	Additionally, the equantion will not solve the underlying problems of traffic congestion, as studies have shown that adding more lanes only leads to more cars on the road (see example of Katy Freeway Project).	See Comment #18
				Air Quality/Noise	Furthermore, the expansion will have serious environmental consequences, including increased air pollution, noise pollution, and destruction of green spaces. These impacts will disprepartionately affect toe-income and minority communities, who are already more likely to live near highways and suffer from associated health problems.	See Comment #34
				Public Transit / Multimorful	Instance of expanding 15%, we should be investing in alternative modes of paraportation such as positic trainer, takes lained, and parabotian walkneys. These solutions will not only veduce traffic congestion, but also provide solutionable, equitable, and healthy transportation options for all members of the community, the should also focus on pushing commenced travel on the trainest that logs around the Austin	See Comment #13
				Transportation	DMSD AFRIC.	
1745	Jordan King			Do not widen/no build	Mability55 Program Manager Tommy Abrego. The love of a Auditor my whole life, I case to bit 55 Sections it was our way into the city where I could spend bits of time in alliker poin. As an adult, I would it because there is so much through traffic with no intention of stopping in Audit. Highway expension consert west, in King I, the could take our browly city and make it region to provide the country. The country of the	See Comment #5
					expansion doesn't work, it didn't relieve traffic in Katy. It would take our lovely city and make it uglier by having more cans and pollution. I OPPOSE TxDDT's expansion.	

İ	1 1	l .		renoute to 130	I support redesignating another highway such as SH-130 as an intenstate to save I-35 for traffic in and around austin not intenstate traffic	See comment #3
1746	Jordan McGee	1/10/2023	MyCapEx Website -	Bury/tunnel	They would become extremely valuable if we pursued the highway vision championed by Reconnect Austin, which calls for burying and capping the highway and building an urban boulevard on top, Under this scenario, the highway would become narrower because the frontage reads would no longer be necessary (because properties could access on to the boulevard). The absence of frontage reads would yield a terminolous amount of new	See Comment #25
			Comment Form		scenario, the highway would become narrower because the frontage reads would no longer be necessary (because properties could access on to the boulevand). The absence of frontage reads would juild a tremendous amount of new developable land.	
1747	Jordan McGee	3/7/2023	Email	Bury/turnel	Mobility35 Program Manager Tommy Atrege,	See Comment #25
					Making Shippers Manager Training Wingle Change I are an accided of Audio Margine Malgage Change I are an accided of Audio Margine Malgage Change I are of Class and Audio Margine Malgage I are of Class and Audio Malgage I are of Cl	
					I am FOR. The PathinkSS proposal and a public transit-first project, etc. TADOT's process with its project is shared between (process increased behavior, construction impacts, particulate matter pollution from the wear, the failure of almost all highway expansions, the success of freeway removals, and its traffic modelling is	
					Histhway expansions DONT work. They wonen conjustion iss we saw with the Katy Freeways, air noise and water pollution, safety, and transportation options beyond drivins. 10 years of construction for just a few years of construction few years of construction few years of construction few years of construction few years of construction few years of construction few years of construction few years of construction few years of construction few years of construction few years of construction few years of construction few years of construction few years of construction few years of construction few years of construction few years of construction few years of construction few years of construction few years of c	
					worth it. I don't want to use an internatate highway for my local trips. I appect TADOT, Austin Chy Council, and other representatives to stand up for ms.	
					I support TuDOTI, Austin City Council, and other representatives to staind up for me.	
1748	Jordan Miller	£100,0000	MiCasEx	Latent/Induced Demand	Expanding I-35 is not an effective improvement without a parallel public transit option. As Houston's Katy Freeway clearly demonstrates, additional traffic lanes only lead to induced Demand.	See Comment #10
			Website - Comment Form	Regional connectivity	As a frequent traveler between San Antonia, Audition, and Dalika, I would abadicably be in favor of paying a reasonable fee to ride long-distance public transit, reclaiming time lost to driving, reducing sear on my premaral which, reducing traffic, and reducing stress.	See comment # 1
				,	my personal vehicle, reducing traffic, and reducing stress.	
					Meditor'S Program Manager Transis Abrasin	See Comment #4
1749		3/7/2023		Community Alternatives	Helito My name is Jordan Randdyth and I am a student at ACC Highland. I OPPOSE of the I-35 expansion. I have to use ride share apps to get around to work and school and rides are already very expensive in part because drivers need to pay toll fees.	
1749	Jordan Randolph	3/7/2023	Email		I do not want to ride on the highway just to got 15 minutes to work. I AM FOR the RethinkSS proposal of redesigning another highway as a public transit first project or a boulevard.	
					Chammer Bugg and 1/COT Commissiones. Their you for recipinant great 35 through the Audio-Bound thou MSA is one of the most competed readway segment in the State of Fees and the country, by this extremely audiend readway is other called the Main Street of Fees, all Teams read to be country, by this extremely audiend readway is other called the Main Street of Fees, all Teams readwarf or the State of States and the country, but this extremely audiend readway is other called the Main Street of Fees, all Teams readwarf or the State of States and Continued States and the Stat	See Comment 48
					holds of the complete of the country, A this assembly the SS through the Austin Round Roun	
1750	Jordan Robinson	2/9/2023	Email	General support	a key foundation for continued economic development, commerce and trade. Accordingly, on behalf of the Round Rock Chamber and its 800+ member base, I am writing today to express my completes support for the ISS Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request.	
1751	Jordan Schemerhorn	3/7/2023	Email	Parks	Mobility55 Program Manager Tommy Arrago. Heacethy issued that INSS construction will monitor interrupting the Ledy Bird Lake total and wanted to register my opposition to the plan. This is a crown jowed of Austin and having it interrupted for up to a decidad for highway expansion is such a pain and a distinction to the city. It is visit just to purply apport improved public transportation one wayshing involving MSS. As an Austin resident for four years, I take the light rail where I can not would greatly support expansion of that research instead.	See Comment # 150
		1			a pain and a detriment to the city, I strongly support improved public transportation over anything involving HSS. As an Austin resident for four years, I take the light rail where I can and would greatly support expansion of that network instead.	
ID	C N	Da R d	S	Topic	c	* •
1752	Jordan Smith	3/2/2023	Email	Do not widen/no build	MrTADOTTADOT,	See Comment #5
					As Not TLOC! These contact of the inflammation before expending 135. The extreme congestion on 135 would not processed the continues to shall be made administed for the inflammation before expending 135. The extreme congestion on 135 would not proceed the vice of the inflammation of t	
					Audin to get to where they need to go without having to use care, highways. It's very hard for people waking/tibing/using public transit to get East, West around 35 and more lanes will only add to that. We need options that focus on getting people where they need to ge, not vehicled	
					Thanks for your time!	
1753	Jordyn Middlebrooks			Do not widen/no build	Mobility35 Program Munaiger Tommy Abrogo.	Sax Comment #S
		1			Mobility.55 Program Manager Tommy Abrago, 1 009005 TxDut's plans for 135 and 1 009056 expansion. Studies have proven that expansion of roads results in congestion.	
				Business/residential displacement	This project will displace 107 homes in businesses putting folks in the community at greater risk of becoming unthoused, or having to take out large leans to meet their basic needs.	See Comment #21
				Public Transit / Multimodal Transportation	The same amount of investment in public transit could destrictly resolve congestion by promoting accessibility and increasing schedules for buses, light rails, and availability of e-biass & bike nertals.	See Comment #15
				Transportation		
				Community Alternatives	I support the Rethrink35 proposal, redesignating another highway such as \$51.50 as an intenstate, a boolevard going through town, a public transit-first project, etc.	See Comment #4
1754	Jorge	1/31/2023	McCapEx Website -	Regional Connectivity		See connect # 1.
		,,,,,,,,	Comment Form		Terjoy avoiding (35 from Sain Antonio to Austin by using the Antonio to Austin by using the Antonio to Austin by using the Antonio to Austin by using the Antonio to Austin by using the Antonio to Austin by using the Antonio to Austin by using the Antonio to Austin by using the Antonio Austin Boundary (and on the Austin Boundary (and on	
					Cover morning	See Comment #21
					My name is forget Restricts, covers of Speciality Motors of Austin at 1101 Clermost Ass. I want to state of thy getting to the point and asking from this project will dissilicably harm every aspect of our small family owned business and life. My wife, when all the project is not apply that the point of the project is not apply that th	
					along with my family, would have to start all one again. An hispanism, we work hard everyday to put food on the most offered with my family, would make a form the many family of the most offered with the minimum of the memory family of the most offered with the minimum of the memory family of the most offered with the minimum of the memory family of the most offered with the minimum of the memory family of the minimum of the minimum offered with the minimum of the minimum offered with the minimum of the minimum of the minimum offered with the minimum of t	
					sown employees that help is clean, do maintenance, and conduct sales. They also will soverely be affected as well as other families for they maintain. We can also mention the families that will disembly be affected as well as a twell as other families in the sale mention the families that will disembly be affected the mentancia and glass installing want businesses we give all of our just too. They depend on us to feet their effectives in such a short amount of street, especially here in this Justin bootsmin is externally difficult as the influx of many people to the out-by has risked	
1755	Jorge Ramirez	3/7/2023	Email	Business/residential displacement	My seams as a great flammar, gener and "greating blaster of about 1120 Common Ans. I want to take of the great or the large flam to the pair of the large flam to the seam of the pair of the large flam to the la	
					that may help in the meantime but what about after that? I hope yial can sincerely reach deep down into your hearts and put yourself in our shoes. Once again, that you for your time.	
					The analysis of the property o	See Comment #21
					in a year. I never thought that at 58 years old, I, along with my family, would have to start all over again. As hispanics, we work hard everyday to put food on the table, that includes Monday through Saturday, 9 to 7:30. All we have is this business and its iconic location that has brought nothing but the definition of the American dream. It will all be gone soon. My family, emptoyees, and mutual business partners depend on this business for our daily breact. I have a wife and three kids. We	
1756	Jorge Ramirez	3/7/2023	VOH	Business/residential displacement	all work in the business as sole owners. We have seene employees that help us clean, do maintenance, and conduct sales. They also will severely be affected as well as the families they maintain. We can also mention the families that will directly be affected disemechanics and gleas installing small businesses we give all of our jobs too. They depend on us to feed their families. Relocating in such a short amount of time, especially here in this Austin location is extremely difficult as the	
					influx of many people to the city has raised rent/lease prices dramafically. We have no where to go. These past few weeks have cost us trips to the hospital as we aren't will in health and hearing these news of having our business get taken away for a simple expansion have caused enrotional damage throughout myself, wife, and kids. The project end people making the decisions focus on their own agenda, but where are we left? We are left with no choice. As a family, we have been	
					considering satting our lovely house as that may help in the mean time but what about alther that? I hope y'all can sincerely reach deep down into your helants and put yourself in our shoes. Once again, thank you for your time.	
1757	Jose Gomez			Do not widen/no build	Mobility35 Program Manager Tommy Atrogo,	See Comment #5
		1			MARINGS Program Manager Tomery Streep. MARINGS Program Manager Tomery Streep. MARINGS Program Manager Tomery Streep. MARINGS Program Manager Tomery Streep. MARINGS Program Manager Tomery Streep. MARINGS Program Manager Tomery Manager	
					currently. This also classes accidents as well because a people worn't let other people merge onto the highway. I also don't want to use an intensiate highway for my local trips. I would rather have a boolward with public transportation dedicated laines and blike laines not some highway or stroad. Please lock at other proposals for this project, don't just think 'one more laine will fix thin't because the reality is that it, won't. I expect TXDOT, Austin City Council, and other representatives to stand	
		1				
				Latent/Induced Demand	It is always congested and adding a few more lanes won't solve the issue. I think y'all should look at re-outing traffic through SH-130 or 71 and 183. I travel to Houston for work and I have driven on Katy freeway when I am there. It does get congested despite the many lanes that it has, Highway expansions do not always work as we want them to.	Sae Connecut # 28
				Bike/ped safety	Not only do I drive to work, I also bike to work sometimes. I would like to see more safe route options.	See Connecut # 30
1758	Jose Rea	3/7/2023	Email	Public Transit / Multimodal	MobilitySS Program Manager Tommy Abregio, It is buttler to get people off the cars. Having alternative's to transport will reduce congestion not expanding the intensiate. There is planty of space for cars just give the people alternatives and you'll see the results. Think you	See Comment # 23
				Transportation		
1759	Joseph Breu	1/31/2023	MyCapEx Website - Comment Form	Regional Connectivity	We need more commuter rail in Texas.	See comment # 1
1760	Joseph Kugler	3/7/2023	MyCapEx Website - Comment Form	Air Quality/Noise	My family lives met to 1.55 and already surfies health impacts from the air quality, this plans for air quality should be improved and better monitored on a full suble supported by respiratory science. Air quality should be monitored during on the different conformation of the conforma	Sae Connect # 34:
					Friendly, we are among many young families here in Cherrywood. The safety of our lock getting across 155 at crossings and along advessible should be prioritized so that it is no longer a hazard each time we by to cross at E 32nd or E 38 1/2. Capping and minimizing widening through to Airyort Rd is critical for the health and safety of our neighborhood.	
1761	Joseph Llames	1/17/2023	Email	General support	Date Chairman Bugg and Commissioners: Therk you for recognizing that 135 through Justin is one of the most congented neadway supports in the State of Teass. At this seriously outsited madway is offer could be that 30 met of Teass, at 10 mens should use 16 to bed and decisive action to braiden this or incise sweets of inflastructure into a recisive yill not all commonsional bear and immense growth on the seriously outsited madway in the seriously outsited in a commonsional bear passed and immense growth on the seriously on the seriously one of the seriously outsited in the seriously o	New Comment # B
					are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxCOT. Thank you for your consideration of this request, Joseph G. Llamas	
		1				
1762	Joseph Moore	2/7/2023	Email	General support	Date Chairman Bugg and Commissioners: Theirs you for recognizing that 135 through Audin is one of the most congested reachesy segments in the State of Texas, at bits seriously outdated reachesy in the called the Mark Street of Texas, at 10 man should call the bad and decisive accord to be seriously outdated reachesy in their accommodate by an application of the required and immensing growth as we're operating in our great States. Accordingly, in arreful protop to express only protonic support for the 350 citizen Express States (Section States and Section Section States and Sec	See Comment #8
					Accordingly, I am writing today to express my complete support for the KSC Lepinal Express Central design as proposed by TxDOT. Thank you for your consideration of this request. Sent from Mail for Windows	
1763	Joseph Panyarella				Mobilit-05 Program Manager Tommy Abredo.	See Comment #5
2103		1			MobilityS Program Manager Tommy Abrego. Handy request that you remove all support for the 135 highway expansion, and please put our valuable resources towards more sustainable, inclusive and diverse mobility options. 10 years of construction for just a New years of congestion relief and World hit.	
		1		Do not widen/no build	The control of the co	
1	1	1	l			

				Multimodal Transportation	The day of Asstandons not need more highway lames, and should focus on BRT options, connected bite networks, and entended trans lines. I don't went to use an intendable highway for focul trips when in the day.	See Commet #20
				Bike/ped safety	Smilarly, we must act to prevent future polestrian joiner deaths and expanding ingleways will not do that A substantial reduction in read deaths in 2007's only hope to achieve its "Read to Zero" plan by 2005. Providing other choices of insequentiation result reduces which remiss toward (MRTs), prevent creating, and more effectively enhances using for more care uses of the read.	See Comment #30
1764	Joseph Rojas			Do not wider,/no build	Making Shi pages Manage Tramps force; as a solided of This college and EMPORT DOTS joins for 133 and DPORT the experience. (Sen't want to use an interesting feet up for any tax stype. I seport EOST, Assist Dip Count, Trans County, and other expresentations to desired up for rea.	Sac Connected &
				Public Transit / Multimodal Transportation	Ruther, I would encourage the use of these resources for a public transit first project.	See Comment #33
				Reroute to 130	Other options could be redesignating another highway such as \$14.50 as an intensiate or a boulevard going through town.	See comment #3
				Latert/Induced Demand	FOOT process the project is fewer it is grown belowed, construction impacts, perclaides notine publicab than the value, this facilities of district of district in flavors or growners, and the scoone of fewery removals. Righting expected to ECMT with Thing coverant compaction jac was also with the Key Froway; six, relax, and wader publicion, safety, and transportation options beyond driving 30 years of construction for just a law years of compaction just and the process of compaction and a fortification of the process of compaction and the STOT world is a second or compaction for just a law years of comp	fac Commet # LB
1765	Joseph Tullis	3/7/2023	Email	Air Quality/Noise	MobilityS Program Manager Tommy Arregis. Toor industrialization is getting out of hand and you've ruining our environment as well. Stop of	See Comment #34
1766	Joseph Voss	3/6/2023	Email	Do not widen/no build	statistics from though the lowest though though the lowest though though the lowest though though the lowest though though the lowest though though the lowest the lowest though the lowest the lowest though t	See Comment 45
1767	Josh Allen	1/12/2023	Email	General support	Due Chairmon bagg and Commissioners. Thank you for recognising that 155 foreign busin is are of the most complaint receiving segments in the State of Teast. As this seriously solitated receiving in due to the State of Teast. As the seriously solitated receiving in our great of the second foreign to the seriously better of teast and accommodated the sequence of months growth was an experiencing in our great State. Associately, the seminorization is expense on your pales support for the 155 Opinis Operas Central deeps as proposed by 1001. Those you for your consideration of this second control of the second con	Sea Comment #9
1768	Josh Hostetler			Do not wider/no build	Making St Requires Manager Transprings. Making St Requires Manager Transprings. The State of State o	See Connected &
				Business/residential displacement	This project will not help Audinities but will only buildoze the homes and businesses of Austinities. Interest of adding more laters to a 1 highway in the middle of a city, we should be building high-speed rail between major cities and encouraging people to drive around the city with a toppass.	2se Commant #21
ID	C N	Da R d	S	Regional connectivity Topic	Inclosed of adding more tarks to a a highway in the modile of a city, we should be building high-speed sall between major cities and encouraging people to drive around the city with a trypass. C	See connent #1 R p
					Such 15 County forward County. The design of the segmentary to comment on the supposed 155 Count Environmental Impact Statement and for the agrifurant improvements by active to suppose 150 County Environmental Impact Statement and for the agrifurant improvements by active to suppose 150 County Environmental Impact Statement and for the agrifurant improvements by active to suppose 150 County Environmental Impact Statement and the first supposed in the suppose 150 County Environmental Impact Statement and Statement and Statement and Statement and Statement and Statement and Statement Impact Stat	
1769	Joan Woronie G			Multi-rodul barripartislos	Such 15 Capatil Express Control, 8.0 The control facility and the control facilities are controlled for the control facilities and the control facilities are controlled facilities. But suffer and the control facilities are controlled facilities and the control facilities are controlled facilities. But suffer and the control facilities are controlled facilities. But suffer and control facilities are controlled facilities. But suffer and control facilities are controlled facilities. But suffer and control facilities are controlled facilities. But suffer and control facilities are controlled facilities and control facilities are controlled facilities. But suffer and control facilities are controlled facilities. But suffer and controlled facilities are controlled facilities. But suffer and controlled facilities are controlled facilities. But suffer and controlled facilities are controlled facilities. But suffer and controlled facilities are controlled facilities. But suffer and controlled facilities are controlled facilities. But suffer and control facilities are controlled facilities. But suffer and controlled facilities are controlled facilities. But suffer and control facilities are controlled facilities. But suffer and controlled facilities are controlled facilities. But suff	See Comment #20
					Data 15 Copied Express Control. And Exhausterinated Impact Statement and for the invitation of an involve and cleans cause products in an 2015. In the State of Exhausterina Control Exhausterina Con	Sec Connect #20

1					Date 155 Copital Express Central, but Sovienmental Impact Statement Thanks, you for the suffermative work over the last several years at the Texas Department of Transportation to adopt a safe systems approach and seriously work toward the Road to Zero goal of cutting traffic cleaths in half by 2005 and to zero	See Comment #20
					Thank you for the transformative work, over the last several years at the Texas Department of Transportation to adopt a safe systems approach and seriously work toward the Road to Zero goal of cutting traffic deaths in half by 2035 and to zero	
					by 2050. Chashes are measurably more important than congestion and cost the people of the Austin region more – using National Safety Council costs of crashes methodology to compare to Yeass A&M Transportation Institute congestion methodology. The Texas Transportation Commission Minute Order 115481 directs TADOT Austin to "work toward the goal of reducing the number of deaths on Texas readways by half by the year 2005 and to zero by the year 2050. The Commission	
					The Tess Transportation Commission Misrae Order 115483 directs TsOOT Austin to "work toward the goal of reducing the results or Tess readways by half by the year 2055 and to zero by the year 2055. This Commission are increased that the production of the commission of the production of the production of the commission of the production of the commission	
		1			acknowledges a majority of motor vehicle crashes can be prevented, thereby reducing fatalities. It is further ordered that the divisions and districts of the department shall develop and implement strategies required to reduce the number of deems on Texas readways by half by the year 2005 and to zero by the year 2050."	
					I am concerned that the Draft Environmental Impact Statement does not include meaningful analysis that could help optimize the project toward this specific Pload to Zero goal. While reaching zero traffic deaths by 2050 will require massive shifts in individual behavior and technology, ensuring that this project is on target to ment the 2035 goal to cut deaths in half is completely doable and within TxODT's greap, based upon the design of the facility and various choices that would	
					result from unarrhippocally having this goal as the top purpose and need of this project. No credest shad move forward without an establishing operation of the project. The project is not only the project of the pro	
1		1			No project should now invested without a reasonable expectation that the project will result in meeting the Road to Zaro goal to cut traincleables in half by 200s. Thank you be all that TsDDT is doing and will do in the further development of this project to and traffic deaths.	
1		1				
1		1				
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1770	Josh Lowe	2/8/2023	Email	General support	Date Chairman Bugg and Commissioners: That is, on for recognizing that 1-25 strough Audin is one of the most congested noutlewy segments in the State of Teass. As this seriously outstand reachesy is often coaled by Nation State Office and the State Office and t	See Comment #8
					called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immanse growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I-SS Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request, Josh Lowe Vice President of Construction	
					His My name is Josh Malbry 1'm just a concerned critism of Travis County, I cultied before but one of my last comments on the draft EB is the ambiguity concerning the nontrolled managed tanks which are essentially HOV lanes but at the same time in certain studies and parts of the draft EB were considered the BRT lanes. I think that's disingenous because there is currently no funding allocated for BRT infrastructure along the corridor. Although	See Commant #13
				Public Transit /	that might remain a receibility but still ConMatre and nothers over Austin Transit Partnership have not identified funding for ConMatre and remain a receibility but still ConMatre and remain a receibility but still ConMatre and remain a receibility but still ConMatre and remain a receibility but still ConMatre and remain a receibility but still ConMatre and nothing for ConMatre and remains a receibility but still ConMatre and remains a receibility but still ConMatre and remains a receibility but still ConMatre and remains a receibility but still ConMatre and remains a receibility but still ConMatre and remains a receibility but still ConMatre and remains a receibility but still ConMatre and remains a receibility but still ConMatre and remains a receibility but still ConMatre and remains a receibility but still ConMatre and remains a receibility but still ConMatre and remains a receibility but still contain the remains a receibility but still contain the remains a receibility but still contain the remains a receibility but still contain the remains a remains a remains a receibility but still contain the remains a remain	
				Multimodal Transportation	Capthero is not adequate to accurately consister these BFT lanes. Secondly, in some of the studies associated with the dwift ES, the nontrider managed lanes were considered BFT lanes. In addition to the fact that BFT infrastructure is not accurate in the base design, and no constructor has happened: —one-maniful consistent has happened and could have been applied to the lane and the state that the lanes have considered BFT lanes despite the fact that the lanes have only infrastructure and the lanes have been also afficient that have been also afficient that have been also afficient that have been also afficient that have been also affirm that the lanes have been also a	
				managonacion		
					The community, it is not comparatively is not a creative feasible alternative. Thanks	
					My name is such Mabby, As a concerned citizen of Trivis Country I wented to raise some of the concerns that I had with the drink Eld for dirt. Eld for the Capital Express Project Central statement. One of them has to do with the fact that the chaff Eld for the Capital Express Project Central statement. One of them has to do with the fact that the chaff Eld for the Capital Express Project Central statement. One of them has to do with the fact that the chaff Eld for the Capital Express Project Central statement. One of them has to do with the fact Eld for the Capital Express Project Central statement. One of them has to do with the fact Eld for the Capital Express Project Central statement. One of them has to do with the fact Eld for the Capital Express Project Central statement. One of them has to do with the fact Eld for the Capital Express Project Central statement. One of them has to do with the fact Eld for the Capital Express Project Central statement. One of them has to do with the fact Eld for the Capital Express Project Central statement. One of them has to do with the fact Eld for the Capital Express Project Central statement. One of them has to do with the fact Eld for the Capital Express Project Central statement. One of them has to do with the fact Eld for the Capital Express Project Central statement. One of them has to do with the fact Eld for the Capital Express Project Central statement. One of the Capital Express Project Central statement. One of the Capital Express Project Central statement. One of the Capital Express Project Central statement. One of the Capital Express Project Central statement. One of the Capital Express Project Central statement. One of the Capital Express Project Central statement. One of the Capital Express Project Central statement. One of the Capital Express Project Central statement. One of the Capital Express Project Central statement. One of the Capital Express Project Central statement. One of the Capital Express Project Central statement. One of the Capital Express	See Comment #5
					Interestate 35 (1-35) through trips study - I feel like this would bridge a lot of information gaps in the draft EIS and particular when you're looking at the greenhouse gap study because the reason we did tell if the vehicle miles traveled matches up	
1771	Josh		voi ce		Assume that the contraction is not consequently in our contraction facilities of the contraction of the cont	
1	Mabry	1	mai I	Do Not Widen/No Build	States the way we present with the control con	
1		1			abornative would adequately considered with along with the proposal to retire the date on the central Texas Tumpke System and retired fixed like occupied with the new boild allmentative that the retirement of that date would be a feasible and proved abornative science of the above that the proposal to retire the date on the central Texas Tumpke System and of feet like occupied with the new boild allmentative that the retirement of that date would be a feasible and proved that the proposal to retirement	
1					adequately been considered, and I feel like opening up a free alternative to 5.35 could more properly meet the purpose and need of the project and it hasn't been adequately considered. There you	
1						
1				Community Alternatives	16, my name is bath Mathy, concerned Austin toxes, or, sorry, Travia Country Resident, Leas in my comments, was acquisity related to the comment number 27 of the scoping meeting initial resund from March 2000. The rescores to that Therese Counts the study from the Teas is interpretation in that even healt seal that it should not be cold and even related allows the study from the Teas is a representation in that the ven healt seal that it should not be cold and even related allows.	Sao Cerement #4
1		1			22222. The response to tract member doors, the story from the lease lamportation institute must even make also that it is bound not see close a fine want necessary considered with no dual determinance and resemble control. Exert I may be a specific and a fine property that was also cited, this side of the hybrid approach, which none of none of the design features on the 135, Central, Tessic, or, servy, Cupital Express Central really meets - annywer. That's my last comment for the right. Thanks, Bye	
1 1					on the 135, Canthat, Teuss, or, sonry, Capital Express Central resilty meets - anyway. That's my last comment for the night. Thanks, Bye	
			MyCapEx Website - Comment Form		Dear Chairman Bugg and Commissioners: Thank you for your support to address I-35 through Austin in a comprehensive manner. This stretch of highway is nationally ranked as the 15th worst for traffic congestion and 3rd worst in the statu. I-35 through Austin is overdue for	See Correvent #S
1772	100.00	2/26/2023		Oscard	improvements to reset the current and future needs of a growing region to ensure our local and state economy can continue to thrive. I write in support of the 1.55 Capital Depress Central delegan pair proposed by TaOOT. Thanky you for your dedication to be enviring the oblians of Feess The state of th	
1/72	Josh Miksch	2/26/2023		General support		
ID.	C N	Da R d	s	Yoric	c	Ro
4330	Look Brooking	0.7.0000	H. C. C. Hillson	An and the first to the first		
1773	Josh Popkin	3/7/2023	Comment Form	Do not widen/no build	I am strongly opposed to the expansion. Counties studies studies store highway expansion does not discrease congestion. We should be more forward thinking in terms of the eminorment and people's preferences quotic treatly for transposition staff or thinking on terms or considered preferences in the contraction of the staff of the preference in the contraction of the staff of the preference in the preference in the staff of the preference in the pr	Sae Comment #5
					Furthermore, phase reconsider the use of a portion of the Ann and Rhy Bufler Hike and Bike trail as a staging area. My family and I use that trail every week. It's beautiful and a part of what makes austin so special, a true and peeceled side or anther on a large mort area.	
1		1				
1		1				
1774	Josh Rudow	3/6/2023	Ec	Strong to the	Hello. My name is Josh Rudow, and I am a resident of the Mueller neighborhood in Austin. I strongly loops that TXDOT puts more of a focus on pedestrian and bicycle improvements in the 1.35 redesign	For Amount #10
1/74	JOSE HUZOW	3/0/2023	Email	bexay ped safety	Helito, My name as Josh Rudow, and I am a resident of the Museller neightorhood in Austin. I strongly hope that TXDOT puts more of a focus on pediastrian and bicycle improvements in the 1-25 redesign a alorenty for generate crossings to help help that 1-35 sort that has divided our community. There is too much of a focus on care, and I don't thirt we need a 2-2-base intensities on a rapidly warming plants. Please reconsider the current plants. Thanks a common that the common that is not the common thirt was not a 2-2-base intensities on a rapidly warming plants. Please reconsider the current plants.	SAME CONTRACTOR AND C
					900. Jasih	
					90L 30h	
					year. Jack Jack Rudons, (R. D.	
					90L 30h	
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1775 A	ish Silversgein				yea. Jana Mudan, (Ar.D. Madili 125 Parana Manasar Toron Alores.	Sea Comment 45
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1775 A	sih Silverstein				place. Jack Boots, R.D. Maddig55 Regions Manager Training Asings. Has dright sequences any expectation to the convert final beginning of Tocopy Asings. Link mixing is species on year operation on the convert final beginning of Tocopy Asings. Link mixing is species on year operation on the convert final beginning of Tocopy Asings. Link mixing is species on year operation on the convert final beginning of the species of the segment of the species o	Sas Connect 45
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1775 à	ish Silverstein			Do not widen his build. Latern/inshued Demand	James Bandons, Ph.D. Making ST Program Manager Training Address: The Address of the Company of	
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		2/16/2023		Laters/Induced Demand Public Traves / Multimodal Traves/postation Air quality/mose Busmes/mesterfiel displacement	Jack Buddes, Ph.D. MakingS Region Manager Training Allegia. Makings Re	See Connect #35 See Connect #35 See Connect #35
		2/16/2023	Ernat MyCargi, Websia Comment Pan	Laters/Induced Demand Public Traves / Multimodal Traves/postation Air quality/mose Busmes/mesterfiel displacement	Jack Buddes, Ph.D. MakingS Region Manager Training Allegia. Makings Re	See Connect #35 See Connect #35 See Connect #35
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276		2/16/2029		Later/Indused Demend Public Transportation An industrial Transportation Air qualifyrindes Balancesi, residential displacement Do not widen, the build	Jack Rudos, Pt. D. Machigas Region Manager Transp strange. Machigas Region M	See Connect #35 See Connect #35 See Connect #35 See Connect #35 See Connect #35 See Connect #35 See Connect #35 See Connect #35
276		2/14/2023		Later/Indused Demend Public Towns, Multi-Towns, Multi-Towns, Townsportation An quantify-trisise Business, residential displacement Do not solder, too build Con for Woley-Too build	Jam Buddes, Ph.D. Maching SP Regions Manager Training Assessment of the Common	See Connect #3 fee Connect #3
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276	Josh Werner Johns	2/16/2023		Later/Indused Demend Public Transport And Transportation Are qualifyrintes Business, residential displacement. Do not widen/ino build Do Not Widen/ino Build Are Qualifyrintes	Jack Rudos, Ph.D. Makings Region Manager Training Allegain. Makings Region Manager Training Allegain. Makings Region American Security of the Control of	See Connect #35 See Connect #35 See Connect #35 See Connect #35 See Connect #35 See Connect #35 See Connect #35 See Connect #35 See Connect #35 See Connect #35
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2776 2777 a	Jack Warned Jackson Jackson Barrone Barrone Barrone	1/4/2023	MyCagEs Website Comment Form MyCagEs Website MyCagEs Website	Later/Indused Demand Public Toward Multimodal Transportation An quality/Insee Business/vesberlist displacement Do not wides/Indused Do tox Wides/Indused An Quality/Induse Business/vesberlist displacement	Jam Rudos, Pt. D. Macing 35 Progress Namegar Training Angelow and the control of the company of the control of the company of the control of the company of the control of the company of the control of the company of the control of the company of the control of the company of the control of the company of the control of the company of the control of the company of the control of the control of the company of the control of the company of the control of	See Connect #35 See Connect #35 See Connect #35 See Connect #35 See Connect #35 See Connect #35 See Connect #35 See Connect #35 See Connect #35 See Connect #35 See Connect #35 See Connect #35 See Connect #35 See Connect #35 See Connect #35 See Connect #35 See Connect #35 See Connect #35
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2776 A	Jack Warned Jackson Jackson Barrone Barrone Barrone	1/4/2023	MyCagEs Website - Commert Form MyCagEs Website - Commert Form	Later/Indused Demand Public Transp. Multimodal Transportation An quelity/Instea Business/vesidential displacement Do not wides/Indused Do too Wides/Indused Do too Wides/Indused Do too Wides/Indused Do too Wides/Indused Do too Wides/Indused	Jam Rudos, Pt. D. Macing 35 Progress Namegar Training Angelow and the control of the company of the control of the company of the control of the company of the control of the company of the control of the company of the control of the company of the control of the company of the control of the company of the control of the company of the control of the company of the control of the control of the company of the control of the company of the control of	Sec Connect #33 Sec Connect #33 Sec Connect #34 Sec Connect #35

					Manifold Program Manager Terminy Interpr. 1 and Program Manager Terminy Interpr. 1 and Advantage Terminy Interpr. 2 and Advantage Terminy Interpr. 2 and Advantage Terminy Interpr. 3 and Advantage Terminy Interpr. 3 and Advantage Terminy Interpr. 3 and Advantage Terminy Interpr. 3 and Advantage Terminy Interpr. 3 and Advantage Terminy Interpr. 3 and Advantage Terminy Interpr. 3 and Advantage Terminy Interpr. 3 and Advantage Terminy Interpr. 3 and Advantage Terminy Interpr. 3 and Advantage Terminy Interpr. 3 and Advantage Terminy Interpr. 3 and Advantage Terminy Interpr. 4 and Advantage Terminy Interpr. 4 and Advantage Terminy Interpr. 4 and Advantage Terminy Interpr. 4 and Advantage Terminy Interpr. 4 and Advantage Terminy Interpr. 4 and Advantage Terminy Interpr. 4 and Advantage Terminy Interpr. 4 and Advantage Terminy Interpr. 4 and Advantage Terminy Interpr. 4 and Advantage Terminy Interpr. 4 and Advantage Terminy Interpr. 5 and Advantage Terminy Interpr. 5 and Advantage Terminy Interpr. 5 and Advantage Terminy Interpr. 5 and Advantage Terminy Interpr. 5 and Advantage Terminy Interpr. 5 and Advantage Terminy Interpr. 5 and Advantage Terminy Interpr. 5 and Advantage Terminy Interpr. 5 and Advantage Terminy Interpr. 5 and Advantage Terminy I	See Comment #4
					support the Rettrink 35 proposal as the only humans alternative to rebuild Austin and do our part to present the planet of purposal concentration of the control of the con	
					to the people of the city and sit great cost to Justinitatic environment, slafety, and principles of equity. First, more laises will lead to more traffic. The deriff Eit repeatedly tooks the benefits of enduod congestion. But over the lifetime of the readway, these supposed benefits—if they ever materialize—will be viped away. First there will be the extended	
					period of construction which will increase congestion during the six-pear construction period. Perhaps reduced congestion during the six-pear construction period. Perhaps reduced congestion during the view pears. But we know what comes must, Poor land use period period, Perhaps reduced congestion during the view pears. But we know what comes must, Poor land use period period, Perhaps reduced congestion during the view pears. But we know what comes must, Poor land use period period, Perhaps reduced congestion during the view pears. But we know what comes must, Poor land use period period, Perhaps reduced congestion during the view pears. But we know what comes must, Poor land use period	
					Institute documents commented to the planners, it looks like this spat population growth to the suburbs is at already bound to occur to the planners, it looks like this spat population growth to the suburbs is a laready bound to occur to the planners, it looks like this spat population growth to the suburbs is a laready bound to occur to the planners, it looks like this spat population growth to the suburbs is a laready bound to occur to the planners, it looks like this spat population growth to the suburbs is a laready bound to occur to the planners, it looks like this spat population.	
					But the truth is that TXXOT's immised booking (result: build brigging implinisely) preventific. It from provisiting meaningful regional planning that could want the most damaging, card-operations, and inequalizate forms of previous previ	
					Lass a beginn research of and command and contribution (Fig. 1994). Hence, No. Proposed, Markins, and CT, lead of the the desire by designed and contribution (Fig. 1994). The contribution of the proposed of the contribution of the con	
					three discrete -projects' in order to circumvert a true accounting of the environmental and fiscal impacts of its scheme. YXXXV alters its definition of the "project area" in a way that suits their purposes. When the goal is to defeat meaningful and project area in the project area in the project area in the project area in the project area.	
				Community Alternatives	emotormental rowers. This is a min-mail critar to custome access the conjugation of the state of the conjugation of the state of the conjugation of the region is of the region in the r	
					Returnix-S5 proposes converting the current 1-35 right of way to a lower-speed boulevard and redesignating SH103 as the internative to circumnivegibre Austin. At the level of design. TXDOT has done too much to accommodate in distance care and returnity as the internative to circumnive and the level of design. TXDOT has done too much to accommodate in distance care and returnity as the internative to accommodate or distance care and returnity as the internative to accommodate or the internative to accommodate or the internative to accommodate or the internative accommodate or those who travel by foot. by biocicle, or by subtle transit. A crossing at every quarter mile is essential.	
					not just to source East Austin to downtown Austin, but in the North Central and South Central portions of the project as well.	
					regard for the expenience of anymone on following with security with the control of the expenience of anymone on following with the control of the expenience of anymone on following with the control of the expenience of anymone on following with the control of the expenience of anymone on following with the control of the expenience of anymone on following with the control of the expenience of anymone on following with the control of the expenience of anymone on following with the control of the expenience of anymone on following with the control of the expenience of anymone on following with the control of the expenience of anymone of the expeni	
					crossings longer and less appealing, more time consuming, increase general exposure to environmental histories including air pollution, noise, the sun, and increase risk of liquy or death. SPUIs discourage non-whichair transportation thus increased and a consumination of the included as a cumulative important and considered as part of induced growth. The current design grip at Apropt Bhad manages to increases the pollution intravel distance across 1-58 and/or Arport	
1780	Joshua Freiman				by twice what it currently is, not to mention the change in elevation that people on foor or bike are forced to navigable due to turnels and overpasses. The SPUI at Airport unnecessarily forces pedestrian circulation elsewhere (i.e. in a turnel or hydron and overpasses) and the stress of the second of the stress of the second of the second of the second of the second of the second overpasses. The SPUI at Airport unnecessarily forces pedestrian circulation elsewhere (i.e. in a turnel or hydron or the second of the s	
					system directly under the north and southbound signals. Vehicles would still pass uninterrupted during the signal phases that allow throughput on Airport Blvd and the vehicles onto the turn-	
					TOOT reliand to study whether to redesignate SELSO as the internate because, according to the Delt ES. "Of the Staffs on 135 in Central Assist, RZ percent is tood (cost small revision to write and only as a staff of the Staffs on 135 in Central Assist, RZ percent is tood (cost small revision to write and only as a staff of the Staffs on 135 in Central Assist, RZ percent is required to require the region of the region of the Staffs on 135 in Central Assistance on the result of the region	See Comment #3
					Objection and profession and profession and an activities and an activities and activities and activities and activities and activities and activities and activities and activities and activities activities and activities and activities and activities and activities and activities and activities and activities and activities and activities and activities and activities and activities activities and activitie	
					https://mp35-spax.com/projects/v.35-sapala-legresis-central/. There is no evidence that 80% of fraffic volume is created by trips in that 8-mile area and none is cited. Instead, the Texas A&M Transportation Institute's 2015 modeling estimates that approximately 80% of traffic is local when it originated or	
				Reroute to 130	ended in the approximately 40 mile stretch of 1-35 between Georgistom and Buds. See TII, Incentives for Track Use of Sht 130 (PRC 14-25F), Figure 7, https://lasticiti.inarrus.adu/til.lamu.edu/cocuments/PRC-14-25F pdf. in other words, DDDC arrives at the concention on the history interferomment of the concention on the history interferomment of the concention on the history interferomment of the concention on the history interferomment of the concention of the history interferomment of the first interferom the Central protect are or crisination or ends within the Central protect are or crisination or ends within the Central protect are or crisination or ends within the Central protect are or crisination.	
					They, Livin Speaker, All The Speaker and Properties AS - Speaker and proposed and proposed and come is contain from the AS AND Temporation in both and 2005 modeling estimates that approximately 90% of staff in local when it originated or under it in segmentary 40 miles seem at 155 to deserve Georgeomes and 6 miles and more is contain from the AS AND Temporation in both and 2005 modeling estimates that a segmentary 40 miles seem at 155 to deserve Georgeomes and 6 miles and miles and more in the AS AND Temporation in the ASSA AND TEMPORATION IN	
					I design of an action may be unit. Former of medical project and to 100 depth design project and a majoring registration of the project and to 100 depth design and to 100 dep	
				Water Quality	Sets that is shell EST is retrieved of serve rescuesed interviews. The length teat is segal present of content discrete	See Centreat # 125
					appliting. Even confailing such a pipe in Ladyland Lake would be better than diverting it below the dam - at least some of the contaminants would settle out in an already potitive lake on their than run down. I hope you are realized what a	
					measure installs. Are there any lateral excitors to protect currents out our water source man, our results out of an explanation of the control of the contr	
					Closeds have? When it appellicate program is must be a specifically being proposed to mitigate for this selectored and with an appellicate program of the selectored and the selectored	See Comment 48
1					Accordingly, I am writing today to express my complete support for the I-SS Capital Express Central design as proposed by TxD0T. Thank you for your consideration of this request. One of the 2022 World's Most Ethical Companies II Jones Lang	
1					For more information should have II I nonnesses your neronal dista misses risk here	
1781	Joshua Green	2/7/2023	Email	General support	The amind is for the use of the intended conjugating only if, they have received the write in every dispersal or of the intended conjugating only on the confidence of the intended conjugating or of the intended engines, or one that intended engines, or one of the intended engines, or one of the intended engines, or one of the intended engines, or one of the intended engines, or one of the intended engines, or one of the intended engines, or one of the intended engines, or one of the intended engines, or one of the intended engines or one of the intended engines or one of the intended engines or one of the intended engines or one of the intended engines or one of the intended engines of the intended engines or one of the intended engin	
1					any loss or diamage caused by software viruses. The information contained in this communication may be confidential and may be subject to the attiming-clean privilege. If you are the intended recipient and you do not wish to recove similar and you do not wish	
					MACLEUM: INDIRECTION OF THE PROPERTY OF THE PR	
1782	Joshua Harper	1/31/2023	MyCapEx Website - Comment Form	Regional Connectivity	Railroads and the future and San Antorio is incredibly behind. We need public transit and a rail service would be much help people who can't afford cars.	See comment #1.
1783	Joshua Kincheloe	1/4/000	MyCapEx Website - Comment Form		The current DS comiser control agreement bandes around 200,000 cars daily. That's the same number it comise in 1905, when only 600,000 people level in the area. These numbers indicate that 105 excommodates tips with parts. A send to calculate of basins, on why should be the trip go in segle (through this such as well? Furthermore, a climate of basin in creased, why separed the intensition is appoint to an activate of the commodate of basin and an activate of the commodate of th	See contribut #3
			Comment Form	Reroute to 130	accommodates trips with points A and B outside of Austin, so why should these trips go straight through this urban area? Furthermore, if demand has not increased, why expand the interstater's capacity to an absurd 20 lense? Ultransley, the best codes in its for noticease 15 of the current PSL10 cornior and reclaimed 35 central with a boulevant. Austin residents would commission this, because it receives small bountesses that would otherwise be identified united.	
				Heroute to 130	expansion, not to mention reduce pollution and overall congestion, P.S. Maybe hire some real traffic engineers, because this proposal fails to aithere to basic understandings of mobility. TxDOT, with its bistant corruption, is truly an authors of the proposal fails to aither to basic understandings of mobility. TxDOT, with its bistant corruption, is truly an authors of the proposal fails to aither to basic understandings of mobility. TxDOT, with its bistant corruption, is truly an	
					Million Table Territ, no o tale dation. I style for deep you are selected as the stage.	See Comment 934
				Air Quality/Noise	This is Expected Audin resident and have strugglish with severe air publish sensitivity my entire life. An expended CSS would truly some my quality of life, single with thousands of others in this city with senior hashin conditions. ECOT's setting the "generative "this project on or contribute to any improvements in this regist, and vail any color mater if does not be placed 1 an entireformed, intentionally medicine, and configer truths. These is one by market a 2 Calles and the releasy entertainty and includes and configer truths. These is one by market a 2 Calles and the releasy entertainty and includes and entertainty.	Sae Comment #34
					intentionally malicious, and outright untrue. There is no way to make a 20-tane urban freeway environmentally friendly unless it is torn down entirely.	
1784	Joshua Meiners	5-06,0011	VOH	Do not widen/no build	This plan is insistive and does nothing to address the true issues with 135.	See Comment #5
1784	Joshua Meiners	\$36,041	VOH	Do not wider/no build Latert/Induced Demand		See Connect 45 See Connect 418
1784	Joshua Meiners	4-04,0001	VOH		This pile is inviewed and does noting to address the true issues with US. Midwing the read is a coding work improvery skilden that will only promote continued traffic congression – just look at what pours done in Kelly, TL When you make a continue to logger, with time, that minutes we fill.	Se Connect 45 Se Connect 418
1784	Joshua Meiners	posposal Da R	VOH			See Connect #5 See Connect #3
1784 ID	Joshua Meiners C N	Questions Da R d	VOH S	Later#/Induced Demand Topic	Wideling the road is a costly and temporary shallon that will only prioritive continued traffic congestion – just book at what you've done in Kalp, TX. When you make a container bigger, with time, that certainer will fit.	So Comment #3 The Comment #18 If y
1784	Joshua Meinera C N	Da R d	von s			So Convent 4:5 Sec Convent 4:18 In p Sec convent 4:1
IĐ.	Joshua Meiners C N	PARISE DA R d	von S	Latert/Induced Demand Topic Regional connectivity	Middlering the road is a cost) and temporary skilder that and only promote continued buffic congestion - just look at what public done in Kelp, Tt, Shimi you nake a container bigger, with time, that container will be considered in the container by the container between the container between the container between the container between the container between the container between the container between the container between the container between this container between the container b	
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1785	Joshua Moiners C N Anhua Morgan			Laters/Induced Demand Topic Regional connectivity Do not widers/no build	referring to read a such year temporary skillurs that will promote continued buffic congention - just task at what puts done in Keig, Tr. Sthern you make a continued bigger, with time, that contained will be. This was read and ALTERNINGS to 155, to could make a marginal amount of money, comparatively, to fact our final or make treat that connects Dallan by San Autoros. This would diminish the need for many where or forms to review or USS with our one species. The are a spanned expension changedur. The area of the expension changedur. The area of the expension changedur. The area of the expension changedur. The area of the expension changedur. The area of the expension changedur. The area of the expension changedur. The area of the expension changedur. The area of the expension changedur. The area of the expension changed the shadding on with yet more commenced that from Neces.	Sea Comment #5
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1785				Laters/Induced Demand Topic Regional connectivity Do not widers/no build	Million of the control a cools) and benginery solution that will only promote continued traffic congenion - just loss at what pure down in Kelp, Tr. Street you make a container bigger, with laws, that container will like a container by the control of the contro	Two Connects #5 Two Connects #20 Two Connects #21
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					Day 18 Charl Ferror Charl	See Comment #5
					Dear 1-35 Capital Express Central, Cuprate Central, Cuprate Central, Cuprate Central, Cuprate Central, Cuprate Central, Cuprate Central, Cuprate Central, Cuprate Central,	See Controller #5
					Thanks you for the transformation work construction in the last sevenal species at the Texas Department of Transportation to adopt a safe systems approach and seriously work toward the Road to Zero goal of custing Yealfic deaths in half by 2005 and to zero by 2050. Crashes are measurably more important than conjection and cost the people of the Austin region more – using National Safety Council costs of costines methodology to compare to Texas ARM Transportation institute conjection	
					Hendisourage. The Teasa Transportation Commission Minute Order 115481 directs TubOff Austin to "work toward the goal of reducing the number of deaths on Teasa roadways by half by the year 2035 and to zero by the year 2050. The Commission	
					acknowledges a regiontly of indoor vehicle crainies can be prevented, thereby reducing fatablises. It is further ordered that the divisions and districts of the department shall develop and implament strategies required to reduce the number of deaths on Teach orderways by their by the year 2015 and to zero by the year 2015 or and to zero by the year 2015 or and year.	
1793	JP Manuell	3/7/2023	Email	Do not widen/no build	I am concerned that the Draft Environmental Impact Statement does not includer maningful analysis that could help optimise the project toward this specific Road to Zero goal. While reaching are traffic deaths by 2050 will require massive shifts in individual behavior and technology, ensuring that this project is not begat to make the 2005 goal to cond deaths in half is complishing double and within 1-2007's goals. Death upon the design of the facility and vasious choices that would be a service that the project is not begat to make the project is now the control of the school of the	
	2 manus	4,1,244	Citati		Individuals. The least Transportation Commission Mexico Code 11545 decide To Versit toward the gas of reducing the number of audits for Teast scalescys by full 15 pp age 2055 and to zero by the year 2050. The Commission schools are required to reduce the first or decide that the classroom of additions of the department and advantage and proposed unpresent or required to reduce the teast of the classroom of additions of the department and advantage and proposed unpresent or required to reduce the teast of the classroom of additions of the department and advantage or regiment or required to reduce the teast of the classroom of additions of the department and advantage or regiment or regiment or regiment or reduced the teast of the classroom of t	
					project to end traffic deaths.	
1794	JP Mannell	3/7/2023	VOH	Do not widen/no build	DO NOT DO NOT DO THOS! You are destroying Texas. Stop It. More larest does not help. This is not the way. Please.	See Comment #5
1795	JP Sulfiven	2/8/2023	MyCapEx Website -	General support	I support the 1-35 Expension. Tam heavily in fevor of MAXMIZING cap & stitching. We have an opportunity to right the wrongs of the segregationary designs of the peat and create a design, even if more	See Contrast #8
			Comment Form		Export this 155 Equation. I am havely in force of SAXMACRISC cop. & strating. We have an opportunity to right the wrongs of the appropriatory design of the post and create a design, even if more expenses. But effects the oply-about is, but more improving even year who wentil give in to in the net 50 years. We need to make the increasing vivestments in our infrastructure, and also understand the aesthetic, cubusal, and human impacts connecting the humber of or OTD, and provinging events who are greateness.	
1796	JT Trujito	1/13/2023	Email	Managed lanes	Tablet on Mopic and see the benefits of the toll road. I avoid traveling on I-SS at all costs. I looked up deaths on the I-SS and was shocked at the stories, humbers. Thank you, IT. IT Trujito. Maxwell Looke & Ritter	See Comment #305
					& Ritter	
					Dear Chairman Bugg and Commissioners:	See Comment #8
1797		2/10/2023			Once Common Bugg and Commonsorme. Any one of the most congenied readway segments in the Stars of Years. As this servicely audited readway is within called the Man Start of Years, all Towns should call for both and decisive action to broadless the start of the Man Start of Years, all Towns should call for both and decisive action to broadless the start of the Man Start of Years, all Towns should call for both and decisive action to broadless the start of the Man Start of Years, all Towns should call for both and decisive action to be called the start of Years of Ye	
1797	Juan Arango	2/10/2023	Email	General support	Accordingly, I am writing today to express my complete support for the I-35 Capital Express Cantral design as proposed by TxDCT. I appreciate your consideration of this request.	
1798	Juan Padilla Jr			East/West Connectivity	Mr TADOT TADOT,	See Comment #20
1798	Juan Padilla Jr			East/West Connectivity	Mr. hDDT hDDT, 15 septiment (1.55 thru downtown.	See Comment #2D
					I appose expanding (35 thru downtown. The usuke consump should be all hask every 1,4 mile to remove the segregation that it created. If the usuke consump should be all hask every 1,4 mile to remove the segregation that it created. If con't went to been durated author on the immension highway because it into take, pleasant, walkable or biseable.	
				Lower Speed Limits	All non-high speed readways in Austin should be designed for 30 mph and be safe for all road users.	See Communit #395
				Air Quality/Noise	I strongly believe expansion will worsen traffic because it will encourage additional cars & trucks among other problems, including air, water, and noise pollution; health impacts; healt island impacts; and	See Correlat #34
					CIÁNNA.	
				Community alternatives	I want alternatives to expansion, including community involvement which includes Reconnect Austin and Rethini35, to be fully studied before a final decision is made.	See Comment #4
1799	Juanita	1/31/2023	MyCapEx Website -	Regional Connectivity	Would love a railway from San Artonio to Austin! Please continue in these efforts are this in much needed in Texas!	See comment #1
			Comment Form			
1800	bylith Barkman	3/5/2023	Email	community alternatives	N. POOTPOY	Sun Comment &
1800	Judith Rockman	3/3/2023	Email	CONTINUINTY ANAPINATIVES	In hord TWACH. The Analysis are all soft SES, will have now shows. It short from 'twas and risk the lass. Consider the alternate proposals for wooding the lightway. This is facilitied to the loss all soft SES, and I have now shows. It short from 'twas and risk the lass. Consider the alternate proposals for wooding the lightway. The Analysis are all soft shows the short of the	Data Contracts +9
					How an instance or that was a section of months, and it is a limited from the first of the first	
					And spend big Budia on public, actual high occupancy vehicle transportation.	
					Invanced lists in requirement in COM annables in a serient see them of the secondaries from the were access reading. In the Righter implication county of an instead on each see exempt for the secondaries can be present on the series and then provide species for a swedthout and an established vertical. When Tried to built the SEA consect requirement is an instance of the Committee of the Commit	Thank you for your comment, this area is outside of the i-35 Capital Express Central project limits. We will forward this comment to the City of Austin, who are responsible for potential improvements along this street.
					closed S3rd and S2rd streets to access by westbound traffic. You planners truly recognized the difficulty residents had with west bound traffic.	
					bearing the translations, make where inequant serious can on 2500 does not her arriver arrange reviews. When you've previous in recigitors have or serious and they are also too narrow or navingsia saintly, 10 also to the saintly issued, the ineighborhood does not have sidewards; so cera are also sharing the streets with pedestrains. I appreciate the arrows of planning that Tibbor puts into projects like this. Thank you for your consideration.	
1801	Judy Farley	3/7/2023	Email	City of Austin	I appreciable the amount of planning that TXXXX puts into projects like this. There's you for your consideration	
1802	Judy Tough	1/30/2023	Email	General support	Dear Chairman Bugg and Commissioners: Thank you for recognizing that 135 through Austin is one of the most congested readway segments in the State of Texas. As this seriosaly outdated madesy is often called the Main Street of Texas, all Texams should call for hold and decisive action to transform this critical streets of infestivuture into a readway that will accommodate the rapid and immensis growth we are experiencing in our great State.	See Correnant #8
					called the Main Street of Texas, all Texams should call for bold and decision action to transform this critical streets of infestivucture into a routhwy that will accordingly, all the main of the special control of the street, and the street of the street of the street, and the street of the street of the street, and the street of	
					request. Sent from my iPud	
ID.	^ N	Da R d		York		
		50 K 5	•	Topic		September 183
					The complete PDF is located in the public hearing summery, appendix F. Email copy: Mr TxDOT TxDOT, As an Austin resident and Professor of Environmental Health and Urban Planning, I wish to submit the following comments on the planned expansion of ISS.	
					5. Engage true pack an a recovar and ormanizing an convivance and another service and an advantage of the impacts of the service of the service and an advantage of the impacts of the impacts of infrastructure is mentioned than it was fifty wars ago. There is a time turned. The weeking of the impacts of the impacts of infrastructure is mentioned than it was fifty wars ago. There is a time turned. The weeking of the impacts of the impacts of infrastructure is mentioned than it was fifty wars ago. There is a time turned.	
					are intension in officers (forms of mobility—that are pushing innovative options for 'trained that do not include cars and expanded readways. We need to continue and expanded this community conversation and sake again and again. Who is the greater pushing and the trained that benefits from a "cultilateria" institutive project. "If the answer doesn't prioritize the plants, public health's and for everyone—including people who cannot or do not drive — or the vitality for our precious public is passes,	
					Lan Austra resident and Prisease of the resident and Prisease of the resident and the Resident and State Sta	
					community are intense and the benefits questionable. In a 2019 Houston Chronicle editorial, urban planner and academic, Jeff Speck, wrote that the NHHP "can be described as having significant costs and significant benefits. The costs are best understood as tremendous, and the benefits are best understood as false."	
				Climate change	We live on a rapidly warming planet. We know what kind of infrastructure projects are going to halp, and which are going to hurt our chances of survival. These are not just reads, but questions of collective action. Most people want access to safe places to walk and bike where they live. Most people say they would live to reduce greenhouse gas enrissions. However, the infrastructure that will allow us to do this requires tradeoffs, such as losing a traffic lane to put in a bike lane or muscling	
					through a few months of construction near neighborhoods in order to build a new transit stop. In Condusion	
1					Breaking free of the status quo will require creativity and a commitment on the part of transportation officials. It will require a clear mendate from voting obtains that they want to see funding go towards green spaces, bus service, and fixing inadequate sidewalk facilities, with less towards apphalt and road widering. It will require elected officials to show political courage and boldness and implement the will of a representative democracy — not just the squeakiest wheels with the	
1					largest campaign denotions. Let's slow and have this vitably important community conversation about our future as Austrintes and the future of Austin.	
					NOT A STATE OF THE	
				Reroute to 130	2. Analyse read atternatives to expansion	See comment #3
1803	Jules Elkins	600,000			 Analyze real alternatives to expension. I encourage the analyze of a range of alternatives that make better use of existing powerent and take into account changing traffic patterns. Sportfordis, realize alternative that court fulfic from traveling through the heart of Audit. 	
1				Caps/deck plazas	3 "Dan" is an enrelated letter "Stock" is not	See Comment #42
1				Capayunos passas	5. "See" in an excellent date, "Staff" ince. Supply the existing lighty are conducted date, "Staff" ince. Supply the existing lighty are conducted date, since in a supply the existing lighty are conducted date. The supply the existing lighty are conducted date, since in a supply the supply the supply are conducted and incentions engineers to the supply the s	
					I wear students, committee measures, and committee expressed to high livelis of disaglencial chemicals. It can create important green spaces that will alternate the ever-increasing density of Austin's downtown, making it a healthy, livelise city for the future	
					Health Assessment. Expanding (35 will significantly increase the levels of pollution to which residents of Austin will be exposed. There is a robust body of scientific evidence that shows that traffic-related air pollution (TRAP) is one of the major sources of exposure in	See Corresent #34
					urban arriosa and has been associated with a wide range of adverse human health effects. These include higher rates of eithma onset and aggravation, cardioviscular disease, impained fung development in children, preterm and low-birthweight infants, childhood laukemia, and premature death. Emerging evidence links TRAP with neurotoxicity and the alteration of neurobehavioral function.	
					The turnian health effects of the expansion of ISS have not been adequately assessed nor have they been communicated in any substantive or meaningful way to the public. Asking for public comment, and then basing decisions upon those comments, is misleading when the basic scientific information has not been presented.	
				Air Quality/Noise	The control basins, and promises a death. Height greatment in the Park of the controllering by the Substitute of American Annual	
					Mountain Institute, shows that the impact of 8 additional lanes for 10 miles will induce up to 1,456 million vehicle miles travelled per year, which is about 15 million metric tons of CO2 emissions by 2050.	
1804	Juli Triebwasser			Do not widen/no build	Mobility's Program Marcoar Tensmy Arvato.	See Comment #5
1004				So not widely no build	Mobility35 Program Manager Tommy Abrego, TxCOT's plans and expansion is a baid idea. Do not let rich people do move dumb ideas with their big money. There's sall so much traffic and adding lanes clearly does not help.	
				Public Transit / Multimodal Transportation	Please invest the money into public transit. Like seriously. It's the future. We've been adding laines forever and it HASNT RMPROVED our lives at all.	See Comment #13

1805	Julia Austin	3/7/2023	Email	Delwood	Making 2 Program Manage Trainsy Straig. They proceed delensations for enhalting 425 though the corrols septemble on of meet Delensacil septemble on of meet Delensacil septemble on of meet Delensacil septemble on of meet Delensacil septemble on of meet Delensacil septemble on of meet Delensacil septemble on of meet Delensacil septemble on of meet Delensacil septemble on of meet Delensacil septemble on on the Delensacil septemble on the Delensacil	See Comment #184
					Closing one of the 4 entrances to the Delnecod neighborhood will greatly increase neighborhood traffic from backed up cars on the right turn lane on Airport to North CIS.	
					The proposed padestriary mount use pull-ways at the Arport CSD interaction seem to make it harder for people to cross, especially cyclosis and wheelthair users. This turnest idea is dangerous and will be scarry to traverse because of multiple homeless people in the area, who will no doubt use it is is a shelter.	
					The design increases relations on cars because it makes pedestrian and bicycle traffic more difficult. Pleases: - Keep the Firmmond Mr. connection to the Delivered of parishforthood. It is major extraorably tall use in the time.	
					Keep paths above ground.	
					Improve the intersection of Birmort and 195 on that it works for your perfections mente in wheelthairs and perfect	
					- Allow for capping the highway north of Arport Blod Increase the number of crossing north of Arport Blod Increase the number of crossing north of Arport Blod Recensived reads: Enlawy explanation in large of public basisportation and other alternatives.	
					 Reconsider drastic highway expansion in favor of public transportation and other alternatives. 	
					Mr TADOT TADOT,	See Connent #4
					This is the proposed experience of 3.5. Experience of the lightway to ring gare (to create more complicion, political, rotate, and heat issuincit, which will registrively effect the health of an only sed the surmorating environment, instead of conting control planes, we should be interested in more suscessional before an above, to receive the control provided in t	
					Isobard of creating more highways, we should be investing in more asstainable forms of transportation such as busine, trains, biking paths, and sidewalks. These solutions will make the city more accessible and decrease our carbon fortprint. In	
1806	Julia Draper	3/7/2023	Email	Community Alternatives	More highways are not the only option to help Austin adept to its growing population. We need creative solutions that are more accessible and affordable, and better subside to a future of sustainability, in particular, we need community	
					subernatives to expansions, such as Reconnect Austin and Nethrox35, to be fully studied and irresided in. As a fairly new state needers, I waste to make the six of the make and continued to its growing continuelty. But I want that continuelty designed with the people of Austin and the environment in mind.	
1807	Julia Knable	2/6/2023	Email	General support	Dear Chairman Bugg and Cormissioners: Thank you for recognizing that 1-35 through Austin is one of the most congested road-way segments in the State of Texas. As this seriously outdated road-way is often	See Comment #8
					Duer Chairman Bugg and Commissioners: Thank you for recognizing that 1.55 through Audin is one of the most congested neadway segments in the State of Texas, at this seriously outsided neadway is offered and the serious of the most conceived and the serious of the most occurrence of the most congested neadway segments in the State of Texas, at this seriously outsided neadway is offered control of the seriously outsided neadway is offered in the seriously outsided neadway in the seriously outsided neadway in the seriously outsided neadway in the seriously outsided neadway in the seriously outsided neadway in the seriously outsided neadway in the State of Texas, at this seriously outsided neadway is offered neadway in the State of Texas, at this seriously outsided neadway is offered neadway segments in the State of Texas, at this seriously outsided neadway is offered neadway segments in the State of Texas, at this seriously outsided neadway is offered neadway segments in the State of Texas, at this seriously outsided neadway is offered neadway segments in the State of Texas, at this seriously outsided neadway is offered neadway segments in the State of Texas, at this seriously outsided neadway is offered neadway segments in the State of Texas, at this seriously outsided neadway is offered neadway segments in the State of Texas, at the St	
1809	Julia Mrnak	1/27/2023	Freque	Canaral support	Sour Ceasures Bags and Commissions Sheek job for recipioning that 155 Sheepill Audit is not set find must opposed markets appeared in the State of Seas. As this seriously obtained markets a when control that the seriously obtained markets a seriously obtained markets and market seriously obtained markets and markets growth as an experience of more great State and State	Sur Connect &
1000	Julia Militar	4/41/2023	Cital	General Support	called the Main Street of Texas, all Texas should call for bod and docume action to transform this critical steets in finishing called the Main Street of Texas, all Texas should call for bod and docume action to transform this critical steets in finishing called the Main Street of Texas, all Texas should call for bod and docume action to transform this critical steets in finishing called the action of the steet of the	
					According, 1 am writing sowy to express my companie support for the 1-35 Capital Express Central design as proposed by TxD01. Thinks you for your consideration of this requisit.	
1809	Julia Ottenberg			Do not widen/no build	Mobility35 Program Manager Tommy Arrago, I am an easily Control Auditon resident and 10 strongly oppose the expansion of \$1.35. Think, but for your confidentation, I will be a support of the support of the expansion of \$1.35. Think, but for your confidentation,	See Comment #5
1					Table by the first consideration, consideration, and a listoring oppose the expension of 2-33. Table by the first possible and the consideration.	
1						
				Community Alternatives	I urge you to follow the Rethin/35 plan instead. This highway expansion will not work, and will just make the city we love more congested, more polluted, less walkable/bileable and less charming.	See Comment #4
1810	Julia Skrovan			Latent/Induced Demand	No TuCOT TuCOT, Expending highways has been proven again and again to increase congestion, nother than relieving it.	Sec Comment #18
				Public Transit / Multimodal	Please encourage biking and public transportation, don't discourage it!	See Contraint #13
				Transportation		
1811	Julia Taylor	2/20/2023	VOH	General support	Issurport all of these impresents expect the provided information just place have show here "youngs" traffic larges there will be in each discretion. It not ourselves the ten HIV larges the recording	See Comment #8
		4.4.4.4.4			I support all of these improvements, except the provided information inch clear about how many "normal" balfic laines there will be in each direction, it only numbers the two HOV laines. My concern is that we are not building for future growth, Assin is doubling every 20 years.	
1812	Julian Bautista		Phy	Business/residential displacement	first of all, I support the number build alternative Just bring it up to standards. 4th don't evict / kick out people from their homes and businesses, you already messed it up big last time. 6th crowded histories are unknown or one are acceptable and safe.	See Comment #21
			1 00			
			mm	Reroute to 130	Th oties are for people, not care. If you need to move more care build something outside of urban core - oh welt, you already did Care can use 183 and Mopac, just don't charge a toll, you will see	See contribut #3
			ent		conglection on I-35 drop immediately.	
				Lotset /Induced Personal	The seconds of TAOM Research seconds Industrial Proposed	See Comment #15
				Carany Induced Demand	2nd people at TuCOT Please do research induced Demand. Str please share about induced Demand Industrial Please and Industrial Please	JAN CONTRACTOR & ALL
					on jox-droger nazire Lemans.	
				Public Transit / Multimodal	3nd transit priority at all crossings over should be gain-enteed. On prioritize transit and bites. Listen to the people in the city not the people in the c	See Comment #13
				папарогания	and province trains, and storage, Leiter to the proper in the Log sto, and proper in the grant to the grant t	
				Caps/Deck Plazas	10th cap and siftch are a must to make the project acceptable.	See Comment #42
1813	Julian Francis Wait	3/7/2023	MyCapEx Website - Comment Form	Wishire	We respectfully request that TDDOT must mitigate traffic for the proposed 41st Street extension to Witahire Blvd, which will increase traffic through the neighborhood significantly, being used as a cut-through to Argort Bord in a 100x residential area.	See Comment #9
		4,1,242	Comment Form		to Airport Bhyd in a 100% residential seas. We request a Conform of that interaction that would require a left-hand turn and route secols directly to Airport Bhyd, within seconds. The letter has some landuage you could use.	
					те перево в подражне изв. извеждения в петем в	
1814	Juliana Bandin	2/11/2023	VOH	Business/residential displacement	Please do not expand (35 as it impacts many local business and communities that make Austin what it is.	See Comment #21
1815	Juliana Sheffield	3/7/2023	MyCapEx Website - Comment Form	Public Transit / Multimodal	Many chies have demonstrated that merely eldering overburdened highways is not an effective long-term solution for traffic. Please invest in the feature of Austin, which, in order to accommodate its daily influe of citizens, must come to a progressive, community-concloux, historically informed, environmentally sound solution. We can elevate, excevate, invest in public transportation, and look to larger, more congisted crises who have been	See Comment #13
1			Comment Form	Multimodal Transportation	influx of citizens, mustic gone to a progressive, community-conciscus, initiative, environmentally sound solution. We can elevate, excavate, recovery transportation, and look to larger, more congested cities who have been successful in one good to distinguish, other larger solution can, destroy religionshood, and further divide our torm. The citizenshood is a consistent of the citizenshood is a consistent of the citizenshood is a consistent of the citizenshood is and further divide our torm. The citizenshood is a consistent of the citizenshood is a consistent of the citizenshood is a consistent or citizenshood is a consistent or citizenshood in the citizenshood is a consistent or citizenshood in the citizenshood is a consistent or citizenshood in the citizenshood is a consistent or citizenshood in the citizenshood in the citizenshood is a consistent or citizenshood in the citizenshood is a consistent or citizenshood in the citizenshood in the citizenshood is a consistent or citizenshood in the citizenshood in t	
					To whom it may concern regarding the I-35 Capital Express Central Project:	See Comment #18
					live very dose to the forthcroning construction on 1.55 (on Hollywood Aw. in the Cherrywood neighborhood in Central Assortin and how with following concess. 1. ENDT then of any man work having common where the Cherrywood neighborhood in Central Assortin and having the Cherrywood neighborhood in Central Assortin and have the following concess.	
					predicts from DOTs because it's easy to land within OD statement startedness and the analysis is easy to run. NOZ PMLS, and PMLS postures are an one effective measure of political and a more significant treat to handle	
					nemous resource source government evaluated standards, making this agency relocated to assess them. 2. The EPA is extended to trighten their standards for PM2.5 is 50 much more of a serious health concern then CO. TADD is not required to	
1910	hafa Ballana	9/7/2002	for a	his Constitutionate Character	nep Austing per case. Austing per case, and the contract of th	
1816	Julie Bollman	3/7/2023	Email	Air Quality/Climate Change	map Acting to calls that parameters acting, but non-manifestation and put of present on Control action and present on Control action and present on Control action	
1816	Julie Bollman	3/7/2023	Email	Air Quality/Climate Change	The College of the contract of the College of the C	
1816	Julie Bollman	3/7/2023	Email	Air Quality/Climate Change	Lindow the region growners reporting the 18.5 Copied Express Central Project. In the Way of class to the finding commonstance (18.5 copied and project of the Commonstance (18.5 copied and project of t	
1816	Julie Bollman	3/7/2023	Email	Air Quality/Climate Change	PGOS the DGC. They are small about the season and a process of the	
						Se Connect 6-bi.
1816	Julie Bollman Julie Bracken	3/7/2023 3/6/2023	Ernait Ernait			See Construct 8-2-6.
					The Contract of the Contract o	Con Construct 454:
		3/6/2023				Too Convent #54:
					In HOOT FOOT. The present plan will general more publicion, more ensistion, more ensist. The heart of a breadful, where day is no plan for this hard of project. How many productions acres of each state will be secrificed for this highway? How many locations, coach of will write you provide the same of secrification. The present plan will grow provide the same of each state over will be secrificed for this highway? How many location, coach of which you provide the same of secrification will be secrificed for this highway? How many location, coach end will be secrificed for this highway? How many location is easily even under production acres of each state will be secrificed for this highway? How many location is easily even under production acres of each state will be secrificed for this highway? How many location is easily even under production acres of each state will be secrificed for this highway? How many location is easily even under production acres of each state will be secrificed for this highway? How many location is easily even under production acres of each state will be secrificed for this highway? How many location is easily even under production acres of each state will be secrified for this highway? How many location is easily even under production acres of each state will be secrified for this highway? How many location is easily even under production acres of each state will be secrified for this highway? How many location is expected to the production acres of each state will be secrified for this highway? How many location is expected to the production acres of each state will be secrified for this highway? How many location is expected to the production acres of each state will be secrified for this highway? How many location is expected to the production acres of each state will be secrified for this highway? How many location is expected to the production acres of each state will be secrified for this highway? How many location acres of each state will be secrified for this highway? How	* p
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1817		3/8/2023 Da R d			In HOOT FOOT. The present plan will general more publicion, more ensistion, more ensist. The heart of a breadful, where day is no plan for this hard of project. How many productions acres of each state will be secrificed for this highway? How many locations, coach of will write you provide the same of secrification. The present plan will grow provide the same of each state over will be secrificed for this highway? How many location, coach of which you provide the same of secrification will be secrificed for this highway? How many location, coach end will be secrificed for this highway? How many location is easily even under production acres of each state will be secrificed for this highway? How many location is easily even under production acres of each state will be secrificed for this highway? How many location is easily even under production acres of each state will be secrificed for this highway? How many location is easily even under production acres of each state will be secrificed for this highway? How many location is easily even under production acres of each state will be secrificed for this highway? How many location is easily even under production acres of each state will be secrified for this highway? How many location is easily even under production acres of each state will be secrified for this highway? How many location is easily even under production acres of each state will be secrified for this highway? How many location is expected to the production acres of each state will be secrified for this highway? How many location is expected to the production acres of each state will be secrified for this highway? How many location is expected to the production acres of each state will be secrified for this highway? How many location is expected to the production acres of each state will be secrified for this highway? How many location is expected to the production acres of each state will be secrified for this highway? How many location acres of each state will be secrified for this highway? How	* p
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1817	Julie Bracken C N Julie Fredund	3/8/2023 Da R d	Email S	Air Quality/heise Favor General support Do not wolary/no holds Community Abunsalves	MOOT FORCE. The proposed prior will general more publican, more exession, more soon. The heart of a breadful, where day is no place for this hand of project. How many productive across of real extent will be assortioned for this highway? These many tradition, soon of all others, and the project three publications across of real extent will be assortioned for this highway? These many tradition, soon of all others, the project of the project three publications across of real extent will be assortioned for this highway? These many traditions across of sound and before the property of the project of the	See Communit 45 See Communit 45 See Communit 45

				Air Quality/Noise	People inding near freeways have power health and I have already seen here the highway notice has excisened over the years as Austin grows. I have difficultions near the Withs and I used to not be able to hear mild rouse from inside my books. Now I can, now with super efficient double-pairs windows. We do not need to make the notes excess by expending MY 35, Clone of that notes is alway 35 tios, as I am other than the contract of the With tead MY 35.	See Commant #34
					close to the intersection of Ben White and H 35.)	
				east/west connectivity	Author hormfole effect of this will be decreasing East-West connections by eliminating the Woodland crossing, Traffic at Riverside and RSS and Ottof and RSS is already abjenut, I shudder to think about what their interactions will book like once Woodland is laken away as in option.	See Comment #20
				easy man, correcting	who the final restrictions will be file across Wood and a substitution of the substitu	Julia Delitriani P. Ad
				Business/residential displacement	Finally, the sheer mass that construction will cause will be horrible for our city, not to mention the loss of all the businesses and homes that are to be taken over by imminent domain to expand IH-35.	See Comment #21
				reroute to 130	We already have \$4-130, we should incentivize through traffic to take that rather then IH-35, perhaps by toll reductions or other means.	See comment #3
1820	Julio Ramos	2/1/2023	MyCapEx Website -	Regional Connectivity	It would be nice to have a rail option between Asstri and San Antonio. Rail and trolley option would be nice in San Antonio as well.	See comment #1
			Comment Form			
1821	Julio Rojas	+		Do not widen/no build	MobilinGS Program Manager Tommy Abreto.	See Comment 45
					Mobility Regions Makinger Thomis Publics, These assisted of the Affacts (oppose Soft) planes for 15%, and (oppose expension. ToOTh process in this project is faveed. It ignores inhubusib Demand, construction impacts, particulate matter publicion from the wait, the failure of ashnot all highlyway opposition. The second fewer process, and in solid conditing is faveed. Contract to use an internal implication from the contract, long-particulate matter publicion from the wait, the failure of ashnot all highlyway propriets. The contraction impacts is provided in the contraction impacts, particulate matter publicion from the wait, the failure of ashnot all highlyway propriets. The contraction is a second fewer process. In contraction is a second fewer process. The contraction is a second fewer process. The contraction is a second fewer process. The contraction is a second fewer process. The contraction is a second fewer publication in the contraction is a second fewer process. The contraction is a second fewer process. The contraction is a second fewer publication is a second fewer process. The contraction is a second fewer process. The contraction is a second fewer publication in the contraction is a second fewer publication in the contraction in the contraction is a second fewer publication in	
					don't want to use an intensiate highway for my local trips. I expect TxXXVT, Austin City Council, and other representatives to stand up for me.	
				Community Alternatives	I am for the Rethink35 proposal, redesignating another highway, such as SH130, as an interstate and a boulevard going through town.	See Comment #4
				Latent/Induced Demand	Highway expansions DONT work. They worsen conglistion (aix we saw with the Kaly Freeway), air noise and water pollution, safety, and transportation options beyond driving. Ten years of construction for just a few years of congestion rated in NOT worth it.	See Comment #18
					a ten years to congress on the state as to the state as	
1822	Junichi Ohdera			Do not widen/no build	Mobility35 Program Manager Tommy Abrego,	See Comment #5
					Michigh S Pragram Manager Tommy Abrego, Start Growy Aurego, Start Growy Start Growy Start Growy Storage opposition to TxCOT's plans and expension for 155. As a resident of East Austin and sold their and public benefit start, I am diamoyed that the City seas this expension as a viable option for Austria's start for the Start Growy Aurego, Start	
					continued growth. At some portion we will need to start thrinking of our cities on the pedestrian level, for a liveble breathable future. This expansion is pulling us fer into the opposite direction and should definiblely be rethought	
					with more public input taken into consideration.	
				Latent/Induced Demand	Study after study has shown that more laines only bring more traffic.	See Comment #18
				Community Alternatives	Not only that, 135 has been a radial segregator and act of violence towards Stack and Latino communities since it's beginning, Instead of expanding the Interstatio, we have an opportunity to revoide non-local traffic around Asstria and recreate 135 as a usable, invalide boddewest, Espace the Bethink 55 plan which you can find at Introc//rethink 55 com/the-vertink 35 olian.	See Comment #4
					чинь вомы жим ны начине на во в имеря, пчеря ориению, тверрот ти петтика эрип ятот уси сип тов и! https://wthnk35.com/therefrink35.glan.	
1823	Just Fueyo-Gomez			Do not widen/no build	MobilitySS Program Manager Tommy Abrego,	See Comment 45
		1			Mobility 55 Program Manager Commy Abrego, 1 oppose Tuber of the State	
	1	1			1	
				Public Transit / Multimodal Transportation	The region would benefit many times over from the time and funding for this project being invested instead in public transit.	See Comment #13
	1	1				
				Latent/Induced Demand	The exidence is clear—highway expansions do not work in alteriating traffic. Seeing highway expansions in Mousten do little to prevent exmaning traffic has only proven the law of induced Demand.	See Comment #18
					Seeing highway expansions in Houston do little to prevent worsiening traffic has only growen the law of Induced Demand.	
				Air Quality/Noise	Such a mosa weed do no hairs from with understability doubt and notificing control	See Comment #34
					Such a more would also be in fine with sustainability goals and pollution control. Austin is well positioned to be a leader in innovating to support a healthier and more efficient urbain environment.	
1824	Justice Stanley			Do not widen/no build	MobilityS5 Program Manager Tomory Abrego. Lam a resident of Round Rock. Ma dam full from Spitous OPPOSE TAOT's plans for 135 and 10PPOSE expansion!	See Comment #5
					No and my fellow neighbors OPPGE TLOOTS plans for 1-35 and 10 PPGSE expansion! identivents use an interestable hittense for miscolar brisis.	
					I don't want to use an interstate highway for my local trips. I expect ThOOT, Austin City Ocurcit, and other representatives to stand up for me.	
				Community Alternatives	I am FOR The Rethink35 proposal, creating a boulevard and leading with public transit.	See Comment #4
				Air Quality/Noise	TxDOT's process in this project is flawed. It ignores induced Demand, construction impacts, particulate matter pollution from tire wear, the failure of almost all highrely expansions, the success of fineway removals, and its traffic modeling is flawed.	See Comment #34
					Highway expansions DONT work. They worsen congestion (as we saw with the Katy Freeway), air noise and water pollution, safety, and transportation options beyond driving. We know expansion leads to more congestion and a less beautiful, accessible, and green Austin. 10 years of construction for just a few years of congestion reliaf is NOT worth it.	See Commant #18
				Latent/Induced Demand		
				Latent/Induced Demand	The Congress and a real Construct, accessed, and green reason. As years a Construction on past or the years at Congression return or not received.	
1825	Justin	1/20/2023	MyCapEx Website -			See Comment #13
1825	Justin	1/20/2023	MyCapEx Website - Comment Form			See Comment #13
1825	Justin Justin	1/20/2023	MyCapEx Website - Comment Form	Latent/Induced Demend Public Transit, Multimodal Transportation Do not widen/no build	We need more reliable mass public terms options initiated of more highway larse that self and up chapped with traffic.	See Comment #13 See Comment #5
	Justin Austin Beat	1/20/2023	MyCapEx Website - Comment Form	Public Transit, Multimodal Transportation		
	Justin Justin Beal	1/20/2023	MyCapEx Website - Comment Form	Public Triansk, Multimodal Triansportation Do not widen/no build	We need more reliable make public beans options included of more highway larves that will and up chagged with traffic. MachingSS Program Manager Tomany Alarego. MachingSS Program Manager Tomany Alarego. Maghavy equations do not more, and have generally laiked wherever they've been tried. I hope you consider other options included of expending 3.55.	Sea Comment of S
	Justin Justin Beel	1/20/2023	MyCapEx Website - Comment Form	Public Transit, Multimodal Transportation	We need more reliable mass public terms options initiated of more highway larse that self and up chapped with traffic.	
1826	Justin Beal			Public Transit, Maltimodal Transportation Do not widen/no build Public Transit / Multimodal Transportation	This need more reliable mass public beard spirities intend of more highway tons that eff and up chapped with traffic. Which place therefore There program through the	See Comment #5 See Comment #13
	Justin Beat Austin Beat Justin Collins	1/20/2023	MyCapE+ Website -	Public Triansk, Multimodal Triansportation Do not widen/no build	We need more reliable make public beans options included of more highway larves that will and up chagged with traffic. MachingSS Program Manager Tomany Alarego. MachingSS Program Manager Tomany Alarego. Maghavy equations do not more, and have generally laiked wherever they've been tried. I hope you consider other options included of expending 3.55.	Sea Comment 45
1826	Justin Beal			Public Transit, Maltimodal Transportation Do not widen/no build Public Transit / Multimodal Transportation	The read more entables mass public transit springs instead of more highway tons that ell end up chapped with traffic. Maniful 55 Proposes Shanager former plongs. Maniful 55 Proposes Shanager former plongs. The public of the	See Comment #5 See Comment #13
1826	Justin Beal		MyCapE+ Website -	Public Transit, Maltimodal Transportation Do not widen/no build Public Transit / Multimodal Transportation	The read more entables mass public transit springs instead of more highway tons that ell end up chapped with traffic. Maniful 55 Proposes Shanager former plongs. Maniful 55 Proposes Shanager former plongs. The public of the	See Comment #5 See Comment #13
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1826 1827 1829	Axidin Beall Justin Cottins Justin Dily	2/1/2023	MyCapEx Website - Comment Form	Public Transportation Multimodal Transportation Do not widely ville build Do not widely ville build Do not widely ville build Do not widely ville build Do not widely ville build Transportation Transportation Regional Connectivity General support	No mode canno redistric means public hased spinners included of more highway brane had all and up chapped with traffic. No mode canno redistric means public hased spinners planted of more highway to make had all and up chapped with traffic. No mode cannot be trained as the contract the regions of the spinners and the spinners	See Comment #3 See Comment #23 See comment #2 See Comment #2 See Comment #2
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1826 1827 1828 1829 1830	Audin David Audin Collins Audin Collins Audin Collins Audin Collins Audin Kalane Judin Marena	2/1/2023 2/7/2023 ***********************************	Oxfords Welfords Commert Form Emed VOH VOH NO MyCages Welford O MyCages Welford Commert Form	Public Trained. Mathematical Mathematical Mathematical Mathematical Mathematical District of the Mathematical Mathematical Trained Public Mathematical Trained Public Mathematical Trained Mathematical Trained Mathematical Mathe	No read cross reliable travel grins broad grins included of more highway toms but will and up chapped with traffic. Michaelph Spegger Manager Traventy Alongs. Michaelph Spegger Manager Manager Manager Alongs	See Comment 613
1826 1827 1828 1829 1820	Audin Deal Audin Collins Audin Collins Audin Collins Audin Collins Audin Collins Audin Collins	2/1/2023 2/1/2023 2/1/2023 40.000	MyCapE wWester Commer Form Ernel VOH VOH NGM GO MyCapE wWester	Public Trained Multimodal Multimodal De not widen, who build Public Trained De not widen, who build Transportation Regional Connectivity General support Do not eviden, his build Laker, Protocal Connect Buyguarus University	No read conservations reason publics beauting prices included of more highway intens that ell end up oringed with traffic. Machinish Program Managar Tamony Anaga. Machinish Program Managar Tamony Anaga. Machinish Program Managar Tamony Anaga. Machinish Margam Anagar Tamony Anaga. Machinish Margam Anagar Tamony Anagar Managar Ma	See Comment #3 See Co
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1835	Justin Zhang			Do not widen/no build	Assemblish Program Manager Emmiy Songes, 1 signed an COD'S search for 15 st. 2 and 1 signed an expension of the highway, 1 signed an COD'S search for 15 st. 2 and 1 signed an expension of the highway, 1 signed an COD'S search for 15 st. 2 and 1 signed an expension of the highway, 1 signed TOD'S search for 15 st. 2 and 1 signed an expension of the highway.	See Comment #5
					I oppose TsDOT's plans for I-35 and I oppose expansion of the highway.	
					I don't vaint to use an intensiate inglineary for my local trops. Sepect TuDOR, Austin City Council, and other representatives to stand up for ms. Sepect TuDOR, Austin City Council, and other representatives to stand up for ms.	
				Baroute to 130	I am for, redesignating another highway such as 54:120 and any public transit options that may be explored.	Successed 83
				Air quality/noise	TiOOT's process in this project is flawed: It ignores induced Demand, construction impacts, particulate matter pollution from tire wear, the failure of almost all highway expansions.	Nan Comment #15.
				Air quality/noise	TiDDIT's process in this project is flawed: It ignores induced Demand, construction impacts, particulate matter pollution from the wear, the failure of almost all highway expansions.	
				Latent/Induced Demand	Highway expensions DONT work. They worsen congestion (as we saw with the Kaly Freeway), air noise and water pollution, safety, and transportation options beyond driving, 10 years of construction for just a few years of congestion relief is NOT worth it.	See Comment #18
ID	C N	Da R d	S	Topic	c	R p
					MobilitySS Program Manager Tommy Atrego, To whom It will concent:	See Comment #5
					To when it will concern: I sooose the current crisin of 155 expansion. Histhware are suffs, and expanding them by turning our beautiful landscape into concrete is about and should not continue. Please so outside.	
					Is when me is all concerns: (I agree that course give of 1.55 agreed on 1.5 green, or way, in the appealing team by variety on the second of undergoes that coursely and should not of contract, Private give of the course g	
					"Mhy can't you just walk to work, then?" Great suggestion, but I'd rather not get hit by a giant piece of metal giring 75 mph. There are been any or processals that would allow me to walk there anyway. It's extremely unpleasant. It's like a magical	
					quare, except terrory carregrous () and one every magic centry must instruction mean it to my class with an inty since attached. Multi-model strangers to key, but cannot every magic centry must be stranger or which are strangers to key, but cannot every magic centry makes that everywhere can happy to ale. Multi-model strangers to key, but cannot every magic centry must be strangers to the strangers of the stra	
1836	Justinne Pineda	3/7/2023	Email	Do not widen/no build	A rail system, waterney system, and busies. No one wants to be miserable or lorely and driving a giant piece of metal at 75 mph atone is very miserable. A more enjoyable driving experience for those who prefer cars because less of them would be on the roads. I see cars worth 3x my yearly salary going break CAS break gas BREAK and I can't help but crings. Paid all that money only for your cair to Twitch on I 35.	
					"One more lated" No. Thank you, J	
					Dear 1-35 Capital Express Central, Re: 1-35 Capital Express Central, Draft Environmental Impact Statement	Sae Corresent #4
					No. 15 Consolid Explace Control. Delif Informational Source Tabilisments. 3 Medical Consolidation. 3 Medical Explanation Control Contr	
					Tensa ASM Transportation Intelligence on the RelTeninGS and Recented Austin prepasals.	
					The point of the p	
					the most dangerous alternative. I thought the National Environmental Protection Act required TxDOT to meaningfully consider meaningful alternatives, but that appears not to have been done in this draft EIS. There is clear community support for both the ReThink3S and	
					No most diseignous administration. Annual diseignous administration de required ECOT to recovere plus consider mismorphy distriction, but the desperant of its how been done an intelligent ECOT to consider plus and ECOT to con	
				Community Alternatives	Please run the rigorous analysis found throughout thousainds of pages of ES on the ReffinishS and Reconnect Austin proposals.	
					Timens, you ret was tract insact in occupy to provide sure accessed and mobility options with multimodal networks wever into the thinking communities of the Austin region. Sincerely	
					Days 15 Cityliat Engine Cornic. As 15 Citylia Engine Cornic. And Thorizonterial Impact Statement Days Country Model and other Excelled Endinas, 1602 Commissions, 16st, and Consultants, Third as you for the operating to comment on the process 150 cell Environmental Impact Statement and for the significant Improvements to such the transportation and public transact infrastructure currently included in the proposation.	Sea Comment #4
1837	Pineda				ne: S3 cupral captrais curring, Limit previousment impact polarization. Dear Covernor Abbott and other Elected Officials, 1:00T Commissioners, Salf, and Consoltants, Think you for the opportunity to comment on the proposed ISS Deaft Environmental Impact Statement and for the significant improvements to active transportation and public transit infrastructure currently included in the proposeds.	
					Thanks you for the opportunity to comment on the proposed 1-55 Death Environmental Impact Statement and for the significant improvements to active training containing and public trained infrindatrusare currently included in the proposeds. I wish I did not have to durine as much as I have to drive a solicy being the second most dailing thous solicy inding the box being the most safe method, and waiting the long the second most period to the control of t	
					Items go to the deporturing to comment on the proposes 1-50 using Conformation and our an experiment and one was agreed an experiment process on the proposes of the conformation and the process of the process of the conformation and the process of the process of the conformation and the process of the pro	
					The Austin region. The regional growth forecasts that, project a future with the visit reciprosity of residents living in car-dependent sub-urban housing situations is not the future that I want and does not reflect the history of my community or the lifested that I want to live.	
					Please build an analytical model to be able to understand how different alternative transportation investment scenarios will provide for safe, multimodal access for each neighborhood in the Austin region. This should analyze how many jobs	
					people from each census tract or transportation analysis zone can reach within a half hour by walking, biking, wheelchair, transit, and personal motorized welrices in the no build, alternative 2, modified alternative 3, MelTrink35, and Recornect Austin scenarios. This analysis should use multiple reasonable future growth scenarios including the equitable Transit Oriented Development scenario that was made available to the Texas A&M Transportation institute when they were	
				Community Alternatives	developing analysis for this project.	
				Community Atlantatives	Please optimize any scenario to improve safe, multimodal access for people across the Austin region for all modes, including cars and trucks, but not limited to the current focus on long distance single occupant vehicle trips. Thereby you for all that TxCOT is doing to improve safe, multimodal access for all. Sincerely,	
					Mobility35 Program Munager Tommy Abreigo,	See Comment #5
					scorings register interliger interring readings. It is eartisely interlined to be the figure in the limitate path we have taken in registed to our transportation infrastructure. If you refuse to give in, people will find new ways of transport (first you can instead invest money pints), it is the only way. This will just a warring register amounted to the vector of our transportation in reading and transport in the contraction of the read, but make them choose other update, the received interview of the reading of cars. No longer can we decidate money passes to them. Do more, Sure it will interpret passe and training with the longer from those whose objects represent the people can have been decided in the reading of the reading of the reading of the reading with the longer from the vector decided in the reading of the r	
1838	Kade Kearney	3/7/2023	Email	Do not widen/no build	choose other options. Force cities to densify so that people don't need to drive in and out everyday. Don't give in for the love of everything rational and sanet!!	
1839	Kai von Fintel			Do not widen/no build	MobilityS Program Manager Tommy Abrego, Hr, 10990SE expanding highways especially in or near a big city and I think that it is a BIG mistake. Expanding highways never alleviates traffic or makes the city better.	See Comment #5
				Air Quality/Noise	I, the many, hate the loud noise that high speed cars bring along with limiting the ability to walk somewhere instead of drive.	See Comment #34
				Public Transit / Multimodal	I am for walkable oties and this project is limiting that. TubOT's plan is VERY flawed and will leave a TERRIBLE impact for the city of Austin.	See Contraint #13
				Transportation		
					Dear 135 Capital Express Central.	See Comment #5
					Daier 1-35 Capital Express Central, No. 135 Capital Express Central, Druft Environmental Impact Statement Daier Covernor Martan and other Execution Officials, TOOT Commissioners, Salf, and Consolitants,	
					These yes for the opportunity to comment on the proposal State District Comments and the statement of the opportunity to comment on the proposal State District Comments and for the attempt to consider the idea of meaningful alternatives in the ES process, including the study done by	
					I sees AAM transportation institute on the RRThinkSS and Reconnect Austin proposals. It is this that the process to decide not meaningfully consider these value be attentable in the actual draft ES was inadequate. The maps shown in the TTI study purporting to show the "problem" of out through traffic in no way consistened the	
					Name Authorise Accounts a most Caccided controls, No.10 controls, Active C	
					An end of approas alternative. Thought the Minister disconnectural Protection Act required 1000°I to maximigally consider maximigal alternatives, but that appears not to have been done in this draft ES. There is clear community paper for both the finitives 3s and Recovered. Action programs, including various level and elected officials asking 1000°I to seriously oversider maximigal alternatives, but that appears not to have been done in this draft ES. There is clear community paper for both the finitives. Six and Recovered. Action programs, including various levels are included by the proceed for a maximized process and appears to the process and appears to th	
1840	Kait Hardin	3/7/2023	Email	Do not widen/no build	Reconnect Austin in the ES and "InDO" failed to provide any reasonable agreement for why in drulead to meaning fluid meaning from the control of the CS and "InDO" failed to provide any reasonable agreement for why in drulead to meaning fluid meaning fluid fl	
					reason run mor regrous energias resurd throughout thousands of pages of this on the Herbinsch and Reconnect Audito proposition. Thinks you for a flath ThOOT's action to provide safe sees and mobility opinion with multimode indevokes wown into the thinking communities of the Audito region.	
					Dear 135 Capital Express Central, No.135 Capital Express Central, Draft Environmental Impact Statement	See Comment #5
					Thank you for the transformative work over the last several years at the Texas Department of Transportation to adopt a safe systems approach and seriously work toward the Road to Zero soal of cutting traffic deaths in half by 2035 and to zero	
					by 2050. Creative are measurably more important than congestion and cost the people of the Austin region more – using National Safety Council costs of creatives methodology to compare to Texas ALM Transportation Institute congestion methodology.	
					The Teach Transportation Commission Minuta Order 115482 directs T-COT Audin to "work toward the goal of reducing the number of duaths on Teacs readways by laif by the year 2055 and to zero by the year 2056. The Commission automaticing an analysing of motion without crashes can be prevented, thereby exiscing failabilities. It is further ordered that the divisions and districts of the department shall develop and implement strategies required to reduce the number of duaths on Teach strategies play laft by the year 2055 and to zero by the year 2050.	
					deaths on Texas readings by half by the year 2005 and to zero by the year 2050.* If an inconvenient that the Pull Frommer presental treats the year and the reading reading of the pull from the pull for the pull from the pull for the pull from the pull for the pull from the pull fr	
1841	Kait Hardin	3/7/2023	Email	Do not widen/no build	selection for middle finderings of the right and the selection for	
					result from unantibipocally having this goal as the top purpose and need of this project. No project should move forward without a reasonable expectation that the project will result in meeting the Road to Zero goal to cut traffic deaths in half by 2035. Thank you for all that Tx00T is doing and will do in the further development of this project to end traffic deaths.	
					project to and traffic deaths.	
						ı

1842	Kaithle	3/7/2023	Email	Do not widen/no build	Mobility35 Program Munager Tommy Abrego,	See Comment #5
	en Hernan dez				MADRINGS Program Manager Tummy, Aragos. Applicate of the Commission are requested as the papers deserve to have a key in how their motivy is spent. Highway expansion takes too long and causes more accidents and will be taking to the people. Please exercises their fact to recent and frame plant record actually benefit they public good. Fivering a major exposition down not benefit your purels.	
	OHZ					
1843	Kaitlyn Rodriguez	1/31/2023	MyCapEx Website - Comment Form	Regional Connectivity	Support a railway to Auditr!	See comment #1
1844	Keleh Maskill	1/31/2023	McConFy Website -	Regional Connectivity	A rial system between SA and Austin would be great for the two critical	See remont \$1
		4.4	Comment Form			
ID	C N	Da R d	S	Topic	c	R p
1845	Kalen	1/31/2023	MyCapEx Website - Comment Form	Regional Connectivity	held. Me and the rest of the San Adoms/Audin population are extremely interested in a sail system between the two clies. It would make the commute a lot easier for people in both clies and cut down on stell con SS, depo	See comment #1
1846					trip down to 15 minutes or leads. Thank you! I believe that the expension plan should be stopped until more is addressed.	
1846	Kall Carperter	,	VOH	Do not widen/no build Business/residential displacement	1 believe that the expansion plan should be alopped until more is admissed. This plan will force out more local businesses and harm the local economy, and the limited data provided on the positive impacts of the expansion are nowhere near worth the harm this would have on our	See Comment #5 See Comment #21
					city's streatly strugging local community.	
			_		We should not be pushing such massive changes in our city's roads that favor gestures of good will to state departments over the economic wellbeing of hundreds of local businesses and home owners.	See Commant #18;
					No EXCENT. This there are named reapt to wis with the foliprist as least to reprove both the floor of traffic and east exect rangeption with either traffice page; page; or a lower treaf freeze or raise 1.55 a touleand with whichis, ID addition springs. To the DOTA obtainmentures about facilities about in a Austral Shape, page, but the Mark International Conference or page, and and sever there's a range public treat tree garger, but should also worked the Conference or page. The Conference or page is the	See Comment #30
				East/west connectivity	Do the TxDDT decision-makers about Austin also live in Austin? Maybe you do, but this feels like a Houston or Dallas solution that's not a good fit for our city. You guys must also know then't a major public trainsit line going in, that should allowiste some of the north-south traffic, but it desert seem like you're factoring that into these Alternatives.	
1847	Kam McEyov			General Support	Table presided the delate of an owner falls confidenced and Ot. When and the 199 recovery when an operated and the military confidence the additional and the delate of 196 to falls.	See Comment #5
	rain mccroy				Taken by preparated the design of conversal, with mill reflected on the 2-Bit states of the 3-Bit suppose, where you appeared on the entire gas can be trained undergoing the waith of 15B. I below. In the between you appear do not be trained on the preparate to the state of the	
					290 and Airport that lets you bypass 55st St you could have one like that at 32nd St to get to Dean Keaton.	
				Public Transit / Multimodal Transportation	More bridges and pediatrian-friendly options to cross 1.55 would greatly improve Austin. The only not super-gross option near my bosses is Maler at 1.55, and it still feels resulty unsafe when I'm bicycling with my children. Lots of students live in East Austin - currently therein no great way for them to waity false to campus, which is such a lost opportunity.	See Comment #13
1848	Namrie Hammond			Do not widen/no build	MobilitySS Program Manager Tommy Atmags. Tolink it is incredibly unethical to force people to use so much space just to make their commute even longer. Thank you for your time and I hope you give this project a second thought.	SAL CONTINUE # 2
			-		Statistics show that widering highways actually allows traffic and has a desistating effect on the local acceptant not only as homes of native widdlife are destroyed, but as emissions from heavy equipment orbitals the air and the sound of contextions scrives are windlife socials and eventue in forced to consume more resources lost so ther can set to the same soot even slower.	See Comment #34
					pollule the air and the sound of construction scares levely native species and everyone is forced to consume more resources just so they can get to the same spot even slower.	
				Public Transit / Multimodal Transportation	I believe the best, way to solve the issue of a long commute long term would be to invest in public transport like trains. Trains solve many issues present such act helping people arrive on time with minimal foul errorsson, creating reasonable stops between major crise to incourage business, and large opportunity for investors to aid in improving the service and adventisement.	See Comment #13
1849	karsas havnes	2/14/2023	MyCapEx Website -		Don't exceed 335 and tear down West China Tea.	See Comment #21
1849	karsas haynes	2/14/2023	Comment Form			
					ModifySh Pagerin Manager Tomey strengs. ModifySh Pagerin Manager Tomey strengs. My lawly has been shared a medium of a medium of a superindent of a system of a superindent of a superindent of the highway, become at the contract of a superindent of a superinde	See Comment #194
					We harriey has level on the Delivered 2 neighborhood for 40 years and we have experienced several prior attempts to expand 1-20. In this current proposal, it support the removal of the upper decis and capping of sections of the highway, however is strongly oppose the totality of the new proposal. The crossosial attemptives call for colories one of the four-enhances to the Delivered 2 neighborhood, which will greatly increase the difficulty attribute and out of the neighborhood and increase the cut through traffic as the right hand sine	
					traveling north on Airport backs up. This occurs regularly now and will result in increasing safety issues for children and adults exiting the bus and those riding bless in the neighborhood. In the new proposal, navigating the pathways at the Airport / 135 intersection are difficult for anyone without a car.	
					The most use paths increase the distances wheelchains must travel and opticists have to demount in order to manage turns and stains. The proposed pathways include "turnets" for pedestrians to walk beneath the 8 lanes of suffic on Arport insteaded crossing above ground, Includiduals considering using these "turnets" are dissuaded by the fact that pedestrians are out of public	
1850	Karen Brinkman	3/6/2023	Email	Delwood	population with the potential for unfortunate outcomes for everyone. Messive reconsider and allow capping of the highway north of Airport Blvd. For years, Austin has struggled to improve race relations, but this proposed highway design will only serve to aggravate the racial and economic segregation in central Austin where people of color and those economically disadvantaged live.	
					Choosing the city from east to week and week to east will continue to be aproblematic for our obtains. This current plan will invested congestion, notice, water and air pollution. Lettines that the current environmental studies rely on an outstated model and provide unreliable information. We have relatives living in Houston and I can say that the Ket in Francisco is a relative relative model and provide unreliable information. We have relatives living in Houston and I can say that the Ket in Francisco is a relative relative relative model for their houston is a relative relative to the first of their houston is a first in the first of the relative control of their houston is a first in the first of their houston is a first in the first of their houston is a first in the first of their houston is a first in the first in the first of their houston is a first in the first in	
					Respectfully,	
1851	Karen Jambon	3/3/2023	Email	Public Transit / Multimodal	MiddingS5 Program Manager Tommy Abrego. Not the use a value by better share as should have done years ago. Other cities have, long ago, orwander reads that get one around a city, with sostagic exits, that don't take you through a city, More importantly, our most urgent and sustainable needs in a for more restora, putsion expresspondation. Expending 55 in a temporary fail that will need another fin in a few years and discripts for much of "near" Audin. Stop going for the solutions that seem easy but whose long-term effects do not solve	See Convert #13
					theyproblem	
1852	Kasen Kalter			Do not widen/no build	Mobility35 Program Manager Tommy Atrego, 1 do not support the 35 expension.	San Commant #5
				Latent/Induced Demand	Frienday expansions often have little to no effect on improving traffic congression, and i do not think that the construction and delays caused by expanding the highway are worth it.	See Comment #18
			_		levoid much nather support a plan to redesign 135 without expansion, such as previous designs for and underground freeway and above-ground boutevand. **Xaren Kablar***	See Commant #25
					Xaren Kaller	
					Dear 135 Capital Express Central, Re: 135 Capital Express Central, Draft Environmental Impact Statement	See Comment #5
					Dear Covernor Abbott and other Elected Officials, 1500T Commissioners, Staff, and Consultants, Thank you for the opportunity to committee the proposed \$150 built Invisormental Impact Statement and for the attempt to consider the idea of meaningfully considering meaningful alternatives in the EIS process, including the study done by Trace ABM Tracendation bushins or the Main-Mark Stand Removed about normals.	
					No. 15 Copied process Central Conf. Contramental insects Statement (and 15 Copied process Central Conf. Contramental insects Statement (b) Copied process Central Copied process Central Copied Process Cent	
				Do not widen/no build	the most dangerous alternative. Thank you for all that IX:00T is doing to provide safe access and mobility options with multimodal networks woven into the thriving communities of the Austin region. Sincerely, No. Your Manual Control of the Austin Region Sincerely.	
					THEN AMERICA TOTALIA	
1853	Karen Kreps					
				-	Thought the National Environmental Protection Act required TAOOT to makeningfully consider meaningful alternatives, but that appears not to have been done in this draft 55. There is clear community support for both the NRTH-NSS and Reconsect Autor proposals, including various levels of elected efficials assist gTOOT to seriously consider meaningful alternatives. While set TI study was interesting, it in no way is a replacement for thoughput available, the NRTH-NSS and Reconsect Autority in the Electric TAOOT interest to provide any reasonable supported for they fund to meaningfully contribute the substractives.	As stated in section 2.25 of the Environmental Impact Datement (EID, TADOT in subject to the same procedural and substantive requirements as would apply if the responsibilities were carried out by the Federal Highway Administration (PMRN). As required by PMRN's regulations pertaining to actions evaluated under NEPA, the Capital Express Central project connects legical termini (LID
				NEPA	THE CONTROL OF THE CONTROL AND IT IT IT IT IS AND THE CONTROL IN T	As stated in section 2.25 of the Environmental Impact Statement (55), 1007 has participated in the National Environmental Notice A (10PR) assignment programs into 2014. Under the NPA assignment program, 1007 is a solites to the same procedural and statement requirements as word stignly in the requestablistic was centered only for her flower Mellyman Assignment procedural and statement in the National Environmental Impact Statement (55) and control of National Environmental Impact Statement (55) and control of National Environmental Impact Statement (55) and control of National Environmental Impact Statement (55) and control of National Environmental Impact Statement (55) and control of National Environmental Impact Statement (55) and control of National Environmental Impact Statement (55) and control of National Environmental Impact Statement (55) and control of National Environmental Impact Statement (55) and control of National Environmental Environmental Impact Statement (55) and control of National Impact
				Community alternatives	Please run the rigorous analysis found throughout thousands of pages of ES on the RelThink3S and Reconnect Austin proposals.	3.16.4. See Comment #4
1854	Karen McGraw		MyCapEx Website - Comment Form	Air Quality/Noise	Please consider air quality and other environmental impacts, including reduction in light pollution during INSS, during the foliare planning of INSS. Tracks are commissing cost already, Preside consider more/longer YIO TRICOS' lanes with sechnology that will output efferders jethed I see every time I drive INSS.), Please, please please don't miss this opportunity to move us into the future. The who has be be instructed plated the final course stated.	Saa Connest #34
					- There has to be something better than current stated	
				Water quality	Plan for better capturing, monitoring, and treating of water runoff so it, does't just find its way into our already burdened watersheds, streams, and lakes. Water is a precious resource in Teass and should be treated as such.	See Comment #125
				Public Transit / Multimodal Transportation	In addition, Texas must move beyond "one man, one cir" thinking and build in consideration for light rail or at least bus lanes that would move lots of people at a time.	See Comment #13
1855	Karen Mendoza		MyCapEx Website -	Do not widen/no build	Please do not expand DS in Audin. Pleasench continues to those that adding additional laines do not decrease traffic jams long term. The risks of more car accidents are not worth it.	Sas Connect #5
			MyCapEx Website - Comment Form		The risks of more car accidents are not worth it.	
				Business/residential displacement	Expanding lanes will cause displacements for local businesses and it will affect the Lady Bird Hoke and bike thail.	See Comment #21
				Air quality/noise	It will clause damage to the environmental damages with more cans on the roadsblas well as noise pollution.	See Commant #34
					Dair Chairman Bugg and Commissioners: Think you for recognizing that 135 through Audin is raw of the most compated making segments in the State of Teass. We are long overbur for a review of the 135 commissioners. As in the 1982 of the	See Comment #8
1856	Karen Reagan	2/7/2023	Email	General support	Social case parts arrough congruent reason. The proposed by an interest of the second congruent reason of the proposed by the Contract Congruent reason of the Congruent reason rea	
1857	Karen S		MyCapEx Website -	Do not widen/no build	The current plan is not community friently, INSS is an ugly scar dividing the city.	See Comment #5
			Comment Form			1

1				Reroute to 130	Before considering entering \$105, all through traffic should be moved to \$100. This could be achieved by eliminating the tolis. Second best would be eliminating talls on \$100 for all through trucks and requiring that they go arrand the only.	See Comment #3
				Bike/ped safety	Any retailing should include better and safer pedestrian and bike crossings and interactions, which the current plan does not include. Pedestrian and bike crossings should be wide, not crossing or mingling with traffic, NOT turnels (unsafe for most unarmed people), and pleasant and inviting.	See Comment #30
				Business/residential displacement	Before destroying local businesses and homes move as much traffic as possible out of the central city. Then reevaluate. The current plan is not good for Austin, will not be a safe route either on the readway or in the neighborhoods around it.	See Comment #21
1858	Karen Zhang	2/11/2023	MyCapEx Website - Comment Form	Business/residential displacement	Don't tear down West China Tea. Don't expaind 1-35, extra larnes do NOT help traffic issues.	See Comment #21
1859	Karina Gavin			Do not widen/no build	Making\$5 Program Manager Training Manage. In classify supplied that oppositions are one certal considerant in bulley's world. In classify supplied that oppositions are one certal considerant in bulley's world. In classify supplied that oppositions are one certain considerant in bulley's world. In classification of the considerant	See Comment #5
					Earn tired of having to take a fineway just to go to the grocery store. Austin is supposed to be a "outling edge" chy, but road expansions are a 50s idea as a result of car industry propagands. We are better than this.	
				Latent/Induced Demand	Research shows that road expansions – especially freeway expansions – only temporarily fix the problem. We have seen countries times across the country that expansions never solve the problem, they only make it worse.	See Comment #18
				Business/residential displacement	Homes and businesses demotished, communities broken apart, incredibly amounts of time, money, and resources poured into a project that ultimately only causes harm.	See Contrast #21
				Public Transit /	These and consistence deminded, commonitor business gast, recording reconstruct from, money, and memorans powed rises a project but dimindery any sound bears on the consistence of the	See Contrast #13
				Transportation	Buildings that can be tasked. It is stater, financially, for crities to linear in a basing sold to the control of the control	
				Community Alternatives	I OPPOSE ShDOT's plans for 1-35 and I OPPOSE expansion. I expect TxDOT, Austin City Council, and other representatives to stand up for me. And I support Rethink 35's plan. I hope you will listen to the people of section and root the removables that headle from this sensesion.	See Contract #4
					OF AUGUST AND TOOL TON COMPANY TOTAL TOTAL STORMAND.	
ID.	C N	Da R d	S	Topic	c	R p
1860	Karinne Berstis			Do not widen/no build	MultingSS Program Manager Tommy Streeps. Law a long time Author resident and strength oppose expending CSS. I would support a plan that creates more vaskable space, given spaces, and increases the sulling of the CSS contion, but the current plan does not need the law to his particulation.	See Commant #5
					does note of these to my satisfaction.	
				Latent/Induced Demand	The expansion will simply drive more traffic onto the high way rather then relieve congestion—this phenomenon is well documented in other cases. More lanes do not solve congestion.	See Comment #18
				Air Quality/Noise	Furthermore the destruction required for the expansion is westeful and creates more impenetrable ground cover, which is a growing concern with increasingly severe weather events.	See Correlat #34
1861	Karl Koebel	2/7/2023	Email	General support	Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested readway segments in the State of Texas. As this seriously outdated readway is often	See Connent #8
					Due Chairman Bugg and Commissioners: Thank you for recigning that I 35 through Audin is one of the most congulate roadway supports in the State of Tooss. At this seriously additional roadway is often control for the Min Dever of Tooss. At Tooss and though a seriously additional road way is often control for the Min Dever of Tooss. At Tooss and the register of the Min Dever of Tooss. At Too the Audin Too t	
1862	Karl Schafer		VOH	Do not widen/no build		See Comment #5
1862	Auf Schafer		VOH	Do not widen/no build	More of an effort should to minimize the impact of the I-35 redesign on Austin's existing neighborhoods. The current plans do almost nothing to address this obvious issue, which should be a major priority for any redesign of I-35.	Jan Contact #3
				Reroute to 130		See comment #3:
					In particular, much more should be done to reroute truck traffic along highways that do not travel through central Austin.	See comment #3:
					In addition, more serious environmental studies are required to study the impact of the proposed changes on local air quality (sep, fine particulates). In addition, more serious environmental studies are required to study the impact of the proposed changes on local air quality (sep, fine particulates).	See Comment #18
						See Comment #278 See Comment #225:
					In addition, more serious environmental studies are required to study the impact of the proposed changes on local air quality (eap, fine particulates).	See Comment #225:
1863	Karl Schmidt			Water Quality Do not widen/no build	in addition, more serious environmental studies are required to study the impact of the proposed changes on local air quality (eap. fine particulates). Expanding (-55 seems like an obvious greaty to please a presence that clearly never visits the city of Audito.	See Comment #25 See Comment #5
1863	Karl Schmidt			Do not widen/no build Racial justice	Explanding I-SS sectors like an obvious grainp to please a presence that clearly never varia the city of Austin. 1-35 was a beautifully executed racial separation device that has done the exact intention of chirding our city. As downtown clearly expands towards 185 it centainly seems the least side is the next forction of	See Comment #5 See Comment #3
				Macial justice	1-35 wis a besidfully exacted raises separation device that has done the exact infention of dividing our city, As downtown clearly expained, towards 1203 it certainty seems the east side is the next months or Assistance and the contractor of Assistance that superation of other rigins reserve sity.	See Comment #3
						See Comment #13:
				Multimodal	The options we need in this words are creative modes of transportation, alternative options to "enclosely portable leving count" that seems to be the only option that works out. If you line in Learning you can have a trans, their one laby on our repolity expending map. If we could encourage alternative methods to communing, better busses, trains, this enfectorizes, within grants, scooler options, people would have alternative and contractive and the country of the country options are contractive and the country options.	Deat Contrates #13;
				Transportation	take advantage of them.	
1						
					has advantage of them. And of people I talk to find an ormalis riding foliose tray work even do it alone. The ority option we offer to people is care, and it is classly not exchange one. Adding more kinns to 35 will only increase the width of the to cover of profile, while increasing the sudding of the historic east offs. People contains the options of other middles of transportation instead of deducting the history law accidence, we largy fail.	See Communit #50
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1864	Karly J Williams	1/24/2023	MyCapEx Website - Comment Form	Bike/ped safety		Das Comment #1
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			MyCapEx Website -	Bixa/pad safety Regional Connectivity Business/vesidential displacement	As of gagest into to the as unask-nday than the sent one do it also. The only option we differ to page to care, and it's classify or embraging cost. Abbit is more to 23 will any processe the width of the sent of the cost o	See connect #1
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1805	Karol Iruegas	2/12/2023	MyCapEx Website - Comment Form	Boarped safety Regional Connectivity Business/residential displacement Public Transit; Multimodal Transportation	As of gagest into to the as unask-nday than the sent one do it also. The only option we differ to page to care, and it's classify or embraging cost. Abbit is more to 23 will any processe the width of the sent of the cost o	See connect #1. See Connect #21
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	Katharina Styll	1/13/2023	Email	General support		Sec Comment #S
1874	Katharina Stoll	1/13/2023	bmail	General support	Dear Chairman Bugg and Commissioners: Thank you for recognizing that 135 through Austin is one of the most congested readway segments in the State of Texas, As this seriously outland readway is often collect the Main Street of Texas, as this seriously outland made and exist and the region of the seriously outland made and exist and the region of the seriously outland made and exist and the region of the region and immense growth we are experiencing in our great State.	Sax Comment #S
					Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request.	
1875	Katharine Gotimer		MyCapEx Website -	Do not widen/no build	Nulic.	Saw Correspont # 5
			Comment Form		Terms member of the Cherrywood neighborhood of Austin and writing to submit comments regarding the CapEx project. I'm a supporter of the upper deck removal but phase urge you to:	
					Thank you for your consideration. Kate Gctimer	
				business/residential displacement	Minimize the highway expansion into the Chirrywood neighborhood, which would impact my home and children's dayoure.	See Comment #21
				caps/deck plazas	Do not design third the Cherrywood segment in a way that precludes future capping/decking between Dean Keaton and Airport. Do not design third the Cherrywood segment in a way that precludes future capping/decking between Dean Keaton and Airport.	See Comment #42
					Do not design/build the Cherrywood segment in a way that precludes future capping/decking between Dean Keston and Airport.	
1876	Katharine O'Kane	V90.000	M.	business/residential displacement	Phase do not expant 15 in 2025. We have the local businesses and if they were disclosed if would be a reserve harm to the local economic local confuers, and local economics.	See Comment #21
			Cap	Reroute to 130	Please focus on the expanding highways outside of the center of the city like 130 - there is absolutely no reason to add additional larnes that out through the middle.	Seconner(5)
			Ex We	Heroute to 130		
1877	Katharine Sucher			Community alternatives	Mr TXDOT TXDOT, Helia,	See Comment #4
					PLEASE know that contribuents oppose expanding LSS and want you to explore alternatives such as Reconnect Austin and RethinkSS.	
				Latent/Induced Demand	All orban planners and experts know that expanding highways does not reduce traffic congestion (just look at the Katy intendate in Houston) and in fact INCREASE congestion due to Induced Demand.	See Comment #15
				Public Transit / Multimodal	I have lived in Austin in 2019 and want it to be my forever home. Selfs, pleasant, bleable and pedestrian friendly infrastructure will go a long way towards making that happen.	See Comment #13
				Transportation		
1878	Kotton	2/11/2023	MyCapEx Website -	Business/residential displacement	I value next China teahouse and if the highway is expanded it will be decimated!	See Comment #21
	ne	,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,	Comment Form			
1879	maier Motherine E				Making Rangu Wanger Yang-Rang	Sec Comment #53
1879	nwmenne dricksen	1			Maintain Segment Message Tempor Segment (Pempor Segment Segmen	
				Climate change	New been proven again and again not to worn. Austin should be a rational leader in climate solutions, and this expansion gives us no closer to that vision. 1 expect 1000/1, such 100/9 counts, of our officer representatives to start up for me and our Austin community and our community and opposite sequence this expension.	
		1				
		1		Public Transit / Multimodal	A public transit-first project could transform and invigorate Austin's economy and communities.	See Comment #13
				Transportation		
				Do not widen/no build	M TDDT TDDT,	See Comment #5
					In 600T ACCE. 10.00.	
					economically production interception regions, and go against the Safe System Approach. Expand IH 35 and deaths and requires will continue to happen. That is a fact that calmed the disposal. I was not incomed by transportation that I decided a service of the safe of the	
					2-7 januar agent or gas a refuse of the first of an approximation of the first of a possibility of the first of a possibility of the first of a possibility of the first of a possibility of the first	
					11HD2C.3 transportation improvements would be albedulatly amazing, giving people OPTICNS, giving people SAFE passage, and giving people their time back to be PRCDUCTIVE (either working on the train, riding their biass and getting exercise). WARE-UP TXDOTE This is not the 1950s. Get into the 21st century and implement what we know this region needs and it is not more highway lanes.	
1880	Katherine Kam					
				Latent/Induced Demand	I grew up in Austin and have watched with every highway expansion (US 183, Mopac toll lanes, addition of SH 45 and SH 130, SH 71, etc) that traffic congestion just comes back. Look at US 183-now under	See Comment #18
					I giver up in Austin and have waith-net with every highway expansion (IS 183. Mopus bil lanes, addition of SP 45 and SP 13.0, SP 11, etg that traffic congestion just comes back. Look at LS 183-now under expansion yet again. Why does build congestion comes back because wide with extensive, that people have been beging for such as a subject common and expensive such as a few traffic congestion comes back because wide wither who when beging for such as a subject common and expensive such as a few traffic congestion common back because wide wither who when beging for such as a few traffic congestion comes back because with a lateral resolution of the such as a few traffic congestion comes back because with a lateral resolution of the such as a few traffic congestion of the such as a few traffic cong	
				Burn/turnel	3) Decress IH-35 through Audin so that the east and west can reconnect again- a lin ear such for walking, biking, and low speed electric whicies.	See Comment #25
				Day/arms	A programme in and an incomplete region in the contract angular in an internal part con manning, coming, and other species executive ventices.	
ID ID						
	C N	Da R d	5	Topic		~~
	C N	Da R d	s	Regional Connectivity	What should be done with that money instead? 2 Fund high speed passenger rail between Datias-Fort Worth-Austin-San Antonio to augment Houston-Datias rocks), preferably with margies, which is the better, safer schrology in or rais of derailment, feater, and can have sharper curves and bigher stopes, an needed, 2 Fund regional commuter rail trains between Georgebone and San Antonio to help	See comment #1
	C N	Da R d	5	Regional Connectivity	What should be done with that money instead? 3,1 hand high speed passenger and between Datase Port North-Austra das Actions to be agreen if housen-distillar sonals; preferably with margine, which is the haller, while hardingly price of detailments, falser, and can have integer sones and algor sones, as reading, 3,7 hard regional communic and trains between Europeans and San Antonio to hope and account of the sone account of the sone and account of the sone account of th	for connect #1
	C N	Da R d	5	Regional Connectivity	What should be done with that money instance? 3.1 fixed high speed passenger and between Dallace for Worth-Austra Sam Actions to be agreened throaten-Challace recks) preferably with margine, which is the batter, said sectioning provised documents, faces, and can have alwayer cores and higher stopes, as needed; 3,1 fixed regional communities rail trains between Europeans and Sam Antonio to Noly workers access employment and not fixed to drive just drive that their time storage as:	Second 41
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1881	C N	Da R d	5	•	workers access employment and not have to drive joed risk their fives doing up. The unding fully to oppose the expension of 15% 1 live on the East Side middows. The unding fully to oppose the expension of 15% 1 live on the East Side middows. The unding fully to oppose the expension of 15% 1 live on the East Side middows. The unding fully to oppose the expension of 15% 1 live on the East Side middows. The unding fully to oppose the expension of 15% 1 live on the East Side middows.	
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1889						
	Kathryn Anderson		MyCapEx Website - Comment Form	Public Transit, Multimodal	About the LSS changes Please have a lane in both directions dedicated to buses. Please have on- and off- ramps dedicated to buses.	See Comment #13
1				Transportation		
				Water quality	Phase make sure that no drainage goes into our lake. Thank you.	See Comment #125
				Air quality	Plases incorporate more frequent measures of air quality.	See Comment #558
1890	Kathryn Arnold			Do not widen/no build	About to Company of more through inflammation of or quality. Annually Shanges the end between the proof process. Annually Shanges the end between the proof proo	See Comment #5
					I've love in Audin my develope in and have seen many charges, not all of them burerable. We have an opportunity here to have a positive impact on the city and we should not squainder it by expanding CDs. There is no reason to think this will improved in Audin my control of money for a monosubtion is burdenous. I support development that puts people and the enterminent first, not cast.	
					Katteys Arnold	
				Public Transit / Multimodal Transportation	More mass transit. Fewer highway lanes using up valuable space in town.	See Comment #33
1891	Kathryn Flowers			Air Quality/Noise	Mr TADOT TADOT, Dear TADOT,	See Corresent #34
					The writing in regard to the 135 expansion project. I am concerned and dismayed with plans to move forward on a significant expansion. In addition, this highway expansion is worse for the envisonment - our air, the aquifer, and other important natural features. Move pavement and built environment will not achieve those goals, which are shared by most Austin residents.	
					is product, that righting expension is not the factor of the control of the contr	
				latent/induced Demand	Expansion of histhware is covern to induce demand, and will make Austin more deniences.	See Comment #13
				Do Not Widen/No Build	Car crishis will increase and sedestriains and ocidist will be in further dataser. Every death due to a traffic crisish is an unnecessary one.	See Control 4.5
				Public Transit / Multimodal Transportation	I don't want to use I-35 now, and I won't want to use it when it expands. I want a walkable, bikeable, LINEABLE chy	See Comment #13
				community alternatives	would like TxDOT to invest money in a full study of alternatives proposed by Pathint-SS and Reconnect Austin. Those are community supported alternatives with significant support.	See Comment #4
1892	Kathryn Goodwin			Do not widen/no build	MobilitySS Program Manager Tommy Abrego,	See Comment 45
					Lam opposed to the expension of this 55 through Central Austin including my neighenhood from Dean Keeton to US 200.1 almost rever use INSS for my local trips. Less local roadways which are often not crowded even during rush hour. I am applied by the amount of large through the control and the provided in the plant and applied by the amount of large through the control and the provided and the plant and the provided and the plant and the provided and the plant and the provided and the plant and the provided and the plant and the provided and the plant and the provided and the plant and the provided and the plant and the provided and the plant and the plant and the provided and the plant and the provided and the plant and	
					highways that go through the center of their city. We can do it too. Texas has a real opportunity here to join other cities in creating an abarrative to videning an intenstale highway which should never have gone through Austin in the first place.	
				Latent/Induced Demand	History has shown that expanding an easturing highway creates more traffic.	See Comment #15
				Reroute to 130	Seven percent of the traffic is a lot and these trucks could go around Austin on Highway 130.	See connent #3
				Business/residential displacement	While I applied taking down the upper deck I am against widening the IH35 highway and destroying around 100 buildings including a day care center with 200 students and numerous homes near where I	See Comment #21
					he.	
4001	Market Acade (11011			Ne Committés
1893	nwthryn Goodwin		VOH	Do not widen/no build	Attended the public meeting held by TICht at the Millerium Complex. While I am in agreement that the Upper Deck between Manor Road and US 200 should be term down, I am against the violening of IH 35 between Revealed Drive and US 200.	DAM CONTROLL #3
	1					
	1		1	Reroute to 130	13 win the area close to £36th 1,2 Street, and have lived there for over 40 years. I use the local portion of th 35 less than 5 percent of the term. I take local readways and find they are not usually crowded even during rush hour. I am appealed by the large commercial trucks on 14 35 during during the late alternoon and evening. They are 7 percent of the traffic that is a lot. They could galacted Highway 130.	See comment #3;
				Business/residential displacement	am totally against widering the highway through central austin which would destroy about 100 buildings including a day care center for 200 children. Surely TXDxt can join other large crises in the US who	See Comment #21
					tore down a large highway through there inner cities. Please join them.	
1894	Kathryn McArdle		MvCapEx Website -	Do not widen/no build	Intrily oppose the planned expension of ISS through Assin, including (but not limited to) the section between MLX and Airport Boulevants, for many reasons, but in light of this environmental impact study, I will book have on environmental harms.	See Comment #5
			Comment Form		will focus here on environmental harms.	
				Air Quality/Noise		
				Air Quality/Noise	Several pietr evolveed accidents studies have shown that adding fames to highways only service to increase new traffic, adding congestion and - importantly for this environmental impact study - vicinism air and water plotform and adds carbon missions. There is just no weighted adding seeks to 15% is good for the environment. Any plans to aller 15% should be done in ways that MPMOVE the environment, not vicinism. It is allered as the confidence of the environment of	See Comment #34
					worsen it, and improve options for non-car traivel in and around Austin.	
					correct support the current proposal for the restructuring of 1.55 through Central Austin. It does to do enough to enhance the lives of citizens who live in the area adjacent to the project. Quite the opposite,	See Comment #5
					accommodated and production have less contributed by refrincing to the contribution of	
					I spens much of my committed just to the group of the laws our neighborhood. Taking one more access away well exceed the problem even further. Specifically, mis proposal actually observed accesses the safety of enforming and esting my neighborhood and the specific control of the specific contr	
					neighborhood for 23 years). Removing the Fermood RL access point will only increase the pressure on the Bentwood RL access point which is already hazardous for both entering and extending the neighborhood due to traffic increasing their speed as they were the Foreign point of the National Fermond for Algorithm of the Control of the National Fermond for Algorithm of the Control of the National Fermond for Algorithm of the Control of the National Fermond for Algorithm of the National F	
					Load for agreement product for the sectionary of \$1.55 mays (Control Audio, 1, to an	
					on Airport Blvd from I 35 to Aldrich St during rush hour. This effectively cuts off all access to the Delevood 2 neighborhood at that time.	
				Do not widen (no heild		
				Do not widen/no build	The Fermion Relationship of access point fermions on the paint. It have suggested of access point of the paint is have suggested of access point of the paint. It have suggested of access point of the paint is not paint of the paint of the paint is not paint of the	
				Do not widen/no build	The Primition Office access point removes over all those many variables of access, the merging of shafes to be right on the trotage and in order to be imagify on dischards and modification that, This affords one included and is also hashards as positionated to a variety of a memory of a removal that and is an hashards are positionated to a variety of a removal of a contract of an admissing femalism of the shafes and an admissional and a variety of a removal of a contract of a variety of a removal of a contract of a variety of a variety of a removal of a contract of a variety of a var	
1895	Karthy Bolatorff		MyCapEx Website -	Do not widers/no build	In Anyther to the man as electric and carrier (any control or anyther	
1895	Karthy Bolstorff		MyCapEx Website - Comment Form	Do not widen/no build	The feedings office scales point remotes on one of flower early sendable advances. For reciping of a finite bit way and on some bits in right on finite bits region of the bits right on finite bits region of the bits right on finite bits region of the bits right on finite bits right	
1895	Karthy Bolstorff		MyCapEx Website - Comment Form	Do not widen/no build	The residence of a scalar point resource and of flows leavy available of datase, leav available of datase, leav available of datase, leav available of datase, leave available of datase, leave available of datase, leave available of datase, leave available of l	
1895	Karthy Bokstorff		MyCapEx Website - Comment Form		water gas oning the registration. In the past, I have appeared and facilities an advantage framework to and destinated that advantage the registration of the registration of the destinated that advantage framework to a reflection of the registration of the registrat	
1895	Kartry Bokstorff		MyCapEx Website - Comment Form	Do not widen/no build Community alternatives	water gas oning the registration. In the past, I have appeared and facilities an advantage framework to and destinated that advantage the registration of the registration of the destinated that advantage framework to a reflection of the registration of the registrat	See Comment # 4
1895	Karty Boksorff		MyCapEx Website - Comment Form		The research of access point reviews and of flows leavy available of laws, leavy available of la	
1895	Karby Bolstorff		MyCapEx Website Comment Form	Community athernatives	water gar owing the registration. In the past, I have appealed and the business from a solicitude from give and sear connecting fermional file and destinated from a requirement of the search of the	See Comment 44
1895	Karby Bolsoorff		MyCapEx Website - Comment Form	Community atternatives Defisions	water (per condition) and exploration. In the part, I have appeared and foundated have advicated from great have connecting fermional flat and destrood that are traveled for the resignation of the supplementation of the supplemen	Sex Contract 44 Sex Contract 4344
1895	Kathy Bolsoorff		MyCapEx Website - Comment Form	Community athernatives	water gar owing the registration. In the past, I have appealed and the business from a solicitude from give and sear connecting fermional file and destinated from a requirement of the search of the	See Comment 44
1895	Karby Bolstorff C N	Da R d	MyCapE+ Website - Comment Form	Community atternatives Defisions	water (per condition) and exploration. In the part, I have appeared and foundated have advicated from great have connecting fermional flat and destrood that are traveled for the resignation of the supplementation of the supplemen	Sex Contract 44 Sex Contract 4344
1895	Karby Bolstorff C N	Da R d	MyCagEx Website - Comment Form	Community atternatives Defisions	water gar owing the registronics. In the past, I have agreeded and for business from a solicitude from gain and interest controlled for the selection of the se	Sex Contract 44 Sex Contract 4344
1895	Kerby Bolstorff C N Kerby Carr		MyCapE+Website - Commert Form S Ernel	Community alternatives Collected Enterprise Connectivity Represented to 130	water (per so deligh ear in split before). In the support of an internal to a solicitude from give that is connecting fer invested to the deliberation flat and selected from a result great product of the selected flat and select	See Comment 4 See See Comment 4
1895	Kartry Bolsnorff C N Kartry Canr	Di R d	MyCagEx Website - Communit Form S Email	Community alternatives Defected East/West Connectivity Low	water (per so deligh ear in split before). In the support of an internal to a solicitude from give that is connecting fer invested to the deliberation flat and selected from a result great product of the selected flat and select	See Comment 4 See See Comment 4
1895 1596	Karby Belatorff C N Kerby Carr		MyCapfe Watesia - Communit Form	Community alternatives Collected Enterprise Connectivity Represented to 130	water gar solving the registration, the registration of the control to a control to provide the control to a control to provide the control to a control to provide the control to a control to provide the control to a control to provide the control to a control to provide the control to a control to provide the control to a control to provide the control to the con	See Comment 4 See See Comment 4
1895	Karby Beholerff C N Karby Caer		MyCagés Website Comment Form 5	Community alternatives Collected Enterprise Connectivity Represented to 130	water (per so deligh ear in split before). In the support of an internal to a solicitude from give that is connecting fer invested to the deliberation flat and selected from a result great product of the selected flat and select	See Comment 4 See See Comment 4
1890			MyCapE+ Wester Commer Form	Community alternatives Delected East, Wase Conventity Type Personal to 130 General support	water (per soul date or short yet an eighborhoot. In the year, I have eighborhood and soul to an explanation of the soul desired and soul explanation of the soul per soul per soul yet an explanation of the soul per soul per soul yet and soul per	San Comment # 344 San Comment # 344 San Comment # 500 R
1899 0 1899	Kuthy baleoff C h Kuthy Guir		MyCagif-: Website - Commert Form 5	Community alternatives Collected Enterprise Connectivity Represented to 130	water (per soul date or short yet an eighborhoot. In the year, I have eighborhood and soul to an explanation of the soul desired and soul explanation of the soul per soul per soul yet an explanation of the soul per soul per soul yet and soul per	See Comment 4 See See Comment 4
1890			MyCages Weister Community Form	Community alternatives Delected East, Wase Conventity Type Personal to 130 General support	water (per soul date or short yet an eighborhoot. In the year, I have eighborhood and soul to an explanation of the soul desired and soul explanation of the soul per soul per soul yet an explanation of the soul per soul per soul yet and soul per	See Comment #344 See Comment #354 See Comment #350 R. p See Comment #3 See Comment #3 See Comment #3
1890			MyCagEs Website. Commerc Form S Email	Community alternatives Delected East, Wase Conventity Type Personal to 130 General support	water gar solving the registration, the registration of the control to a control to provide the control to a control to provide the control to a control to provide the control to a control to provide the control to a control to provide the control to a control to provide the control to a control to provide the control to a control to provide the control to the con	See Comment #344 See Comment #354 See Comment #350 R. p See Comment #3 See Comment #3 See Comment #3
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1595			MyCage*, Website Comment Form 5 Email MyCage*, Website Comment Form	Commonly alternatives Collecció EssayNess Connectivity Teste Remonle to 130 General support On not exidan/no build	water gas value price may be a part of the segment and the desired and the segment and the segment and the section of the segment and the segm	See Comment 4:4 See Comment 6:20 See Comment 6:20 See Comment 6:30 See Comment 6:30 See Comment 6:30 See Comment 6:30
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1595	kathy garland		S Email	Community alternatives Defenced Early West Connectivity Tests Remark to 130 General support On not widen, this build Plannack to 130 On not widen, this build	water (per send) for a registration, in large or programs in the send per s	See Comment 4:3 See Comment 4:3 See Comment 4:3 See Comment 4:5
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1890	kathy garland		S Email	Community alternatives Defenced Entitlement Community Tests Resource to 1320 General seggent Do not widen/wis-build Persouls to 1330 Can not widen/wis-build Persouls to 1330 The security of the se	water (per send) for a registration, in large or programs in the send per s	See Comment 4: 3 See Comment 4: 34 See Comment 4: 3
1897 1897	Nathy garland Kathy L. Jackson		S Email	Community alternatives Defenced Entitlement Community Tests Resource to 1320 General seggent Do not widen/wis-build Persouls to 1330 Can not widen/wis-build Persouls to 1330 The security of the se	water (per soning the registroctmock in the peak I, have signoted and busined they a existed registroctmock and an extended from the registroctmock and the regi	See Comment 4: 3 See Comment 4: 34 See Comment 4: 3
1897 1897	Nathy garland Kathy L. Jackson		S Email	Community alternatives Defenced Entitlement Community Tests Resource to 1320 General seggent Do not widen/wis-build Persouls to 1330 Can not widen/wis-build Persouls to 1330 The security of the se	water (per send) for a registration, in large or programs in the send per s	See Comment 4: 3 See Comment 4: 34 See Comment 4: 3
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				Caps/Deck Plazas	Largic apply locks, not mare stockes, are importable if the highway's convert fordpoint down not significantly shreek. A fall from Central Dock is preferrable to otherwise, which are unlikely to be used for purposes order than thread.	Sec Comment #42
1900	Kathy Smith	3/6/2023	MyCapEx Website Comment Form	General Support	twiths in support of the 155 Capital Express Central dissign as prepared by TuDOT. Think you for pure desictation to serving the orbitises of Fassa.	Set Connect 45
1901	Kati Schoessel	1/24/2023	Email	General support	One Charmon being and Commissioners Thank you for integriting that 135 foreign hapt in a real of the most congraind enablesy segments in the State of Texas. As this seriously unlitted mankey is when could be the state of the most congraind enablesy segments in the State of Texas. As this seriously unlitted mankeys of the could be the state of the most congraind enablesy segments in the State of Texas. As this seriously unlitted mankeys of the state of the	See Comment of B
1902	Kati Schuessel	2/8/2023	Email	General support	Due Clasman Bag and Commissioners: Than you for recipiting filed 155 through Audin is one of the most congulant making supports in the State of Fease. As this serious political making is officed in the State of Fease at Tenses should call for but and decide action to terriform this critical switch of infrastructure into a reckepyth and accommost that has political immunities grown as are operationally accommost to the state of the	See Comment 49
					email by missake. Email is not guaranteed to be secure and could be corrupted, lost, deerbyed, incomplete, or contain viruses. AQUILA Commercial, LLC does not accept tability for any errors or ornisions.	
1903	Katie Douphrate	1/30/2023	Email	General support	The Channel begins of Commissions in New york or required feel by \$5 trends in one of the contract combine specified in the \$5 \text{ contract or point or the \$6 \text{ or \$1 \text{ contract	See Comment of B
1904	Katie Howard			Do not widen/no build	Makings Program Manager Tommy Alongs. Jean against the VTS expenses through Assini. Expending highways does not work. I would much nother see a businessed through bown or expension of public transportation.	See Comment 45
				Business/residential displacement	Expanding 35 will force local businesses to close and I am opposed to that as well. I expect TxXXT, Austin City Council, and other representatives to stand up for me.	See Commant #21
					Mobility35 Program Manager Tommy Abrego, I am a resident of the Reserved community and I sincerely OPFOSE TuDOT's plans for I-35 and I OPFOSE expansion.	See Comment #5
1905	Karie Mette			Do not widen/no build	Making 5 Program Manager Transmit Adaps: Making 5 Program Manager Transmit Adaps: Making 5 Program Manager Transmit Adaps: Making 5 Program Manager Transmit Adaps: Making 5 Program Manager Transmit Adaps: Making 5 Program Manager Transmit Adaps: Making 5 Program Manager Transmit Manager	
				Public Transit / Multimodal	I want our two girls to grow up in a neighborhood, not a congested, construction zone. We ride the buses and the train, and would love to see the city put more efforts towards public trainsit that can help local	See Comment #13
1908	Katie Orr	3/7/2023	Email	Transportation Community Absorbing	residents around the city.	See Comment #4
1906				Community (ASSETSEDANCE	Making 25 Program Manager Transp Strags. My sears is a fast, it as a resident of Austin. You fill organs the appeals of 35. Transferring on shreety an order city into one went less welfable is a message to the day of Austin that it values CMS over PSOLE. Expending the Tripless Mess LESS consolishes, or commonly and more belieff, it does the set to the in a city where These to can be retrievable for loss tips. It is not want to their with 25 years of contribution for readjoint confident There is adjugated, alternative to the contribution of the set of the set of the set organic disory places. It is not want to share in the 35 years of contribution for readjoint confident There is adjugated, taken it provisions to the set of the set organic disory places. It is not want to share in the 35 years of contribution for readjoint confident There is adjugated, taken it provisions to the set of the set organic disory places. It is not want to share in the 35 years of contribution for readjoint confident the set of the set o	
1907	Katie Spence	3/6/2023	Email	Bike/ped safety	In ECOT LOCK. Expending LSS will done by large more half-card compation to control Austin. That reserv more politican too, Ne have seen this in action in the alternated of the LSD expension in Katy, TX. This project should instead have a goal of making Austin more workfolds and the Baltis. Please use Recorrect Austin and RetrinkSS is study changes to 25 that could be made that would leasen the Balt impacts of expension.	See Commerce #20
1908	Katie Vignery	i con parece		Do not wider/no build	halls. If an intig it species any concerns about the latest version of the proposal 155 expension plan. The about a first in the species and the latest version is the proposal 150 expension plan. The about a first in term to fit Times represent the most current exempts, which reveals that about most about document exemption. I would strongly encourage 1507 to revise the current plan to reflect current exemptional findings. This approved plan is exementably the latest in the current out. I encourage 1507 to select the rop at least to 250 fact.	See Comment #5
				Reroute to 130	I also strongly encourage TACOT to consider requiring trucks to use Texas 230. Reducing or eliminating tolls is a sensible step toward making this option more palestable to truckers.	See comment #3
1909	Katrina Fairlee			Do not widen/no build	N LOCE TOCK: As no let a support of the current 15 separation plan. I reagen it a effect on hadron's value and will be register. For some sees a new lightney fix traffic issues, it just allows for more case and more compassion. Audio should be looking transmit allowed as the current of the	See Commant #5
				Business/residential displacement	It will worsen truffic, displace business and homes, and discourages alternatives to driving. Audit subsold not add more concrete in the ISS condor.	Sea Comment #21
1910	Katrina Meredith	2/20/2023	VOH	Business/residential displacement Community Engagement	A will extent triffic, digition business and forms, and discourages alternatives to driving. Audio should not said more concrete in the 135 contidor. Discrete Missions a recentive and 15/55 inventibility.	See Comment #21 See comment #200
1910	Katrina Manedith Katrina N	2/20/2023	VOH	Community Engagement Laters/Induced Demand	And except selfs, deplan business and home, and discovering alternatives to driving. Audio should not self more concrete in the 125 consider. Constitutes Alliance executions and MSS recentains Manages From Security Constitutes. Manages Manages Transp alongs From your Constitutes. Manages Manages Manages Index of the Constitution of the Constitution Impacts, particulate number positions from the water. Set failure of almost all high-way operations, the success of feecang manages, and to braid mortalized for the self-	Sei commet #300 Sei Commet #38
1910	Katrina Maredith Katrina N	2/20/2023	VOH	Community Englagement Laters/Induced Demand	It will warrant brille, displace business and branes, and discourages alternatives to shring. Audits should not add more conceive in the LSS contidor. Described Missions evenuation and MySS evenuation Mission SS Program Manager Tomay Surger. Mission SS Program Manager Tomay SS Program Manager Tomay SS Program Manager Tomay SS Program Manager Tomay SS Program Manager Tomay SS Program Manager Tomay SS Pr	
1911	Kadona N Kady Atsias	2/20/2023 3/7/2023	VOH Email	Community, Englagment Later (Induced Common) And Quality Process And Quality Process And Quality Process And Quality Process And Quality Common descriptions of the second common description of	Obsertions Allocate a execution and formation of informations information info	See Comment #34 See Comment #34 See Comment #34
1911	Katrina N			Community Englagement Laters/Induced Common And Quality/Tomas And Quality/Tomas And Quality/Tomas And Quality/Tomas Do not wides/Not build	In all orders withs, deplots business and forms, and discussings informations to driving. Audion should not add more encorate in the 155 contribe. Discretion Riskins a resemble and MySS or resemble. Manual Shapes biologic from Single. Manual Shapes biologic from Single shapes biologic from	See Comment #5 See Comment #5 See Comment #5
1911	Kadona N Kady Atsias			Community, Englagment Leater, Frincisco Demond	del arcene solitic, deglares because and forms, and discurages informations to driving. Autor should not add once concrete in the 155 contain. Constitutes Allance a execution and MySS executions. Management for the property forms, Program. Management for the property forms, Program. Management for the program forms, program. Management for the program forms, program. Management for the program forms, program. Management for the program forms, program. Management for the program forms, program. Management for the program forms, program. Management for the program forms, program. Management for the program forms, program for the program for the program forms, program for the program forms, program for the program forms, program for the program for the program forms, program for the program forms, program for the program forms, program forms, program for the program forms, program for the program forms, progr	See Comment #34 See Comment #34 See Comment #35 See Comment #34 See Comment #35 See Comment #36 See Comment #36
1911	Kadona N Kady Atsias	3/7/2023		Community Englagement Laters/Induced Common And Quality/Tomas And Quality/Tomas And Quality/Tomas And Quality/Tomas Do not wides/Not build	In all orders withs, deplots business and forms, and discussings informations to driving. Audion should not add more encorate in the 155 contribe. Discretion Riskins a resemble and MySS or resemble. Manual Shapes biologic from Single. Manual Shapes biologic from Single f	See Comment #5 See Comment #5 See Comment #5
1911	Palmy Adelan Fany Adelan Fany Mallock	3/7/2023 Du R C	Ernati	Community, Englagement Laters/Induced Demand And Quality/Entered And quality/Climate change Do not widen/to-boild And Quality/Climate change Community Advanced And Quality/Climate change	And orders withs, deplote business and forms, and discourage alternatives to driving. Autor should not add more encourage in the 155 contribe. Discretized Riskins a research well MySS or research. Manual Shapes bloomy from young, and the property forms from young, and the property forms from young, and the property forms from young, and the property forms from young, and the property forms from young and young forms from young and young for the property forms from young forms from young forms from young forms from young forms from young forms from young forms from young forms from young forms from young forms from young forms from young forms from young forms from young forms from young forms from young forms from young forms from young forms from young for young forms from young forms from young forms from young for young forms from young from	See Comment #30 Date Comment #30
2012 2012 0 12014	Kadona N Kady Atsias	3/7/2023		Community Englagement Laters/Induced Darsond An Quality/Tonsed An Quality/Tonsed An Quality/Comete change Do not widen/no bodd An Quality/Comete change Community Advantage And Quality/Tonsed Laters/Induced Regional Connectivity	Authorized Policy Services and Teach, deplicate business and Teach, and Discussings informations to delivery a service of the ICS contain. Discussion Allicence and containing with Study's revenibles. Maniput Services Institute of the ICS containing with Services and the Services of Teaching Services. Maniput Services Institute of the Services Institute Services Institu	See Comment #18 See Comment #28 See Comment #24
1911	Palmy Adelan Fany Adelan Fany Mallock	3/7/2023 Du R C	Ernati	Community Engagement Laters/Induced Extransi And Quality/Induced And Quality/Induced And Quality/Induced And Quality/Induced And Quality/Induced And Quality/Induced Do not widen/the hold! Do not widen/the hold! Do not widen/the hold!	And interest which, deployes because and forms, and discussings informations to driving. Audio should not sell more concrete to the 155 contain. Construction Miscose e-executions and flydiss recombined. Miscoling Singers because it from you driven. Miscoling Singers because it from you driven. Miscoling Singers because it from you driven. Miscoling Singers because it from you driven the sell grown in the second of freeze your control of the second of freeze you control or the second of freeze you control or the second of freeze you control or the second of freeze you control or the second of freeze you control or the second of freeze you control or the second of freeze you control or the second of freeze you control or the second of freeze you control or the second of freeze you control or the second of freeze you control or the second or freeze you control or the second of freeze you control or the second or freeze you control or the second or freeze you control or the second or freeze you control or the second or freeze you control or the second or freeze you control or the second or freeze you control or the second or freeze you control or the second or freeze you control or the second or freeze you control or the second or freeze you control or the second or freeze you control or the second or freeze you control or the second or freeze you control or the second or freeze you control or the second or freeze you control or the second you contr	See Comment #33 See Comment #34 See Comment #34 See Comment #35 See Comment #35 See Comment #36 See Commen
2012 2012 0 12014	Palmy Adelan Fany Adelan Fany Mallock	3/7/2023 Du R C	Ernati	Community, Englagement Leater (Induced Command And Quality Process And Quality Process And Quality Process And Quality Process And Quality Process And Quality Process And Quality Process And Quality Process And Quality Process And Quality Process Inguined Command Advanced Do not widen/not build	Obsertions Nilstonia e-execution and MoSS executions Manages Stranger Transport Transport Stranger Transport Transport Transport Stranger Transport Transpo	See Comment #34 See Comment #34 See Comment #35 See Comment #36
2012 2012 0 12014	Palmy Adelan Fany Adelan Fany Mallock	3/7/2023 Du R C	Ernati	Community Engagement Laters/Induced Extransi And Quality/Induced And Quality/Induced And Quality/Induced And Quality/Induced And Quality/Induced And Quality/Induced Do not widen/the hold! Do not widen/the hold! Do not widen/the hold!	And interest which, deployes because and forms, and discussings informations to driving. Audio should not sell more concrete to the 155 contain. Construction Miscose e-executions and flydiss recombined. Miscoling Singers because it from you driven. Miscoling Singers because it from you driven. Miscoling Singers because it from you driven. Miscoling Singers because it from you driven the sell grown in the second of freeze your control of the second of freeze you control or the second of freeze you control or the second of freeze you control or the second of freeze you control or the second of freeze you control or the second of freeze you control or the second of freeze you control or the second of freeze you control or the second of freeze you control or the second of freeze you control or the second of freeze you control or the second or freeze you control or the second of freeze you control or the second or freeze you control or the second or freeze you control or the second or freeze you control or the second or freeze you control or the second or freeze you control or the second or freeze you control or the second or freeze you control or the second or freeze you control or the second or freeze you control or the second or freeze you control or the second or freeze you control or the second or freeze you control or the second or freeze you control or the second or freeze you control or the second or freeze you control or the second you contr	See Comment #34

1916	Kevi Laud			Public Transit / Multimodal	What Austin needs is more public trends and a toliffice beass for 135, not even more laines putfind through town.	See Comment #13:
				Transportation		
			-	Latent/Induced Demand	Highway traffic will simply expand to fill the new capacity.	See Comment # 10:
				Air Quality/Noise		See Comment #34
					Highway notice ablatement obtainings - as a resident of the Tives Chreen Condominum community, at 1204 Maniposa Driee, Austin TT, 18704, vibuated on the west side of the proposed by 55 right of-way and was foreign and between Woodman and Other Divests, I are requesting that the project account for and malertain the request of roles agenerated by proceeded by 15 registed one neighborhood. Prises add appropriate measures, and counting between the count obscined by the register of received by the register of	
				Construction	Construction persists persists and substrian abstragant as a resistent of the Travis Crean Conference on community at 1904 Maniposa Drive Justice TV 78704, situated on the west side of the represent HASS.	See Comment #178
					right of-way and new frontage road between Woodland and Ottorf Streets, I am requesting that construction activities involved with the project be done in a way that negates or at least minimizes potential impacts to our buildings and residents within. Vibration from road cutting into the surrounding bedrook could cause foundation settlement, cracking of building finish materials, and other related damages.	
1917	Kay Condran		MyCapEx Website - Comment Form		Please ensure measures are taken in advance of the project's construction to address these concerns.	
			-	Water Quality	Sternwater and erosion control - as a resident of the Travis Green Condominium community, at 1304 Mariposa Drive, Austin TX, 78104, situated on the west side of the proposed H-35 right of-way and new	See Comment #125
					Elementar and evalues control - as a resident of the Teach General Constructions community, at 120-148 (e)quals, Davis, Marin N. 17.1576, stated on the vest side of the proposed 15-55 right of very post page 16-24 (e) to recommend the control of the proposed 15-55 right of very post page 16-24 (e) to recommend the control of the contr	
					35 / fortidge road design, and construction to be designed as the construction of the	
1918	Kay Morri	3/7/2023	Email	Do not widen/no build	mon the michaele imperiods once of the expension in-35 wideling project in on an earlyborhood. Mr hoof hooft,	See Comment #5
1920	Pay mun	3/1/2023	Linai	DO NO. WILMING DUILU	Expanding will only make things worse. Thank you.	Jen Contract PS
1919	Kayla Burgess	1/31/2023	MyCapEx Website -	Regional Connectivity	Lam in favor of the railroad to Austin.	See comment #1
			Comment Form			
1920	Kaytynn Parks	3/7/2023	Email	Do not widen/no build	Mobility35 Program Manager Tommy Abrego,	See Comment #5
					10 years of construction for just a few years of congestion relief is NOT worth it. The environmental damage must be considered	
1921	Kaysie Blersch	3/7/2023	Email	Do not widen/no build	Mobility55 Program Manager Tommy Altregio,	See Comment 45
					I oppose TuOOT's plans of expanding I-35. We must protect the environment and the residents of that area.	
1922	Kayte Weeks	2/26/2023	MyCapEx Website -	Water Quality	Equation this section delineation in its entirely. It locks like only one section delineation wheel was completed for the ection project, including its alternative nucles. Being that the project occurs within many floodpierns, in vaucil expect additional aguatic features in the proposed right of way. Additional data is required for the prior to authorization for a USACE permit. In most cases.	See Convenue 2:25
			Comment Form			
					It's hard to understand who exactly this would service? Who in this city needs to have an official cut through in a neighborhood? (Especially if the residents in this particular neighborhood are asking for you to	See Communit #5
					Exhaust to understand who exactly this would service? Whis in this oldy reads to be less a indicated out through it is a neighborhood? Expanding of the readstream is this particular neighborhood are saiding for you to element as the property of the readstream. It is not in the neighborhood are saiding for you to element as the property of the readstream is not in the neighborhood. Whis is not in the neighborhood are saiding for you to element as the case in the property of the reads with the commonly and the less are not label injuries. Whis is not in the neighborhood are saiding for you to element as the case in the property of the reads with the commonly and the less are not label injuries. Whis is not in the neighborhood are saiding for you to be interested by the case in the property of the less are not label injuries. Whis is not a commonly and the less are not label injuries. It is not a commonly and the less are not label injuries. It is not a commonly and the less are not label. The less are not label injuries. It is not a commonly and the less are purplet in the label injuries. It is not a commonly and a lower to the and commonly and a lower to the property of the readstream. And finds, the way it the first access points from before a label in the property were facility. The property in the property of the readstream is not a lower to the property of the readstream is not a lower to the property of the readstream is not a lower to the property of the readstream is not a lower to the property of the readstream is not a lower to the property of the readstream is not a lower to the property of the readstream is not a lower to the property of the readstream is not a lower to the property of the readstream is not a lower to the property of the readstream is not a lower to the property of the readstream is not a lower to the property of the readstream is not a lower to the property of the readstream is not a lower to the property of the readstream is not a lower to the property of the readstream is not a lo	
					waters in your years converge many many many many many many paper or as a state at a range park man support as a converse at converse and converse man paper man support as a converse at a converse at a converse man paper man p	
1923	Kayti Duffie		MyCapEx Website -	Do not widen/no build	by the Statistical Goldstone is necessarily an international control of the Statistics of the Statisti	
1023	Kayti Done		Comment Form		WIN WILL AND GROUNDS.	
				Witshire	In regards to the 41st Street extension to Wilshins Blv5 we are in OPPOSITION.	See Comment #9
				Wishire		Date Contract 49
					Duc Commence. In the disease I have disease in the Tab. I have disease in idease, aboute, Chicago, trendulus, rescales, and flooring part CE, as disease as these disease are, those disease in the restance of the commence	See Comment #S
					With discussion between the control of the control	
					cycle has judged at one and one. The last require operation of Hostophis in April Peesey indications this puddings, When I commiss transfer, Fig. po build 15 by yel closm. The numbered of others and velocities always gave to 15 ff the rea lines, and the contract of the commission of the contract of the commission of the contract of the commission of the contract of the commission of the contract of the commission of the contract of the commission of the contract of the commission of the contract of the co	
					spers, only to leave future officials with a bigger headache to solve before mid-century. Lurge you to reconsider the current plans, perticularly given TuDDTs own recent experience from the Kidy Freeway expansion. Honey you don't want to waste tarpayer dollars. Please examine initiatives being adopted in other states facing similar	
1924	Keir Semmens	3/7/2023	Email	Do not widen/no build	challenge, and reviset alternative proposals offered by various parties here in Austin. Everyone wants a visible solution that improves traffic flow for the long term, while preserving Austin's amenity and quality of life. Surely we can figure this out. Wind regards, Ker's Germans.	
1925				Do not widen/no build		See Comment #5
1925	Auth D		MyCapEx Website - Comment Form	Do not wider/no outil	Please do not equand 1.35 for more lanes. Please do not create Induced Demand with a wider intendate, instead of encouraging carpording public transport, and public mobility options, like brigdes. Let's have European quality train service in Auditor	DAN CONTRACT #S
				Public Transit / Multimodal	We need a public transport system that's more economically advantageous and better for the environment than more cars on 135.	See Comment #33
				Transportation	THE THE OF A PLANT CHARGE	
					Dear Chairman Bugg and Commissioners: Think you for recognizing that I-35 through Austin is one of the most companied readway segments in the State of Teas. As this seriously cuddened readway is often	See Commant #8
					Due Chairman Bug and Commissioners Then's you for recognizing that 135 investly. Audit in one of the most composed readway suggests in the State of Teas. As this seriously soldined readway is offer an incentive than the State of Teas. As this seriously soldined readway suggests in the State of Teas. As this seriously soldined readway suggests in the State of Teas. As this seriously soldined readway is the control of the State of Teas. As this seriously soldined readway is consistent of the required the readway is consistent of the required the readway is represented to the readway in the control of the readway is consistent of the required the readway is represented to readway is represented to the readway in the sold the sold that th	
1926	Keith Donahoe	1/12/2023	Email	General support	Plankway, Suite 100 Austin, Teas a 78759 CONFIDENTIALITY NOTICE This message may contain confidential information and is intended only for the named recipient(s). Please notify the sendor immediately if you have recirived this email by mediate, and delete it.	
1020	Aleth Donariol	4/44/4043	Efficial		Traces tractly mainter immediately by to nike included that early influent, and sealest. A comparison of the properties	
1927	Keith Donahoe	1/26/2023	MyCapEx Website -	General support	Delt Chairman Budg and Commissioners: I write in support of that 155 Capital Express Central disage as proposed by ToOT. Thank you for your support to address 155 through Asian in a comprehensive manner. But should all righters a nationally strated on the 25th worst at traffic cregation and 2-de until the status. 155 month, Asian in sectoral for representation to meet the current and future resolut of a growing region to ensure our local and seasoning contraction. If the commission of the commission of the current and future resolut of a growing region to ensure our local and seasoning contraction. If the commission of the commission of the current and future resolut of a growing region to ensure our local and seasoning contraction. If the commission of the current and future resolution of the commission of the current and future resolution of the cu	See Communit #8
			Comment Form		and state economy can continue to thrive. Thank you for your dedication to serving the citizens of Tesas. Sincerely, Keth Donahoe	
					Dute Chairmen Bugg and Commissioners: Thank you for recipiting that 155 strongly Audin is one of the most congusted makes pagemen in the 20ast of Texas. As this surroundy addined readway is when canning that the Secretary of the Commissioners of the Commissione	Sue Comment #8
					Accordingly, I am writing today to express my compilete support for the NSS Capital Express Central design as proposed by TxOOT. Thank you for your consideration of this request. Regards, Weith Donahou	
1928	Keith Donahoe	2/7/2023	Email	General support	CONFIDENTIALITY NOTICE: This message may contain confidential information and is intended only for the named recipients;). Please notify the sender immediately if you have received this senal by mistake, and define it from your system. About specific permission from the sender, you should not dissertinate, distribute, or core this email. Email transference cannot be assumed to be secure or error, fee as information mouth be	
					intercepted, corrupted, load, destroyed, enrive late or incomplex, or contain viruses. The sender therefore does not accept liability for any errors or orisisions in the contents of this message. If verification is required, please request a hard-copy varion. Defamiliony statements and copyright infringement by errologies is prohibited by Southside Bank, and the Bank disclaims any liability arising from such communications.	
1929	Keith Donahoe	2/8/2023	MyCapEx Website - Comment Form	General support	I support the I-35 redesign.	See Comment #8
	<u> </u>	<u> </u>				
				_	Mr TDOT TXOOT, To when it may concern,	See Command #4
					I am writing to you today to express my opposition to the I-35 expansion. I believe this will only further the congestion already causing issue in the city. This expansion would only lead to more air and noise pollution and adverse health impacts on the community. Thisse issues should be top of mind for IDDOT planners. Yet, mad expansion is the only solution that has been proposed despite proven failures across the state.	
1930	Keith Matthews	3/6/2023	Email	Community alternatives	Is shadout fining process. As we mitting to park about process or process of the	
			C.IIII		I imprise you to invest in a mininglined future where community alternatives are accessible, affordable, and even preferable to individual car use. We need community alternatives to expansion, including Reconnect Austin and Rethink 35, to be fully studied and invested in. Thank you.	
					Transition (Association of Association of Associati	
					Dear Chairman Bugg and Commissioners: There you for recognizing that I-SS through Austin is one of the most congested readway segments in the State of Texas. As this seriously outdarded readway is often called the Main Street of Texas, all Texans should call for bold and decisive	See Comment #S
1931	Keith Zimmerman	2/14/2023	Email	General support	action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are expeniencing in our great State. Accordingly, I am writing today to express my complete support for the I-SS Capital Express Central design as proposed by TuDOT. Thank you for your consideration of this request.	
		D 8 4		Yest		
10	N N	Da R d	•	ropic	Pass Plaining Bure and Passistations: That we for committed that 15th thank horis is one of the medianous and our committee that State of Tange. As this contrady and	The Country of the Co
					Composed higg and Commissioners Thank you for recognizing that 135 through fund in an ear of the most congoined reaching suppress in the State of Tease. As this was reloadly additional reaching in the state of the most congoined reaching suppress in the State of Tease. As the service of the state of the	
1932	Keith	2/1/2023	Email	General support	attachments) is confidential, may be subject to legal or other professional privilege and contain copyright material, and is intended for use by the national privilege privilege privilege and contain copyright material, and is intended for use by the national privilege privil	
1932	Zimmerman/USA	2/1/2023	Email	General support	received this email in error, please notify the sender immediately by telephone or email and delete it, and all copies thereof, including all attachments, from your system. Any confiderbaliny or privilege is not waived or look because this email has been sent to you by mistake. Although we have taken reasonable precoutions to reduce the risk of transmitting software viruses, we accept no liability for any loss or damage caused by this email or its attachments due to viruses, interference,	
					interception, corruption or unapproved access. For information in how your personal information is processed, including information on how to exercise state or country specific Privacy Rights please view our privacy notice here: https://www.cushmanneabefield.com/en/privacy-and-coskies	

			,			See Comment #8
					Date Chairman Bugg and Commissioners: Thank you for recognizing that 1-35 through Audin is one of the most congested readway segments in the Bate of Texas. As this seriously outdated readway is dhim colled the Mass Seried of Texas, a fit texas should call for held and decide action to surration this critical street in of inflamentative into a readway that will accommodate that people and immissing growth we are experiencing in our great State. According, I have inflamentation below because are promised support for 10% Scippin Express Central design a proposed by ToChi. Thanks, you for your consistence of the request. The inflamentation ordinated in this exembli including any processor Scippin.	See Comment #8
					Accordingly, I am writing toolsy to express my complete support for the ISS Capital Express Central design as proposed by TxOOT. Thank you for your consideration of this request. The information contained in this email (including any attachments) is exclinated in the Subject to legisl or other professional privilege and contain our opergit materials.	
					and is intended for use by the named necipient(s) only:	
					Access to it said of this error in structure in a s	
1933	Keith	2/7/2023	Email	General support	confidentiality or privilegie is not waived or loot because this email has been sent to you by missiake. Although we have alken reasonable precautions to reduce the risk of brainstrainting software vinese, we accept no liability for any loss or damage caused by this email or its attachments due to viruses, interference, interception, corruption or	
	Zimmerman/USA	.,,	Lines		extractions in confidential, may be adopted to display of other professional principles and centers copyright qualities, Access to use and the many fair is attachments by one will ask to stay position for any one of the access to use and the access to use and the access to use and the access to use and the access to the a	
1934	Kelan Robinson			Do not widen/no build	Mobility55 Program Manager Tommy Abrogo, As an East Austin netive and resident for over 30 years, I urge TX20T to be immovative in their approach to this project and consider a plan that promotes pedestrian scale transportation solutions that enhance the urban environment while	See Comment #5
					embracing multimodal transportation - not simply adding lains that will soon be full of more single occupancy whicks. I was raised in East Austin and know the rooted pain 155 has represented in our community's history. Any above-grade or at-grade expansion of this already it planned infrastructure project would be detrimental to our city.	
					Kellan Ristrison	
				Caps/Deck Plazas	Phase revisit a true cap and attors solution and create a plain to effectively divert as many semi-trucks to 1:30 as possible.	See Comment #42
1935	Kelas	6,000,000		Do not widen/no build	Time and time again research has shown that adding more lares to freeways does not improve traffic. It puts more case on the road, and causes more congestion. Why are you insiding on wasting millions upon millions of delates to make a problem worse? How much are car and gas companies bribing you? Be smart. Third, about the future for a change rather than who as putting money in your pockats.	See Comment 45
					upon militanis of dallates for make a problem vorsa? How much see car aind giss companies bribing you? Be smart. Think about the future for a change rather than who is putting money in your pockets, because which replained palms in the issert just page specified plants in the issert is not just began page. The problem page specified plants in the issert just page specified plants in the issert just page specified plants in the issert just page specified plants in the issert just page specified plants in the interval page	
				Public Transit / Multimodal Transportation	The only real way to deal with constantly increasing Austin traffic is by measured yimproxing public transit options. Sike and pedestrian larses are extremely important as well, but you will keep having this issue over and over all of our algies until you mend in robots public brainst	See Comment #13
				Transportation	over and over again until you invest in robust public transit	
						See Comment #S
			Comment Form		Thank you for your support to address I.35 shrough Austin in a comprehensive marrier. This shretch of highway is nationally ranked as the 15th worst for traffic congestion and 3rd worst in the state. I.35 shrough Austin is overebod for improvements to meet the current and future needs of a general graphs to ensure an local and state economy on continue to thrive. I when is support of the 35C speak (press, center designs as proposed by 10CT). Thank you by comprehending or designation of the press of the state of the sta	
1936	Kelli Morrison	2/28/2023		General Support	тим и мурим от им того сирим сиртем синтим оменул на proposed by твого. Internal you not your disclosion to serving the citizens of Texas	
1937	Kelly	1/20/2023	MyCapEx Website - Comment Form	Do not wider/no build	Improve public transportation. Don't expand the highways.	See Comment #5
1938	Kelly Bach				MobilitySS Program Manager Tommy Abrego,	See Comment #5
					Models (25) regions thange from profession. A profession of the p	
				Do not widen/no build	woonyneem or min serve. Into project, will directly affect me and my quality of this. 10 years of construction is not worth the attempt to relieve congestion, which won't work anyway, the traffic will be just as bad. I live here! I don't want to use an interestate highway for my local trips. I expect Tx00T, Austin City Council, and other representatives to stand up for me.	
					Pleaser don't let this hisppen,	
				Community Alternatives	The reality is that highway expansion does not help traffic! Please consider the re-think 135 proposal and/or revorking \$4.130 to be an intensiste highway.	See Commant #4
4000	Kathatta	4 19 2 100000	6,	Shalana (maldo et et et et e		See Contract #21
1939	Kelly Harper	1/27/2023	Email	Anna Misso, residential displacement	Expanding LSS should not displace homeowners. In a time when many people are already struggling to afford housing, it is unacceptable to intentionally displace people from their homes.	
1940	Kelly Harper			Do not widen/no build	Admit(s) Explain Margar Temps (Admit(s) Temps	See Comment #5
					move truck and commercial vehicles to travel through less tasived routes rather than our primary thoroughfare. I expect the Austria Chy Conveil and TabOT to work together seleving better elevations and remain open to new inless for the safety, health of our city,	
				Community Alternatives	The Rethink35 proposal is more in line with the effort to think about creative solutions, as apposed to just adding more larses. Highway expansions through tight residential areas will result in people losing their homes and small businesses as well as the problems associated with construction noise, pollution and debris. Which shows week less disregard for the people involved.	See Comment #4
					Their hornes and small businesses is well as the problems associated with construction noise, pollution and debris. Which shows week less disegging for the people smotived.	
				Bike/ped safety	When we expand 1-35 in already sight residential areas, the neighborhood becomes a dangerous place for everyone including wakers, bikers, kids getting off the bus, pets.	See Comment #30
					TXDOT public comment response for proposed IN 35 separation:	See Comment #25
					Stormwater and ension control - as a residant of the Trivis's Green Condominum community, at 1504 Mariposa Drive, Assist TX, 78704, situated on the west side of the proposed IH-55 right-of-way and new frontage read between Woodland and Ottor Streets, an encuestion that measures bis installed to reduce somewhate related or more community resident community resident community and other streets. All or community and the advanced trovides Advantments are located or community and other streets. All or community are street or community and other streets of community and other streets.	
				Water quality	party along the scothers showins or both the East and West branches of Harpers Branch Crosk. The showins of the contract is used to be supported by the scothers showins or both the East and West branches of Harpers Branch Crosk. The showins of the second branch is used to be supported by the scothers and any stiffing of the secretion branch due to the support branch cross the support of the secretion branch is used to be supported by the second branch is used to be supported by the support branch is used to be supported by the support branch is used to be supported by the support branch is used to be supported by the support branch is used to be supported by the support branch is used to be supported by the support branch is used to be supported by the support branch is used to be supported by the support branch is used to be supported by the support branch is used to be supported by the support branch is used to be supported by the support branch is used to be supported by the	
					immediately adjacent to the creek's banks. As the project crosses directly over the Eastern branch of Harpers Branch Creek, plasse consider stormwater flow and stream channel bank-side encoion impacts from the increased impervious cover of	
					INCOMP make the connective management or proposed in St. Ingenieves. Continued to the connective management or proposed in St. Ingl. of any port one formings real between Woodman and proposed in St. Ingl. of any port one formings real between Woodman and proposed in St. Ingl. of any port one formings real between Woodman and proposed in St. Ingl. of any port one formings real between Woodman and proposed in St. Ingl. of any port one formings real between Woodman and proposed in St. Ingl. of any port one formings real between Woodman and proposed in St. Ingl. of the St. Ingl. of any port one formings real between Woodman and proposed in St. Ingl. of the St. Ingl. of any port one formings real between Woodman and proposed in St. Ingl. of the St.	
					TOOT path commont requires for proposed 15th propriets. Control contr	See Comment #34
1941	Kelly Mahan				Communication and District Street, I am requesting that construct on activities involved that project to do not in a way that the control continuous part of the control of	
					ino ne surrouring outrono cour cause outrourines notationes reports controlled to address these concerns. Please ensure reasons are taken in advance of the properts construction to address these concerns.	
					TXXXI public comment response for proposed IM 35 expension: History cross externed substress statistics—on a resident of the Travis Green Condominum communits, at 1304 Marizona Drive. Austin TX 78704, situated on the west side of the crossoed IH-35 right-of-way and new frontiarle road between Woodland	See Comment #34
					TOOT path comment regions for prospect If 35 regions is a second of 15 regions in the proposal of 15 regions and 15 regions and 15 regions and 15 regions and 15 regions and 15 regions and 15 regions and 15 regions and 15 regions and 15 regions and 15 regions and 15 regions and 15 regions are second in 15 regions and 15 regions are second in 15 regions and 15 regions are second in 15 regions ar	
					4 The second Sec	
1942	Kelly McClendon	2/9/2023	Phy sica	Sound Walls	Does this noise barrier wall have to be so high? 20 feet seems like it would be an unfortunate eyescre. Cherrywood neighbors would love a cap and stitch across the highway.	See Connect #69
			Co			
				Do not wider/no build	T'm generally not in favor of widering (135.	See Comment #5
				Latent/Induced Demand	do understand that much of the i-35 traffic is local, but if this is the case I'm still uncertain that expanding our limited access highway will address our current problems. Widening reads navely works to reduce congestion.	See Comment #18;
1943	Kelly Baley		VOH	Reroute to 130	We built Highway 130 to increase capacity through Austin and increasing the capacity of ISS in town disincentivose the use of 130 for through traffic.	See comment #3;
1943	namy Maley	400,000	VOH	Multimodal transportation		See Comment #20
					I am pleased to see greater east-west access across ISS, especially for pedistrian and bike traffic. Growing use of scooters and e-bokes makes the expansion of bike tarns necessary and wise.	
1944	Kelsey Cooper			Do not widen/no build	MobilityS Program Manager Tommy Annego. Lommuta on 15 every work day, Austin could be on the cutting edge of transit solutions. Let's not go backwards and continue to try failed approaches, like missive highway expansion.	See Comment #S
					To write the last way was a way, was the course on one cutting edge of trainer solutions. Let a not go observed a erro contribute to by failed approaches, like messive highway expansion.	
				Reroute to 130	More construction and expansion will not solve our problems. We have the charce to be brave and try a bold alternative approach, such as using 130 as a highway or prioritizing public-first transit.	See comment #3
1945	Kelsey Huse			Do not widen/no build	Mobility35 Program Manager Tommy Abrego,	See Correnant #5
1945	Ketsey Huse			Do not widen/no build	Dear TXDOT.	See Commant #5
1945	Kelsey Huse			Do not widen/no build	Making Shi Pages Making Priming Song. Case TOOT, Flame solded Fulled, Takes drive on 1.55 my while If It is be past several years I have excleded it entirely because I lover to many people with have gitters in coastes on 8. Expending this highway can set align with Audion's Year Darw and dimning seasure. As a polarization and boyotic Lawrey to cross 6 lower of bronze and seasons 500°C or. The second of the second of the second dimning seasons are second or the second of the second or	See Comment 45
1945	Kelsey Huse			Do net wider/no build	Dear TXDOT.	See Comment #5
1945	Kelsey Huse			Do not widen/no build	Dues 1000. The an ansidered Audioi. I have driven on 135 my whole life, for the past several years i have avoided it entirely because I know to many people who have gittern in creakes on it. Equating this highway does not align with Auditri's Younn Zero and direate goals. As a polestrian and topolist, having to cross 6 laves of frontage reads in NOT do.	
1945	Kalsey Huse			Do not widen/no build Reroute to 130	Dues 1000. The an ansidered Audioi. I have driven on 135 my whole life, for the past several years i have avoided it entirely because I know to many people who have gittern in creakes on it. Equating this highway does not align with Auditri's Younn Zero and direate goals. As a polestrian and topolist, having to cross 6 laves of frontage reads in NOT do.	See Comment #3
1945	Kelsey Huse			Do not wider/no build Reroute to 130	Date FOOT. The second of Justice Three drives on 155 my whold fix. For the past arrord years I have accided it entirely because I leave to many people who have gittern in condex on it. Equating this highway date or edge with harder. Years and Emerging the Second of t	See connect 63
1945	Kelley Huse			Do not wider/no build Percute to 130	Date FOOT. The second of Justice Three drives on 155 my whold fix. For the past arrord years I have accided it entirely because I leave to many people who have gittern in condex on it. Equating this highway date or edge with harder. Years and Emerging the Second of t	
1945	Kellary Huse			Do not wider/no build Percute to 130	Date FOOT. The second of Justice Three drives on 155 my whold fix. For the past arrord years I have accided it entirely because I leave to many people who have gittern in condex on it. Equating this highway date or edge with harder. Years and Emerging the Second of t	See connect 63
	Kellary Huse				Date FOOT. The second of Justice Three drives on 155 my whold fix. For the past arrord years I have accided it entirely because I leave to many people who have gittern in condex on it. Equating this highway date or edge with harder. Years and Emerging the Second of t	See connect 63
1945	Kelley Huse Kelley Nune Kelley Nune2	2/14/2023	Email	Do not widen, his build Prevaule to 130 Do not widen, his build	Dues 1000. The an ansidered Audioi. I have driven on 135 my whole life, for the past several years i have avoided it entirely because I know to many people who have gittern in creakes on it. Equating this highway does not align with Auditri's Younn Zero and direate goals. As a polestrian and topolist, having to cross 6 laves of frontage reads in NOT do.	See connect 63
	Kallsey Husse Kallsey Numez	2/14/2023	Email		Date FOOT. The second of Justice Three drives on 155 my whold fix. For the past arrord years I have accided it entirely because I leave to many people who have gittern in condex on it. Equating this highway date or edge with harder. Years and Emerging the Second of t	See connect 63
1946		2/14/2023	Email	Do net widen/no build	Date 10000. The control of the cont	See tommert 45 See Commert 45
	Kallasy Muse Kallasy Numez Kallasy Spencer	2/14/2023	Email		Date 10000. The control of the cont	See connect 42
1946		2/14/2023	Email	Do net widen/no build	Date FOOT. The second of Justice Three drives on 155 my whold fix. For the past arrord years I have accided it entirely because I leave to many people who have gittern in condex on it. Equating this highway date or edge with harder. Years and Emerging the Second of t	See tommert d'S See Commert d'S

				Recial Justice	These expensions of thir graph resign resignitarizeds that house libe incomes femiles as well giving them even less access to the things that they need. Stop building reads and put your money towards the people that the there.	Sea Comment #3
1948	Kelvin Odom	3/7/2023	Email	Do not wider/no build	MobilityS Program Manager Tomory Acregis. This is no in the CPM minings but by the Austin area and still visit family there frequently. I oppose ToOT's plans to expend this SS and would encourage you to consider a plan that instead expends, CipMetris light rail instead.	Sec Comment 45
1949	ken kille	1/30/2023	Email	General support	Succ Claiman begg end Commissioners has not been good to require a commission of the commissioners and the commissioners and the commissioners are commissioners and the commissioners and the commissioners are commissioners and commissioners are commissioners and commissioners are commissioners and commissioners are commissioners and commissioners are commissioners. As a commissioners are commissioners are commissioners and commissioners are commissioners.	See Contented 48
ID	C N	Da R d	s	Topic	¢	R p
1950	Kendal Gladish	3/7/2023	MyCapEx Website - Comment Form	Do not widers/no build	This plan me shall have such. For add informed we MER than every public hours deprise naturalised by 0.0.5 experience. We need gift oil and may have noted. This 25 years alread with alternative search, and the control gradual submitted and	See Connect #S
1951	Kendall Kibby-Deck			Community alternatives	Mobility35 Progress Manager Transmy Atargis, This are Austion resident and the main 135, and repose the plane for engancian. I do not want to live with more noise and pollution.	See Connect 64
				Community Alternatives	A latter program is the firshind 35 program, or building a pain over the highway to connect communities that have been divided by it, or a public-barried focused solution, I espect 15001, Audin Cby Council, and other representatives to stand up for me.	Sea Contenued #4
1952	Kenneth Cook			Do not widen/no build	to 1xc01 hz01. The writing in to voice my appointion to the proposed expansion. I gives up in Houston and con confirm decades of highway construction and expansion there have done little to asset traffic origination.	Sea Comment #5
				Public Transit / Multimodal Transportation	Records alloads be directed treams more creative solutions to this problem like improved public transit and ride sharing mountness. We can do better than this.	Sec Comment #13
1953	Kenneth Modeary	1/13/2023	Email	General support	Loc Coasses begand Commissioners have prior transplanting final \$15 Strongly-lasted based for the nation companied coasses agreement in the Stort of Faces. As the services contained coasses agreement in the Stort of Faces as the services of the coasses and the services of the services and the services are as a final executable of the services and services are as a final executable and the services are as a final executable and the services are as a final executable and the services are as a final executable and the services are as a final executable and the services are as a final executable and the services are as a final executable and the services are as a final executable and the services are as a final executable and the services are a final executable and the services are as a final	See Communit #8
1954	Kari Pearlson	3/1/2023	Email	Notes	This did Capatal Express Central Project Trans. This risk did Capatal Express Central Project Trans.	Sea Convent #80
1955	Kerry	3/7/2023	Email	Do not widen/no build	Sour Ed.OCT. In mire life place any opcours as as East Audin resident about the impossing ecommendations made to ECOT regarding the Cupit Project and the proposed design for a Flat desire west died to Wilders east adult throughfurs. The contenting this means are copied as any place as a support to the support to	Sectionnel 45
1956	Kerry Hail	3/7/2023	Email	General support	The Channess hagge of Commissioners. And Channess hagge of Commissioners. In this prince required to St. Strongs, buston is and the most congested mankey support to in the State of Teach, as this servicely outlined mankey is offer called the Man Street of Teach, all Teachs should call for bold and decisione action to be stated in decision decision and control of manufacture and the state of Teach and State of Teach and decisioners action to the State of Teach and decisioners action to the State of Teach and the State of Teach and State of Teach and decisioners action to the State of Teach and the State of Teach and decisioners action to the State of Teach and Teach and decisioners action to the State of Teach and Teach and decisioners action to the State of Teach and Teach and decisioners action to the State of Teach and Teach and decisioners action to the State of Teach and Teach and State of Teach and decisioners action to the State of Teach and State of Teach and decisioners action to the State of Teach and State of Teach and decisioners action to the State of Teach and State of Teach and decisioners action to the State of Teach and State of Teach and decisioners action to the State of Teach and State of Teach and decisioners action to the State of Teach and State of Teach and decisioners action to the State of Teach and State of Teach and State of Teach and State of Teach and decisioners action to the State of Teach and State o	See Comment #8
1957	Kerry Hall	1/17/2023	Email	General support	Succident by agreed for commissioners in the first production of the commissioners of the com	See Comment 48
1958	Keshav Prathivadi		VÖH	Do not widen/no build	Law selemently against the 1-35 expension project. To begin with, buffic projections by 10007 in years paid that supposedly justify these expensions have more materialized. 10007 projected nearly a neetly sacried increase in traffic culture for 1-55 in 2002 basing to 2000 and that volume near changed for those 15 years.	Se Connett 5
				Business/residential displacement	This project will also dain multiple businesses without enhancing any of the summaring it workmay braidle to periodizions and kneecip brainst (Med. Line, Blue Inn.,	Sea Comment #21
				Racial justice	As for the project idealf, it fails to heal the damage done by the original project 60 years ago that divided our city.	See Comment #3
				Caps/deck plazas Biks/ped safety	Even the proposed caps (at the chit's expense) will not alleviate the damage done by the expansion as they would be inaccessible and unsafe.	Sec Comment #12 Sec Comment #30
					One way to find the airly numerology the floridage reach shord flaves to 4 or 3 (see control turning lavel pand despiring the need such that the reactionum speed would be no more than 30 mps.) In addition, there should be no empired pands to 135 manifes it is need to be included an experiment one to reach the number of high speed vertices on describes in control and in the productions and trigicities to revergible.	
				Transportation	As 40 fitted is growing and investing heavily in public barries in the near feature, I am disappointed to see TACOT using a 1900s modeled to plunge some of the most proclosure will estate in Austria into construction for the need decode.	See Comment #13;
				Reroute to 130	Existing countries for the long of the lon	So convert 3
				Do not widen/no build	Such 15 Copied Express Central. See Scientific Express Central and Express Continuences See See See See See See See See See S	Sec Connect 45
				Community Alternatives	There is clear community support for both the first Triangle and Recovered Audio proposals, including surrous levels of discribed difficults asking TACOT to service of provider menningful alternatives. Within the TTR-budy was including a surrous for the complete providing first Triangle and the community of the TTR-budy was included provider and an approximate of the provider of	See Connect 44

1000	Keshav Prathivadi			Multimodal Transportation Multimodal Transportation Community afternation	Nave 15 Capital Express Central, As 15 Capital Express Central, 20th Conventional Express Designation Found Converse Additional and the Distance of Conversional Conversional Express Central Conversional Conversi	See Comment 4/20 See Comment 6/4
1960	C N	Da R d	S Email	Topic Bita/pad safety	Ce the state of Chases and commands to described by Blos. First at 22th and Chases and commands to described by Blos. First at 22th and Chases and commands to described by the State of State and the State of State and State of State and State of State o	te Comeri 450
1961	Kevin Burns	2/8/2023	Email	General support	Our Charmes begand Commissioners. These, not recognizing that SS trough Action is over of the most composed routiney segments in the State of Yease, als this servicely confident routineys is often called the Main Street of Trous, all Treams should call for bold and decisive extent to treatment the confidence and most of the following confidence routineys; or place and the Main Street of Trous, all Treams should call for bold and decisive extent to treatment the confidence and most of the following confidence and most of the following confidence and most of the following confidence and the	See Comment 45
1962	Kevin Burns	3/8/2023	MyCapEx Website - Comment Form	General Support	Date Chairmen Begg and Commissioners: The Chairmen Begg and Chairmen Begg	Sas Comment #8
1963	Kevin Chau	3/6/2023	Email	Public Transit, Maltimodal Maltimodal Transportation	Mobility\$5 Program Manager Transp Arage. Mobility\$5 See and of the cost map to make Audits a place unfriendly to compose involved. Their composition will be sense, purple community will open drove of their day to car, and we are spending enormous amounts of moting for art formation. The program of their art beautiful desiring in strong throw where purples event relient or cars to participate in scores, Changing Audits to become more published in an ordinary and any and a sense are to be an identification or the sense and an identifica	See Comment #13
1964	Kevin Crampton	3/7/2023	Email	Do not widen/no build		See Connect #5
1965	Kevin English	1/4/2023	MyCapEx Website - Comment Form	Reroute to 130	In there any consideration for an entirely new freeway between TX 261 to TX 67 & 1.55 from San Antonio to Antonio to Antonio that bypasses Austin entirely west of Lake Travis?	See Comment #3
1986	Kevin Fleming	1/17/2023	Email	General support	have Channes high gent Commissioners. Noting you're complicated but \$2.5 through but it is not of the nation compliand buttless greaters in the State of Fees. As it is instrusted, undusted markings or driven under the state of Fees. As it is instructed buttless greater and the state of Fees. As it is instructed buttless greater and in interest greater and interest	Tee Commerce is
1967	Kevin Fleming	2/8/2023	Email	General support	Date Chairmen Bugg and Chromisoners: Think you for recognizing (third 1.55 through Audin in one of the most congolated countiesy segments in the 25st of Feesa, As this seriously adultional residency in a countier of the 15st and an absolute of the 25st of the 25st of Feesa, as I these should not for bold and decide action to the reference of the 15st and an absolute of the 25st of Feesa, as I these should not for bold and decide action to the seriously decide action to the 15st and an absolute of the	Set Connect 48
1968	Kevin Fleming	3/7/2023	Email	General support	Our Channel hogged Commissioners. We was been involved in Annie on 1984 with the development of 100 Congress, the efficis building of Clear Chanse, and Congress Ass. We found issues with 355 or that time. If his grown to be a regar hundle for us at I support that 350 Copiel Express Central disease; as proposed by 1000T. These approach as proper and most forward. These approach and most forward.	See Comment 48
1969	Kevin Fromm	3/7/2023	MyCapEx Website - Comment Form	Reroute to 130	The bill roads east of OS should be free and traffic that is not bound for Austin should have use as a bypass to reduce ISS traffic for those living in Austin while providing smoother braffic for those going to San Antonio or Dallas and beyond.	See comment #3
1970	Kevin Gilmartin	2/24/2023	VOH	Reroute to 130	below that 35 data need faining in certain areas. And it would be ricce to not have the giant upper dade. But I think we need to do more to push staffic to 120 and not increases the amount of larses going through characters. Desertions is growing west Descards west desert want it. But we have this giant inflience yell mind characters with what is going on in the west.	Sea connect 43
1971	Kevin Kistz	3/1/2023	Email	Do net widen/his build	Our 13 Captini Express Central. Our Exminormization State Section (Control Control Con	See Connect #3
1972	Kevin Koch		VOH	Business/residential displacement	Please do all you can be save historic structures and places for businesses where there is room, even if temporarily relocating the structures and returning them where space is available. The businesses at	San Comment # 21
				and the second s	Plases that if you can be some interest structures and places for hardresses when there is some, even if improvely interesting the inductors and or furnity them where space is available. The boursesses at the edge of our neighborhood greatly whether our quality of life. There would still be more for coffee shops and residurated in isseend areas such as the seat side at \$1.34\times\$20ct.	
1973	Kevin Koch	3/7/2023	VOH	Sound walts Business/residential displacement	Please offer neighbors input on sound well design, and make them interesting Please activate the "emhanced acethetic opportunity areas." Make sure they don't become homeless companies.	See Comment #50 See Comment #21
					Name acting future: shruckes in these ground offer operaturates for the anamens. There is example, contact and the first future of the street	

1974	Kevin O'Donovan	3/7/2023	Email	Do not widen/no build	Name (25) Program Minage (Inseque (Inseque) (I	See Comment #5
					Studies have shown that expanding highways does not improve traffic flow long term and this will cause a lot of people to lose properties and businesses due to needed the land to expand 135.	
1975	Kevin Opp			Do not widen/no build	The proposed inadequate "caps" creates dead space for a high cost, and dosen't meaningfully create wibrant urban spaces where people can live, work, walk and bike. TXDDTs proposed caps are a	See Comment 45
					The proposed insidequent "caps" creates dead space for a high cost, and desent meaningfully create without upons where people can live, work, walk and bits, IDCOTs proposed caps are a congruent with the community, which is not actually advantage the community is media and ordoceres. The only valid alternative is Reconsect Action's pain that brain the highest, and reclaims the right of way to built homes and businesses, and a civitate bookward that safe to be set in the beautiful to the people of the proposed of the proposed of the people of the proposed of the people of	
					proposed.	
				Recial Justice	The latest highway expansion plan through Austin, Modified Build Alternative 3, is a generational mistake, one that will not meaningfully improve mobility and perpetuates the scar that divides Central and East Austin, while also destroying homes and businesses.	Sae Corresest #3
				Bike/ped safety	The bike and pedestrian infriestructure as part of this build afternative are still worldly inadequate, as the project places our infrisstructure first and forences, and doesn't acknowledge the stark reality that highway expansion doesn't solve congestion in a rapidly growing city, cars simply take up too much space, and the only viable mobility solutions center walking, biking, and mass transit.	See Comment #30
					highway expansion dosen't solve congestion in a rapidly growing city; cars simply take up too much space, and the only viable mobility solutions center walking, biking, and mass transit.	
1976	Kevin Reyes	3/7/2023	Email	Do not widen/no build	Makindi Barton Harota Vann-Arota	See Comment #5
2310	Partiti riagna	3/1/2023	Lines	DO NOT WINNING DURING	Mobility35 Program Manager Tommy Abregio, If you widen that highway will have to go in myself and shrink it. You will not have a fun time. You naisly pag	See Constant #2
1977	Kevin Stary	3/7/2023	нои	Do not widen/no build	We do not went businesses and housing demolshed, we do not want to foster car dependency, we do not went businesses and housing demolshed, we do not want to foster car dependency, we do not want to foster and deflare species or the project makes the project makes to be a forting to the project makes the project makes to be a forting to the project makes the project make	See Comment #5;
					foist this on us, for the lose of Dod do whatever you can to make the thing as unobtoxive as possible, essier to cross for pedestrians and accommodating of Project Connect's goals. I wish y'all would spend a dime or two on make then the possible as under the possible and the project of	
					We do not went businesses and housing disminished, we do not went to loans car dependence, we do not went billions of didlens spect on a project that will have no long-term impact on brillion car didlens spect on a project that will have no long-term impact on brillion car didlens spect on a project that will have no long-term impact on brillion car didlens spect on a project that will have no long-term impact on brillion in car didlens spect on a project base in which impact is specified by the specified specified pack carries and the specified spec	
ID	C N	Da R d	s	Yooic		n a
4030	No. of the last			Do not widen/no build		·
1976	Apvin verse	1.0,000		Do not wider(no build	Mr TuDOT TuDOT, Dear City Leaders,	DAN LOTTINET(#)
					Date CD, Leaders. It is marring to express you opposition to the proposed expension of 1.55 and urge you to consider attendance solutions. As a resident of Austin, I believe that the following points about the taken not consideration below any decision is made: I tope you will take these portisk into consideration and appliers attendance solutions to the proposed expension of 1.55.	
				Community Alternatives	As a resident, I prefer safe, pleasant, and welkable and bikeable streets rather than traveling around Asistin on an intensiste highway, I would ble to see community alternatives to expansion, including Recommend Asistin and Reclaid SS, to be fully studied.	See Comment #4
					Reconnect Austin and Rethink 35, to be fully studied.	
				East/West Connectivity	Firstly, it is essential that each west crossings be available at least every 1/4 mile. This would help to reduce consection and provide more convenient travel for residents.	See Comment 420
				Lower Speed Limits	Secondy, I believe that all non-high speed readways in Austin should be designed for 25mph and be safe for all road users. This would make our streets safer for everyone and reduce the number of acciders.	See Comment #395
				Air Quality/Noise	Moreow, I believe that the proposed expansion will have severe registrie impacts on our city, including expansed traffic, air, water, and noise publicins, health impacts, heat sland impacts, and cashes. Therefore, I vigis you to consider the registrie impact of such an expansion.	Sax Comment #34
					Therefore, I urge you to consider the negative impact of such an experience.	
1979	Kevin Wang	3/7/2023	Email	Do not widen/no build	ModellySS Program Manager Tomms Akrego. Highway expansions do not and they not sever worked to meaningfully reduce congestion. I do not want to have to use an interstate highway for my local trips in Austin. I visit Austin very frequently (multiple times per year) and also have thought.	See Comment #5
					about moving there but this 1-55 highway expansion is a step in the wrong direction. The answer should not be to increase automobile traffic, which is noisy, dangerous to pedestrians, and polluting.	
					то ресомотите, или региптер.	
					The first TOTAL substitute for the Court for	See Comment #19
					Agit 4m, 1007 to submitted its the coulty invalves the focus only in recision the focus only in ordinary translate. For some contributions of a processing sound from the 10% appearing some contributions and the sound to compare the country of the processing of the processing of the processing contribution of the translate of country of the country o	JABO CONTROLLO SAL
1980	KG Ersey	3/7/2023	Email	Air Quality/Climate Change	TaDOT analysing more definitive pollutarists such as NO2, MMC5 and MM 10, which would provide a more realistic and complete picture of the current lack of air quality -yes the current numbers neight meet the current government standard now but in easily that standard is pretty lax designate for the unfeatility effects past in will be fundinging in the near future.	
1980	KG Erssey	3/1/2023	tmail	Air Quanty Chinain Change	Readity is needed as a main component various rushing towards the project as it currently stands.	
1981	Kia Farhang	3/6/2023	Email	Do not widen/no build	Mobility55 Program Manager Tommy Atrogo,	See Comment #5
					Manifest Program Manager Traininy Straph. 18 to Olive. This manifest of Auditor's SE OCC (Quantity and contract and in oppose this proposed 35 experision). While Audit in Severy congessed and gaining strone as by this day. TADOT and the local community should focus train and recovery on improbing public trained. The analysis of Auditor's SE OCC (Quantity of Auditor's SE OCC) and the local formation of Auditor's SE OCC (Auditor's SE OCC) and the local community should focus train and recovery on improbing public trained. The analysis of Auditor's SE OCC (Auditor's SE OCC) and the local formation of Auditor's SE OCC (Auditor's SE OCC) and the local community should focus train and recovery on improbing public trained. The analysis of Auditor's SE OCC (Auditor's SE OCC) and the local community should focus train and recovery on improbing public trained. The analysis of Auditor's SE OCC (Auditor's SE OCC) and the local community should focus train and recovery on improbing public trained. The analysis of Auditor's SE OCC (Auditor's SE OCC) and the local community should focus train and recovery on improbing public trained. The analysis of Auditor's SE OCC (Auditor's SE OCC) and the local community should focus train and recovery on improbing public trained. The analysis of Auditor's SE OCC (Auditor's SE OCC) and the local community should be an adversarial and the local community should be an adversarial and the local community should be an adversarial and the local community should be an adversarial and the local community should be an adversarial and the local community should be an adversarial and the local community should be an adversarial and the local community should be adversarial and the local community should be adversarial and the local community should be adversarial and the local community should be adversarial and the local community should be adversarial and the local community should be adversarial and the local community should be adversarial and the local community should be adversarial	
					options NOT putting rore cass on the road, I want to live in a city where I can hop a bus or train to get across town instead of sitting alone in a vehicle.	
					Planta Robinston in JJ September 1 (1816) you	
1982	Kiera Quinn			Do not widen/no build	Mobility SF Program Manager Tomery Morage. I strongly oppose TeXPDT gaster for SP and the apparation. Wildering highway 155 will have no read affect on speed and traffic while construction would remain a burden for a decade. TeXPDT a model, method, and motive are all inferently forward or and traffic contribution to the contribution of the con	See Comment #5
					I strongy oppose leave to an oral experiment of the second	
				Community Alternatives	support prioritization of public transport or the proposal created by Ratherk35. I expect Austin representatives to take into deliberation the opinion of me and their other constituents on the matter. Thank you for listening, you consideration means a lot.	See Comment #4
1983	Kim Beckham	2/8/2023	Email	General support	Dear Chairman Bugg and Commissioners: Thank you for recognizing that 1-35 through Audin is one of the most congested madesy segments in the State of Texas. As this seriously outdated readway is often called the Main Sheet of Texas, at Texans should call for bold and docules action to transform this critical stretch of infestructure into a readway that will accommodate the rapid and immunisar growth we are experiencing in our great States.	See Comment #8
					Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this	
					request.	
1984	Kim Romano	3/1/2023	Email	Do not widen/no build	Reacing Support Markey Internal Assign Support	See Comment #5
					Highway expension plans DO NOT WORK. I am 47 and grew up in Southern California and saw how expanding the freeways led to more congestion. TuDOTs plan will lead to years of construction and I do not want to use a highway just to travel	
					Phases please phase do NOT support this effort. It's a diseaser.	
	Mary Widow	-		Account to the second		
1985	nim Tidwell	enderer.		Do not widen/no build	Mr TxCOT TxCOT, As common who lives/comms a horner close to 135 (I/Ve lived haire for over 10 years, and my partner has lived haire 25), t oppose the expansion of 135 for many reasons: 3 - more attention and money need to be paid to safer, more pleasant,	Sau Comment #5
1	1	1			activities the content of the conten	
		1			8 - more focus needs to be applied to divert through traffic on the interstate APOLIND Austin, not enabling more traffic running through the middle of the city	
1	1	1				
	1	1		Bike/ped safety	we need better infriedructure for public transportation, biking, walking, and traveling on city streets, not more intensiate lanes adding pollution, noise, congestion, and traffic	See Comment #30
		1				See Contrast 430
	<u> </u>	<u> </u>		East/West Connectivity	this will further divide the east and wost sides of Austin, making it harder and less safe for people to travel between the areas	
1986	Kimberly Hansen			Do not widen/no build	Mobility35 Program Manager Tommy Abrego, I am a resident of Austin.	See Comment #5
					I am a storement or Assour. 10/09025 TaCOTS yellars for 1.55 and 1.0PO025 expansion. 10/0916 TaCOTS yellars for 1.55 and 1.0PO025 expansion. 10/0916 TaCOTS yellars for 1.55 and 1.0PO025 expansion or for 1.50 and 1.0PO	
					120 years of construction for jout all new years of congession relief is NOT worth it. I don't want to use an infamiliate highway for my local trips. I expect TOOT, Aprilio (m) Counts, and other representatives to stand up for me.	
				Latent/Induced Demand	ThOOT's process in this project is flawed: It ignores induced Demand, construction impacts, particulate matter pollution from the wear, the failure of almost all highway expansions, the success of freeway removals, and its traffic modeling is flawed.	See Comment #18
				Air Quality/Noise	Highway expansions DONT work. They worsen congestion (as we saw with the Katy Freeway), air noise and water pollution, safety, and transportation options beyond driving.	See Comment #34
				Community Alternatives	I am FOR the Retrink35 proposal, redesignating another highway such as SH-130 as an intendate, a boulevard going through town, a public transit-first projectanything but expanding 35.	Saw Comment #4
1987		2/28/2023	Email	Do not widen/no build	The current plans for 135 are lacking, They wipe out businesses and horses, while not providing nearly the number of crossings needed. Also, they will induce more demand for traffic without solving the	See Contract 4 S
1987	1	2/26/2023	cmail	Do not work/no build	The summary purpose of the summary purposes and the summary purposes of the su	
	1	1			problem. The bather answer is to remove total from 45 and direct all trust staffic that doses'n need to actually enter Assin central city streets to bypass the city center. Also, the main laines should be buried and an urbain boulevard built on top, with planty of crossings. That would open current feeder creats as developable space for shops, troms and boulevaises. Please reconsider your plants.	
	1	1				
	1	1				
1988	Kira Azulay	3/7/2023	Email	Do not widen/no build	ModifySS Program Manager Tommy Arrago. Law storage proposed to the expension of 35 in Audit. The se Audit rasher, this will change my home for the worse, highway expensions don't work, this has been proven time and again in Texas itself. 35 has always been a nightness to drive on, we do'D year of construction for this will make it soom envi will when it is insheld. Not be merition the neighbor equality of life impacts for Audit mediants as has intended as introduce on though our beautiful oil, his voider of higher in the control of the province of the	See Comment #5
					on, and 10 years of construction for this will make it worse now and when it is finished. Not to mention the negative quality of this impacts for Audin neighbors as its interactive ships through our beautiful city. No wider or shipping the or ship in the control of the contro	

1989	Kirk Golinghorst	1/11/2023	Email	General support	Date Chairman Bugg and Commissioners: Thesis you for encognizing that 1-55 through. Audin is one of the most congested readways ingression to the State of Fease. As this seriously continued routskey in office contained to the state of the	Sas Corresest #S
					Sex Channel Bog and Commissation has been just the completed point in an extra first an extra companies coales as greater in the State of Fises. As it is as execution producted making leaves the companies of the State of Fises. As it is assessment producted making leaves the commissation of the sex security producted making leaves the commissation of the sex security producted making leaves the commissation of the sex security producted making leaves the sex security producted making leaves the sex security producted making leaves the sex security producted making leaves the sex security producted making leaves the sex security producted producted making leaves the sex security produc	
1990	Kirsten Dalquist			Do not widen/no build	MobilitySS Program Manager Tomory Abrego. To whom it may concern: LSS appearation via only exacutable the horrible traffic conditions in this cur-centered city. The measurch overwhelmingly shows that highway expansion does nothing except allow for even more traffic. PLOSS be sent and not all the the long-term southor and not the short-term easy fit. Think you!	Sas Corresest #5
					even more traffic. PLEASE be smart and take the long-term solution and not the short-term easy fix. Thank youl	
					We need to shift Auditr's focus away from being car-centered into being public transit centered. This will be better for the environment and for people's mental and physical health.	See Comment #13
				Public Transit / Multimodal Transportation	We need to shift Austir's focus away from being car-contered into being public transit contered. This will be better for the environment and for people's mental and physical health.	See Comment #13
						New Comment # S.
					Duer Chairman Bugg and Commissioners: Thisks pur of principal materials frough Austin is one of the most congested readway segments in the State of Years. As this seriously outdated readway is often called the Main Street of Years, all Years should call for bold and decisive action to brankform in chickle setted of infestionations into a modeway that will accommostible the regulated in minutes growth we are experiencing in our great State.	Date Contracts #0
1991	Kirstin Ross	2/10/2023	Email	General support	secure for developer the format between or extractions where or extractions of the format of the for	
	Pullagii Nuas	.,.,	Linai			
1992	Kristen Clemmer	3/7/2023	MyCapEx Website - Comment Form	Do not widen/no build	there merced plann the processor of East Renging with Markon Ren of the recommend of Start And Annual Ren of the Start Renging of Start Renging of Start Renging of Start Renging of Start Renging of Start Renging of Start Renging of Start Renging of Start Renging of Start Renging of Start Renging of Renging of Start Renging of Re	See Comment #5
					footbal, riding bloke and neighbors waiting the streets with their dogs, Making Wilshire more of a major throughfeet than it already is treatened all of the reasons that I made the investment in the first place. both in my neighborhood and in Auditin. Places reconsider. Place understand that we have belt a command of and have described in vision and an auditing place.	
1993	Kristen Lau Keiser	1/6/2023	MyCapEx Website - Comment Form	General support	I low the idea of putting the boulevands downtown on the west side of the highway's tileages the neighborhood postected from traffic and excess noise. I can't wait for the highway to be dropped below ground as well.	See Comment #8
1994	Kristen Olson	1/30/2023	Email	General support	Duer Chairman Bugg and Commissioners: Think you for recognizing that I 35 through Justin is one of the most congessed readway segments in the State of Teas. As this seriously codation tracking is often contained to the State Office of Teas. As Teas is seriously codation to the segment of the State Office of Teas. As Teas is seriously codation to the segment of the State Office of Teas. As Teas is seriously codation to the segment of the State Office of Teas. As Teas is seriously codation to the segment of the State Office of Teas. As Teas is seriously codation of the State Office of Teas. As Teas is seriously codation of the State Office of Teas. As Teas is seriously codation of the State Office of Teas. As Teas is seriously codation of the segment of Teas. As Teas is seriously codation of the segment of Teas. As Teas is seriously experienced in the serious of the State Office of Teas. As Teas is seriously codation of the seriously codation	See Comment #8
					WITH ZIEF WITH A SAN LAND	
1995	Kristen Self	3/7/2023	Email	Do not widen/no build	MobilityS Program Manager Tommy Arrago. My hosted and I are residented the Weburdels and are current commuters via 155. We oppose the expansion of 155. We feel this will only some the battle con 155 and commute time as well as breakup the oily of Audin. We have spent time in turque unright and ingerine between closes and countries and feel a real spices along 355 as better long term solution for battle, and the environment. Thank you.	See Comment #5;
					Mr TsDOT TsDOT, To Whom it May Consists:	See Comment #5
1996	Kristen Wicke	3/7/2023	Email	Do not widen/no build	We Scious Table Contact. To Steman Education Section	
ID	C N	Da R d	S	Topic	c .	A.
					have Chemises Bagg and Commissioners. This import to recognizing the LLS Strongs habits in any of the most originated mobiles suggested in the Strongs have in the strongs or the strongs	See Comment # B
					Accordingly, I am writing today to express my complete support for the 135 Capital Express Central design as proposed by TADOS. This you for your consideration of this request.	
1997	Kristi E. Stotts	2/7/2023	Email	General support	dissemination, distribution or copy of this communication is strictly prohibited. If you have received this communication in error, please immediately notify us by telephone.	
1998	Kristin	1/31/2023	MyCapEx Website -	Regional Connectivity	In for rail service between Austin and San Antonio along with any other rail lines for consideration in the future that would connect metropolitan areas in Texas, Rail service would decrease our dependency on clers that conject major high religious plans 15.5.	See comment #1
	Davis		Comment Form		on cars that congest major highways like 1-35.	
1999	Kristin Marcum	1/26/2023	Email	General support	Dear Chairmain Bugg and Commissioners: Thank you for recognizing that \$155 through Austin is one of the most congested readway segments in the State of Texas. As this seriously continued readway is often	See Comment 48
	Marcum				Duer Chairman Bugg and Commissioners: Think you for recognising that 135 through Justin is one of the most congested makiney segments in the State of Teas. As this seriously outdated modelsy is often called the Mini-Direct of Teas, as I times about on all for ball and called continued and the second of the se	
2000	Kristin e Bray	3/7/2023	Email	Do not widen/no build	MobilityS Program Manager Commy Abrego. When I I need in East Assist, I don't have a cut. The single biggost obstaced to me bibling erround was ISS - fine crossing points, incredibly disagences intersections due to it's many laines and conflict points, it was a nightness. It was also great, exchanging year, and you desired, what I cross defined my way. Expending it will only make these, and it's many other problems worse, at incredible segence. Please **recorded** ISS.	Sas Corresest #S
	Kristine				Dear Chairman Bugg and Commissioners: Thank you for recognizing that 135 through Austin is one of the most congested readway segments in the State of Texas, As this seriously custained medway is often coiled the Main Street of Texas, all Texans should call for bods and decisive action to transform this critical stretch of infrastructure into a readway that will accommodate the rapid and immense growth we are experiencing in our great State.	Sas Corresest #S
2001	Megna- Gaviria	1/13/2023	Email	General support	Accordingly, I am writing today to express my complete support for the I-SS Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request. Kristine Gardinia	
2002		1/23/2023	MyCapEx Website -	Regional Connectivity	More laines didn't work in Houston, why would it work hier? We need public triansit in San Antonio to alleviate the triaffic, the sconer the better.	Sie comment #1
2002	Kristin e Robb	1/23/2023	Comment Form	Megional Connectivity		See Contract #1
2003	Kristy	1/30/2023	Email	General support	Date Chairman Bugg and Commissioners: Think you for recognizing that 1.55 Sprough, Audit in one of the most congoined read-lay appeted in the State of Teas, As this seriously outdained read-lays office and contained and the seriously outdained read-lays of the contained and the seriously outdained read-lays office and contained and the report of the seriously outdained read-lays office and immune growth was are experiencing in our great State, According,), less writing today to express any compaste support for the 155 Cayles Express Central design as proposed by ECOT. These you for your consideration of this required.	See Correlat #8
2003	Attawa	2/30/2023	Linai	denie apport	Solid Charleston Sigglet of Control Schools (Charlest Control Charlest Ch	See Control of the Co
	,				require.	
2004	Voiete	1/12/2023	Email	General support	Day Palatina Barriary Commission - Track on Commission Hall St. Hands Ladin and Commission and Commission Commission and Commission	See Comment #8
2004	Wainscott Attaway	4/42/2023	UAR	German Support	Date Chairman Bugg and Commissioners: Thank you for ecognizing that 135 through Austin is one of the most congested readway segments in the State of Teas. As this seriously outsided readway is offered collect to Marke Street of Teas, as the seriously outsided readway is offered readway in the seriously outsided readway in other collections. The seriously outsided readway is offered readway in the seriously outsided readway in other seriously outsided readway in the seriously ou	
					The state of the s	
2005	Kritika	1/31/2023	MyCapEx Website -	Regional Connectivity	Trisis commuter still services between Sea Actorio and Audin will help benefit my community. A high speed rail would enable the tech workers in Audin to potentially reside in Sea Actorio and create a tax base and more scoronic growth in the city.	See comment #1
2003	Joshi	4,34,4043	Comment Form	regions connecting	base and more economic growth in the city.	
					Mobility55 Program Manajor Tommy Abroglo,	See comment #3;
					I am a resident of Audin. Ti, Ti we been here for a long time & have lived in my different parts of town. Whenever thave to obtain a new place to live, two things have come to mind: wherein the nearest HEB and how far away can get from 1-55. I am of 1990SE seconds on Expending in an object of the part of the North Seconds on Expending in 1990. Seconds in Expending in 1990. Seconds in Expending in 1990. Seconds in 2014 and 1990. Seconds in 2014 and 1990. Seconds in Expending in 1990. Seconds in 2014 and 19	
					town, a public trains first project, etc. 10 was not construction for just a few wars of consistion relief is NOT worth it. It lived RIGHT of it SS, only a few wars also just passed the river — and it waith was an absolute insistemane setting home, most of the time. My only available	
2006		3/7/2023	Email	Reroute to 130	max, a policy transactor project, 46. 20 pand of commonstroid park for eyes and intermediate park of the second park of the se	
					I don't want to use an interstate highway for my local trips. I actively avoid 135 arrytime i'm driving, because i'm expecting it to be completely avoid. It would be a pleasant surprise if this decision was actually made to make this town better. So many people move here because of how waird or beautiful this place is, but I'm recognizing it less and loss. Maybe we could make a bigger effort into changing the big wound, that is 135, into something no one wants to "actively avoid" and	
					actually give a crasp about this town we love to call home. I expect TxDOT, Austin City Council, and other representatives to stand up for me. Thank you for your time.	
2007	Krystal Maughmer			Community Alternatives	Mr TADOT, HARD,	See Comment #4
1		1			Nation, the writing to your as a longitime resident of Austin and would like to express my apposition to ICOT's plans to expand 15%. We lived in the Cherywood neighborhood for many years and still own property in the neighborhood. Our property is temporary in years out, and we do our very best to keep the next as low as possible to provide a more affordable housing option for our residents. We adone the neighborhood and want to ensure it is kept tails. Servende.	
1		1			Sincordy,	
		1		Air Quality/Noise	I'm very worried about what the endocrmental impacts of expending the highway here would mean for the health of the community in this area. 155 divides Audin and is truly a pain in the built to utilize when traveling to and from central Austin. I hope more consideration will be taken into alternative options such as Rethrink 35's proposals to re-oute non-local traffic. Thank you.	San Commant #34
2008	Krzysztof Drewniak		MyCapEx Website - Comment Form	Do not widen/no build	I write in opposition to the plans to expand A35.	See Comment #5
				Latent/Induced Demand	Firstly, it is generally known that adding more lanes to highways does not resolve congession problems due to induced Demand.	See Comment #15;
				Climate change	In addition, because of the impacts already being caused by climate change, we should seek to reduce the number of cars on roads, and not expanding the highways. More highway is the opposite of what Austin, the state, and the world need right now.	Sas Corresest #51
				Public Transit / Multimodal Transportation	In addition, as a visually impaired person, I rely on public transportation and walking to get around. Expanding the highway in Austin will make Austin harder to navigate for me and will make the city less safe for me and those like me because there will be more cars and more apportunities for things to go wrong when, for example, crossing under 1.35.	See Comment #13;
2000	W.**	2/16/2023	Malorent	Buriago (meldo et el estato)	No manager to the group and any 170 990 Clark before based to the State of Art of Art of Art	
2009	ryte	2/16/2023	Voicemail	Business/residential displacement	Hay, my name is Kyle, or you can exact me at 720 232 6838. Treatly believe in what the West Trinity House is doing for our, like, for our society, honestly. I don't hone if they were compensated and relocated somewhere educ. I think that exact be first bot, but their existence, I feel, is very import. Societies if is a think place where community for ours, eight? Where you can apply the societies and the societies of the societies and the societies are societies and the socie	
		1			Assessment and the state of the	
		1			Maybe it's an old way that's corring back, or whatever fact it's very unique in Austin. And I think it's a way forward for us, as a culture that is feeling quite isolated right now. So, absolutely, I would read that you won't with them either to avoid taking it over or to held confession them. Thanks you were much.	
					agg creat or an one-processor creater pass ray creater	

						See Comment 45
					MobilitySS Program Manager Tommy Abrego, The bear an Austin resident my whols life, and the watched this town grow shockingly fast. You could even angue that it has grown too fast for its own good. There hasn't been anywhere near enough time to upscale our little town's infrastructure	Sea Contractit #5
					The dear in a visible freeling by below it as, or in the section to the control of the control o	
				Do not widen/no build	equipment of the next, diskels justic is used a district or learner in the contribution of the contributio	
					cost lesis motive, lesis environmental destruction, and way feesar logistical headaches for others and bustners allne to dead with. The space where 1-35 coveriety stands could be a perfect place to state. The space where 1-35 coveriety stands could be a perfect place to state. The space where 1-35 coveriety stands could be a perfect place to state. The space where 1-35 coveriety stands could be a perfect place to state.	
2010	Kyle Folkers				So places, as a concerned critizen of this town, don't go through with the TxCOT expansion plan. We have a read chance to make proposis towards a more livable Austin with the right action taken right now. On the other hand, we could set ourselves up to forever be a congested traffic nightmane of a town if we go through with the expansion. You all know which one the people of this town want, so vote like it.	
				Reroute to 130	We don't need the intensiate to not neglicit through our team asymons. We already have \$94.300, which was built for the explicit purpose of removing heavy intensiate built-is used from disentation. I support using \$95.930 for intensiate purpose. One of this hoppore, we can use the suppose where \$9.5 stands to start managining what or downtown area books like. This a perfect opportunity to experiment with building an area with weakflow species, efficiently explored built-injury and the changes that the source of offs boom sourcely ready of offs boom sourcely ready.	See comment #3
					area with walkable spaces, affordable housing, ample public transport, and other changes that the rest of this town sorely needs.	
2011	Kyle Kriegel	2/7/2023	Email	General support	Our Chamman Rug and Commissioners. Then you for recogning (Sot 135 Straigh Audits is and if the root originated markeys experient in the State of Texas. As this services problemed readles is self-or the State of Texas. As this services problemed readles is self-or the State of Texas. As this services problemed are reported in the services of the services the services are readles in the services of the commission of the disconnected in the readless of the services of the ser	See Comment #8
	Kriegel				carled the Main Street of Teas, all Teasms should call for food and decisive action to be transform than carled the Main Street of Teas, all Teasms should call for food and decisive action to be transform than called sheet in or making the Main Street of the Carled Street of the Main Street of the	
					requisit.	
2012	Kyle Lanmon			Do not widen/no build	Mr DOOT TOOY,	See Comment #5
					Expanding LSS is the wrong idea for Austria and is the wrong idea or Austria and is the wrong idea for Austria and idea for Austria and idea for Austria and idea for Austria and idea for Austria and idea for Austria and idea for Austria and idea for Austria and idea for Austria and idea for Austria and idea for Austria and idea for Austria and idea for Austria and Idea	
					To Local To Local Expending U.S. So the Audit and is the energious completers in proposed. More takens self only load to more selfs; as address by the fully beauty in thoulast. The proposed of the So the self-of the Audit and is the energious complete and in the South	
				Bike/ped safety	Milk Austin needs is safe, walk/bite-able streets and other alternatives to driving. The only way to trul fit is to give people good alternatives to driving. If there is a timely, convenient, and safe alternative, poople will choose it.	Sau Comment #30
				Lively periodicity	Statemative, people will choose it.	JOB CONTRACTOR SALV
					Please, fully research and consider the rethink \$5 clan as it seeks to unite Austin and provide safe streets for all.	
				Community Alternatives		Sae Connent #4
2013	3	1/12/2023	Email	General support	Dear Chairman Bugg and Commissioners: Thank you for recognizing that 135 through Austin is one of the most congested readway segments in the State of Texas. As this seriously outland readway soften called the Main Street of Texas, as this seriously outlands readway is often called the Main Street of Texas, all Texas should call for bold and decisive action to transform this critical stretch of infristructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State.	See Comment #8
					Control of the first and the second process of the second process	
	t .			<u> </u>		
2014	Kyle Morgan	3/7/2023	MyCapEx Website - Comment Form	Parks	I strongly disagree with the decision to seize land for a construction staging area for six years. There are more creative ways to solve these problems that don't disrespect the community and our parks.	See Comment #150
2015	Kyle Reiley	3/7/2023	Email	Do not widen/no build	MobilitySS Program Manager Tommy Abriego, I am a resident of Austin, I live in the charrywood neighborhood next to ISS. I OPPOSE TaDOT's plans for ISS and I OPPOSE expansion. Highway expansions never lessen traffic, they worsen it. Please just add	See Comment #5
	recody	1			I am a macent or nutsers, inwer in the correspondence measured to USS. I COPPLOSE ISLUT'S parts for I-SS and I COPPLOSE expansions, regimely expansions never seeken teams, they worken it. Pressure just and more railways, please don't be dumb.	
		1				
2016	Kyle Shannon	100,000	Voi	Do not widen/no build	Helito, my name is Ryle Shannon. I am an Austin resident. I live at 2802 Salvador Bend Austin TX.2IP code 18728. I'm calling to express my sincere and serious concern for I-35 expansion. The impacts to scolers for our dependent (Mediate is significant here in Texas. I can seek from experience moving from Cotorado to Texas. I have always been perclained at how car dependent we are in this city and in this	See Comment #5
			ce mai		society for car dependent lifestyles is significant here in Texas. I can speak from experience moving from Colorado to Texas, I have always been perpleased at how car dependent we are in this city and in this state.	
				Public Transit / Multimodal	So necessity around 135 there is sentificant irrestiments for pedestrian traffic or biocele traffic. Auto transportation should not be the orinary mode of Transportation across millions of peacles. In power	See Comment #15;
				Transportation	So typically around 135 them is significent impediments for pedestrian traffic or bicycle traffic. Auto transportation should not be the primary mode of Transportation across millions of people, in power dependency is a terrible thing for society to you to find owntime.	
				Latent/Induced Demand		Sas Comment #18:
				CHAIN II DUGGO DATIANO	Expanding the highway will further easoperate these problems, will require much more tax delians to maintain, and will drive significant impacts to communities that live around I-35. There's torse of noise that comes from highways and expanding that will just make it some for those communities that live around there.	JOB CONTROL OF 2017
						Sectionment 8:00
				Bike/ped safety	And from my one experience value (a record in the are set in or to late for productions and it. Shows they plant it would encourage pursuing if experience in to be horsened in top of, all all undergound. Other chase we do reg in this late of the color be and or to late or to	See Comment #30
					If I had my choice I rought? I want I'm well this expansion of all. Edit if it were to happen it reached to address the concerns of those living early the highway. If the my choice I rought? I want I want I have been a seen as a concern of those living early the highway. Things, I'll a good to leave a disable injection of hading in as cyl and it is agont to be disable implicit injection to those living early the highway.	
				Climate change	There is no excuse to have a large highway that takes up significant space and block different forms of Transportation, especially when - I don't prefer to drive in a car and many people do not prefer to drive	Saw Comment #51
				Climate change	Them is no excess to bleam is tagging legislately but blakes up approximate space and black different forms of Transportation, repositely when 1 laws Type in the legislate to done in a sur and many people do not prefer to drive a sur. There is still of damage to but environment and it done inspect the leading of angithorhoods in the even in, I link it's available to put underground.	Sec Convent #53.
				Climate change Air quality/Noise		See Comment #51 See Comment #54
				Air quality/Noise	Think it's sensible to put coverings ever it. I thrink it's sensible to reduce the notes and publisher effects wherever possible.	
						Sea Comment #34
ID.	C N	Da R		Air quality/Noise	Think it's sensible to put coverings ever it. I thrink it's sensible to reduce the notes and publisher effects wherever possible.	Sea Comment #34
ID 2017	C N	Da R d	8	Air quality/Noise Business/residential displacement Topic	Think it is smaller to put covering water. I think it is smaller to reduce the role and pollution effects wherever peachin. And it absolutely homes absolut not be blassed or furtilised to support this is another aspect of this. These are ny concerns. Please bring those forward and I hope we could reconsider how this is done. There's by	Sea Communit 819 Sea Communit 821 R p
ID 2017	C N Kyle Sharron	Da R d	s	Air quality/Noise	This It's wanted to got covering new Y. I thin It's send to invide to exclude to exclude the reduce the most and political efficies whereour peakes. And attachably forms about not be based or forfested to support this is written aspect of this. These are my concerns. Please bring those forward and I trop or social reconsider how this is done. There is, And attachably forms about not be based or forfested to support this is written aspect of this. These are my concerns. Please bring those forward and I trop or social reconsider how this is done. There is, And I the concerns the con	Sea Comment #34
1D 2017	C N Kyle Shannon	Da R d	5	Air quality/Noise Business/residential displacement Topic	This is a smallest to put creating a own of, 1 this is, it is smalles to reduce the colors and publican effects wherever proceion. And admission from sea should not be bissed or fermined to support this is another appet of this. These are ny concerns. Please bring those forward and Thope we could reconsider how this is done. There is, the process of the contract	Sea Communit 819 Sea Communit 821 R p
10 2017	C N Kyle Sharnon	Da R d	44	Air quality/Noise Business/residential displacement Topic	This is a smallest to pic covering over X. This is, it is entitled to track a smallest to include the totale and published reflects wherever possible. And allocation provides about of red to bisland or forfeded to support this is autofer support of this. These are my concerns. Please bring those forward and I hope we could reconsider how this is done. Thereis, the provides are a concerns to the country of t	Sea Communit 819 Sea Communit 821 R p
15 3017	C N Ryle Sharron	Da R d	44	Air quality/Noise Business/residential displacement Topic	This is a smallest to put creating a own of, 1 this is, it is smalles to reduce the colors and publican effects wherever proceion. And admission from sea should not be bissed or fermined to support this is another appet of this. These are ny concerns. Please bring those forward and Thope we could reconsider how this is done. There is, the process of the contract	Sea Communit 819 Sea Communit 821 R p
10 2017	C N	Da R d	8	Air quality/Noise Business/residential displacement Topic	This is a smallest to just creating to pure of 1 this is, it is annoted to treating the unique properties. And admitted by these abouted not be bislated or ferminated to support this is another appeared this. These are ny concerns. Please bring those forward and these we could reconsider how this is done. These is, the properties are not appeared to the propertie	Sea Communit 819 Sea Communit 821 R p
10 2017	C N Ryle Sharron	Da R d	5	Air quality/Noise Business/residential displacement Topic	This is a smallest to just creating to pure of 1 this is, it is annoted to treating the unique properties. And admitted by these abouted not be bislated or ferminated to support this is another appeared this. These are ny concerns. Please bring those forward and these we could reconsider how this is done. These is, the properties are not appeared to the propertie	Sea Communit 819 Sea Communit 821 R p
2017	C N Hyle Shannon	On Ft d	s	Air quality/Noise Business/residential displacement Topic	Note: It is an extraction to just covering a work. I think it's worklet to inclose the noise and publican effects whereavy provides. And admitted by those admitted to the bidsade of inferited to support this is worklet appeared thin. These are ny concerns. Please bring those forward and Trope we could reconsider how this is done. Thesis, the C C And admitted things to history during the second of the bidsade of inferited to support this is worklet appeared. If an extraction of the second of the bidsade of inferited to support this is worklet appeared. If an extraction of Assort Traces. If any support history during the second of the second of the bidsade of the bidsade find highway solar admitted for you must, but not in the heart of an origin those is a mile underground. Because or more law or places in the second of the second of the bidsade find highway solar admitted for you must, but not in the heart of an origin those is a mile underground. Because or more law or places in the second of the places in the second of the secon	Sea Communit 819 Sea Communit 821 R p
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15 2017	C N	Da R d	\$	Air quality/fease Busenes/seaferried displacement Trace Do not welse, no hold Latenty/reduced Demand	Note: It is assessed to go the control of the billional or for for billional or	See Connect 634 See Connect 633 If p See Connect 63
5017	C N Ryle Stateron	Da R d	5	As quality finese Bearman resolvented desplacement Trape De not wellen, no build	Note: It is an extraction to just covering a work. I think it's worklet to inclose the noise and publican effects whereavy provides. And admitted by those admitted to the bidsade of inferited to support this is worklet appeared thin. These are ny concerns. Please bring those forward and Trope we could reconsider how this is done. Thesis, the C C And admitted things to history during the second of the bidsade of inferited to support this is worklet appeared. If an extraction of the second of the bidsade of inferited to support this is worklet appeared. If an extraction of Assort Traces. If any support history during the second of the second of the bidsade of the bidsade find highway solar admitted for you must, but not in the heart of an origin those is a mile underground. Because or more law or places in the second of the second of the bidsade find highway solar admitted for you must, but not in the heart of an origin those is a mile underground. Because or more law or places in the second of the places in the second of the secon	Sea Comment (4.5) Sea Comment (4.5) Sea Comment (4.5) Sea Comment (4.5) Sea Comment (4.5)
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2019	Kyrie Sharp Kyrie Perron LA Rigger	2/14/2023 1/30/2023 1/31/2023	Ernail MyCapEx Website - Comment Form	Air quality/fease Buseness/residential displacement Train Do not welley/no hould Leters/reticaed Demand Air Quality/resize Multimodal Temportation Multimodal Temportation Do not welley/no hould On not welley/no hould	The Strainburst to got develope and S. Titoric St. secolds to reduce the received from the second from the sec	Sea Comment #3 S Sea Comment #3 S Sea Comment #3 S Sea Comment #3 S Sea Comment #3 S Sea Comment #3 S Sea Comment #3 S Sea Comment #3 S Sea Comment #3 S Sea Comment #3 S Sea Comment #3 S Sea Comment #3 S Sea Comment #3 S Sea Comment #3 S Sea Comment #3 S Sea Comment #4 S Sea Comment #4 S Sea Comment #4 S
2019	Kyrie Sharp Kyrie Perron LA Rigger	2/14/2023 1/30/2023 1/31/2023	Ernail MyCapEx Website - Comment Form	Business residential displacement Topic De not eviden, no build Latery finduced Demand An Quality Finance Multimodal Transportation On red widen, no build General segunt Do not widen, no build On red widen, no build	These if Specialists by and covering an ext. If these it's secretary in a contract of the Special Special Indiana Special Spec	Sea Comment 53 Sea Comment 53

		1		Do not widen/no build	Manifest Sequent Manager Entering Forces, The Read Sequent Assessment of the competion comes sight back. There is no research to desir additional desired within a couple parts and the competion comes sight back. There is no research to desir applicate damage to a minimize great parts as an experiment of the competion comes and the competion comes sight back. There is no research to desire applicate damage to a minimize great parts as an experiment to the competion comes and the com	See Comment #5
					the city's assisting core for minimal gains.	
					A perfect example is Amsterdam, which was case dependent Missiave portions of the city were moving (towards roads and highways. They chose to change direction, and now it's an incredible destination for tourism and residency. Commercial does have to move through or a count of a city. It is not as sensitive to detentions that could record in a round the city desidency are externely sensitive.	
					- I don't want to use an intentiale highway for my local trips.	
					Loan't wast to microsise motion possible. Loan't wast to magnify all the first will further divide the city into two and lower property values.	
					- Waint a new incredible neglightorhood that will be filled with tax payers and commerce	
					- I am willing to drive under a cap I am willing for drive under a cap I am willing for drive an order 10 minutes to another route on the rare occasions a robust downtown can't provide what I need.	
2023	Lance Gliser				The straing of the an education control of the strain control of t	
2023	Lance Graer					
				Buhán Transit	/ Thereshood is disject out from excellence, but higher decision usage of existing larges. If you won't to be a city for people who like and work here. Consist on the recommend of people through recording and	See Comment #13
				Multimodal	Throughout is glasted not from more larses, but higher density usage of existing larses. If you want to be a city for people who live and work hee, focusing on the movement of people through more dense and efficient options is the only solition. This means focusing on options like light risk, business with decidated larses that are more attractive because of their throughout progressed to are, and obtain. All of an address the actual throughput of local to confidence in the invalidation because the local invalidation larges of the people bears, not the through settle.	
					hand 35 cigate Exposit Extent. As 15 Cigated Exposit	See Comment #5
					These, you for the transformative work over the last several years at the Ereas Department of Transportation to adopt a safe systems approach and seriously work toward the Read to Zivo goal of cutting traffic deaths in half by 2005 and to zero by 2006. Operating a removal price of the Event of the Event of the Event of the Event of the Event of Event o	
					methodology. The Texas Transportation Commission Misses Order 115481 dispres TabOIT assists to hard of reducins the summer of deaths on Texas condessor by half by the year 2015 and to zero to the Commission.	
					mathodings. The least Transportation Commission Minute Clear 115415 describ 16/01 Audit in the Next Tuesd the goal of reducing the number of destribs on Teas randway, by self by the pier 2003 and to aver by the year 2005. The Commission extensionally arranged in finite vehicle transportation contained and the prevent in facility of the pier 2005. The Commission extensionally arranged in finite vehicle of the destribution and destribution of the despriment and develop and implement are under a destribution. In the contained of the destribution and destribution a	
					are conversed but it is built forwarmed inspect. Sometime of the contract of t	
2024	Lance Hamm	3/7/2023	Email	Do not widen/no build	sents in introducing contractive and extensions, entering the ten purpose and need of this project. Testing from unartification interior and extensions, entering the ten purpose and need of this project. Testing from unartifications in the purpose and need of this project. Testing from unartifications in the purpose and need of this project.	
					No project should move forward without a neasonable expectation that the project will neutr in meeting the Road to Zoro goal to cut traffic deaths in half by 2035. Thank you for all that TaDOT is doing and will do in the further development of this project to end traffic deaths.	
2025	Larayne Dallas	3/7/2023	Email	Do not widen/no build	Mobility35 Program Manager Tommy Abrego,	Ne Comment &
2025	Lansyné Dáltás	3/1/2023	Email	uo not widen/no build	Hello,	3-000 - 2-000
					I have lived in Audin, Teas since 1986 and know that "highway improvements" here bring destruction of businesses and neighborhoods. After that come more vehicles and more congestion. It is the same as I saw in New Jersey — where we lived before moving here.	
					I coppose the current TADOT plans to make 135 "batter" through Future in organise expansion. If we need to specific interest through control t	
					Matern record place. Together the control TOOT (print to make 13.5 "Solicat" fromigh Audio and oppose appearance. We want the proper the control TOOT (print to make 13.5 "Solicat" fromigh Audio and oppose appearance. We want the proper through the print to make 13.5 "Solicat" fromigh Audio and control Audio and Control Audio on 55.13.5 Building region highways through citizen in well-up control and a historical installar make — oriformatility — in why youth, White his will not \$2.5 though thouse any giving where well-will the print the	
2026	Lamzell Harper	1/19/2023	MyCapEx Website -	Regional Connectivity	Please consider finding funds to build a commuter rail that connects San Antonio to Dallias. Thank you.	Seconment #1
			MyCapEx Website - Comment Form			
2027	Laron Cheek	1/31/2023	MyCapEx Website -	Regional Connectivity	Would LOVE any type of commuter rail in Texas. Connecting San Antonio to Austin and eventually Dallas would be a huge win for the state.	Seconment #1
			Comment Form			
2028	Larry Bales	2/8/2023	McCorFr Watsite .	Cananal information request	The Teas Department of Transportation will host a virtual public hearing with an in-person option to gather input on proposed improvements on 135 from US 200 East to US 200 West/State Highway T1. The running of the mobile hearing in to running mobile running and intermediate the following statement (FR) and its request the following statement (FR) and its request the following statement (FR) and its request the following statement (FR) and its request the following statement (FR) and its request the following statement (FR) and its request the following statement (FR) and its request the following statement (FR) and its request (F	Garantal information sensest - information was neminted to stillularity date.
		.,,	Comment Form		The purpose of the public hearing is to request public comment on the draft Environmental impact Spatement (ES) and to present the Preferred Alternative.	
						General information request - information was crowleded to stakeholder
2029	Larry Bales	2/8/2023	MyCapEx Website - Comment Form	General information request	The Trans Department of Transcortions in their an input policies being with an in-present option by gifter regist as proposed representation in 155 host to 200 literal foot 300 literal (State Highway 71. The interest being with the present the Production Research and Contraction of the State S	General information request. Information was provided to stakeholder
					Quisition: will that be updated and posted to the MySSCapEx.com website? Thinks you. Larry	
2030	Larry Hankamer			Do not widen/no build	Leave I 35 as is. Construction will take many years and will make travel along I 35 very slow and difficult and inconvenient for all of those years.	See Comment #5
2030	Larry Hankamer			Do not widen/no build Reroute to 130	Leave 135 as is. Combraction wit bale many years and will make toward along 135 very size and difficult and inconvenient for all of those years. The best addition is to leave 135 as it is and convent Hey 130 to 135 Earl. Simple. Much leas cost. No inconvenience. This traffic can take 135 Earl.	So Connect 53 So connect 43
2030	Larry Harricarner				The best solution is to leave 135 as it is and convert Hey 130 to 135 East. Simple. Much less cost. No inconvenience. Thru traffic can take 135 East.	
		1/19/99/9	foot	Reroute to 130	The best solution is to leave 135 as it is and convert Hey 130 to 135 East. Simple. Much less cost. No inconvenience. Thru traffic can take 135 East.	See comment #3
2030	Larry Hankamer Lathrop Smith	1/13/2023	Email			See comment #3
2031	Lathrop Smith			Reroute to 130 General support	The lost soldior is to least 155 as it and conset flay 25 to 15 East. Simple. Much less cost. Its inconvenions. This todific can take 135 dat. One Claiman Bugg and Commissioners. This is prior recognizing that 125 freely havin in our of the most congress reading sensitive partners in this 20c of Fees, is this services position of contrast and the services of the services position of the services position of the services position of the services of the services position of the services of the services position of the services of the services of the services of the services of the services of the services of the services of the services of the services of the services of the services of the services of the services of the services of the services of the services of the services.	See comment #3
		1/13/2023	Email Email	Reroute to 130	The lost soldior is to least 155 as it and conset flay 25 to 15 East. Simple. Much less cost. Its inconvenions. This todific can take 135 dat. One Claiman Bugg and Commissioners. This is prior recognizing that 125 freely havin in our of the most congress reading sensitive partners in this 20c of Fees, is this services position of contrast and the services of the services position of the services position of the services position of the services of the services position of the services of the services position of the services of the services of the services of the services of the services of the services of the services of the services of the services of the services of the services of the services of the services of the services of the services of the services of the services.	Sex connect 43 Sex Connect 48
2031	Lathrop Smith			Reroute to 130 General support	The lost soldior is to least 155 as it and conset flay 25 to 15 East. Simple. Much less cost. Its inconvenions. This todific can take 135 dat. One Claiman Bugg and Commissioners. This is prior recognizing that 125 freely havin in our of the most congress reading sensitive partners in this 20c of Fees, is this services position of contrast and the services of the services position of the services position of the services position of the services of the services position of the services of the services position of the services of the services of the services of the services of the services of the services of the services of the services of the services of the services of the services of the services of the services of the services of the services of the services of the services.	Sex connect 43 Sex Connect 48
2031	Lathrop Smith			Reroute to 130 General support	The lost soldior is to least 155 as it and conset flay 25 to 15 East. Simple. Much less cost. Its inconvenions. This todific can take 135 dat. One Claiman Bugg and Commissioners. This is prior recognizing that 125 freely havin in our of the most congress reading sensitive partners in this 20c of Fees, is this services position of contrast and the services of the services position of the services position of the services position of the services of the services position of the services of the services position of the services of the services of the services of the services of the services of the services of the services of the services of the services of the services of the services of the services of the services of the services of the services of the services of the services.	Sex connect 43 Sex Connect 48
2031	Lathrop Smith			Reroute to 130 General support	The best colution is to leave 155 as it is and convert feey 35 to 15 East. Sergis, Much less cost, its inconvenience. This tredit can take 135 East. Associations flag and Commissioners. This is pot for reaginging that 153 freegy desire is any of the notice organize cooking agreement in the Store of Fees, is this seriously optioned cooking as predicted in the Store of Fees, is this seriously optioned cooking as when the store of Fees, is the seriously optioned cooking as predicted in the Store of Fees, is the seriously optioned cooking as a store seriously continued to the register of the seriously continued to the register of the seriously continued to the register of conti	Sex connect 43 Sex Connect 48
2031	Lathrop Smith			Reroute to 130 General support	The lost soldior is to least 155 as it and conset flay 25 to 15 East. Simple. Much less cost. Its inconvenions. This todific can take 135 dat. One Claiman Bugg and Commissioners. This is prior recognizing that 125 freely havin in our of the most congress reading sensitive partners in this 20c of Fees, is this services position of contrast and the services of the services position of the services position of the services position of the services of the services position of the services of the services position of the services of the services of the services of the services of the services of the services of the services of the services of the services of the services of the services of the services of the services of the services of the services of the services of the services.	Sex connect 43 Sex Connect 48
2031	Lathrop Smith	3/7/2023		Reroute to 130 General support	The lost soldior is to least 155 as it and conset flay 25 to 15 East. Simple. Much less cost. Its inconvenions. This todific can take 135 dat. One Claiman Bugg and Commissioners. This is prior recognizing that 125 freely havin in our of the most congress reading sensitive partners in this 20c of Fees, is this services position of contrast and the services of the services position of the services position of the services position of the services of the services position of the services of the services position of the services of the services of the services of the services of the services of the services of the services of the services of the services of the services of the services of the services of the services of the services of the services of the services of the services.	Sex connect 43 Sex Connect 48
2031	Lathrop Smith			Reroute to 130 General support	The lost soldior is to leave 155 as it is and convert flery 25 by 15 East. Simply. Much leave code. The incrementation, this tradition is to leave 155 as it is an office of the second	Sex connect 43 Sex Connect 48
2031	Lathrop Smith	3/7/2023		Reroute to 130 General support	The lost soldior is to leave 155 as it is and convert flery 25 by 15 East. Simply. Much leave code. The incrementation, this tradition is to leave 155 as it is an office of the second	Sex connect 43 Sex Connect 48
2031	Lathrop Smith	3/7/2023		Reroute to 130 General support	The lost soldior is to leave 155 as it is and convert flery 25 by 15 East. Simply. Much leave code. The incrementation, this tradition is to leave 155 as it is an office of the second	Sex connect 43 Sex Connect 43 Sex Connect 43 Sex Connect 43 Sex Connect 43
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2031	Lathrop Smith	3/7/2023		Reroute to 130 General support	The lost soldior is to leave 155 as it is and convert flery 25 by 15 East. Simply. Much leave code. The incrementation, this tradition is to leave 155 as it is an office of the second	Sex connect 43 Sex Connect 43 Sex Connect 43 Sex Connect 43 Sex Connect 43
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2031	Latinop Swith Laura Baker C N	3/7/2023	Email	Remark to 130 Constit support Do not widen, no build Topic.	The lost soldior is to leave 155 as it is and convert flery 25 by 15 East. Simply. Much leave code. The incrementation, this tradition is to leave 155 as it is an office of the second	Sex connect 43 Sex Connect 43 Sex Connect 43 Sex Connect 43 Sex Connect 43
2031	Latinop Swith Laura Baker C N	3/7/2023	Email	Remark to 130 Constit support Do not widen, no build Topic.	The load studios is to leave 155 and it and convert they 25 to 15 East, Single, Much leave code, the concessorant, they studied can failed 155 date. Once Chammes flagg and Commissioners. These years for employing failed 155 freezy, haden in our of the man composite studies years in the State of Feesa. As this services you obtained condensy a office and analysis of the services years. It is not fine they be expressed, the contract of the regard and immoss growth as an experiencing in our great 50x secretification, in our fine study in the contract of the regard. It is not fine they be expressed, the services years any complete apport to the 150 Copin Express Contract deeps as prequest by 150°C. These years by part or consideration of this regard. It is not fine they be expressed. The services are contracted in the services of the regard of the regard of minimals growth as an experiencing in our great 50x secretification. The services in the services years are contracted in the services of the regard. It is not contracted in the services of the regard of the r	Sex connect 43 Sex Connect 43 Sex Connect 43 Sex Connect 43 Sex Connect 43
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2031	Latinop Swith Laura Baker C N	3/7/2023	Email	Remark to 130 Constit support Do not widen, no build Topic.	The land colution is to lawer 150 at 61 and convent they 25 to 15 East. Simply, Mach has cost in continuous and they have continued and they are selected to Search Convention and they are selected to Search Convention and they are selected to Search Convention and they are selected to Search Convention and the second convention	Sex connect 43 Sex Connect 43 Sex Connect 43 Sex Connect 43 Sex Connect 43
2031	Latterp Seeth Laters Balter C N Laters Bording	3/7/2023	Erral	Remarks to 1:50 General support Do not widen, no louisi Trees. General support	The land colution is to lawer 150 at 61 and convent they 25 to 15 East. Simply, Mach has cost in continuous and they have continued and they are selected to Search Convention and they are selected to Search Convention and they are selected to Search Convention and they are selected to Search Convention and the second convention	Sex connect 43 Sex Connect 43 Sex Connect 43 Sex Connect 43 Sex Connect 43 Sex Connect 43
2031	Latinop Swith Laura Baker C N	3/7/2023	Email	Remark to 130 Constit support Do not widen, no build Topic.	The load studios is to leave 155 and it and convert they 25 to 15 East, Single, Much leave code, the concessorance, they studied can belief 155 East. Once Chammes flagg and Commissioners. These years for employing that 155 freezy, haden in our of the man composite studies years in the State of Feesa. As this services years do not make years and commissioners that is stated and the services of the regular and interest growth was an experiencing in our great State, according it, as writing table years growers. It as writing table years growers. It as writing table years growers, and the services are greatly as a proper to the 155 Capital Expense Contract deeper as prequest by 150°C. These yes to part contracted on the regular and interest growth was an experiencing in our great State. It as writing table is 25 years. The services are growers and the services of the regular and the services of the regular and interest growth was an experiencing in our great State. The services in the services of the regular and interest growth was an experiencing in our great State. The services are growth in the State of the services of the regular and interest the services proper during the services of the regular and interest the services proper during the services of the services of the services of the regular and interest the services of the se	Sex connect 43 Sex Connect 43 Sex Connect 43 Sex Connect 43 Sex Connect 43 Sex Connect 43
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2031 2032 2033 2033	Latinop Seeth Learn Balse C N Learn Bowling Learn Bridg York Learn Bridg York Learn Carbonness	3/1/2023	Ernal Ernal	Permise to 1:50 General support Do not widen/not build Topes General support General support General support General support As Quality/forbuild	The land colution is to lawer 150 as it is and convent they 25 to 150 East. Straigh, Mach here cost in continuous man, they had to an inter 150 East. The Convents high part Commissioners. The law you for completing fact 153 brough Austin to an of the mach composed tracking as the straight of the service of the services of the servi	Sec Contract 43 Sec Contract 45
2032 2032 2033 2033 2034	Latinup Smith Litary Baller C N Laura Briefly York Laura Certamona Leura Centerna	3/1/2023	Ernal Ernal	Reviside to 1:30 General support Do not widen/no build Trape General support General support General support Do not widen/no build Do not widen/no build	The land califorii is to laws 150 at 15 and convert fley 25 to 15 East. Simple, Much less cost. Its inconvenience, This to this can had 150 and it is not considered in the State of Fleax. As this servicesy addition called by a fine of the services of the services of the services of productions and an experience of the services of the services of productions and an experience of the services of t	Sea Contract 45 Sea Contract 4
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2032 2032 2033 2033 2034	Latinup Smith Litary Baller C N Laura Briefly York Laura Certamona Leura Centerna	3/1/2023	Ernal Ernal	Reviside to 1:30 General support Do not widen/no build Trape General support General support General support General support Do not widen/no build Do not widen/no build Laten/no build Do not widen/no build Laten/no build Laten/no build Laten/no build	The land califorii is to laws 150 at 15 and 1 and convertibly 25 to 15 East. Strips, Much less code, this recoveries, the proof of the parties of the Store of Teas, is fine servicely and controlled to the parties of the Store of Teas, is fine servicely and controlled to the parties of the Store of Teas, is fine servicely and controlled to the parties of the Store of Teas, is fine servicely and controlled to the parties of the Store of Teas, is fine servicely and controlled to the parties of the Store of Teas, is fine servicely and controlled to the parties of the Store of Teas, is fine servicely and controlled to the parties of the Store of Teas, is fine servicely and controlled to the parties of the servicely and the service of the servicely and controlled to the service of the servi	Sec Connect 45 Sec Co
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			I I		Add high speed light rail between Austin and San Antonio. Having access to both office would help economic growth.	T.
2038	Laura Ourningham	1/31/2023	MyCapEx Website - Comment Form	Regional Connectivity		Second 4
2039	Laura Forster	d-outhern		Do not widen/no build	Use hold Tubble. This just ten't the right way to accommodate growth of our city. The forfic will never ever get any better if all we do in make more reads. Please reconsider this short shad and poorly thought out plan.	Sas Commer #5
				Business/residential displacement	This plan will displace so many businesses and homes. Providing adequate and accessible public transportation takes those people who don't want to drive off the roads, freeing the roads up for people who MVE to drive.	See Comment #21
			-	Public Transit / Multimodal Transportation	Maybe instead of building a bigger highway, we should use that money to really get a good salway, better inner only bike lance and bus systems and better foot paths in place.	See Connect #13
2040	Laura Gilmour			Do not widen/no build	We ToOT NOT. The Search is a required to the search of th	See Comment #S
			-	Air Quality/Noise	mountains. With mountains are impossible (do believe the city out of the sea managed to the southern region in what is their transportation spoken could bring to the oils, Expanding (35 to the monitorably in the current plans that would continue to clinic the driving invariance to be walkable. We registerationally exportable by foot and public transportation - not constant our transportation and constant and research produced by the public of the contract of	Su Comment #34
			_	Community Alternatives	congleted, with even higher polition Laim contain the state can ne-review the Reconnect Audit and Retriet. 35 proposals to incorporate these solutions into the next stage for downtown Audit and 155.	See Comment 44
2041	Laura Gottesman	2/7/2023	Email	General support		See Commant #8
2041		2/1/2023	Cital		One Chemical Register Communications: The companies of th	de Common es
2042	Laura Johnson	2/6/2023	Email	General support	One Channes beg and Commissioners: There you for excepting field 155 through Justice is not of the most congrated reading supports in the State of Fears. As this surface, as stated or surface, and the surface is not become fire to the surface of the surface is not become fire to the surface of the surface is not as the surface fire to the surface fire to the surface is not as the surface fire to the surface fire to the surface is not as the surface fire to the surface fire to the surface is not as the surface fire to the	See Current 48
2043	Laura Miller	3/7/2023	Email	Construction	MichighS Program Manager Tomny Azngo. We had need the publishin the connection the disconnection shell been said dissided their phase do not do this to our dily	Set Commer 4:19
2044	Laura P Martinez	3/6/2023	Email	Do not widen/no build	MobilityS Program Manager Tommy Atrego, My family recordly mose back to be dust alther moving around 15 years with my husband's career in the US Army, Our assignments in many different states and countries including Colombia, Germany and Kuwait gave us a chanca to see different was of manifest inscriptions/bullet and many herefore of a downtown that is not divided by a histories.	Sue Current +5
					Intelligible Toping Intelligible Transport Design Design Strategy Compared Transport D	
2045	Laura Strawn			Do not widen/no build	Abbidish Program Manager Tomay Sweeps. As a wider-Askerini Sweeps the covered point for must sine expension of IN-35 through downtone Austin. This is a major decision that all change the character of downtone Austin for many filterinas, and should be conducted to our quality of like as much as possible. Think you, Liava Stewan	See Comment 45
				Community Alternatives	I prefer a plan like Rethink 35 or other options with buried or turnel lanes, or with park caps over the freeway to connect the east and west sides of town.	See Comment #4
				Do not widen/no build	Now been following the progress for the reconstruction and experision through my resignations described in in Henricol for a country of years and the one appear of the project that concerns see in the same appear of the project that concerns see in the same appear of the project that concerns see in the same flow, it is not a confident seeman of the same flow. It is not a confident seeman of the same flow, it is not a confident seeman of the same flow. It is not a confident seeman of the sa	See Comment #5
2046	Laura Yuli				Now have filtering the program for the construction and of express the profit of the control of the country of the profit of the country of t	
				Caps/Deck Plazas	Otherwise, I love the idea of sinking the highway and creating caps and settines to connect neighborhoods.	See Comment #42
2047	Laurel Power	200,000		Do not widen/no build	Mr TADOT TADOT.	See Comment 45
					Egypow wildowing 355 because 355 an almate, sented, but, time, Congress missives recovery drough the city cover. Equipment (355 would decrey businesses and harms, but reducing it to a lookeesed with treffic catering medians and shaded treas would open up more lained for development businesses, and almate treas would open up more lained for development businesses, and almate decreases, and almate treas would depen up more lained for development businesses.	
				Reroute to 130	I think that diverting interstate traffic around the city would ease downtown congestion, and a lovely tree-lined boulevard would do more to connect the city than congest it.	See connect #3
2048	Laurel Power			Do not widen/no build	Nation 25 Program Missage Transp Arago, as a second of East-data and oppose the expension of 53. This would create more incisions for local businesses directions and allow the distribution and oppose the expension of 53. This would create more incisions for local businesses directions.	See Comment #5
				East/West Connectivity	Equanding the already noisy and polluting highway would displace more people from their homes and end-places, will create a construction registrate downtown, will further divide East and Weel Audin-contributing to Letther generalization, and will encourage more cans in the displaced weeks of the create and weeks of the displaced with the displaced process of the contribution of the contribution registrate downtown, with further divide East and Weel Audin-contributing to Letther generalization, and will encourage more cans in the displaced weeks of the contribution registrates downtown, with further divide East and Weel Audin-contribution registrates downtown, with further divide East and Weel Audin-contribution registrates downtown, with further divide East and Weel Audin-contribution registrates downtown, with further divide East and Weel Audin-contribution registrates downtown, with further divide East and Weel Audin-contribution registrates downtown, and will be a supplied to the contribution registrates downtown regist	Set Commert 420
				Community Alternatives	like Re-Think 135's proposal to turn 135 into a padestrian and bicycle friendly tree liked boulevand for local traffic, and move intensante traffic outside of the city center.	See Comment #4
2049	Lauren Ash				MobilitySS Program Manager Tommy Abregio,	See Comment #5
					My name is Lauren, and I give up in a suburb on the comer of two major intersecting highways. I had no idea how much my life was shaped by the presence of such traffic until I was older and lived someptiace else, a walkable city that also had	
					I was deveated to return Prome," where I now I had to live with the realization that if didn't actually UKE driving, it was just the only driving and the promotion of the promo	
				Do not widen/no build	reservable public transproadnom. I also decorational for transproadnom, where it come in held to be with the residuation that if don't schaely JME diving it may just the only option. Equating 15 of the Top Teams in this option of required, required, required, required, unique, until containing common well read as that it you as form more abound those sorting in this long ran. But Top Teams, and pure a well be the transport of the transport of the transport of the required top the transport of the required top the transport of the required top the transport of the required top the transport of the required top the transport of the required top the required to	
				Latent/Induced Demand	The French understood "Induced Demand" when commercial railwave to assistance trains-auditenty the cotion to travel by train was available, and thus oppular. Why don't American's Nave tames	See Comment # 18
					The first understand "behavior demonstrated and principle of promotional relatives to passenger trains—additively the option to brevel by their was available, and then propoler. Why don't Americann't Mare leaves with reduce trainfor, much less definition to all highly devices the second reduce training much less definitions.	
2050	Lauren Cebulske			Do not wider/no build	Mobility35 Program Manager Tommy Atrego. 1 am a Arabin resident in North University. 1 strongly oppose TVDxts plans for expansion. Highway expansions do not work and I do not want to see this happen to Austin. Itaarro abstrass.	See Comment #5
				Community alternatives	I am for the rethink 35 proposal.	See Comment 44
2051	Lauren Gaines			Do not wider/no build	Mobility55 Program Manager Tommy Abrego, Please no more care on the roadolf I'm tired of the planners coming up with new ideas instead of trying something the rest of the country already had Please can we walk before we isap into something too expensive and lengthy.	Nex Comment #5
					Lauren Gairnis	
				Public Transit / Multime-tra	/ We need to expaind the metro nail? Too many ppi already have to commute into Austin for work and can't afford to live here. If we could vely on dependable trains that weren't effected by traffic or wealther then evence	See Comment #13
				Multimodal Transportation	non-everyone would benefit. The summortaling theme would allow more more trustime without face of derivining and deriving, and all principation and south to all to such the Miscolai Charles and Benefit showing must all allows the summortal trust of the	
					options for timely transportation is extremely limited.	
2052	Lauren Luft			Do not widen/no build	Mobility35 Program Manager Tommy Abrogo,	See Comment #5
					Name 135 Program Manage Transpro April Age of September 1 Age of Sep	
			-	Community Alternatives	Please consider the Historick35 plan and other possible alternatives to expanding an already problematic road. I expect our representatives to consider the well being of myself and others in coming to a better solution.	See Comment #4
					Setter solution.	
10	U N	Da R d	. 8	Topic		•

					Dear Chairman Bugg and Commissioners: Thank you for recognizing that 155 through Austin is one of the most congested making segments in the State of Texas. As this seriously outstand readway is often called the Makin Street of Texas, as Hexan should call for bold and decision be action to transfer mits critical streeth of infestivatives in cardway that will accommodate the repoil and immaning growth we are experiencing in our great State.	See Comment #8
					Accordingly, I am writing today to express my complete support for the 135 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request.Lauren Lauren Noonan	
					Contractive accions variable to the Contractive accions variable to the Contractive accions variable to the Contractive accions variable to the Contractive accions variable to the Contractive accionate accions variable to the Contractive accionate	
					fisaudulint. Précise call your closing beam to confirm the Wire Instructions before wining your funds. Précise wine your funds as soon as possible to avoid funding delays. Therein you. CVVID-12: Heritage Title Company respects your continuing city funds for your funds. Precise wine your funds as soon as possible to avoid funding delays. The Company respects your continuing city funds in the your funds are a mask. Maskad are no longing required to enter a Heritage office, but now you have a mask fund on eveninated. Precise OD NOT VISTI DUS OFFICES if you are releast if you know NOT been we evoluted. ON TOT VISTI DUS OFFICES if you are releast if you know YOU been with the vector and the precise of the your funds of the your	
2053	Lauren Noonan	2/8/2023	Email	General support	been exposed to amyone enhibiting COVID-19 symptoms. If you are unable to attend closing, please contact your scorow team to arrange a remote closing option. Oxids associated with a remote closing option will be passed through to the party reconstants quare. Please shrow that we accruciate you because on the price place. The contact and are arranged and are arranged and of the party reconstants quare. Please shrow that we accruciate you because of the party reconstants quare.	
					clients. Any confidentiality or privilege is not valved or foot because this email has been sent to you in error. If you are not the intended recipient, you are hereby notified that you have received this email in error and that any review, disclosure, incombination, inclinations or in the intended recipient, you are hereby notified that you have received this email in error and that any review, disclosure, and any incombination or intended recipient, you are hereby notified that you have received this email in any or and any incombination or intended recipient, you are hereby notified that you have received this email in any or and any incombination or intended recipient, you are hereby notified that you have received this email in any or and any incombination or intended recipient, you are hereby notified that you have received this email in any or	
					Out Common bag and Commonwers. Then you for excepting that 1.55 enough holds in a red if the root congenies reading supports an interest page and in a common page of the control of the Mark Office of the State of Them and Thomas supports and the page of the State of Thomas of	
2054	Lauren Stanley	3/6/2023	VOH	Latent/Induced Demand	TIM NOT SURRE HOW MANY TIMES WE HAVE TO LEARN THE LESSON THAT SOLVING ROADWAY USE IS NOT ACHIEVED BY INCHEASING THE CONDUIT SIZE TO ACCOMMODATE MORE VOLUME. ALL THAT DOES IS	See Commant #18
					BEG MORE VOLUME. LOOK AT THE EVIDENCE - FROM KATY FREEWAY IN HOLSTON WITH 11+ LANES IN EACH DIRECTION, TO YOUR BEDRIOOM CLOSET THAT FILLS UP NO MATTER HOW BIG IT GETS. WE NEED TO RETHINK HOW WE ACHIEVE QUALITY OF LIFE, AND STOP SPENDING EXCRIPTANT FILES OF MONEY ON CHASING THE WHONG FIXES, AND PRODUCING MORE PROBLEMS IN THE WAKE.	
2055	Lauren Stott			Do not widen/no build	MobilityS Program Manager Tomery Abreelo.	Sau Comment #5
					Creating, We share in a Lauren and I am a resident of West Austin. 15RONDLY oppose the laure expension of 1-35 in Audin. We loom from existing multi-lare highway projects that highway expinisions do not ease traffic congestion. My decision to live in Austin long-laurn is morebbly dependent on the autions of a less car dependent future for this community.	
					traffic congestion. My decision to live in Austin long term is incredibly dependent on the outlook of a less car-dependent future for this community.	
					We know there is a demand for more multi-mobility and less vehicle concentration on Austin reads. Instead, we must support sustainability and growth of other mobility methods like bus routes, train options,	
				Latent/Induced Demand	We know there is a demand for more multi-modelity and less vehicle concentration on Austin roads. Instead, we must support sustainability and growth of other modelly methods like bus routes, train options, and bileways.	Sau Correat #18
				Multimodal Transportation	Please don't succumb to the outdated mobility standards that are pushed by the automotive lobby, instead, help Austin become a multi-mobility leader that will help all people in this community thrive and grow.	See Comment #20
2056	Lauren Sustaita	2/12/2023	VOH	Do not widen/no build	DO NOT EXPAND NORTH ISS	See Comment #5
2057	Lauren Wright	2/7/2023	Email	General support	Dear Chairman Bugg and Commissioners: Thank you for recognizing that 135 strough Austin is one of the most congested readway segments in the State of Texas. As this seriously outstand readway is often called the Mails Short of Texas. As this seriously outstand readway is often called the Mails Short of Texas. As this seriously outstand or on the product of the Commission of the Commissio	See Comment #8
					Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxOOT. Thank you for your consideration of this request. Sincerely, Lauren Wright	
2058	Lauri Che Kelly	1/19/2023	MyCapEx Website -	Regional Connectivity	Rail system for passangers screly needed! We must have furding for mais transit passanger rail project on H-35 between San Antorio and Austin to reduce traffic, traffic accidents, conserve on fossil foal consumption (cost to individual drivers) and related generatorse gas envisions that contribute to climate change, Please forward a glan for this that also serves those, like mis, in the service population who want to remain mobile between cities	See comment #1
			Comment Form		without having to drive that stretch of dangerous highway.	
					Dear 135 planners,	See comment #3
					Lifve in a neighborhood that will be drivatically impected by the proposed changes to 195. Please see our neighborhood concerns below. What I don't understand is why the 183 toll road remains empty while trucks and other cars passing through still use I 35. This is not oil. I propose we change I 35 to a toll road where residents do not have to pay and it is cost prohibitive for those passing through. We need to diver this teaffic out of the city.	
					Additionally, the intersection at Airport and 135 needs further review. As the plans stand, it will be nearly impossible for us to turn left out of our neighborhood, meaning that you will have a mass of people clogging the 135 intersection going in the wrong direction. We must be able to turn left out of Delevoid 2 to access our lefs schools.	
					Additionally, the businesses that are going to be impacted with this plan are significant. Austin is already losing so many of the mom and pop businesses and now even more are in jeopardy because of this poor planning,	
					Land of gardeners. The data is a supplication of the ell that distinction in regards the proposed disrippin to 135. Phase are not regisfronted concerns below. What if don't understood as why the 183 bit and emains using while tracks and offer one passing through that are 15. This is not on. I propose and things in 155. This is not one in 1	
					The proposed alternatives for reluciding 155 through the central segment do not meet Delivord 2 moith in proposed alternatives for reluciding 155 through the central segment do not meet Delivord 2 moith for more delivered and accusal mobility issues. The proposed highway designs do not meet Delivord 2 moithly and access needs. The proposed alternatives conflict relative and the force proposed in the most access needs and accusal mobility issues. The proposed highway designs do not meet Delivord 2 moithly and access needs.	
					The proposed assertance is not cottain, given in the does regulated with a service of degree in the proposed attention to the contract of the proposed attention to the contract of the proposed attention to the contract of the proposed attention to the contract of the proposed attention to the proposed a	
2059	Laurie Rerman Young	3/7/2023	Email	Reroute to 130	Nouz.	
	Derman roung					
2060	Laurie Fälpelli	4-04,0468	VOH	Do not widen/no build	Conc. 1904. The appropriately to contribute to this connectation. The disappointed at the lack of vision that has gave a this gave a this pain. TAOOT should by definition focus or more than building made and express	Suc Connect 45
2060	Laurie Filipetti	d-ord-ness	VOH	Do not wider/no build	Date TOOT, These you're the apportunity to combinate to this comensation. Fin disappointed at the last of vision that has gine into this plan. TOOT should by definition focus on more than haiding made and explore differ arounds. For example, prepare, the content of the property of the	for Contract #5
2060	Laurie Félpelli	4,00,0004	VOH	Do not widen/no build		See Connect 45
2000	Liurie Filpatii	\$ years (MATE)	VOH	Do not widen/no build Laters/Induced Demand		Sea Connect 4.5 Sea Connect 4.5E.
2060	Laurie Fätpelli	4 10,000	νύΗ	Do not widen/no build Listerfi/Induced Demand	Due TOOK, the appropriate to contribute to this commensation. Find disappointed at the local of vision that has gone into this past, TOOT should by admitted these on more than building reads and explore other amounts for moving pregist. While we all agains that them in highway congestion, there is no other evidence fresh movement or move that the date. These days to the three in highway congestion, there is no other evidence fresh movement or less traffic, five this staff. It is disregeneous to insight for total construction is a brief to solution. Please days to the three in highway congestion, there is no other evidence evidence that move most a less traffic. See this solution is a staff to solution in a brief to solution. Please days to the three contributions are solved to the contribution in a brief to solution.	
2060	Laurie Filipelli	200,000	VOH	Laterf/Induced Demand	While we all agree that there is highway conglistion, there is no clear enders or that more road - less staffic, (See Houston.) it is diargenous to imply that road construction is a trialific solution. Please do you home	
2000	Laurie Filpolii	Est Section 1	VOH	Do not wider/this build Laters/Induced Demand Public Trainel, Multimodal Transportation	While we all agree that there is highway congestion, there is no diser evidence that more road - less brillic, (the Houston,) it is disrigences to may that road construction is a traffic solution. Please to you however and folial at the date.	See Communit # lib.
2090	Laurie Filipalli	4,00,000	VOH	Laterf/Induced Demand	Bills we all ages that them is highway congaden. There is no clear evidence that more road - less highlic, then thousand, it is disregences to reply that road construction is a traffic subdom. Please do you have been as the data. Total or road to road to road to road as the subdom conserved and affinished a road to road to road to road to road as the road as points transportation conserved and affinished. In a agent this other largeted would plan.	See Communit # Els.
2080	Leurie Filipatii Laurie Logue	1/23/2023	VOH Sensis	Laterf/Induced Demand	Will we all agent that them is highest conjustion, there is no clear evolution that more road - less traffic, (fine hissian), it is disrigenous is imply that road construction is a staffic solution. Please dryns homesets and loss at the data. **Black are used for some partic transportation convenient and afficiable. I am agent this short option would plan. **Land for considering. **Land for considering. **Land for the conditions.**	See Communit # Els.
		1/23/2023		Labert/Induced Demand Public Transit/ Mikhlimodal Transportation	This was all ages that them is highway congation. There is no clear evidence that more road - less institic. (This Mostors) it is disregenced to reply that road construction is a traffic subtion. Please do you have been a trained to make subtice that date. This was all ages that the date. This was all ages that the date. This was all ages that the date. This was all ages that the date. This was all ages that the date. This was all ages that the date. This was all ages that the date. This was all ages that the date. The date of the date of the date of the date. The date of the d	Date Continued # \$1(). Time Continued # \$1().
		1/23/2023		Labert/Induced Demand Public Transit/ Mikhlimodal Transportation	Will we all agent that them is highest conjustion, there is no clear evolution that more road - less traffic, (fine hissian), it is disrigenous is imply that road construction is a staffic solution. Please dryns homesets and loss at the data. **Black are used for some partic transportation convenient and afficiable. I am agent this short option would plan. **Land for considering. **Land for considering. **Land for the conditions.**	Date Continued # \$1(). Time Continued # \$1().
		1/23/2023		Labert/Induced Demand Public Transit/ Mikhlimodal Transportation	This was all agen that there is highway congastion. There is no other enders other more road - less Safflic, Sides Research, 2 is disregences to may that road construction is a saffic safficion. Please dryps homework was found in the last. National are not to make youth transportation convenient and effortable. Less agents this short-legithed sandrular plan. Laster Report Laster Report Control Control Report Control Co	Das Contravel # \$1.51 fac Contravel # \$2.51 fac Contravel # \$8.50
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2061	Laurie Lague		Ernsk	Laters/Indused Command Public Transport Services Mantendad Transport services General support General support Do not solars/to build Pursula to 1330 Laters/Indused Command	This was all agen that there is highway conglicion. There is no other enders or the deep reduction that a think that is a state to the control of the act of the deep reduction is a state to distinct of the deep reduction in the state of the control of the act of the deep reduction is a state to distinct of the control of the act of the a	Disc Connect # 5 lb. Too Conn
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				Do not widen/no build	MobilityS Program Manager Tommy Atrego, Paker Mr. Program Manager Tommy Atrego,	See Comment 45
					I'm artifut to to voce my strong opposition to TxDot's plans to expand 1-35. I live 1,000 feet from the highway in Cherywood, in the house where I was born. I'm a proud native Austinibe, but this expansion is making me feet almost ashamed to call	
					Autour in transe. Use the control trying to pull this charade in West Austin? Too many people with money and power live there?	
					Thank, you for reading my opinion, and I hope you will make the right choice for the people of Austin. I sepect my city representatives and TsDot to take a stand in support of me, my fellow citizens, and the generation of children who will grow up to contend with environmental issuints such as this proposed pointsess bridged most process of a lighway:	
2066					Modify(5) Engine Makager Tomory Azagis. Date 18. Aregis. Date 18. Date 18	
2000	Leah McLeroy			Community Alternatives		See Comment 44
				Community Alternatives	I whickhearholdy support the Rethink35 plan, and I'm appailed that TixDot and its sycophants are flagrandy denying the plain and simple facts: highway expansions such as this have never worked, and there is no convincing data to support otherwise.	DAM CONTRACT #4
				Latent/Induced Demand	They include demands and make conglection serves in the long run. They do not solve the problem they propose to fix. This begit the quadifor: why does anyone want this in the first place? Whose benefit is it for, maky, if he data clearly does not support IT?	See Commant #18
ID	C N	Da R d	S	Topic	c	R p
				Recial Justice	Not to mention the radical increase in air and noise polistion that this will create. The highway noise is already incredibly loud in my yard, often drowning out regular conveniation, and making it impossible to	See Comment #3
					Not to mention the radical increase in air and noise pollution that this will create. The highway noise is already incredibly loud in my year, other downing out regular convenation, and making it impossible to exploy every quotable. And the increase in the airway burnful air pollution caused by the highway. Why on earth would you want to further disks the critical residual economic lines by creating a loud pollution greatery through a might under such this hair alloys and residual in a long lime of create and diseasem.	
						See Comment #5
2067	Lee Ann Cameron		MyCapEx Website - Comment Form	Do not widen/no build	1 strongly oppose the TXDOT plan for 155 through Austin. Prioritize bus only larnes and only off ramps, Prioritize public trainst over private vehicles. Bury the freeway as much as possible. And DDNT make the people of Austin pay for it. This is a TXDOT plan-TXDOT MXST pay for it, and not the already overburdened people of Austin. Please review the input of citizen groups. We demand that you consider the	See Comment #5
					environment as well as the culture of Austin.	
				Public Transit / Multimodal Transportation	We need to focus on building infrastructure for buses and trains and find ways to divert traffic from I-35.	See Corresent #13
				iranaportation		
				Air quality	We need serous emirrormental review, which at a minimum must include greater measurements of air quality, and finding ways to treat water rundf, save our drinking water (once it's gone, it's gone forever.)	See Comment #558
2068	Lee Howson			Do not widen/no build	Mobility35 Program Manager Tommy Abrego,	See Comment #5
					Ni, My name is Lee Howson and I'm a resident of Austin TX. My home is a 40 second drive away from I-35 crossing at 51st street and I deeply and emphatically loose the direction TXDDT has chosen to pursue in expending I-35 to allow more car and	
					truck traffir to use the interstate	
					I'm begging TXOT on my hands and krees to listen to the people who live here instead of following the east route of endess and unthinking expansion. Expending 155 may be the thing this position in easy my no your byte good, the eaded be incomprehenable not to blant not be an easily of the people softer than some quida on paper over an antificially driven problem. Thank you for your times and beging your make the chicking the people in the make the chicking the people in the make the driven the people in the make the driven the people in the make the driven the people in the make the driven the people in the p	
					Thank you for your time and I hope you make the choice the people living here are crying out for. Best regards, Lee	
				Community alternatives	The data is laid out in this website give some insight into ways I think we could make a real difference and improve the lives of centrally located Austinites - https://nethink35.com/the-rethink35-plan	See Comment # 4
				East/West Connectivity	The obtains also out in this weeking give some imagin; into ways i thritis we could make a real dimension also improve the lives of centrary occasio Autorities - mgsx; / retrieved 20.000, / retrieved 20.000	See Comment #20
				Air quality	We have the ability to not only stop a baid plan from being implemented, but to also choose a much better solution that bridges out only suglest scar (3-5), more division, more pollution, and more problems.	See Commant #558
2069	Lee Manford	3/7/2023	MyCapEx Website - Comment Form	Do not widen/no build	Connecting 4.51 with Whithire Blod, connects a largely commercial street (Psincods shopping century with a 100% residential street, providing a pass through to Arport Blod. Wishine Blod does not cross. Alport Blod with the Market development due to the potential for increased shalf, config through a residential size. Connecting 4.51 and Whitein poss the atoms potential increase in traffic through a residential size. As a homeowner who these on Whitein Busin, can in connected in the charges stated in section give a whiteing to school the mercanisms which they post, and	See Commant #5
					Tires on Wishine Bind, such an increase in traffic endangers children playing or walking to school in the neighborhood, endangers residents walking their pets, and endangers runners and walkers in the neighborhood. A residential neighborhood street should not be a pack through for traffic.	
					entangers runners and research or one registation out. A research registation of the speed or coupling to train.	
2070	Lee Miller	2/9/2023	Phy	Do not widen/no build	Please do not proceed with this project We need to think more holistically about what problems we have and how we will solve them. I support a no build solution.	See Comment #5
			sica			
			Co			San Comment #8
					Our Chamman Bugg and Commissioners: Thesis you for excepting that 1.55 through Audin is one of the most compained madely supported in the State of Feesa. As this serious problem of most of the serious for the State of Feesa. As this serious problem of the State of Feesa as the State of	DAN LOTTERIST #0
					Accordingly, I am writing today to express my compared support for the 150 Capital Express Central design as proposed by TADDT. Thank, you for your consistenation of this request. Leigh Torian: - Deat to increased risk of theft by seek feature, Harrings Time Company marks and Web Instructions by energy place email only, but West Vertices DA ONLY DEAT Controlled any communication to Change them as fraudulent. Please call your	
					closing seam to confirm the Wite Instructions before wiring your funds. Please wire your funds as soon as possible to avoid studing datays. Thank you. COVID-12: Horttage Title Company respects your continuing right/desire to ware a mask. Masks are no longer required to serve a Heritage Total country respects your continuing right/desire to ware a mask. Masks are no longer required to serve a Heritage Total company respects your continuing right/desire to ware a mask. Masks are no longer required to serve a Heritage Total company respects your continuing right/desire to ware a mask.	
2071		2/7/2023		General support	whibing COVID-10 emptorns. If you are unable to attend closing, please contact your excrew team to arrange a remote closing option. Costs associated with a remote closing option will be passed through to the party requesting same. Please know that we accordant your besides.	
2071	Leigh Torian	2/1/2023	Email	General support	CONFECTION. The result and any statements may contain proprietary, confidential, or privileged information of Heritage Tife Company of Austin, Inc. end/or to dients. Any confidentially or privilege is not wished or lost because This small has been sent to you in error. If you are not the intended inceptual, you are heavily writingful this you have received between the error and this and any review, disclosure, discinned, disclosure or cognition, disclosure or cognition of a first incention as prohibated. They have received the enable in error, place and of the ancient results are prohibated. They have received the enable in error, place and you should be enable in error, place and you special results. When you is the enable in the probability of the production of the enable in the probability of the production of the enable in the probability of the production of the enable in the probability of the production of the enable in the probability of the enable in the probability of the enable in the probability of the enable in the probability of the enable in the probability of the enable in the probability of the enable in the probability of the enable in the probability of the enable in the probability of the enable in the probability of the enable in the probability of the enable in the probability of the enable in the probability of the enable in the probability of the enable in the probability of the enable in the probability of the enable in the	
					the same into does that in a good are for the instructor recipitally or poly or the control of the same into the same into does the same into the same into does the same into the same	
2072	Leissa K Kimball	1/31/2023	MyCapEx Website - Comment Form	Regional Connectivity	I would love commuter rail service San Antonio to Austin. It would make commuting so much easier and easier traffic consistion and collution problems.	See comment #1
		,,,,,,,,,	Comment Form			
2073				A		See Comment #5
2073	Leo Anders on	4		Do not widen/r	Making55 fragram Manager Emmy Arago, Please give fair Neews and the control of the control of any One selected pleas \$10.00. bits used STI during the selected please to pay for more concrete and more congestion. Please create a boulevard flat colors to pagain and less operate through our offs. Leady to use the too Technical bodd manus servant in our ort!	
	on			o build	Lobby to use those Tridot funds to build mass transit in our city! Leo Andersion	
					Please don't widen 135. Send the traffic to SH130 and lets, convert the present 135 into a boulevand that supports people not cars. Libbly to use highway funds to expand mass transit	See Comment 45
2074	Leo Anderson	3/7/2023	Email	Do not widen/no build		See Comment #5
2074	Leo Anderson	3/7/2023	Email	Do not widen/no build	Mr TsDOT TsDOT, Re-design 1351 Turn it into a neighborhood boulevard! We already have Highway 130. Let's use it!	SAR CONTRAIN #3
2075	Leonardo Martinez			Do not widen/no build	Making Shi Pages Manage Home (see). Make it is a transported paired & have a state of seed of see in the sparse of seed of se	See Comment #5
					connectivity in the Moutile registrational to control Austin 6 will not improve it at all for people like impaid that do NOT own cars. I want PREEDOM to not NYED a car, & this exercise for inferior permittands or independent or independent of an exercise of incommentation in the control of	
				Latent/Induced Demand	Expansion only worsion traffic as above in Induced Demand studies. The community, including eyelf, OPOSE expansion is rather have branch investments or a bulevard options. Lastly, T-DOT seems to only like to people who mention their own alternatives, soften than AL this possible administration.	See Comment #15
					lision to people who mention their own alternatives, rather than ALL the possible alternatives.	
2076		u 3/7/2023	Email	Do not widen/no build	N FOOT FOOT	See Comment #5
2016		3/1/2023	Errial	Do not worth to build	Ne ToOT LECT. Destrom, Autor is some of Teach most valuable real estate. It would be a terrible waste of my money as a tapoyer to use turn it into an expanded highway, and just overtually end up looking like Houston. How about taking Delias/reamyle and man addirect international for from Autorit domination.	
		r				
					Mobility35 Program Manager Tommy Abrego, Dear Mr. Abrego,	See Corement #5
					I write to oppose 1500°s (plants for 1.55 and to oppose expansion. I support the Rethink55 proposal. As a public health physician in an export continued about 16.55 expansion and its impact on orbitors who live, go to school, and clair in the vicinity of 1.35. Increased histness construction and traffic will several air next on orbitors who live, go to school, and clair in the vicinity of 1.35. Increased histness construction and traffic will several air next orbitors who live, go to school, and clair in the vicinity of 1.35. Increased histness construction and traffic will several air next orbitors.	
					actimus and settines ED visits and hospitalizations, federationally expanding the highway while knowing that the wild adversely impact the health of children and community members is unacceptable. Blasse dww. and inchro	
				Do not widen/no build	Manifest Surgers Manager Service Strategy And The Surgers A surger Surgers Surgers Surgers Surgers A surger Surgers Surgers Surgers A surger Surgers A surger Surgers A surger Surgers A surger Surgers A surger Surgers A surger Surgers A surger Surgers A surger Surgers A surger Surgers A surger Surgers A s	
					commercial principals	
2077	Lesa Walker					
				Latent/Induced Demand	TubOT's proposal ignores Induced Demand, construction impacts, pollution impacts, the failure of almost all highway expansions, and the success of freeway removals. The proposal's traffic modeling is	See Comment #15
					Tilered.	
				Air Quality/Noise	Milymay expansions do not such. They worsen congestion, air, noise, and water pollution, and saling, and do not promote other transportation options begand driving, 20 years of construction for just a few years of conges	See Comment #34
					years of congestion relief is not worth it.	
	Lastic Da					
2078	Leslie Reynolds		VOH	Do not widen/no build	I strongly oppose the current plan to expand ISS. Furthermore, it will not solve the traffic problem on ISS. Anyone who has driven in Houston knows that more laines - more cars.	See Connected #5
				Business/residential displacement	Not only will the proposed construction be massively disruptive to the lives of Austinities and the local ecceystem, it will displace numerous homes and business.	See Comment #21;
				Public Transit / Multimodal Transportation	The city should invest in more sustainable, effective options to reduce traffic, such as expanded public transportation.	See Comment #13
		-				I The state of the

				Do not widen/no build		Sectionment 65
2079	Lesly Carbajal			Do not widen/no build	Mobility35 Program Manager Tommy Abrego, Malin, my name is Lesly Carbajal and I have studied city planning for many years. I am a resident of Austin, TX. I've gone to school in Austin, lived here for years and love this city, And that is why1. I OPPOSE TXDOT's plans for 135 and I OPPOSE	Sax Comment #5
					separation. I am incertivising other modes of transportation,	
					I am incentriosing other modes of transportation. 20 years of contentuation for jost, a few years of conglosion relief is NOT worth it, if don't water to use an intensistate highway for my local trips. leagest 10001, Manth (by Council, and other representative to Stated up for me.	
					I RODEN TANKS, PARENT CITY ON ATTACK, BITS OF THE TRANSPORT OF ATTACK, AND THE TANKS OF THE TANKS OF THE TANKS OF THE TANKS OF THE TANKS OF THE TANKS OF THE TANKS OF THE TANKS OF THE TANKS OF THE TANKS OF THE TANKS OF T	
				Latent/Induced Demand	TxDOT's proposal ignores Induced Demand, construction impacts, pollution impacts, the failure of almost all highway expansions, and the success of freeway removals. The proposal's traffic modeling is	See Comment #18
					flavorid.	
				Air Qualits/Noise		See Comment #34
				Air Quality/noise	Highway explansions do not work. They worsen congestion, air, noise, and water pollution, and safety, and do not promote other transportation options beyond driving, 10 years of construction for just a few years of conjection nited is not worth it.	Data Contractit # 2-9
2080	Leta Moser			Do not widen/no build	Mr TxDOT TxDOT, Halfo Public Servanta,	See Comment #5
					TRISO TURNS CHIVENESS. It live in Cherywood and am car free-1 ergoy the area due to it's accessibility by bicycle, wellying, and public transit to desirable eness. I whemently oppose expanding 1-35; this move will only further prioritize a car-centric culture and advocate for	
					These Compressed and one can fine it in only the sear due to the Association (by the legal and to the Association (by the legal and to the Association (by the legal and the Association (by the legal and the Association (by the legal and the Association (by the legal and the Association (by the legal and the Association (by the legal and the Association (by the legal and the Association (by the legal and the Association (by the legal and the Association (by the legal and the Association (by the legal and the Association (by the legal and the Association (by the	
					With this in mind, I'd like for you to consider:	
					Audin has made strides in improving the amount of disk strines available amount do the large, and it would like to see that continue to improve. After establishing their safety, though log no portione, edequate claerance of obstacles) a maximity of next loop as to make the bits lesses expensely contained for any easy config through pleasant exerce that are well (II). These you've faulty desires the bits less procures and considerables. Topology or ill oppose the expensions of SSS.	
					Thank you for taking the time to take my concerns under consideration. I hope you will oppose the expension of I-35.	
				Biks/ped safety		See Comment #30
				Bike/ped safety	Prioritizing sale AND pleasant wall/bite-able streams. How you over been to Eugene GRY? it is a dream to take the jult paved, revenfront; biskywaik puth to zp up and down the river. Not only in it sales for cyclisis and pedestramin (our own partner car traffic anywhere collect to the pedestrain zone), with access portion will trought out to only if a reput, but it is PLEDAM and ENDYMEET, communipalities of circles in looking at the merit leaded of dowing down and controlled (controlled bottom-bigs pass or a flowed) over cycling fraint find in some in the balls in each and a range distallacity.	Sae Comment #30
					in looking at the river instead of looking down at road concrete (concerned about broken glass or a flopped over cycling 'barrier' that is now in the bike line and a major obstacle).	
				East/West Connectivity	Eact-west crossings "at least" every 1/4 mile-let pedestrians pass through the chaos without undue, out of the way, routes, alternatives to expansion, including Reconnect Austin and Rethink35, to be fully studied. What is the behavior that is trivial to be encouraged? Now can that be backwards designed and crioritized?	See Comment #20
					stureed. What is the behavior that is tryling to be encouraged? How can that be backwards designed and prioritized?	
2081	Letti Garza	1/13/2023	Email	General support	No. Chairman Boursel Commission Thomas for commission Hell St. House Large to the Commission Commis	See Comment #8
2081	Lette Garza	1/13/2023	crial	weneral support	Duer Chairman Bugg and Commissioners: Therk you for recognizing that 135 through Audin is one of the most congested readway segments in the State of Teas. As this seriously outside madway is other called the Mark Street of Teas, at I fear instruction and an observation of the most control search of inflationships in the an accommodate but people and immense grown as were experiencing in our great State. According, I in method to be sequenced in complex begans better followed by segments on the Confidence of the sequence followed in the sequence of the	Common Table
	1	1	1		Accordingly, I arm writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxD01. Thenk you for your consideration of this request. Sincerely, Lettl Garza	
	1	1	1			
2082						
2082	Levi Perry	1/31/2023	Email	General support	Dear Chairman Bugg and Commissioners: Thank you for recognizing that 135 brough Assirts is one of the most congested mediusy segments in the State of Texas. As this seriously codicated mediusy is often coaled the Main Street of Texas, as Texas school coal for bodd and docions action to transform this critical streets of infrastructure into a readway that will accommodate the rapid and immensa growth we are experiencing in our great State.	Sas Cutrorant #8
					called the Makin Sheet of Texas, all Teams should call for bold and decisive action to transform this critical sheeto of infrastructure into a reactive) that will accommodate the repol and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I-SS Capital Express Castruil design as proposed by TuDOT. Thank you for your consideration of this request.	
ID	C N	Da R d	S	Topic	c	R p
				Do not widen/no build	MobilityS Program Manager Tommy Abrego,	Sup Comment 45
					Dear City Countil Members,	
					Date City Council Members. Law setting to express my energy opposition to the proposed expension of 35 in Austin. While I understand that the city is looking to improve transportation infrastructure, I believe that this project would have significant negative consequences for an arcminushy.	
					Additionally, the expansion would result in increased pollution and noise. Air quality is already a major issue in Austin, and adding more cars and trucks to the read would only exacerbate the problem. The increased noise levels from the freeway would also negative invent of the number of the nu	
					For an amountable, Antidiotively, the experiment in an amount is increased publisher and raise. Air quality at among raise in a habit, and disting row can and tracks to the race sould only accordance the problem. The increased road leads from the fewery and continuent (app mit to exercise the proposed apparent of 135 in Autors, the coefficient belongs to the continuent of the problem. The increased road leads from the fewery an continuent (app mit to exercise the proposed apparent of 135 in Autors, the coefficient belongs to the continuent of the problem. The increased road leads from the fewery and continuent (app mit to exercise the proposed apparent of 135 in Autors, the coefficient belongs to the continuent of the problem. The increased road leads from the fewery and continuent of the proposed apparent of 135 in Autors, the coefficient belongs to the continuent of the proposed apparent of 135 in Autors, the coefficient belongs to the proposed apparent of 135 in Autors, the coefficient of the proposed apparent of 135 in Autors, the coefficient of the proposed apparent of 135 in Autors, the coefficient of the proposed apparent of 135 in Autors, the coefficient of the proposed apparent of 135 in Autors, the coefficient of the proposed apparent of 135 in Autors, the coefficient of the proposed apparent of 135 in Autors, the coefficient of the proposed apparent of 135 in Autors, the coefficient of the proposed apparent of 135 in Autors, the coefficient of the proposed apparent of 135 in Autors, the coefficient of the proposed apparent of 135 in Autors, the coefficient of 13	
					ID TITCE IN CHIEFE WAY POTWARD.	
2083	Levi Sitters					
				Public Transit / Multimodal	Furthermore, there are several alternatives to the I-35 expansion that should be expired. For example, we could invest in public transportation, such as expanding our light rail system or improving bus	See Comment #13
				Transportation	service. This would not only reduce traffic on the roads but also provide more equitable transportation options for all residents.	
				Racial Justice	Firstly, the expansion would perpetuate segregation within our city. The current 135 already divides communities and this expansion would only worsen the problem. Low-income neighborhoods and	See Comment #3
				Paidal Justice	Firstly, the expansion wastor perpetutes legingation within cut only. Into current is 5-3 arrestly divides contractions of a segment on south or segment on south or segment in a segment of south or segment or segment or south or segment or south or segment or segment or south or segment or	SAL CONTRACT # S
					Table (2) A propose filtering in Termory Design (1) A propose filtering in Termory Design (2) A propose filtering	See Comment #5
					This is year an executive to the measure of the control of the con	
					I mode dome, I am no engineer, no ony parimer, no expert in intrastructure, co. in as extraord not not as invoid in og protests always in execution with a resident with a post of few receipts and a resident of the protest in a special control with a resident of the protest in a special control with a resident of the protest in a resident in the protest in a resident in the protest in a resident in the protest in a resident in the protest in a resident in a res	
					of garning a few inches of advantage, I must rentrion also the constant of variety of traffic during the actual construction process, and the danger under which workers operate on the needs. As a homeowner and pattern of local business, I truly cannot ween begin to fathern how a government operations to advantage to a service of the needs of	
				Do not widen/no build	homes and businesses, a specially at the astronomical expense that is expecied, which will no doubt be exceeded by the project's completion.	
					Office and the control of the contro	
2084	Lewis Monroy					
				Public Transit , Multimodal	for intenstate travel as its name implies, has turned into the main commuting evenue for a large portion of its workforce traveling in single owner automobiles. While this is not a final solution, I do think it is a	See Comment #13
				Transportation	step in the right direction.	
2085	Leny	1/19/2023	MyCapEx Website - Comment Form	Regional Connectivity	Instead of the LSS capital express project, you should include a plan to revive the Love Star Real proposal to Irisk Austin and San Antonio with regular commuter real, widering reads without improving transit is a wake of more, as it only induces more demand and results in the same traffic and more polyufon.	See comment #1
	1	1	Comment Form		a waste of money, as it only induces more demand and results in the same traffic and more pollution.	
2086	Leyla Sharro			Do not widen/no build	DO NOT EXPAND 155. The people of austin DO NOT WANT THIS.	Sec Comment #5
2000	Leyel Sharros		Cap			
			Ex We	Community Alternatives	please listen to rethink35111	See Comment #4
2087	Lie Truitt	1/27/2023	Email	General support	Duer Chairman Bugg and Commissioners: Therk you for recognizing that 155 through Austin is one of the most congested readway segments in the State of Feas. At this seriously outside readway is other called the Main-Tower of Feas, at it forms should call for both and decisive action to seriously most report of inflativourse into a readway that will accommodate the rapid and immensa growth wairs experiencing in our great State. Accordingly, in writing below the segment of the required. Accordingly, in writing below the segment of the State of the	See Comment #8
	1	1	1		Accordingly, I am writing today to express my complete support for the 195 Capital Express Central design as proposed by InDOT. Thank you far your consideration of this request.	
					Email copy: Helio,	See comment #3
					I wan to submit the attached the document as a public comment to the LSS Capital Express Central Project CES hearing. My comment mainly deals with SH 130 and the potential to mitigate staffic congestion caused by heavy trucks. Please note that substantive materials is on pages 2–2, page 1 is a cover page with page 4 has not references.	
					The art large Marks. The art large Marks.	
	Liam				consider providing incentives for trucks to move onto D4 130, regardless of whether TxDDT proceeds with either ball alternative or choices to be to Build Alternative, but expectally in this littler case. TxDDT could enact dynamic pricing in Austin	
2088	Michae	3/6/2023	Email	Reroute to 130	This complain PS is based on the part of the based on the part of the based on the part of the based on the part of the based on the part of the based on the part of the based on the part of the based on the part of the based on the part of the based on the part of the based on the part of the based on the part of the part of the part of the based on the part of t	
	Verses					
2089	Liam Traicoff	3/6/2023	Email	Do not widen/no build	Mobility55 Program Manager Tommy Atrogo, Conit realizing the highway that splits our city in half. Out rid of it!	See Comment #5
					Don't enlarge the highway that spilos our city in haif. Get nid of lit	
					No. 1997 and	Sec Comment #5
					Dear TXDDIT people: In 1967 when I was a freelman at UT, I started making regular trips between my hometown of San Antonio and Austin. I 35 was already a congested mess at all times and 50 years later, it's worse and no viable mass transit exists between the	
					two clinics. This is clisted by a failure on the part of DXDOT to imagine and execute anything better than MORE LANES when tacking lightway congestion. That's a statewise problem. In Austin, it's a boult regard-when the most visit and optionally results executed our out-yet-understown disversionally lift sadded with a broken freeway. Transien freeway is remark and tourism, convention business, resisturants and retail businesses all are	
					hobbled by J.SSs stupid placement. I load in floation for a year and was struck by the remarkable transformation of the Big Dig, where removing downtown freeways opened up the historic harborfront resulting in public parks, enormous resteroimments between the resemble of the resultinate and a likely harmonic parks are a likely harmonic parks and a likely harmonic parks and a likely harmonic parks are a likely harmonic parks and a likely harmonic parks are a likely harmonic parks and a likely harmonic parks are a likely harmonic parks and a likely harmonic parks are a likely harmonic parks and a likely harmonic parks are a likely harmonic parks and a likely harmonic parks are a likely harmonic parks and a likely harmonic parks are a likely harmonic parks and a likely harmonic parks are a likely harmonic parks and a likely harmonic parks are a likely harmonic parks and a likely harmonic parks are a likely harmonic parks and a likely harmonic parks are a likely harmonic parks and a likely harmonic parks are a likely harmonic parks and a likely harmonic parks are a likely harmonic parks and a likely harmonic parks are a likely harmonic	
2090	Libby Farris	2/25/2023	Email	Do not widen/no build	There is one good thing shoult the current stretch of LSS that costs through downtown Austin. If MOVES AT SAULTS PACE, which preempts who knows how many high speed collisions. When I'm forced to drive through downtown I actually enjoy involved the contraction of the contract of the con	
2020	LIDBY FARMS	4/43/4043	Email	So not workly no sound	A 200° deal is as bendone of 0°. I shaded model again trips belower in the first of the contribution of 0°. I shaded model again trips belower in the first of the contribution of 0°. I shaded model again trips below the contribution of 0°. I shaded model again trips below the contribution of 0°. I shaded model again the contribution of 0°. I shaded model again trips below the contribution of 0°. I shaded model again the contribution of 0°°. I shaded model ag	
					Start over. Three again. Stop repeating the same pointess missiaks of thinking more laines will fix anything. Libby Farris.	

2091	Libby Farris	3/1/2023	Email	Do not widen/no build	Mobility55 Program Manager Tomery Manage. Tim a 50-year resident of Audits. Tim strongly apposed to TXCOT's plan to expand 155. Any morar can see it will not make any improvement and only make an uptier make of our downtown environment.	See Commint 45
2092	Libby Farris	3/7/2023	MyCapEx Website -	Do not widen/no build	Fam opposed to TXXXXII in the seguent 255. I would prefer to widout the lanes and move traffic to 330. It's time we rectain our city for humans not high speed traffic.	Sau Comment #5
2092	Libby Parris	3/1/2023	Comment Form	Do not wider/no build		See Comment #5
2093	Liberty Walker	2/9/2023	Phy sica I	General Support	Eam so excited to see how the decks will add to the community! I look forward to insproving transportation in Austin. Best of lock to a smooth construction.	Sau Comment #8
2094	Liesel Moultrie	1/27/2023	Co MyCapEx Website - Comment Form	Regional Connectivity	We need a train butween Austin and Sun Antonio. Please consider porting one in, it will relieve some traffic and commuting by train is so nice and stress free.	See comment #1
2095	Liliana Cramer-			Do not widen/no build	Mobilitýš Program Marager Tomny Atrego,	See Comment #5
	Orozco				Instant of expanding, we need more green areas or areas where people could below or walk by from places. We need to rethink the urban architecture thinking about our planet and the people. I sort want to use an intendate highway for my local trips. Legact Tood), Fault on Cycouct, and other representatives to stand up for me.	
			-	Air Quality/Noise	Highteey expensions DONT work. They wonen congestion (as we saw with the Katy Freeway), air noise and water pollution, safety, and transportation options beyond driving.	Sea Comment #34
2096	Liliana Torres	3/6/2023	Email	Do not wider/no build	ModRigS5 Program Manager Tommy Atmaps, Highway expansions DONT work. They women congestion (as we saw with the Katy Freeway), air noise and water pollution, safety, and transportation options beyond driving.	Sex Comment 45
2097	Littian Movey	1/24/2023	MyCapEx Website - Comment Form	Regional Connectivity	Texas should be spending money on expanding passenger rail as opposed to expanding the highways. The SA, Austin, Huston, and Dales area is expanding rapidly it only makes sense long form to connect these areas by rail, Texas has the opportunity to had the way, Railways connecting clies and inside the clies would make such a hugh impact on us and our distinct.	See comment #1
2098	Lito Pomerteau	3/5/2023	Email	Do not widen/no build	Mr Incot Tucot,	Sea Comment #5
					Expose the expension of 135. Studies have shown that adding lanes will not ease traffic. It is necessary to review attenuatives to the proposed expensions under consideration. Community attenuatives should be studied.	
2099	Lily Coffman	3/6/2023	Email	Do not widen/no build	Make the Segment Manager Tempor Segment (an experiment of the Segment Manager Tempor Segment). In this field of Segment makes a deep device the second control of the Segment of Segment Manager Segment (as the Segment Segment Manager Segment). The segment of Segment Seg	See Comment #5
					Those are an appealed to move described a move given copy or see on now, an institution, trained, or exempts, in retail along the same was changed onto accessed without control in the service of the se	
2100	Lity Turner	2/8/2023	Email	General support	Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested readway segments in the State of Texas. As this seriously outdated readway is often	Sau Comment #8
					Succ Courses they get of Commissioners. This is, the recognizing that I.S. Strough what is now of the non congested undex a general mode, as general in the State of Steat, As the services of challenges of the under the Mark Steat of Steat, As a Treas should not the size of section and services of the services of the Steat of Steat, As a Treas should not disse all declines and the services of the Steat of Steat, Ascradings, I am writing today to express my complete support for the 355 Capital Express Central disregs as proposed by TCOT.	
					This project has been delinyed long enough. 135 Devertown has remained fundamentally unchanged for nearly 50 years while the population of Austin has tripled, and the region has grown own further. The	See Comment #8
					This project has been designed long enough, 135 Domitions has returned businesses and provided for eachy 50 years while the population of Audit has tripled, and the region has given east further. The accordance of the companion	
2101	Lily Wilkerson	3/7/2023	MyCapEx Website - Comment Form	General Support	The man and the state of the st	
					lived in Austin her entre life, and seen this city grow - and its table like live - I whole-heartedy support the current Modified Atternative 3, as I have ever since this project was a fair off proposal. We've studied enough. I've read the ES, and I don't think there's engineer one to say, but get building already.	
ID	C N	Da R d	s	Topic	C	R o
2102	Linda Cangelosi			Do not widen/no build	Mobility 55 Program Manager Tommy Arrags. Passes take a huge only but 5 from the compression grain. Enlargement of a very flawed disider of control Auditor only serves to resofrect the duringe driven over decades to divide seast and week Auditor. These here is Auditor 55 years, before that in Product, each and which had not forth Toward and an arranged of control Auditor only serves to resofrect products per an arranged grain over decades to divide seast and week Auditor. These here is Auditor 55 years, before that in Product, and the arranged products and control toward and	See Comment 45
				Latent/Induced Demend		Sur Dominar #18.
				Laterty/Insuced Derraind	whose Desired just creates a varie softic man than what was then, and values billions of desires. NOT designs inflowed soft on profit billions of list deter because their is wait it was created to do, and does so with a mid 20th century mentality. Lugge coder heads and sweater minds to discard the current expension plan and find a lose destruction way to serve Austin in the 21st century.	pau Comment #1.0
2103	Linda Crosson	1/30/2023	Email	General support	Due Chairman Bugg and Commissioners: Therk you for recognizing that 155 through Audin is one of the most congested neadway segments in the State of Teas, At this seriously outsided neadway is often coaled to Mark 15mest of Teas, at this seriously outsided neadway is often coaled to Mark 15mest of Teas, at the seriously outsided neadway in the neadway of the seriously outsided neadway in the neadway of the seriously outsided neadway in the neadway of the seriously outsided neadway of the neadway o	Sau Comment #S
2104	Linda Fields	\$10,000		Do not widen/no build	In SCOT SCOT, the contraction of the decision, within 15th and spilling with a horizon spilling of the scot want the gap wider between east and weet Audio that would create an ever greater beninn than sineally exists, 135 improvement results to be wanter and more contracting this part of audio policy and an every greater beninn than sineally exists, 135 improvement results to be wanter and more contracting this part of audio) policy part of the scopy visiting the single-part of the scopy in the scopy of the	Sau Comment #5
			-	Bike/ped safety	We need safer access for pedestrians and bicycle risters between east and west Austin; wider will not make it safer. We need greater coordination between the City of Austin, TxDOT, and triansit and mobility	See Comment #30
					providers for bus and train travel in order to leasen traffic on 135 and to provide adequate and accessible options to driving.	
2105	Lindsay Buhman	3/7/2023	Email	Climate change	MobilityS5 Program Manager Tommy Aznega, Nr. Please actually consider thirsing about the choices that you are making. We brow climate change is read, we feel it, Austin Europ feels it, the Towas grid feels it, residents & trees feel it. Continuing on the same path because it is easy will lead us	Se Connect #51
					Name statuting consists froming about the oldows that pare a making in less of the many and houseast in a way will have been a few for it. Auth Drong fews it, it has been given for it. A many the many	
2108	Lindsay Burnette			Do not widen/no build	MobilityS Program Manager Tommy Abrego, Daier Tommy Hong, ,	See Comment #5
					Data Torong Kanga, I see writing builty up so whome of my storing opposition to ToCOT's plans and expension for 1.55. As a readest of East Austin and and table and public traverst user, I am disneyed that the City asses this expension as a vaidle option for Austin's continual growth. Solid yellow study has seen from the continual growth and the	
					with more public input laken into consideration. All problems area, or a reason orientation value, into a specimen a poung or ser mora supposes announce and announce of infoliogit with hospital consideration.	
			-	Racial Justice Community Alternatives	Not only that, 155 has been a redui signification and act of violence bounds \$6x0 and Listino communities since it's beginning. Included of expending the intension, we have an opportunity to recount monitoral traffic around Austin and recruited 1-55 as a usable, inside bouleword. I support the Rethin ASS plan which you can find at	Se Commet 43 Sea Commet 44
					https://webirk35.com/the-vetbirk35-plain.	
2107	Lindsay House	3/7/2023	Email	Do not wider/no build	MobilityS Program Manager Tommy Alzniga. 1097028: 100705 strens for SS start OffVOOD expansion. It am for a public trensfit Europea.	See Comment 4'S
2108	Lindsay LaGrange	3/7/2023	Email	Do not widen/no build	ModingS5 Program Manager Tommy Abrego. 1 099026: hoCD1s plans for 135 and 1099026 expansion.1 sam for the notices 35 proposal.	See Comment 4'S
2109	Lindsay Olinde		MyCapEx Website - Comment Form	Air quility	Not a block owe, from 155 and problems with authors areasy. The air quality measurements need to be improved end to the EPN such during and after contricution for better adoption management on the end of the e	See Comment #558
					you wan onwer more compa to more genursey wan renormated after the dasket that LSS socialised for databale. Environmental and community-based improvements need to be made to ensure this design is the right design for the future.	
				Water quality		Se Comment #125
				Water quanty	This data are environmental engineer and theoloog the numble and first flush should be headed with biosevalue, atc similar to Exphrening With Nature from the Army Copy of Engineering research. Harris County also has several good exemption.	pas comment #429
			İ	Business/residential displacement	Our dilutions also went to Escuella del Aima, and it's a Hispanic heritage and local cultural institution that will be viped by every by the current plans. Our long term neighbors are also going to be displaced by this plan.	Sea Comment #21
2110	Lindsey Bourland			Community Alternatives	whothiet,	See Comment 44
					Lam writing to you today to express my opposition to 155 expansion. Empirical evidence suggiests that adding more lanses to highways only attracts more cars and leads to more congestion. This increased use leads to more air and recise pollution, creates that standing in an airway's recognition of the contract of the	
					Name, The property of the processing registration to 155 separation, Reprint election assigned the adding resultance to higher part of processing or processing and a processing or processing and a processing or processing and a processing and	

				Multimodal Transportation	We need investment in other forms of transportation such as public boses, trains, brising paths, or indexestion, all of which reduce our carbon footprints, pollution, and congestion. While these projects are long form, copital intensive, and necessitate a transformation of our infrastructure, these circumstances are not much different from the proposed expension.	See Comment #20
2111	Lindsey Cochran	2/18/2023	MyCapEx Website - Comment Form	Wishire	Comment about the cross-through between 41st and Wilshire Ave. Wilshire Ave. is a residential neighborhood and at the crosssection of Wilshire and Airport is a community park. The park is used by multiple neighborhoods across the East Side. Children are often playing and there are little league teams that	Sue Commant #9
					Comment of once of the cross strongs between data and. Water in New Section Ass. White Ass. In a resident for cross strongs between data data will write an Ass. White Ass. In a resident of implication of an ext. or consecution of Whiteher and Assigns I searn that was the case. I find as a large collection of the consecution of Whiteher and Assigns I searn that was the case. I find as a large collection of the consecution of Whiteher and Assigns I searn that was the case. I find as a large collection of the consecution	
2112	Lindsey Futrell			Do not wider/no build	MobilitySS Program Manager Tomery Abrego. MobilitySS Program Manager Tomery Abrego. It am a notioner of North Carried Insofts and a SNAMMITY YORPOSS The Hanner RS omninoire. Increased staffs in and arrested retenthan	See Comment #5
					Abbit (35) Program Manager Eurory Streets. Have a resident of front the abbit and program of the second of the se	
				Bike/ped safety	Expansion of this corridor would greatly decrease walkability for all residents,	See Comment #30
				Reroute to 130	Epropose boldering and maintaining corridors that direct halfic AROUND Austin in an effort to reduce traffic and create a safer downtown area. Infandate and long hauf traffic should be directed AROUND Austin, NOT THROUGH one of the busiest method in our state.	San Comment #3
2113	Lindsey Holubec	1/12/2023	Email	General support	Dear Chairman Bugg and Commissioners: Think you for recognizing that 135 through Austin is one of the most congested readway segments in the State of Teass. As this seriously outdisted readway is often	See Comment #8
					Date Chairman Bogg and Commissionism's Thank you for recognitising that 153 through, but on is one of the most composted mackers against this this late of Teaus. As this seriously continued mackets at which in the state of the serious of the seriously continued mackets at the seriously continued the seriously continued the seriously continued the seriously continued the seriously continued the seriously continued the seriously continued the seriously continued the seriously continued the seriously continued to the seriously cont	
					ļ	
					Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texans should call for bold and decisive	See Comment #8
					action to transform this critical stretch of infristructure into a noadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the 155 Capital Express Central design as proposed by 7x001. Thank you for your consideration of this request.	
2114	Linnann Guest	3/6/2023	Email	General support		
2115	Lisa Alvarad	2/7/2023	Email	General support	One Chammes Rog and Commensioners: There you for recognising that 155 through Audin is one of the most originated masking segments in the 20st of Towar, As this serrously adulational maskings in the Commensioners of Toward Commensioners or the Co	See Commant #8
	o Stitwell				Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this sequest. Sent from Mail for Windows	
			M.Confr. Water			Sui Directual 85
			MyCapEx Website - Comment Form		tion of Co. project Academic person of the earth of the earth of the control of t	Jane Controller of J
				Do not widen/no build	Early plans suggested TXDOT would pay for the project. How his that changed? Why do Audin Leopayers have to foot the bill for the region and the state? Business interests have taken ENOUGH from the tappayers. This impacts us daily, and we should have voice in this matter. Are you listening? This is still in the planning process. Now is the time to make a move for our future.	
2116	Lisa Brannan			Water quality	Engineers should study ways to treat the water nurself (currently it gass directly into the lake - our direking water source), Water is life and a limited resource. We must build smart to ensure we are actively working to preserve and present white resources where.	See Comment #125
					working to preserve and protect what resources we have.	
				Public Transit / Multimodal Transportation	Encourage public transportation by providing safe and reliable methods cothicke of the vehicle. We should have direct BUS ONLY on ramps and off ramps and bus only laines so transit gets a priority over one operation one vehicle:	See Comment #13
2117	Lisa Schneider			Do not widers/no build	In Total As a resident of the Skywer registroshood in Audin, Lapprocade the opportunity to provide conveners on the drieft Environmental integer. Statement for the Capital Express Control Project. **LOCE** projected building proofs and communing times are reagginged building on the conveners on the drieft. Environmental integer and an administration for the capital program of the conveners on the capital program of the capital pro	See Commant #5
					Expanding the highway would not item companies on example control occurs control of the con	
					• The project itself would worsen traffic and congestion for many years, especially at a time when Austin will be building Project Connect. • The project would encourage the use of single-occupancy vehicles, promote urban sprawl, and binder progress towerd reaching goals of the Austin Climate and Equity Plan.	
					Widering the highway with the limited connectivity, currently in Modified Build Alternative 3, recold prepartate, expand, and women the demoppositic divide that began with the city 1228 maker plan. Including: - Ensure that all crossing between 51st and U.S. 200 are a grain. - Wider with the North Confidence, And Stopped and Confidence and Confiden	
					• Work with the North Loop, Ridgetop, and Windsor Park neighborhood associations to evaluate adding another full crossing (automobiles, bikes, and pedestrian larnes) between \$1st and U.S. 200. Revising the project to more closely align with the reads of Austin and its communities who live along 135 will result in better outcomes over the decades to corne. Thank you for your consideration.	
					ļ	
					ļ	
					ļ	
					ļ	
				Community Alternatives	Having carefully considered the atternatives presented in the DEIS, I urge TADOT to choose the No Build Alternative because the benefits of Modified Build Alternative 3 would not justify the costs and impacts on the community. As noted by many well-informed members of our community.	See Comment #4
				Business/residential displacement East/West Connectivity	In order to expand the highway, the project would confinciate land from businesses and residents near the right of way, disproportionately impacting small businesses and minority communities. If, however, TADOT continues to pursue Modified Build Alternative 3, then I urge TADOT to work with the CPy of Austin to ensure that the expanded highway includes adequate each exect crossings, as cullined	See Comment #21 See Comment #20
				and the second	by the Audin City Council Residution on 2/23/2023.	
2118	Liv			Do not wider/no build	MobilityS Program Manager Tommy Abrogo, It are a resident of basis and rome from Chicago.	See Comment #5
					Classification Regions Missingle Therms Strongs. 1-10 an anisotical Plantin Strong Counter Strongs (1-10 anisotical Plantin Strongs Plantin S	
					Leopect TxDOT, Austin City Council, and other representatives to stand up for me and those who would be disproportionately effected by TxDoT's plans to expand ISS.	
			-	Latent/Induced Demand	TACOT's process in this project is flawed. It ignores induced Demand, construction impacts, particulate matter pollution from thre wear, the failure of almost all highway expansions, the success of feeway removals, and its braff in modelling is flawed.	Sun Comment #18
					vemovitis, and to traffic modeling is traved.	
				Air quality/noise		See Comment #34
10		0.0		Recial Justice	Further displacing folks for expansion of ISS that will NOT even assist in reducing Yalfic shows that Austin doesn't give a **** about reventing it's racist history,	See Comment #3
- ID	- N	Da R d	5	Topic	Mobility55 Program Manager Tommy Atrogo,	See Connect #30
				Bike/ped safety	Model(\$55) Together Mininger Entropy (Aprilla). It was assisted of Abusin's Comparity (Aprilla). It was assisted of Abusin's Comparity (Aprilla). It was assisted of Abusin's Comparity (Aprilla). An assisted of Abusin's Comparity (Abusin's Com	
					between bisected areas of town. I should be able to ride 6 miles to get to work but the dangerous traffic makes it impossible leaving me to drive as well only increases the problem. I see in no way how 2-35 expansion would improve this. Thank you for your time!	
2119	Livia Barrett			Community Alternatives	1 believe ideas such as Rethrink 135 are far more likely to bring positive change by means of easier confess travel. I currently already avoid intendate driving at all costs. I do not want to be forced to use it due to the destruction of other means of travel bac case of expension. Highesy expensions have a long history of failure to reduce traffic congestion and only increase negative attributes such as noise policific and encouraging car travel.	See Connent #4
				Public Transit / Multimodal	Please instead expend efforts to make our less or outlicit baracontation easier and safer. Audit in his the operatal to be a better city and hearn from others past failures.	Sax Comment #13
				Public Transit / Multimodal Transportation	revision in makes depind versions to make car revision to the expression will be a distincted to be a distinct of and learn from others past failures.	Saw Commun #12
2120	Liz Richardson	2/11/2023	Email	Do not wider/no build	Think to be an registive, but the plan for M-SS in instant. More lares mean more care, there you ever sean the freeways in LC? What we need a travel. The need an alternative to ching it, exactly to keep in audit of these were comprehensive public framportation. It has been shown that most people drive alone, so the HCV lanes wort megically ease congestion.	Suc Comment #5
					What we need is transit. We need an alternative to driving, I would be happy in Austin if there were comprehensive public transportation. It has been shown that most people drive alone, so the HOV lanes won't magically ease congestion. Please refinite its class.	

2121	5 3 4 1	2/7/2023	Email	General support	Section being and Commissioners. Name print in registering fault 1.5 forming fault in sense of print content and print of the fault of the commission of the	See Comment of B
2122	Liz Schwertz			Do not widen/no build	Making SS anguine Manager Trimony Attrags. On Anguage. This in Standard, my sident pursers in North March Robs. I drive 135 multiple Stress per week as I care for them, I see the baffic. I all in the traffic. And pet I am writing to hell you that I appear 135 apparation. Nor dis not make I make a contract make a least a contract make with the contract make with the contract make with the contract make a least a least a contract make a least a contract make a least	Six Commet #5
				Reroute to 130	We must start pushing more long hauf traffic around 135 and net through the heart of the city. 190 is supposed to be an alternative to avoid the city and yet not nearly enough truds or passenger cars use it	See comment #3
					The must contripating more long has badic consend GS and not through the heart of the oly, LSS is supposed to be an alternative to avoid the oly and yet not easily smooth that of the oly and yet and seemed to be an alternative to avoid the oly and yet and the seemed to the old of contribution of the old of contribution of the old of contribution of the old of contribution of the old of contribution of the old of contribution of the old of contribution of the old of contribution of the old of contribution of the old of contribution of the old of contribution of the old of contribution of the old of contribution of the old of contribution of the old of contribution of the old of contribution of the old of contribution of the old of contribution of the old of contribution of contribution of the old of contribution of cont	
2123	Liant Sanchea- Howard	3/1/2023	Ernail	Do not widen in a build	Materials Program Manager Transprisons, program, process programs and process	See Connect #3
2124	Brupac orp	2/22/2023	Email	Reroute to 130	Our French Managers and Desconvenience. The State Section of the Conference of the	See connect 62
2125	Lloyd Doggett		MyCapEx Website - Comment Form		A little of the potential harm could be offset by "capping" significant portions of 195 and "stitching" East and West with widened bridges. Recently, the \$1.5 million appropriation that I previously obtained to advance engineering on this cap and	See Comment #34
			Comment Form	Air quality/noise	After of the propriet fermional the definite of "support of graphical profession of 1.5 and in street of the contract of the c	
			-	Climate Change	I am greatly concerned about many aspects of the proposed I-35 expansion, including more air and water pollution and more greenhouse emissions worsering the climate crisis that we are already	See Comment #51
					experiencing. Of particular concern is more storm water nunoff of pollutaris into Austin's treasured creeks and Lady Bird Lake.	
2126	Lloyd Witson	2/7/2023	Email	General support	Lac Columns by go of Commissions. This is not in registering that \$2.5 from the factor is now of the since to registering that \$2.5 million for the factor is the surround columns appearing to the columns of the factor is the surround columns appearing on the columns and the factor is the surround columns appearing on the surround columns appearing that the factor is the surround columns appeared to the surround columns appear	Sea Comment #8
2127	Logan		MyCapEx Website - Comment Form	Do not widers/no build	TxDx needs to hit the drawing board again. Closing off OUR beautiful lake trail to "add just one more lane" and closing off OUR take that we use to paddle board and keyak on in the summer as well	See Comment #5
				Public Transit / Multimodal Transportation Business/residential displacement	All many public hours to the area that need to delive saw and office in less sortific. Also whose beingt have in it to just incode down bourseases to deli more large. Also whose beingt have in it to just incode down bourseases to deli more large.	Sea Comment #13
2128	Logan Daum			Business/residential displacement Do not widen/no build	Also whose bright idea is it to just knock down businesses to add more lanes. Mobility\$5 Program Manager Tommy Abrego,	See Comment #21 See Comment #5
2120	Logger Logger				This a resident of Austin and oppose the plane to separed LSS. We should not be adding more care through developes. And is not the separes of residents. Although you, it separes T-COT to respect the demends of the Audin CD; Courcil. It does not make series to force a highway strongth a city of a million people without licitaring to what the people actually seart.	and community of the control of the
					to need to fices on elementar from of the reportation such as action and point transportation. These determines we seather, cross equitable, more austination, and affer. These of expension construction for a highway expension that set only refers to fell; for a few years believe becoming congested again in not worth it.	See Comment #20
2129	Logan McCaul		MyCapEx Website - Comment Form	Caps/Deck Plazas Public Transit / Multimodal	Then they should at least fund capping (35 from the labe to at least \$5.00 Since TDDOT is doing rothing valuable for residents of Austin with the highway expansion, such as building public transportation options to reduce our demand,	See Comment #42 See Comment #35
				Transportation	от при на при н	
2130	Logan Schugart	3/1/2023	VOH	Caps/Deck Plazas	This kines before support and 200 med to be sure further to white additional cape; inclines in their region. Downtows adjourn or englisherhoods will be well earned by this design but those of us in Window. Pain in the surphess have to consistion aside from 51st design. They put large at 55th is far too 10st correctionly between our neighborhood and form Lacq (Magnage.	See Comment #42
2131	Lora Blackwell		MyCapEx Website - Comment Form	Do not widen/no build	The convertige size is not set to type: (In concept to precific size pointing with 1957 and thus dedicated larges and only off ranges, Nithout preference given to common warran ridealburing selections, (expect continued and constant griddos, Lefs lawsy at this and come up with fines to existing plan.)	Sea Comment of S
				Bury/tunnel	For public safety, we need more caps and longer buried segments in order to facilitate critical walkneys and mixed use corridors.	Sea Comment #25
2132		619510000	MyCapEx Website -	Water quality Regional Connectivity	Tim concerned about the environmental impact, particularly rursoff directly into COA water. Reduction of traffic on ISS will benefit everyone except those contractors getting biobacks. Obtains want rail, need rail, build the dang rail.	See Comment #125
2132	loren george Lorri Heden	1/31/2023 3/6/2023	MyCapEx Website - Comment Form MyCapEx Website -		Relaction in Traffic on 13 will benefit everyow except those contracting policy lockscus. Choises water rull, reset and. Build the dang soil. Law no in force of expending 135, Indiaed, we should fince on expending public temperaturing options and indiantity.	See connect #1 See Connect #3
			Comment Form	Public Transit / Multimodal Transportation		
2134	Lorri Haden	3/6/2023	MyCapEx Website - Comment Form	Do not widers/no build	Sen no in fear of separating 135. Initiated, we should focus on separating public transportation options and infamilya.	See Comment 45
2135	Louis DeAngelis	\$-original	VOH		The money is going to be sport on this project, it can't support amoning that adds are a width or height to be lightly as ground leved. The highway is already in address and deferred descriptions to drive on, or try to cose on a bitle or on foot, I only support expenses in the whole thing is support or hursel in some feathers.	Sea Comment 45
				Public Transit / Multimodal Transportation	If that is not the case, I would much rather see the money be sport on bettering the public transportation system which in time will reduce vehicle traffic, or at least offer faster and more reliable alternatives.	See Comment #13
ID	C N	Da R d	s	Yapic	c	R p

2136	Lucas Clarke	3/6/2023	Email	Do not widen/no build	Makingth Manger Manager Termy Monge, in a state of the Section of	See Comment #5
					Audin is compact, forward-thinking, and has the resources to take a new approach; an integrated, accessible travel system that is public, efficient, and safe. I appreciate your consideration.	
2137	Lucas Lyons	1/31/2023	MyCapEx Website - Comment Form	Regional Connectivity	We need high speed rail between our cities, not one more lains. The made and traffic never ease no matter how wide you make them.	Seconnert #1
2138	Luci Harris	3/7/2023	Email	Public Transit / Multimodal Transportation	Mobility/S Program Manager Tommy Atrage, Taxon annual and the Males analysis of the State of th	See Comment #13
				Transportation	Makings The Region Meetings Termy Streets, an indicated firsh in Region Meetings Termy Streets, graphings and Streets Termy Streets, an indicated firsh in Region Streets Annual Terms A	
2139	Luis Cestillo	2/6/2023	Email	General support	Our Chamman Bugg and Commissioners: These you for recognizing that 155 brough Audits in one of the most congosind modelsy suppress in the State of Texas, As this sericus you obtained modelsy is often could be the Mark State of Texas, at Texas about call to be detected ancience action to sendom this critical selected or finished-one into a condessy that will accommodate the report and immense growth was an experiencing in our great State. According, Is in overling bulby to appears any compress support for the 155 Capital Spreas. Central design as proposed by ECOT. These you for your consideration of this	See Comment #8
	Castillo				called the Main Street of Texas, all Texans should call for bodd and decisive action to transform this critical sheetch of infestructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing body to beyone my complate support for the 155 Cephal Express Central design as proposed by 15001. Thank you for your consideration of this manual Star form will have	
2140	Luis Fuente s	3/7/2023	Email	Regional Connectivity	MobilityS Program Manager Tommy Azrego. We deserve walkhalds offices in DPW with abstracted public transport that allows the citizens to easily and freely expirer their cities. We need to end the billion dollar highway projects that provide unsustainable results. Enough highways we are beastern vow. They cause noise outsidos, or an obtained, and audited 50 mann exceeds will buy into it.	See connect #1
					Managed to design a from young proper from young control of the property of th	
					MobilitySS Program Manager Tommy Abrogo. 1) live in Desitors Audit, 1 regularly have to cross 135 by foot, biking and utilize it for driving. The expansion of 135 would be bad for drivers, and extremely bad for folks going around town on foot or bike. The expansions of highways has been	See Comment #3D
2141	1	3/2/2023	Email	Biks/ped safety	Manufact Manager Manag	
			Cinari		which it should never, it should be fully buried and the caps should be able to support actual real development and building which can at least offset the extreme cost & damage that this will have to the city and region as a whole.	
2142	Luke Borders		MyCapEx Website -	Water quality	Please be sure to minimize the impact on our water systems. Lady Bird lake serves is our reservoir.	See Comment #125
			Website - Comment Form	Public Transit / Multimodal	Please add in the capacity for preferred mass transit to the plan. Be that rail or bus, it would make the highway more future proof and robust.	See Comment #13
				Transportation		
				·	Name To 201. The ord of dilling every bud possible to make interested. 35 a functioning laydiness, and working in face of dilling every bud possible to make a threation. 35 a functioning laydiness, and the second in growing possible for the possible for international bank, moving goods due to NAPTA and is a matter of national security. Please forget trying to add take lines or other plans to make a national highway a postotrium mode of the possible for international bank and the second possible for international bank and the possible for international bank and the second possible f	See Comment #8
					Transportation. The city of Assist does not have the authority to make 35 their own part project.	
2143	Legate	3/2/2023	Email	General Support	Thister you, Luke Legiste	
2144	Luke Obermann	210,000	VOH	Do not widen/no build	Lem not in feor of the curvent 155 proposal as it itends. Sautise did this with their oil related. Deep time it down and remoded the frightway underground and it opened up an entire area of the oily than's come to life.	See Comment #5
				Bury/tunnel	We need to cap the entire intendate underground from Toen Lake to at least 183. Anything less will only exacerbate the physical barriers between East and Central Audin. We have an opportunity to create a more likebild oily-left doils.	See Connect #25
2145	Lydia	1/21/2023	MyCapEx Website -	Regional Connectivity	The doort need more laked the need high speed railff its about moving more ppi more efficiently and cars are not going to do that State wide high speed rail would grow our economy exponentially.	See comment #1
	Nogle Nogle		MyCapEx Website - Comment Form			
2146	Lyman Labry			Do not widen/no build	Legion LOCK (States for 155 and opposed). Sequences in Autors, in support description sentings in some one appropriate, but for the year of propers is defined what in ord formores. Autors, These propersis, and properties in the contract of the contract in the contract i	See Comment #5
					to utilize an internation highway for local trips on those days when cycling is not possible. Insependfully demand that ThCot, the Austin City Council, and other officials to stand with mix. Austin deserves better. Society,	
				Community Alternatives	Loppose Tubbu's plans for 155 and Loppose 155 expansion in Austin. Lob support alternative solutions such as proposals but forth by such groups as Rethink Austin and Recornect Austin. These proposals are progressive, valids, and scatalinable solutions for handling congesion. Honeigh, internate highway separations do not work.	See Comment #4
						Sua Communit #13
					Compligation designed common configuration of the common c	
	Lyndon			Public Transit /	a prosecutar intensity cay and it is on the view better it we princriate prosecutarism in this observable in support public brankf first. I support a mix of brankf options that princribing predestriates first. I support the Rethink 35 proposal. Highway explains would significantly harm Audin 1 oppose brighway explains of this is deviced that the character of the city would be changed for the worse with more highway explansion. Audin is extremely attractive and can be even	
2147	Brecke pridee	3/6/2023	Email	Multimodal Transportation	Names appealed would significantly have haden logous highway expansion. And I think it is obvious that the character of the city would be changed for the worse with rown highway expansion. Auch in a elementy attractive and can be even inverse that a proportion of the contract of the co	
	nndge				and and the contrast of an extend of an extend and a second state accountly.	
2148	Lynn Murphy		Phy sica	Do not widen/no build	White I understand a project addressing a deficient transportation system is much needed, I am disappointed that this proposed solution falls into the traps that many other cities have. With all the planning, consideration, and expertise that I have were into this proposed, it still short of the needs of the community.	See Comment #5
			Co mm	Public Transit / Multimodel	Residents of Austin have been beginn for efficient subtic transit for decides, and the most time consuming and capital intensive solution the city is differed still falls size of droviding which an effort-to-	See Comment #13
			ent	Public Transit / Multimodal Transportation	Basicinets of Audin have been beging for efficient public besist for decades, and the most time consuming and capital internsive solution the city is offered soll falls short of providing us with an effective way to more about our own community. As it stands, this proposal is an insefficient use of time and money.	
2149	Lynn Schoenfield			Do not widen/no build	Mobility35 Program Manager Tommy Arrago, This shortsgifted, as more and more people are looking for greener disentoners where people can wash and use public transportation if necessary. This improves the health of the dry,	See Comment #5
				Books 222		
				Reroute to 130 Latent/Induced Demand	I record the TuDOT to consider alternatives to the planned expansion of I-35 through Austin, such as making another highway such as 99-130 an intensists. The current plan will include demand and increases pollution for the weer periodization, making it a less inside city.	Sec Comment #3 Sec Comment #18
2150	MA	3/7/2023	Email	Do not widen/no build	Makings Program Manager Travery strongs, Lear writing to SWOOTE MOTH parts to \$2 3 and 16 separation. As a resolut of Audit. Now there are many rows things the city could be using \$1 5 time and resources benefits \$2.5 \$1 \$1 \$1 \$1 \$1 \$1 \$1 \$1 \$1 \$1 \$1 \$1 \$1	See Comment #5
					I am entring to versions, moust a pairs of 1.35 and its expension. As a resident of a statin, it have there are meny more thrugh the day of could be using it it is man of resources besides 135. Expanding this highway in find a sid with congestion as we've assen in other only such as Kally inhouse. A Kally inhouse. The expension of 1.35 will simply disrupt traffic further, for years to come white controvation is occurring, classing more a codemis and pollution. I don't want to use an intensite highway for my boat trips. I aspect 1500T, Austin Chip Councet, and other repossentatives to send up for me. If you can about anyone actually high find in the city thin you would decide more man and money to prejects that would actually high the dist, not further examination.	
2151	1	3/7/2023	MyCapEx Website - Comment Form		Has anyone over considered making 155 the toll road and making 130 the fine road? This should create incentive for drivers to avoid 155, especially the commercial semi-trucks passing through Audin. Or simply make it mendatory that the traffic passing through be driverted around Audin. It would save a lot of money, and would actually generate revenue.	See comment #3
2152	,	1/23/2023	MyCapEx Website -	Reroute to 130	Damolish the upper dack, keep the number of lanes, lower the lanes from \$51st to Town Lake, and move through exck traffic to \$50.	See comment #3
		,	Comment Form			
2153	Mac Smith	3/7/2023	Email	Do not widen/no build	MobilitySS Program Manager Tommy Akregio, years of construction for just a few years of congistion relief is NOT worth it.	See Comment #5
2154	Mackenzie Jung			Do not widen/no build	MobilityS Program Manager Tommy Atregio,	See Comment #5
				,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,	Madeing55 Program Manager Tommy Atrago; I are a resident of Austin and a student of UT Austin. As a student who level on the UT campus, I have firstland experience of two difficult 1-55 can make simple tasks, like purchasing grozories. The walk to the interesting possy stems and enginess due to the last of infrastructure for polarishms and difficult with public transportating operated 40 minorias.	
				Community Alternatives	I support the Methinis35 proposal of creating a welkable boulevand instead of 1x001's expansion plan, 1x001's proposal to expand i 35 will have deveating impacts, like increased pollution. This will only make current health issues worse.	Sea Comment #4
				Air Quality/Noise	Additionally, the highway expansion will increase congestion not lower X, as exemptified by the Kally Preeway, I urge you to consider the late of future generators and do not expand 135. Make a decision that forces he will being of people over care.	See Commont #34
2155	Macy Hurwitz	3/7/2023	VOH	Do not widen/no build	I am adamently against expanding 855. Expanding this highway will not make us safer or improve mobility. It will just nip the fabric of our city even further down the middle.	See Comment #5

0450		2/9/2023		Do not widen/no build	Adding lanes never improves traffic. This has never been proving. Highways are baid - environmentally, economically, See Comment #5	
2150	Macy Masterson	2/1/2023	sica I	Do not wastyno build	Adding laring never improves trainic, into risks never over proving, rightways are out - environmentally, economically, security, received cort too train	See Contrain #2
			Co		Mobility (S. Ponssium Maraulan Tommus Abrado	See Comment 65
					Mobility55 Program Manager Tommy Abrogo. Lam Maddisc, a resident of Yman Astonia and someons IA person under the age of 21 who'll have to live in the future of the already progressing state of America that focuses more on cars and businesses than actual who use them. I believe that buildings like allersy, and often modern day structures that focus on profit and efficiency a removing the lack of character and identify of America, only belanding what little we have to make as special into a constant daily cycled clars and that buildings like allersy, and often modern day structures that focus on profit and efficiency a removing the lack of character and identify of America, only belanding what little we have to make as special into a constant daily cycled clars and	
2157	Maddison Nelsen	3/7/2023	Email	Do not widen/no build	clars and clars. Highways don't benefit many people. They ruin lands, air, water, and the living situation of those that live near them. Eventually, they'll become just as inefficient as the rest of the roads and highways we already have, doorned to be replaced and	
2231	Maddison revisen	3/1/2023	Email		CHARLET COMMENT AND PROPERTY AND THE COMMENT AND PROPERTY AND THE COMMENT AND	
					Remember. These band aid solutions will only prevent change for far longer than many people will be around. Effecting the futures that I, and future generations will have to live through. Build the blocks to better what we have now until it's too late.	
2158	Meddison O'Kelley			Do not widen/no build	Mobility35 Program Manager Tommy Abrego,	See Commant #5
					Modityd S Program Manager Tommy Abrego. Fann a nodiant of Audit. For OPPOSE MOD'S in James for 158 and OPPOSE engansion.	
				Latent/Induced Demand	TACOT's process in this project in fixed, it ignores induced Demand, construction impacts, particulate matter pollution from tire wear, the failure of almost all highway expansions, the success of freeway removals, and its traffic modeling is filewed.	See Comment #18
				Air Quality/Noise	Highway expensions DONT work. They worsen congestion (as we saw with the Katy Freeway), air noise and water pollution, safety, and transportation options beyond driving, 10 years of construction for just a few years of congestion relate is NOT worth it.	See Comment #24
				Public Transit / Multimodal Transportation	I am POR serious consideration and prioritization of a public transit-first project	See Comment # 33
2159	Madele ine LeBlan	1/27/2023	Email	General support	Date Chairman Bogg and Commissioners: Thank you for exemptioning that 1.55 through Justin is one of the most congested making you depress to the State of Teasa. As this seriously outdested makeup is distinct of the Commissioners: Thank you for exemption of the Commissioners: Thank you for exemption of the Commissioners: Thank you for you did not decide and control most indicated and indicated and not indicated and indicated and not indicated and indicated and not indicated and indicated	See Commant #6
	LeBlan c				Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxD01. Thank you for your consideration of this request.	
ID	C N	Da R d	s	Topic	c c	**
2160	Madeleine Lee		VÓH	Do not wider/no build	Hallo, I arm a student at the University of Texas at Austin, I am opposed to the expansion of I-35 because it is a temporary fix that will ultimately harm Austin.	San Comment #5
				Latent/Induced Demand	Adding laines to a highway has been shown to increase demand, and as a nessit, traffic will only increase until congestion is once again as bad as it currently is.	See Connect #18;
				Latent/Induced Demand Air Quality/Noise	Adding larnes to a highway has been shown to increase demand, and as a nesult, traffic will only increase until congestion is once again as bad as it currently is. Expanding 155 will only increase air pollution, mar the layout of the city, and harm the health of Austin's obtains through emissions and their resulting health and emirrormental consequences.	Sau Corrent #18; Sau Corrent #34
						Sau Corrent #34 Sau Corrent #15;
				Public Transit / Multimodal Transportation	1 believe there are botter solutions such as public transportation and strategic infrastructure planning that can better and more sustainably reduce traffic congestion and promote city growth without harming Assirt's future.	1400 (ACCOUNTS) (F 4.4)
2161	Madeleina	1/22/2023	MyCapEx Website -	Do not widen/no build	Please review the Lone Star Rail proposed to link Austin and San Antonio with regular commuter rail Adding more laines will Anothina for derivativate traffic and will instead anothina to more violation, and	See Comment #5
	Madeleine West	4/44/4043	Comment Form	DO THE WINDS TO SOME	Please review the Lone Star Rail proposal to link Austin and San Antonio with regular commuter rail Adding more lains will do nothing for decongesting staffic and will instead contribute to more pollution and suppage, it might seem costly, but wideling lains without improving public bariet is useless. There will be less traffic congestion if people use the commuter rail to get from Austin to San Antonio. The car and non-car people can all be satisfied.	
2162	Madelin	2/11/2023	VOH	Do not widen/no build	Expanding I-35 is the worst possible solution. This project will be a disaster that will likely be reversed in the future. Put the money somewhere dise.	See Comment #5
2163	Strange	1/12/2023	Email	General support		See Contract 8 S
		. /2			Duer Chairman Bugg and Commissioners: Therk you for recognizing that 155 through Austin is one of the most congested nodeway segments in the State of Teas, At this seriously outsided nodeway is offered collected be falled. The seriously outsided nodeway and one of the seriously outsided nodeway in the collected beautiful to the seriously outsided nodeway on the seriously outsided nodeway on the seriously outsided nodeway on the seriously outsided nodeway on the seriously outsided nodeway to the seriously outsided nodeway to the seriously outsided nodeway on the seriously outsided nodeway to the seriously outsided nodeway to the seriously outsided nodeway to the seriously outsided nodeway to the seriously outsided nodeway to the seriously outsided nodeway to the seriously outsided nodeway to the seriously outsided nodeway to the seriously outsided nodeway to the seriously outsided nodeway in the seriously outsid	
					ndousist.	
2164	Madeline	3/7/2023	Email	Do not widen/no build	Mobility/S5 Program Marager Tommy Abrego. Lam a resident of Audin and Loppose the additions to 1-S5. It's been proven so many times that adding more lanes only adds more traffic. This will destroy houses and only make traffic worse.	See Comment #5
	Madeline Kinkel				I am a resident of Austin and I oppose the additions to I-35. It's been proven so many times that adding more laines only adds more traffic. This will destroy houses and only make traffic worse.	
2165	Madelyn Oliveros	2/12/2023	MyCapEx Website -	Public Transit /	/ Any functional commuter rail system would be so wilcome. Dicreasing traffic would be a major benefit that everyone would benefit from	See Comment #13
	Oliveros		Comment Form	Public Transit / Multimodal Transportation		
2166	Madely	3/7/2023	Email	Reroute to 130	Mobilit\(\delta\) Frozinem Mariader Tommy Abrello.	See comment #3
		3/7/2023	Email			
	n Winche	3/7/2023	tmail		MachillySS Program Manager Tommy Arrage. Thirds we should RERCUTE non-local trailfic around Austin Instead of through it.	
2167	n Winche ster Madison Bryan	3/7/2023	Email	Do not widen/no build		Se Connect 5
	n Winche ster				las hader fuedo. Sour 1995.	
	n Winche ster				W hoot hoot, bear hoof,	
2167	n Winche ster Madison Bryan			Do not widen/no build	In Tool Tricks: As a Milk Color Color As a Milk Color Assault C	See Controveril #5
	n Winche ster				No NoOT hOCC One 1000. Passe, does report 155 in Audit. Plass, does report 155 in Audit. Plass, they are to in the only set files region without having to one and maintain a cir. Plass, expend on format, perhabition, and cycling infootinuture instead. Making 55 Program Manager Transp Airages.	
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2160 2160 2160 2170 2172 2173	m distriction distriction of the second of t	3/1/2023 3/1/2023 3/1/2023 2/9/2023	Ernati Ernati Ernati	Do not worken, his build Do not worken, his build Do not worken, his build Do not worken, his build Air Quarting Yearse Community Abstractives Do not worken, his build Public Tourist, his build Public Tourist, his build Public Tourist, his build Community Abstractives Community Abst	No. HOCH TACK. The common of 33 h. Account of 25 h. Acco	See Comment #5 See Comment #23 See Comment #23 See Comment #24 See Comment #25 See Comment #25 See Comment #25 See Comment #25 See Comment #25 See Comment #25 See Comment #25 See Comment #25 See Comment #25 See Comment #25 See Comment #25 See Comment #25 See Comment #25

2175	Maggie Singer	3/4/2023	Ernail	Construction	As yet fash. 10072 performed gains to 15 5 to 40 th they environed are demonstrated as the first of the control for the property of the control for the property of the control for the property of the control for the property of the control for the property of the control for the property of the control for the property of the control for the property of the control for the property of the control for the property of the control for the property of the control for the property of the control for the property of the control for the property of the control for the property of the control for the property of the proper	Son Contracted \$178
2176	Mai Ly Visor	2/9/2023	Phy	Public Transit / Multimodal	Put in place temporary (6 months) barricades to minic possible traffic, black padestrian patterns. Cather data and input from locals on temporary study before asking to vote on permanent changes. Add safety toolseets between vehicle and black or deduction haves. Plan for future laines and laind use by Project connect Audits. Passible rail: train, and black agrees in the future must be planned.	San Comment #13
	rang		I Co	managan aroun	•	
2177	Maia Personett	3/7/2023	Email	Do not widen/no build	No TACOT TACOT, Vasir community alternatives to expansion and climate friendly options- not more highways.	See Comment #5
2178	Maile Floyd	3/2/2023	Email	Reroute to 130	MobilityS Program Manager formery Annego. Lam is 17 year resident of 26104, Design resignation of the city of frequently but believe this expansion would only divide our east and west more than it sineady is. The freeway should divert traffic around the city not through it. East side is now our dominion may be diplomated and should be heated as Such	See connect #3
2179	Mallory Hart				MobilinG Program Manager Tomers Abrean	See Comment #5
					I am a resident of University hills in Northwest Austin. 109905E Th00T's plans for 135 and 109905E expansion. 3.5 has been the historical dividing line in Austin. separating East and West. 20 years of construction for just a few years of complication raide in NOT worth it. divident with to law an intendestable lipsory for explicit offset under 1.5 and other representatives to stand up for me.	
				Do not widen/no build		
				Latent/Induced Demand	TACOT's process in this project in flawed. It ignores indused Demand, construction impacts, particulate matter pollution from the wear, the failure of almost all highesy expansions, the success of freeway removals, and to traffic modeling is flawed.	See Comment #28
			-	Air Quality/Noise	Highway expansions DDNT work. They worsen congestion (as we saw with the Kuty Freeway), air noise and water pollution, safety, and transportation options beyond driving.	San Comment #34
				Multimodal Transportation	We have before us an opportunity to re-envision this headabhs, and embrace visions that create meaningful connections between east and downtown Austin with multi-modal transit at the forefront. I am FOR a bodward going through town, burying laines and a public transit first project.	See Comment #20
2180	Mandy Brown	3/8/2023	Email	Do not widen/no build	MubilitS Program Manager Tomer Atheto.	San Comment #5
					Association (Program Manager Entropy Storage Control (Program Storager Entrol (Program Storager)	
ID	C N	Da R d	S	Yopic	c	A p
					Better to just decide to spend my money elsewhere. Do better. No more construction, better public transit. Lots of other solutions that doesn't impact our environment at this level.	
				Public Transit / Multimodal Transportation		See Comment #13
2181	Mandy McClintock			Public Transit / Multimodal Transportation Do not widen/no build		Sectional #13 Sectional #15 Sectional #15
2181	Mandy McClintock			Transportation	NADIOSS Program Manager Interior Acregis, Team resistent of Assist, 1, 10000SE 120017 plants for 155 expension. Horst work a wider and higher 155 1, 10000SE 120017 plants for 155 expension. Horst work a wider and higher 155	
2181	Mandy McClintock			Transportation Do not widen/no build Public Transet / Multimodal		
				Transportation Do not widen/no build Public Transit / Multimodal Transportation	MARKINGS Program Marking Printings Acrosps, Takes a recolater of Auditor TK. 1,000008 10,0011 paters for 136 regermous don't want a winder and higher 135 The second record public transfer options and less positional records on the highest paties melane us less safe in the long run. Thereby you for reading my message.	See Construct #5 See Construct #33
2181	Mandy McClintock Mandy McClintock Manny Hernandez		-	Transportation Do not widen/no build Public Transet / Multimodal	ModingS Program Manager Terriny Arrays, I was strated of Areas, Ti. 1990(6) 50077 when for 35 equirmon, if don't want a water and higher 355.	Tion Construct #5
2182	Manny Hernandez		-	Transportation Do not widen/tro build Do not widen/tro build Public Transportation Public Transportation Do not widen/tro build Community Alternatives	Admit(s) Program Manager Terminy Arragin. Large Assistant of Assists, TX. 1970/02 1,50(T) plants for 35 equamons, 1 don't want a value and higher 35 The need more public Sensit options and less pollution! More car's on the highway also makes us less safe in the long son, Thanks you for reading my minister. Manage, Sh Program Manager Terminy Arragin. Manages Shringson Manager Terminy Arragin. Manages Shring	Sea Connect #5 Sea Connect #5 Sea Connect #5 Sea Connect #6
		NAME OF THE PERSON OF THE PERS	MyCaydix Widosete - Comment Form	Transportation Do not widen, the build Do not widen, the build Public Transet / Mutatemobils Transportation Do not widen, the build Community / Alternatives Do not widen, the build	Making Shington Manager Terring Arongs. I am a resident of Assist, T.K. 1970 Et 1907s passed or 35 requirement form want a selfer and higher 35s We need more public treatly options and isso published More care on the highery also makes as loss selfer in the long row, Thanks you for reading my mensage. We need more public treatly options and isso published More care on the highery also makes as loss selfer in the long row, Thanks you for reading my mensage. Making Shingson Manager Terring Arongs. Have precise and extend to be again Treat Contrivenable convertly integrit in Noution. Highery expansions do not inflore congestion long term and you only have to look two from some to see the monthlose like that the Asia Priverse burned at loss. I appear Reading 15 and min is appeared from Contrivenable convertly integrit in Noution. Highery expansions do not inflore congestion long term and you only have to look two from some to see the monthlose fails that the Asia Priverse burned at loss. I appeare expending 15 and min is appeared for the More Asia. On the long the long the long that the Asia Priverse burned at loss. Reading some expending 15 and min is appeared of the More Asia St. I resided lines to see a amone. Shought inflored toward money against one or considered transportation update an accordingly yet or Assistant and the 1945 per Asia and the Asia St. I resided lines to see the Asia St. Asia and a contribution to the contribution More and asia 25% against an expension of section of the North Asia Asia.	See Comment #5 See Comment #5
2182	Manny Hernandez	X40,000	MyCapEx Website - Commert Form	Transportation Do not widen/tro build Do not widen/tro build Public Transportation Public Transportation Do not widen/tro build Community Alternatives	Manips Prepare Navigor Transport April 25. In recording of Assists, T. Individual Section of Assists, T. Individual Section of Assists, T. Individual Section of Assists, T. Individual Section of Assists, T. Individual Section of Assists	Sea Connect #5 Sea Connect #5 Sea Connect #5 Sea Connect #6
2182	Martey Hernandez Martscor Kapasi	3/1/2023	MyCagEx Website Command Form Email	Transportation Do not widen, the build Do not widen, the build Public Transet / Mutatemobils Transportation Do not widen, the build Community / Alternatives Do not widen, the build	Mobility Si Program Manager Tummy Adequa. The second of Areas, T. T. Model (A. T. T.) Model (A. T. T.) Model (A. T.) Mode	See Connect #3 See Connect #3 See Connect #3 See Connect #3 See Connect #3
2182 2183 2184	Mensy Hernandez Menseer Kapasi Manuel Remnez		Comment Form Email	The recipion from the American Committee of	Mobility Shippins Manager Timmy Jordan. 109905 TSD073 plants for 135 operations from earl a side and higher 135 We need more public treated post operations and less publication floor care on the highery also makes us less safe in the long run. Thank you for reading my message Assembly Shippins Manager Timmy Jordan.	Des Connect 45 See Connect 45 See Connect 45 See Connect 45 See Connect 45 See Connect 45 See Connect 45 See Connect 45 See Connect 45
2182	Martey Hernandez Martscor Kapasi	3/1/2023 2/22/2023	Comment Form	Transportation Do not exiden, no build Public Transit / Multimodal Transportation Do not widen, no build Community Albertanius Do not widen, no build Community Albertanius Community Albertanius Community Albertanius	Making Shippan Manager Timery Areas. In contrast of Assoc, TX. Once diversing public treated passes, TX. Once diversing public treated passes, TX. Once diversing public treated public services on the significant services are the lightery bits. Once and more public treated options and two publicated More care on the lightery about notices as was safe in the long on. These page for receiping my message Making Shippan Manager Timery Areas. Ma	Des Connect 642 See Connect 642 See Connect 642
2182 2183 2184	Mensy Hernandez Menseer Kapasi Manuel Remnez		Comment Form Email	The recipion from the American Committee of	Making Shippen Manager Timery Areas. In contrast of Assoc, TX. Order Exchanges and search assoc, TX. Order Exchanges and search assoc, TX. Order Exchanges and search assoc, TX. Order Exchanges and search association for their and selder and highest \$3.5. Order their papers Manager Timery Areas. Making Shippen Manager Timery Are	Des Connect 45 See Connect 45 See Connect 45 See Connect 45 See Connect 45 See Connect 45 See Connect 45 See Connect 45 See Connect 45
2182 2183 2184 2185	Mensy Hernandez Menseer Kapasi Manuel Remnez		Email Email	Transportation Do not solder, fro build Public Transit / Multimodals Transportation Do not solder, fine build Constituting Attendation Do not solder, fine build Cape, Owen Plazas Do not solder, fine build Cape, Owen Plazas Do not solder, fine build Garner of support	Modify/35 Program Manager Training Adequa. 1070/55 EVENT Years to 15 Separation foot sear a sider and higher 135. We need more public beard options and loss optionable flow core on the lightney also makes us less self-in the large on. Thank you for reading my message MANAGES Program Manager Training Adequate Train	See Connect #13 See Connect #4 See Connect #4 See Connect #4 See Connect #4 See Connect #4 See Connect #4 See Connect #4 See Connect #4 See Connect #4 See Connect #4 See Connect #4
2182 2183 2184 2185	Mensy Hernandez Menseer Kapasi Manuel Remnez		Email Email	Transportation Do not existen, no build Putatic Transar / Multimodal Transportation Do not eviden, the build Construction for the state of the	ModBigS Program Manager Terminy Adequa. The real manager of Areas, T.T. 199765 T.C.O.T. pages to 123 greamment, don't work or water ording for 135. When we can compare place transit options and support and for the cars on the lightest years on make us was suff in the large on. There large on Travelling my message ManageSS Program Manager Terminy Adequa. ManageSS Program Manager Terminy Adequa. ManageSS Program Manager Terminy Adequa. ManageSS Program Manager Terminy Adequa. ManageSS Program Manager Terminy Adequa. ManageSS Program Manager Terminy Adequa. Manages Terminy Adequate Termi	Des Connect #5 The Connect #5
2182 2183 2184 2186	Manny Harnandez Manasar Majawa Manasar Majawa Manual Ramnez Manual Zejania ji Manc Clokenatn		Comment Form Ernal Ernal VOH	Transportation Do not solder, fine build Public Trainer, / Multimodal Transportation Do not solder, fine build Certemority, Alternation Do not solder, fine build Cay, Osci, Plazas Do not solder, fine build Cay, Osci, Plazas Do not solder, fine build General support Do not solder, fine build	Making Shippen Manager Timmy Jordan. 1079/05 TADDT, skens for 126 agenomen, florit wast a value and higher 126. With read more public treat of places and segment public florit wast a value and higher 126. With read more public treat of places and segment public florit wast and the wast of the light public makes is also safe in the large of the light public florit segment public florit florit segment public florit florit florit segment public florit florit segment public florit florit segment public	Sea Connect #13 Sea Connect #4 Sea Connect #4 Sea Connect #4 Sea Connect #4 Sea Connect #5 Sea Connect #5 Sea Connect #5 Sea Connect #6 Sea Connect #6 Sea Connect #6 Sea Connect #6 Sea Connect #6 Sea Connect #6
2182 2183 2184 2186	Manny Harnandez Manasar Majawa Manasar Majawa Manual Ramnez Manual Zejania ji Manc Clokenatn		Comment Form Ernal Ernal VOH	Transportation Do not existen, no build Putatic Transar / Multimodal Transportation Do not eviden, the build Construction for the state of the	Making Si Program Manager Timmry Abrega. 10YORS TADDY Javans for 126 operations, front want a valet and higher 126. When read many public treated programs of the programs o	Des Connect #5 The Connect #5
2182 2183 2185 2186 2187	Manny Hersendez Manuscer Kapine Manuscer Kapine Manuscer Kapine Manuscer Kapine Manuscer Kapine Manuscer Kapine Manuscer Kapine Manuscer Kapine Manuscer Kapine Manuscer Kapine Manuscer Kapine Manuscer Kapine	2/22/2023	Comment Form Email Email VOH	Transportation Do not solder, fine build Public Transit / Multimodal Transportation Do not solder, fine build Ceremonity Alternation Do not solder, fine build Alternation build Do not solder, fine build Do not solder, fine build Do not solder, fine build	MANUAL Program Manager Tumory Adress, 1 1079055 100775, planes for 126 regeneration, don't send a vider and higher 126 When send more public beared opposituation floor care on the lightery allow makes as loss and in the large on. Thank you for reading my message MANUAL PROGRAM MANUAL P	Inc Connect #3 Inc Connect #4
2182 2183 2184 2185 2286 2286	Manny Hernandez Manneso Piaguss Manuel Raminez Manuel Zapela ir Manuel Zobansan Manuel Robinson Manuel Robinson	2/22/2023	Comment Form Email Email VOH	Transportation Do not exiden, no build Public Transit / Multimodal Transportation Do not exiden, no build Community Abbrandous Do not exiden, no build Community Abbrandous Do not exiden, no build Garnest exiden, no build Garnest exiden, no build Do not exiden, no build Do not exiden, no build Do not exiden, no build Do not exiden, no build Do not exiden, no build Do not exiden, no build Carrest build Do not exiden, no build	ModBigS Program Manager Terminy Adergo, 1007655 Account Control Years 10 St. operations don't want a vider and higher 135 We need more public beard options and loss operations from the significant of	Des Connect #3 Tes Connect #4
2182 2183 2184 2185 2286 2286	Manny Hernandez Manneso Piaguss Manuel Raminez Manuel Zapela ir Manuel Zobansan Manuel Robinson Manuel Robinson	2/22/2023	Comment Form Email Email VOH	Transportation Do not exiden, no build Public Transit / Multimodal Transportation Do not exiden, no build Community Abbrandous Do not exiden, no build Community Abbrandous Do not exiden, no build Garnest exiden, no build Garnest exiden, no build Do not exiden, no build Do not exiden, no build Do not exiden, no build Do not exiden, no build Do not exiden, no build Do not exiden, no build Carrest build Do not exiden, no build	Making Shippen Manager Timming Aberga. 10YORS TADDY Javans for 126 agreement, first spart and earlier and higher 126. When read more public treast options and was publicated from our on the lightery also makes as has safe in the long one. Thank you for reading my message Making Shippen Manager Timming Aberga. Making Shippen Manager Timming Aberga. Making Shippen Manager Timming Aberga. Making Shippen Manager Timming Aberga. Making Shippen Manager Timming Aberga. Making Shippen Manager Timming Aberga. Making Shippen Manager Timming Aberga. Making Shippen Manager Timming Aberga. Making Shippen Manager Timming Aberga. Making Shippen Manager Timming Aberga. Making Shippen Manager Timming Aberga. Making Shippen Manager Timming Aberga. Making Shippen Manager Timming Aberga. Making Shippen Manager Timming Aberga. Making Shippen Manager Timming Aberga. Making Shippen Manager Timming Aberga. Making Shippen Manager Timming Aberga. Making Aberga Manager Timming Aberga. Making Shippen Manager Timming Aberga. Making Shipp	Des Connect #3 Tes Connect #4
2182 2183 2184 2185 2286 2286	Manny Hernandez Manneso Piaguss Manuel Raminez Manuel Zapela ir Manuel Zobansan Manuel Robinson Manuel Robinson	2/22/2023	Comment Form Email Email VOH	The exepantation Do not eviden, no build Public Transacy Affactionship Transacy Affactionship Transacy Affactionship Connect widen, no build Connect widen, no build Connect widen, no build Do not widen, no build Connect widen, no build Connect widen, no build Connect widen, no build Connect widen, no build Do not widen, no build Remote to 1,350 Do not widen, no build Connect widen, no build Connect widen, no build Connect widen, no build Connect widen, no build Connect widen, no build Connect widen, no build Connect widen, no build	Manipuls Resign Name And September (1997) Agent for 135 operation (not need a side and higher 135). We need more public benefit policy agent on 135 operation (not need a side and higher 135). We need more public benefit policy agent on 135 operation (not need a side and higher 135). We need more public benefit policy agent on 135 operation (not need a side and higher 135). We need more public benefit policy agent on 135 operation (not need a side and higher 135). We need the public benefit policy agent on 135 operation (not need a side and higher 135). We need the public benefit policy agent on 135 operation (not need a side and higher 135). We need the public benefit policy agent on 135 operation (not need a side and higher 135). We need the public benefit policy agent on 135 operation (not need a side and higher 135). We need the public benefit policy agent operation (135) of the following a	Des Connect 43 See Connect 45

2190	Marcie Warnke	2/7/2023	Email	General support	Sour Chairman Bagg and Commissioners: Their you for recipioning that 135 interight Audit is one of the most compound readway suppress in the State of Team, As this services, desided minimal to the services of the services	Sas Connected #8
2191	Marcos Martinez	d-colloces		Do not widen/no build	The scort Code in the presence process are secured reviewing allowance plans and weighing what the impacts and make and discortional bear of communities where the propert is applically defined. As an other plans or with interest in transportation plansmap of the process and the secure plansmap of the process and the secure plansmap of the process and the secure plansmap of the process and the secure plansmap of the process and the secure plansmap of the process and the secure plansmap of the process and plansmap of the process a	Das Contracte(#5
				Reroute to 130	Consider acquiring toll road 183 or 130 and open those as public roads which airned to provide relief to congestion on 35.	See comment #3
2192	Margaret Bole	1/31/2023	MyCapEx Website - Comment Form	Regional Connectivity	I would support a train between San Antonio and Austin	See comment #1
2193	Mangaret Delaney	forten		Do not widen/no build	ter 1:000°T-1:000°T, 1 oppose the current DS expension because I do not want to trovel across 20 laises of traffic in order to leave my negliptorhood	See Comment #5
				Community Alternatives	Please study alternatives such as Reconnect Austin and Rethink35 so that we can have safe travel in our city without the added noise and air pollution or increased crashes.	See Comment #4
				Air Quality/Noise Do not widen/no build	Widering highways only produces wider traffic jams, especially with the number of residences/offices being constructed in Austin	See Comment 434; See Comment 434
				Do not widen/no build	To not support any of the plans proposed by TICOT evided to 155.15 should not be made any value and the number of weak vest crossings should not be reduced. 155 should where be turned into a low Trailfic case with intensity towell diversed to 155 or MoRec of I should be capped and covered by parks that encourage easy vest integration and other modes of transportation (valuing, bising, bi	Sectionment 6
				Placial justice	The design of 155 has a recent history 135 has a recent history of devicing Austria's communities in East and Wast Austria. The current plans only further devices Wast and East Austria by reducing the number of paths that cross the highway and making it own more designates and easy to cross for pedestrians, bleam, boses and deventions offered.	See Comment 4'S
				Climate change	Climate changes in mail. For the health and welfness of our planet as well as the safety and security of our oby in the face of climate change, we should exect policies and plan coles that encourage shared transportation systems and network in read for case, especially from basined by gazdine.	See Commut #51
			-	Public Transit / Multimodal Transportation	We have other, better options for interrolly traffic. Austin in 2023 has the opportunity to office highway princes consider of the object on the second of the object for interrolly tower. We can focus on stilling a robust	Sai Commit #13;
			-	Community alternatives	The current plan is bad for the city's haulith: The alternative plan to fully city 1.55 with parks was proposed by Audinines and has broad support. The plan to fully city 1.55 would be better for the haulith of the city and its species by correcting the seal and vest side of the city, capturing policy, revening in the contracting the contracting the company of the community, and encouraging more active temporation (in the will be part do belong the body the company of the community, and encouraging more active temporation (in the willing of body. The plan is proposed by DOOT in Encourage policytics, decrease the beat for reducer, vice, and the interportation (in the willing of body. The plan is proposed by DOOT in Encourage policytics, decrease the beat for reducer, vice, and the interportation is a waiting and being from a plan of the plan in the plan of the plan in the plan of the plan in the plan of the plan in the plan of the plan in the plan of the plan in the plan of the plan in the plan of the plan in the plan of the plan in the plan of the plan in the plan of the plan in the plan of the plan in the plan of the plan in the plan of th	See Comment 44
2194	Mergaret Janssen		MyCapEx Website - Comment Form		traffic Injury and fasality.	
				Latent/Induced Demand	Research shares that expanding (135 will not solve our traffic problems: Research and other other 'experiences show us that more lanes do not reduce traffic. The increase in lanes actually leads to more people driving.	See Commert #18
				Air Quality/Noise	This is not find distribute with The commonly small prompt is about the 15th and the purpose of 25th the purpose of Audit west. Autoritime support Project Connect, Scripping 25th of the purpose of 25th the purpose of 25th and the purpose of 25th	See Connect 614
				Business/residential displacement	The pins will premiumently displace valued togither residents and businesses. The pins would displace many husbrides from their horses, I will also displace many husbridesses brinding Teach 1974 (be important part valued source of accordance displaces in the pins of the	See Comment #21
2195	Margaret Leak			Do not widen/no build	MobilityS Program Manager Tommy Atrago, As a resident of Trans County TX. I strongly uppose TXDDTs plans and expansion of I-35.	See Comment #5
			_			
				Air Quality/Noise	It will just worsen congestion, increase pollution and hurt local communities. It is short-sighted and destructive. Aratin deserves better. Making the process flavours flavours flavours.	Su Comment #34 Sus Comment #33
2196	Margaux Ordoweza	3/1/2023	Email	Public Transit / Multimodal Transportation	Mobility 5 Program Manager Tomey Alongs, And Tomes and Link of Special Section of the 155 expension. Doing a public many claims in the 15 expension of the 155 expension of the 1	
				Do not widen/no build	Deat FLOOT garrense, Tim rot serve with FLOOT HS Se operation group registrations have been required (community feedback as I. to because it in middlesself F is co, on the minimisted but in ECOT will agree to enable the second of the SS. Test of Floor was a required prince prince from the floor will agree to enable the second of HS.S. Test of Floor was an expension of the control of Floor was an expension of the control of Floor was an expension of the control of Floor was an expension of the control of the control of Floor was an expension of the control of Floor was an expension of the control of Floor was an expension of the control of Floor was an expension of the control of Floor was an expension of the control of Floor was an expension of the control of Floor was an expension of the control of Floor was an expension of the control of Floor was an expension of the control of Floor was an expension of the control of Floor was an expension of the control of Floor was an expension of the control of Floor was an expension of the control of Floor was an expension of the control of Floor was an expension of the control of Floor was an expension of the control of Floor was an expension of	Das Contract 45
2197	Margo Carrico			Reroute to 130	Though griff to St. or just intellige below. It comes you was core stood you have been seen to see the second of	See connect #3
				Caps/Deck plazas	If DOOT won't remove 91-55, they should up a E like they are doing in Seattle and many other cities. Don't limit the cap to the downten-business area. Execut the cup is central Austin residential resignation. On the composition of the copy is the downten-business area. Execut the copy is central Austin residential resignation of the copy is central Austin residential used with the copy is read and a consider consistential resignation of the copy is central Austin residential reside	Saw Comment #42
2198	Margot Duque	3/7/2023	Email	Do not widen/no build	Mobility35 Program Manager Tommy Arrags, Law AGAINST the new proposed expension of 1.55 109905E adding additional liness, I believe that approach to be a waste of state dollars.	Sax Comment #5
ID	C N	Da R d	S	Topic	c c	R p
				Community Alternatives	Highway expansions don't work to resolve congestion issues and I am for the Rethirk 35 proposal as well as public transit contered solutions to issues of congestion along the I-35 corridor	Six Comment #4
2199		3/1/2023	Email	Do not widen/no build	Modelph Person Nameson & The State S	See Comment 45
2200	Mari Russ-Wolf	3/6/2023	Email		1. TOOT in an orant mate and that place is more in the property of the propert	Sec Contract 6.13
2201	Mari Russ-Wolf	3/6/2023	VOH	Air Quality/Climate Change	No higher no wider No expansion through town. Subsidiae other TRANFORTATION methods. We do not need this mess further dividing our community and oby.	See Comment #18
2202	Mari Russ-Wolf	1/23/2023	MyCapEx Website - Comment Form	Do not widen/no build	The expension of DS is a desister, this should (ii) (but it in validous USCO) delian years from ISCO and their desistancing plan to valide ii SS, And (ii) Support other transportation related funding that is exactionable and promotes economic and community greath instead of increasing funding any other community greath instead of increasing funding any other community and instead of increasing funding any other community and instead of increasing funding any other community and instead of increasing funding any other community and instead of increasing funding any other community and instead of increasing funding any other community and instead of increasing funding any other community and instead of increasing funding any other community and instead of increasing funding any other community and instead of increasing funding any other community and instead of increasing funding any other community and instead of increasing funding any other community and instead of increasing funding any other community and instead of increasing funding any other community and instead of increasing funding any other community and instead of increasing funding any other community and instead of increasing funding any other community and instead of increasing funding any other community and instead of increasing any other community and instead of increa	See Connect 45
2203	Mari Russ-Wolf	2/6/2023	MyCapEx Website - Comment Form	Do not widen/no build	No right on exists. This plans is egorgloss. Tot only consumes been send businesses but will be obtained by the time complete. TOOT has been distinguished pince the DSs we need note loves. Direct intendate self-cits often inglivesys around Audini. This should be a public booleand.	See Connect #5
2204	Mari Russ-Wolf	2/8/2023	MyCapEx Website - Comment Form	Do not widen/no build	On not build this monatorally, it will further divided our community and further subsidial people living further outside of the dty. We should build housing and last generating businesses on this property. Not highwayed	See Comment 4'S

2205	Mari Russ-Wolf	2/14/2023	MyCapEx Website - Comment Form	Do not widen/no build	no expansion revoke traffic out of toxes.	See Connect #5
2208	Maria Cruz			Community Alternatives	Mobility35 Program Manager Tommy Abrogo,	See Commant #4
					MobilityS Program Manager Tommy Abrego. Lean sasterior of Audio Teans Lean Sasterior of Audio Teans Lean Sasterior of Audio Teans Lean Sasterior of Audio Teans Lean Sasterior of Audio Teans Lean Sasterior of Audio Teans	
					.* Dyeans of construction for just a few years of congection relief is NOT worth it. I don't want to use an intenstate highway for my local trips. I expect "ROOT, Austin City Councit, and other representatives to stand up for me.	
			-	Latent/Induced Demand	TOOT's process in this project is flaved: it ignores induced Demand, construction impacts, particulate matter pollution from tire wear, the failure of almost all highway expansions, the success of freeway removals, and its traffic modeling is fillward.	See Contract #18
					nemovals, and its traffic modeling is flawed	
			-	Air Quality/Noise		See Comment #34
				Community Alternatives	am FOR The Rethink35 proposal, redesignating another highway such as \$94.50 as an intendate, a boulevard going through town, a public trainst-first project.	See Comment #4
2207	Maria Geary	2/25/2023	VOH	Do not wider/no build	Please do not expand 13.5. Please route trailfic around the city of Audin instead. The existing structures of 1.35 should be buried downtown with paints or space for building affordable incuring. No one wants more laines, more laines does not improve traffic flow.	See Comment #5
2208	Maria Mabra			Do not widen/no build	MobilitiOS Program Manager Tomtry Abreto.	See Comment #5
					ModRySS Program Manager Commy Atriego. 10/09/02 Re bu 35 orghnoy expension of two review for thirdfit voted against 6, We need a nailway epitem indeed. Think You	
			=	Air Quality/Noise	The amount of noise and air pollution will get worse! I don't want to use the intensiste for my local trips. I am for redesignating SH-130 as an intensiste: I expect TxDDT, Austin City Council and other representatives to stand up for me	See Comment #34
2209	Maria Person	3/6/2023	MyCapEx Website - Comment Form	Do not widen/no build	Lam a resident of Austin and Loppose the TXDOT IH-SS expinsion plan. Lam for designating and expanding highways that typosis Austin to create thru traffic flow around the city. Expanding in the city will continue the social children and widen it, and increase the traffic congestion.	See Comment #5
2210	Maria	2/11/2023	VOH	Do not widen/no build	Tim apposed to the expansion of I-55.	Sea Comment #5
2211	Sosa Mariaet a Ara	2/9/2023	Phy	General Support	My only concern is the time fine to finish this project. Make it right I support this for a better Asstin. Also, tax major businesses to pay for this. Mari	See Comment #8
	a Ara		sica I			
			Co		MobilitySS Program Manager Tommy Abrego, Good afternoon:	See Comment #5
					My name is Marie Carnino and I live close to 35 in the Riverside area of Austini. I was born in South Florids, spent years in DC, and still have never seen traffic as bad as I've seen on I-35. As it stands, it is borderine unusable. In the history of the US, highway expansions have never eased traffic and will not in this scenario, but will only worsen congestion while robbing Austin of valuable, usable land. Liversiae, Texas should use enrient domain as sparingly as possible given its values,	
2212	Marie Camino			Do not wider/no build	Good affection. An owners a Mark Centro and I the close to 25 in the Research area of Austin. I was born in Such Piorida, sport years in DC, and did I have meet seen traffic as bad as I have seen in 155. As I closed, it is benefitied unstable, in the history of the CA figure as a specific propriet of the research and an opportunity of the company of the propriet of the research and analysis, suicidating. Liberary, From this document common an appenging as possible gene in the views. The COST has an apportunity to be seen a removeme benefit on the ord by half propriets or a wide his explanation, and was required to propriet the propriets of the removal of the propriets of the	
					Thank you for your consideration of my comments.	
			-	Community Alternatives	I support Rathink 35's alternative plan to offer more walkability and green space in place of an expanded highway. Please do not expand 135.	See Comment #4
2213	Marie Witson	3/7/2023	Email	Latent/Induced Demand	StabilityS Program Manager Tonny Atraga, I (grove Induced Demand, construction implets, particulate matter publisher from the wear, the failure of almost all highway equinalisms, the success of freeway removals, and its furfill modeling is faved.	See Comment #18
	Witson				It ignores induced Demand, construction impacts, particulate matter pollution from tire wear, the failure of almost all highway expansions, the success of freeway removals, and its traffic modelling is flawed.	
					Dear I-35 Capital Express Central, Re: 35 Capital Express Central, Draft Environmental Impact Statement	See Comment #4;
					Dear Governor Abbott and other Elected Officials, TxDOT Commissioners, Staff, and Consultants, Thank you for the opportunity to comment on the proposed 3-55 Draft Environmental Impact Statement and for the attempt to consider the idea of meaningfully considering meaningful alternatives in the ES process, including the study done by	
					Date 155 Cignite Express Control. As 155 Cignite Express Control. As 155 Cignite Express Control. As 155 Cignite Express Control. And 255 Cignite Express Control. The As 255 Cignite Express Control. The As 255 Cignite Express Control. The As 255 Cignite Express Control. The As 255 Cignite Express Control. The As 255 Cignite Express Control. The As 255 Cignite Express Control. The As 255 Cignite Express Control. The As 255 Cignite Express Control. The As 255 Cignite Express Control. The As 255 Cignite Express Control. The As 255 Cignite Express Control. This As 255 Cignite Express Control. This As 255 Cignite Express Control. This As 255 Cignite Express Control. This Ass 255 Cignite Express Cignite Express Control. This Ass 255 Cignite Express Control. This Ass 255 Cignite Express Cignite Express Cignite Express Control. This Ass 255 Cignite Express Cignite Express Cignite Express Cignite Express Cignite Express Cignite Express Cignite Express Cignite Expres	
					It bought the work allowed by the control of the co	
2214	Marilyn Fenn	3/7/2023	Email	Community Alternatives	Reconnect Austin proposals, including various levels of elected officials asking TxDOT to seriously consider meaningful alternatives. While the TTI study was interesting, it in no way is a replacement for thoroughly analyzing RelThink.SS and Reconnect Austin in the ES and TxDOT failed to provide any reasonable argument for why it refused to meaningfully consider these alternatives.	
	Fenn				injust research to State of Fear mings researchly dische Sevene manifold alternatives. One but the size of fulfic death pay which relate towards are lower included to the size of the Section of the size of the Section of the Sectio	
					Dear Chairman Bugg and Commissioners:	See Correlatt #8
	Marilm			General support	Over Column Bridge and Commissions of the Column Section of the Column Section of the Column Section of the Column Section of the Column Section of the Column Section of the Column Section of the Column Section Sec	
2215	Marilyn Mathes	3/2/2023	Email	General support	Sent from my iPticne	
		4:04		0.000		
2216	Mario Barron	1/31/2023	MyCapEx Website - Comment Form	Regional Connectivity	I drive back and forth between San Antonio and Austin quite a bits. The drive is long and tedious, and the traffic seems to get more congested and dangerous as time goes by. It would, therefore, make sense to develop a commuter rail system between the crises. This would benefit Austin, San Antonio, and the smaller crises between Austin and San Antonio financially as it encourages more travel.	See comment #1
2217	Marisa Love	1/24/2023	Email	General support	Dear Chairman Bugg and Commissioners: Thank you for recognizing that I 35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outsisted roadway is often	See Comment #8
	Love				her Chairman Bagg and Commissioners: Their by not or recognizing that 135 through Assist in one of the most composition reduces segment in the Bass of Teas. A third is extensively outsided readway is offer stated the Malls Seed of Teas, as I Teas and beautiful and the field and existed on the stated of their stated and its order and existed and interest accordance the project and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the 135 Capital Express Central design as proposed by TuCOT. There by no for your consideration of this request.	
						Sea Comment #8
					have Common Bagg and Commonscene. The Application of Commonscene and Commonsc	
2218	Marissa Garza	2/13/2023	Email	General support		
2219	Marissa McKinney	1/30/2023	MyCapEx Website - Comment Form	General support	Duer Chairman Bugg and Commissioners. There you for your support to address 155 through Austin in a comprehensive manner. This shorts of Inglessy is nationally include as the 15th weart for buffic congestion and bet used in the saces. 155 through Austin is evented and content and future resent of a Speniar specific process in the saces. 155 through Austin is evented and in increase the content and future resent of a Speniar specific process in a second process in 150°C. There is no support of the 155 Cupital Engine Central Central Second process (150°C. There is you proce of 150°C. The second your procedation to second process the Second process (150°C. There is no support of the 155 Cupital Engine Central Central Second process).	See Comment #8
2220	Marina François	1/31/2023	McCapEx Website	Regional Connectivity	Express Certain design as proposed by ThOCT. Thank you for your deductation to serving the citizens of Sease. Scorrops, Marinas Lapport risk service between Seal Antonio and Auditor. Laide support the construction of risk services throughout Texas. I arm willing to pay for and patronion such risk services. Please. I arm not afficiated with wy regulatory or commission development related to this sixue. Please.	See comment #1
2220	warra Comez	4,34,2023	Comment Form	regions correcting	any regulatory or commercial enterprise related to this issue. Please.	
ID	C N	Da R d	S	Topic	c	Rp
2221	Mark Aflatooni	2/24/2023	VOH	Bury/turnel	This is a generational project and it shouldn't be nickeled and diread. Fully clacking and covering IRSS is the bed dealer for fusion's future.	See Comment #25
					These Comments begg and Commentaries. A think point or recognition but 15 Strength, but not in own of the most congound readways apprecia in the State of Tessa. At this seriosity auditable readway is other calculat the Main Strend of Tessa, all Tessas about call for bold and decisive action to be under the seriosity of the seriosity and the seriosity auditable readway is other calculated for the fire and the seriosity and the seriosity and the seriosity and the seriosity and the seriosity and the seriosity of the seriosity and	Sea Comment #8
2222	Mark Ambrose	3/7/2023	Email	General support	section to transform time critical institution of intrinstructions into a naislessy that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I-SS Capital Express Central design as proposed by TsCOT. Thank you for your consideration of this request.	
					Mobilis/SS Program Manager Tommy Abrego,	See Comment #34
					Abbitish Theyers Manager Themse (Aspects) 14 to 200 Teleform (Aspects) 14 to 200 Teleform (Aspects) 15 to 200 Teleform (Aspects) 16 to 200 Teleform (Aspects) 16 to 200 Teleform (Aspects) 16 to 200 Teleform (Aspects) 17 to 200 Teleform (Aspects) 18 to 200 Teleform (Asp	
				Air Quality/Noise	while twill it accomplish? . We use it to future denerations to come up with claimst centered solutions to traffic consection, not claims that increase the writes of received and renderation remaining IV-9074 to any immediation data? On which the renderation is not received and renderation remaining IV-9074 to any immediation data? On which the renderation is not renderated and renderation remaining IV-9074 to any immediation data?	
					We own it to future generations to come up with planet centered solutions to staffic congestion, not plane that increase the profits of concrete and construction companies. It's 2021, is our imagination death? So dead that the only solution we contained up with its double the save of constituting that has already below on expeciations? Does not make senses to these an ansalve highway coft frough the middle of an agrier to that series? This week liament that TICDOT has divided an incommonate linguist about home sections, expensive in efforts solve it uses the order to what the profit cost is the series were well as well have full to TICDOT on divided an incommonate linguist about profits each order to series the series of the condition of the third process. In order to the profit solve it uses the code that the process. Law well havened that ITDOT on order data deem? support their claims for expension. What	
2223	Mark Armstrong				am I supposed to conclude other than that TUDOT is making a bad faith argument? Please find an alternative to explansion, one that will work for current residents, for the planet, and for future generations.	
				Latent/Induced Demand	Think yet to find any authoritative evidence that supports the claim that this expansion will alleviate congestion. I've read the opposite. Expansion will resid in Induced Demand, an increase in buffic congestion. Given that we read daily about the climate crisis and the destruction it's already causing, it's abound that this expansion is even being considered.	See Comment #18
				Recial Justice	The highway is a wound that we residents live with daily, Historically LSS has segregated the city. This expension will do nothing to heal the environmental radium that communities of color in Audin have endured for a contary.	Sea Comment #3
		1	1			

					W-TADOT TADOT.	See Comment #34
2224	Mark Chow	3/6/2023	Email	Air Quality/Noise	TabOL, It am mitting is express any opposition to the expression of 155. That the expansion will have elements regardles impacts to shall; consignation and general particul safety and the eminorment (an, water, noise, ex.). It is unrecessary to traverse across a city such as Auditor an interestable in place of particular to be depressed in the contract of the company of the company of the contract of the company of the contract of the company of the contract of the company of the contract of the company of the contract of the company of the contract of the company of the contract of the company of the contract of the company of the contract of the company of the company of the contract of the company of the contract of the company of the contract of the company of the contract of the company of the contract of the company of the contract of the contract of the contract of the company of the contract of	
2225	Mark Giles	3/7/2023	Email	Do not widen/no build	MobilityS Program Manager Tommy Arrago. Yall are a borned of barriess sites trivialing that more laines will fix the problems yall made. You want more highway laines than friden traincalls in your hand. How about making more rail lines or better blogde laines. You are a joke and our	See Comment 45
2226	Mark Gonzales	2/8/2023	Ernit	General support	Our Chammer heig and Commissioners: Than you for occepting that 155 through Audits is one of the most conglisted makes segment in the State of Teach. As this services, should be a serviced and the segment of the 155 of Teach Audits is a real of the most conglisted makes segment in the State of Teach. As this services, should be a serviced on the segment of the 155 of Teach Audits in the segment of the 155 of Teach Audits in the segment of the 155 of Teach Audits in the segment of the 155 of Teach Audits in the segment of the 155 of Teach Audits in the segment of the 155 of Teach Audits in the State of Teach Audits in the segment of Teach Audit	Sec Demonst 48
2227	Mark Grobmyer	3/7/2023	MyCapEx Website - Comment Form	Do not wider/no build	Trappose the expansion of 35 in Dewntown Austin and support cap and stirch proposals instead.	See Connect #5
					Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-SS through Austin is one of the most congested readway segments in the State of Teas. As this seriously outsided readway is often	See Comment #8
2228	Mark Metcalfe	1/12/2023	Email	General support	Our Channess begg and Commissioners Them you for recipiting that 135 inversity Audit in an ear of the most companied making supports in the State of Texas. As this surricast youthload making is shown could be talk to State of Texas. As this surricast youthload making is shown could be talk to State of Texas. As this surricast youthload making is shown could be talk to State of Texas. As this surricast youthload making is shown on the state of Texas of Texas. As this surricast you the required in terms again the same specific or	Se Commertés
2229	Mark Metcatfe	3/7/2023	Email	General support	Class Columnia regig and Colombianisms. And Author is our of the most company registers in the Notice of Years, it has according continuous production and the Notice of Years, at Teams should call for bed and decisions action to seadors the neighbor should result of Years of Years and Years and Author to Years and Years and Years and Years and Authorities and Authorities and Years an	Sec Comment #5
2230	Mark Ramseur	1/26/2023	Email	General support	have Channes high gent Commissioners. Note you for complicating facility 2.55 trough parties in see of the notice registered such by specific production of the facility. As it is recommended in the facility of the facility of the facility of the production of the facility of the facility of the production of the facility of the faci	See Communit 48
2231	Mark Ramseur	2/7/2023	Email	General support	Our Chairmen begg and Commissioners: There you for recogning that 155 through Audit in a real of the road congested coallesy segments in the State of Texas. As this sericus) audition coallesy is offer coalles that the Sheet of Texas, As Texas should call for bold and decine action to transform this critical sheet of texas, and T	See Connect #8
2232	Mark Ramseur @PD	1/17/2023	Email	General support	Lact Channel Deglar of Commissions 3. This is not in regularly fall of SS STrangh Acids in our of a position park of complete of the Size of Strangh Acids in the Size of Size of Strangh Acids in the Size of	Sec Connected 8
2233	Mark Randolph	2/23/2023	MyCapEx Website - Comment Form	General support	Just glet it built away. Way too larks already.	Sau Connect #S
2234	Mark Roaholt		MyCupEx Website - Comment Form	Do not widen (no build	Common support the common proposal for this sectionary of all 150 intering from the common proposal for the section of the common proposal for the section of the common proposal for the section of the common proposal for the section of the common proposal for the common	See Comment 6'S
			-	Air Quality/Noise	Adont on Consequily to distinct the early extract between the time an extend by a trial consequent of the energy to extend the law and officiates who has in the same adjuster to the project. Our thin expends, softening are important to the extending to extend the law and extending the law that the first investigated that have of the entire and the same and the law	See Comment 654
2235	Mark Sainsbury	2/23/2023	Email	Do net widen/no build	The specialists of the prepared appeared of 150. Generally all the prepared appeared of 150. Generally control of the size of the control of 150. Generally control of the size of the control of 150. Generally control of the size of the control of 150. Generally control of 150. General	Sea Comment 65
ID	C N	Da R d	S	Topic	¢ .	R. p.
2236	Mark Shotte			Do not widen/no build	Make 35 Program Manage Tempor Manage. We may be filled and default and improved for account 25 pears ones. There is but I have short from the safet mining clotrol at UT. 18 ever parks and given exposes. 18 the table before the filled and improved for account 25 pears ones. There is but I fill the most control. The control is the safet for any but in the fill the most control is the safet for any but in the fill the most control is the safet for any but in the fill the most control is the safet for any but in the fill the most control is the safet for any but in the fill the most control is the safet for any but in the fill the most control is the safet for any but in the safet for any b	par Currinus 45
				Bike/ped safety	have the no a stay for decided an image upon a result. Even the region is projectly inverse places whether design for a set effecting of the set of the region is the set of the region is the set of the region is the set of the region is the set of the region is the set of the region is the set of the region is the set of the region is the set of the region is the set of the region is the set of the region is the set of the region is the set of the region is the set of the region is the set of the region is the region in the region is the region in the region is the region in the region is the region in the region is the region in the region is the region in the region in the region is the region in the region is the region in the region is the region in the region in the region is the region in the region in the region in the region is the region in the region in the region is the region in the region is the region in the region is the region in the region is the region in the region in the region is the region in the region in the region in the region is the region in the region in the region in the region in the region in the region in the region in the region in the region is the region in the regi	See Commert NO
2237	Mark Thompson	2/9/2023	Phy sica I Co mm ent	Asstratics	Asset prices do stay present or it serve. Note price for serve the Montage and the set	para communi Propo
2238	Mark Vonbargen	3/7/2023	MyCapEx Website - Comment Form	General support	1000 right with the change into an other to be readed in 15 to Audit in the sea way are first in the less arranges. All a first for 1000 right is sea for the other to the less are for the less are in the sea way are first from the less are suggested. The contract is the less are suggested in the less are suggested in the less are suggested. The contract is the less are suggested in the less are suggested	See Comment #8

2239	Mark Weland	3/3/2023				
			Email	Reroute to 130	Maching Ching Aller Aller (2004) (200	See comment #3
					- Albie test in coad, 190/45 around Austin free	
					- make 135 through Austin a toll road for through traffic - Provide exemption stickers for Austin residents	
					- create a fine process for cheaters that apply for the exemption sticker without being a resident	
						Sur Connect #15
					Assembly and the properties of the first the properties of the pro	See Comment #13
					like cyclists and pedestrians, in the development of this project. Additionally, I care deeply about climate change and air pollution. Expanding highways will only encourage more people to drive, contributing to increased greanbouse gas emissions	
					was worsering air quality. I success consider prior suspicial properties of the safety and conferred properties of the same level or the same level or the same level or the same level or the third properties of which can be desired in a safety and conferred prior dependent of properties or the same level or the third properties of which can be desired in a safety and conferred prior to properties or the same level or the same level or the third properties of which can be desired in a safety and conferred prior to properties or the same level or the same level or the third properties of which can be desired in a safety and conferred prior the same level or	
					transportation infristructure. Investing in pedestrian-friendly infristructure, such as wider sidewalks, crosswalks, and pedestrian islands, can improve safety and accessibility for all users and create a more livable and vibrant community. Lurge. TAPOT to remarke the number of instructuration and instructions are instructionally and instructions are instructionally and instructions are instructionally and instructions are instructionally and instructionally are instructionally and instructions are instructionally and instructions are instructionally and instructions are instructionally and instructions are instructionally and instructions are instructionally and instructions are instructionally and instructions are instructionally and instructions are instructionally and instructions are instructionally and instructions are instructionally and instructions are instructionally and instructions are instructionally and instructions are instructionally and instructionally are instructionally and instructions are instructionally and instructions are instructionally and instructionally are instructionally and instructionally are instructionally and instructionally are instructionally and instructionally are instructionally and instructionally are instructionally and instructionally are instructionally and instructionally are instructionally and instructionally are instructionally and instructionally are instructionally and instructionally are instructionally and instructionally are instructionally are instructionally and instructionally are instructionally and instructionally are instructionally and instructionally are instructionally and instructionally are instructionally are instructionally and instructionally are instructionally are instructionally and instructionally are instructionally and instructionally are instructionally are instructionally and instructionally are instructionally are instructionally are instructionally and instructionally are instructionally are instructionally are instructionally are ins	
					The Texas Transportation Commission Minute Order 115481 directs TsD0T Austin to 'work toward the goal of reducing the number of deaths on Texas readways by half by the year 2035 and to zero by the year 2050. The Commission	
					acknowledges a majority of motor vehicle crashes can be prevented, thereby seducing fabilities. It is further ordered that the divisions and districts of the department shall develop and implement strategies required to reduce the number of deaths on Fiscas condespis by the piez 2053 and to zero by the year 2050."	
2240	Marka	3/7/2023	Email	Public Transit /	Lam concerned that the Draft Environmental Impact Statement does not include meaningful analysis that could help optimize the project toward this specific Road to Zero goal. While reaching zero traffic deaths by 2050 will require massive	
2240	nthony Rivera	3/1/2023	Email	Transportation	name in introducial constitution and executing must tris project as on length or the larget or meet trust a 2000 against our format in train as companies occurs and written in 2001 a great posses upon mit occurs that would be required to the script and to written a consist from unarisetypacously having fit good as the first pumpose and need of this project. No project should meed formand information of execution that the project will result in meeting the first double 2000 and to 2000 again and the control of the script pumpose and need of this project. No project should meet formand in through a reasonable operation that the project will result in meeting the first double 2000 again and the 2000 again and the script pumpose and the script pumpose and need of this project. No project should meet formand through a consistent pumpose and the script pumpose and need to 2000 again and the script pumpose and need to 2000 again and the script pumpose and need to 2000 again and the script pumpose and need to 2000 again and the script pumpose and need to 2000 again and the script pumpose and need to 2000 again and the script pumpose and need to 2000 again and the script pumpose and need to 2000 again and the script pumpose and need to 2000 again and ne	
					2005. 1 sign 1/2007 to prioritize the safety of all road users, so well as the environment, in the development of this project. Thank you for your consideration.	
2241	Marsha	1/9/2023	Email	Community alternatives	This piece is not placed and the Processes of the Process	See Comment #4
					work- look at thouston and its 25 larse girations. It furthers the riccal agenda that is the legistry of 150 through Austin. No one used the PUV larse on Mopac- other lativare. Why are you against clap and strictly Why don't you put it underground? Look at reining parts 150 proposals—16 a featbasic looks, a featbasic looks are found in 150 and strings (Austin Into Mouston-Depleted book at the risings basided the same of dypoint or concerned plain.	
					MarshaKeep on Keepin on	
2242 Mar	arsha Fatino			Do not wider/no build	No TLDOT TLDOT, Lopose the current 135 plan. This deadly intenstate has literally cut our city in two for decades. Remember when it was actually green space? Now we have toll roads as an option that no trucks are using.	See Comment #5
					1 oppose the Culture: 2.50 pair. Time clearly information to control the culture of the Culture: 2.50 pair. Time clearly information that control the culture of the culture of the culture of the culture of the culture of the culture of the culture of the culture of the culture of the culture of the culture of the culture of the culture of the cult	
				Bury/tunnel	Bury that hernisk concrete and cover it with community guidens, waking part like the high line in NOC, given it up like Memorial Park Freeway in Hoodors. Make east and west accessible for people-waking rising then driving, force at big looks to use the lot insule. Get them off the intentials.	See Commant #25
				Community Alternatives	Look at rethink I 35. They have a much more community minded and inclusive approach. This current plan does not represent the values of the Austin I used to know.	See Comment #4
2243 Mar	osobo Batir :			Do not widen/no build		Sec Comment 65
2243 Mar	erana Patino			Do not wider/no build	Making SA Program Mininger Enousy Servery. Togogous the current place. Buy All La of Ir. M a paid on top and bale and bela trails. It's being done in many other places. You have a once in a life time opportunity to undo the sociom that made! 35. Get consider floation just be founded a flowery. Why we see you not loaking at much greamer studions is unclear.	DAM CONTENSION #O
					creative! Houston just buried a freeway. Why are you not looking at much greener solutions is unclear.	
				Community Alternatives	The road to look at rethrisk 135s plan which is much better. You don't have green space, not enough walknesp connecting east side and downtown, everyone knows expansion is too expensive and never works long term.	See Comment #4
				Community Assirtatives	works long term.	JUNE CONTROL OF T
2244	Marsie Molina	1/31/2023	MyCapEx Website -	Regional Connectivity	Please build a light rail between San Antonio and Austin. This would be a life changer!	See comment #1
			Comment Form			
2245	MARTHA SMILEY	2/7/2023	For all	General support	Our Charman Rag and Commissioners: Then you for recipioning that 135 shrough Audits no one of the most congisiond readway sugments in the State of Texas. As this surrounly included readway is often and the State of Texas. As the surrounly included readway is often and control of the State of Texas. As the surround is not supported in more support of the surround included in the State of Texas. As the surround in the surround i	See Comment #8
2240	MARTINA SMILET	2/1/2023	Email	General support	over C-national bugg and Commissioners: I make you for recognizing may 1-35 strongs record in one of the max congulated products and the second of the secon	Date Contribution to
					Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDDT. Thank you for your consideration of this formation and the Indian monthly the I-35 Capital Express Central design as proposed by TxDDT. Thank you for your consideration of this formation and the I-35 Capital Express Central design as proposed by TxDDT.	
					Supplement. James transcript principal	
2246	Modie	1/31/2023	MyCapEx Website -	Burinest Connectivity	Committee rail SA O ATX	See conversal # 1
2240	marun	2,32,2023	Comment Form	regional contracting	Softman in Sec. of A	JAN (AUTO 1971) 7 4
2247 Mar	artin Barrera			Air Quality/Climate Change	TADOT, I do not support the current plans. The environmental and equity damage caused by the induced traffic will only lead to more vehicle miles traveled and increased green house emissions in the City.	See Comment #18
					Too not support the current plants. The environmental and equity damage capacity by induced plants will dray take to more vertical make traveled and increased green notice entransions in the City.	
				East/west connectivity	The current ISS plans further widen the gap between East Austin and Central Austin, and will deepen and broaden the inseptiable development pattern that has plagued Austin since the construction of ISS.	See Comment #20
						Sec Comment #3
				Reroute to 130	restore the street network that existed in Austin prior to the construction of ISS.	See Continue # 3
				Reroute to 130	The comment St. given formir was the stage placement for a comment of the comment	AND COLUMN TO
				Reroute to 130	reactive the street instance that existed in Austra prior to the construction of OS. Marin Barress	as community
2248 Mar	artin Button					Sectioner(4)
2248 Mer	irtin Button					
22.48 Mar	artin Button				he hoof Tool! San Tool! Law minds be spease in opposition to the proposed expension of 150 through Austin, Haldry in clear Phodding more traffic lanes only attracts more traffic. Expending 1.55 is not a watervales solution, 1.55 sights our City in a very outstand failure. Its biospice was a prior choice when it was fire fault, and entermines poor choice today.	
22.48 Marc	artin Button				he hoof Tool! San Tool! Law minds be spease in opposition to the proposed expension of 150 through Austin, Haldry in clear Phodding more traffic lanes only attracts more traffic. Expending 1.55 is not a watervales solution, 1.55 sights our City in a very outstand failure. Its biospice was a prior choice when it was fire fault, and entermines poor choice today.	
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2248 Mar	artin Button				he hoof Tool! San Tool! Law minds be spease in opposition to the proposed expension of 150 through Austin, Haldry in clear Phodding more traffic lanes only attracts more traffic. Expending 1.55 is not a watervales solution, 1.55 sights our City in a very outstand failure. Its biospice was a prior choice when it was fire fault, and entermines poor choice today.	
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2248 Mar	artin Button				To DOOT SOOT, In DOOT SOOT, IN DOO	
2248 Mar	artin Button			Co not widers, his build	he hoof Tool! San Tool! Law minds be spease in opposition to the proposed expension of 150 through Austin, Haldry in clear Phodding more traffic lanes only attracts more traffic. Expending 1.55 is not a watervales solution, 1.55 sights our City in a very outstand failure. Its biospice was a prior choice when it was fire fault, and entermines poor choice today.	Sec Connect 45 Sec Connect 43
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		2/21/2023	Enail	Do not widen (no build Remarks to 130	AND SECT TOTAL SAME TOTAL SA	Sec Connect 45 Sec Connect 43
		2/21/2028	Ernal	Do not widen (no build Remarks to 130	AND SECT TOTAL SAME TOTAL SA	Sec Connect 45 Sec Connect 43
		2/21/2023	Erral	Do not widen (no build Remarks to 130	AND SECT TOTAL SAME TOTAL SA	See Connect 45 See Connect 45
		2/21/2023		Die ned welden him build Revolute to 130 General support	Note: ToOC, In contrast, the contrast of the proposed expense of 155 through Audit. History is clear. Providing more staffic lates only observed more brailfile. Expending 135 is not a undamable southor. 135 white or 155 through Audit. History is clear. Providing more staffic lates, only observed more brailfile. Expending 135 is not a undamable southor. 135 white or 155 was provided factors. This brailing was provided to the contrast of the sease well engineered two speed to our development of the contrast of the sease. The contrast of the sease, faither, we seek well engineered two speed to our development of the contrast of the sease well engineered two speed to our development of the contrast of the sease well engineered two speeds to our sease 2 bits as not the sease well engineered two speeds to our sease and blain to the operation of community groups, and sentouty study that respective. It separates the contrast of the sease of the contrast of the contrast of community groups, and sentouty study that respective. It seems to the contrast of the contrast of community groups, and sentouty study that respectively and sentouty study that respectively and sentouty study that respectively and sentouty study that respectively the contrast of th	See Connect #3 See connect #3 See Connect #3
2249 M			Ernal McGuge Webster Comment from	Die ned welden him build Revolute to 130 General support	Note: ToOC, In contrast, the contrast of the proposed expense of 155 through Audit. History is clear. Providing more staffic lates only observed more brailfile. Expending 135 is not a undamable southor. 135 white or 155 through Audit. History is clear. Providing more staffic lates, only observed more brailfile. Expending 135 is not a undamable southor. 135 white or 155 was provided factors. This brailing was provided to the contrast of the sease well engineered two speed to our development of the contrast of the sease. The contrast of the sease, faither, we seek well engineered two speed to our development of the contrast of the sease well engineered two speed to our development of the contrast of the sease well engineered two speeds to our sease 2 bits as not the sease well engineered two speeds to our sease and blain to the operation of community groups, and sentouty study that respective. It separates the contrast of the sease of the contrast of the contrast of community groups, and sentouty study that respective. It seems to the contrast of the contrast of community groups, and sentouty study that respectively and sentouty study that respectively and sentouty study that respectively and sentouty study that respectively the contrast of th	Sec Connect 45 Sec Connect 43
		2/21/2023		Die ned welden him build Revolute to 130 General support	Note: ToOC, In contrast, the contrast of the proposed expense of 155 through Audit. History is clear. Providing more staffic lates only observed more brailfile. Expending 135 is not a undamable southor. 135 white or 155 through Audit. History is clear. Providing more staffic lates, only observed more brailfile. Expending 135 is not a undamable southor. 135 white or 155 was provided factors. This brailing was provided to the contrast of the sease well engineered two speed to our development of the contrast of the sease. The contrast of the sease, faither, we seek well engineered two speed to our development of the contrast of the sease well engineered two speed to our development of the contrast of the sease well engineered two speeds to our sease 2 bits as not the sease well engineered two speeds to our sease and blain to the operation of community groups, and sentouty study that respective. It separates the contrast of the sease of the contrast of the contrast of community groups, and sentouty study that respective. It seems to the contrast of the contrast of community groups, and sentouty study that respectively and sentouty study that respectively and sentouty study that respectively and sentouty study that respectively the contrast of th	See Connect #3 See connect #3 See Connect #3
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2249 W	Mary Alice Padilla	2/28/2023 Da R d 2/8/2023	MyCapEx Wubsite - Commert Form S MyCapEx Wubsite - Commert Form	Do not wider, his build Persons to 130 General support Business, residential displacement Tapic Carried support	Moder ToOL And TOOL And ToOL And TOOL And	See Connect #3 See Connect #3 See Connect #3 See Connect #3 See Connect #3 See Connect #3
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1	1			Community Alternatives	I am FORt. The RethinkSS proposal, redesignating arrother highway such as SH130 as an intendant, a boulevand going through town.	The Comment of
			-	Latent/Induced Demand	TACOT's protes with this project in fileness, transception in the control of the	See Contract 4 28
				Lawny House Serial S	removals, and its traffic modeling is flawed.	
					Helia,	See Comment #350
					The control of the separation of 135 and taking up parts of Lody Brid Lake to enable that construction, it would be a massive mistake to literally dog up valuable park land that is there for Austrinès in order to expand a congested highests. Lody Brid Lake in the present of Austrin.	
					Landy Brit Lake the jame of Autor. This July lake and the jame of Autor. This July lake and the jame of residents who reade near 25 or residents whose only access point is in that location you will be harming, a huge part of the Audin community and Tease. In Ingone are promoted to the July lake time of the July lake and the July lak	
					Leposes any construction barrieg place that interferes with use of the lake, including construction that brocks access to the water or public land and trains which Australines have always had access to. The greatest part of Austrin is the trail and it's the great unifer. No matter what money you have or what part of twen you live in, having access to the trail is what makes living in Austrin meaningful, valuable, and unique. Do not do this. Sincerely,	
2255	Mary Escamilla	3/7/2023	Email	Parks	A concerned Austinite Mary Escamilla	
			MyCapEx Website - Comment Form		You all have been working on/expanding I-35 since I moved to Texas in 1985! And I have tried to avoid driving on I-35 since 1985. I know more back roads than you can imagine. Now you've doing the same	See Commant #5
2256	Mary Gregoire	1/21/2023	Comment Form	Do not wider/no build	Less d'Assert de la contraction de la contractio	
					the south A light rail system would be safer for travelers, cleaner for the environment, and in the long run it would be less expensive for the city, county, state AND for travelers.	
				Public Transit /	MARKED STORY DESTRUCTION TO ANY THE PROPERTY T	See Comment #13
2257	Mary Hatch	3/7/2023	Email	Multimodal Transportation	however contradictory it may seem, that more larses do not mean less traffic. This effor will be a low-impact bandaid for the money spent to increase mobility in and around the city and will continue to economically divide our community. Please use evidence-based studies for recommendations on increasing mobility speed and lowering cost for transportation within and around the city. Thank you'll	
			_			
2258	Mary Hurtado	3/7/2023	Email	Do not wider/no build	Making Singuis Manager Tempor Source, and as a consequent response of the consequence of	See Comment #S
					communities and nature that makes austin so unique, please listen to the public, we do NOT want this expansion. I lived in austin last year and voted for its city council members, please do what is best and listen to your constituents, thank you	
2259	Mary Kraemer			Do not widen/no build		Sue Comment #5
22.00	-,				MobilityS Program Manager Tommy Almago, "am a resident of Texas all my file. "OPFORE ADD'S Mane for SS sent OPFORE expansion. "OFFORE ADD'S Mane for SS sent OPFORE expansion.	
				Community Alternatives	I am FOR The Rethink35 proposal,	See Correspt 84
				Reroute to 130	_redesignating another highway such as 9H.130 as an interstate	See Comment #3
				Public Transit / Multimodal Transportation	a boulevaird giving through town, a public transit-first project, getting commuters out of case and into public transportation.	See Comment #13
				Transportation		
			ł	Latent/Induced Demand	1.0001s process in this project in Sewald it ignores included Demand, construction impacts, particulate matter products from the warr, the fallow of almost all highway operations, the success of feering from the product of the prod	Suo Commant #18
					removals, and its traffic modeling is flavwed. Highway expansions DONT work. They worsen congestion (as we saw with the Kuty Freeway), air noise and water pollution, safety, and transportation options beyond driving, 10 years of construction for just a few years of congestion relief is NOT more.	
					Todart want to use an intensiate highway for my local trips. Leopict TuCOT, Austin City Council, and other representatives to stand up for ms.	
					1 Reports And Or, Present Grip Goderste, sind Griefe representatives to desire up for the	
					Name the register for or determent of any moderate first. The I hand the section of the product of a live count by product and I have not an ordinary to the product of the product of the product of a live count by product and I have not an ordinary to the product of the produ	See Opment 48
					crosswalks as they speed through them. The speed burries do not slow down these drivers. Second, it will reduce congestion on 135. Third, it will red nect travelers to the main roads (fiverside and Ottorf) and away from secondary neighborhood roads (e.g., Annie, Morroe), Traffic on these roads has steadily increased over the years and has become a safety concern. Due to the driver's motion adaptation to high speeds on 35, they often drive will over the speed limit making it	
2260	Mary Meagher	1/9/2023	Email	General support	dangerous for pedestrians and residents who are backing out of their drivewage on Woodward, Armie 51. Importantly, Woodsand stances and runs through the middle of Stacie gank, so both adults and children use a crosswall. on Woodward port to the other side of the park. Fact of where offers of the crosswall and only the park of th	
					Increased, especially for residents living sets (solid ling farmis 25 max the speed burns). Whickes traveling weekends, sepecially received the farming sets (solid ling farmis 25 max the speed burns). Whickes traveling weekends, when around AC, microscycle bear (spift), end other evers in a Elizar and South Congress work convenients farting controlled and south congress weekends, when around AC, microscycle bear (spift), end other evers in a Elizar and South Congress work controlled and south Congress work and south and	
					Travis Heights Sent from my iPhone	
2261	Mary Pouncy			Do not widen/no build	Mobility35 Program Manager Tommy Abrago, I am OPPOSED to the TExpanding is not a sustainable strategy for the congested roadways in Austin. Ten years of construction is absolutely unacceptable! Do not go forward with construction as planned.	See Comment #5
				Community Alternatives	lear Of the format Styrogous, undergroups genther lighters species of the SLSS are a treatment, a behavior plang in many times, a patient in twenderfor project, or after used relative plants. **The species of the sp	See Comment #4
					another hurdier that I face daily. I don't deserve this kind of stress or struggle none of us do. Driving already affects my mental well being and physical health. Do not make this situation worself I'm countring on the city council and all involved officials to take a stand against the TuDOT plan for expansion.	
2262	Mary Rice	\$100,000	VOH	Do not wider/no build	White I agree, 19-35 needs improvements, I do not think the current plan will address Austin's needs. My concerns regarding IH-35 are safety and efficiency. I do not think the plan that is being proposed does anything to mitigate how dangerous this read currently is.	See Comment #S
					Twe sain rest to make in 53 sees or a projectic declarate for Autom resources, we need more accessored crossings and its accessors crossing and its accessors. It was a couple discools more resources on 5 sees or a project control of 19.35 to Airport Boulevard on the west side. But that roundabout is a very dangerous crossing point for cyclists and pedestrians. While this is technically an east-west crossing it is useless to families, eitherly, and anyone who can't more an initial but inferior are:	
					The large of the control of the control of the large of the control of the large of the control of the large of the control of the large of the larg	
					This is a oncein-agreeration project. I challing ThDOT to be innovative and forward-fishing. I applicad you for warring to remove the upper decks and to lower fames before ground level. But it's not enough. Make this project a benefit to Justin residents. Add improvements that will be beneficial for residents for years to come, such as purposeful	
				Reroute to 130	Your presentation says that a high percentage of travel on this storacts of highway is local. If this is true then let's find ways to improve travel for local people. Find a way to route 18-wheelers and other thru drivers around the cly. This would occusive travel time for Austin residents.	See Comment #3
				East/West Connectivity	Connect east and west Austin.	See Connecut # 20
				Public Transit / Multimodal Transportation	In order to improve safety, we need to first a way to remove cars and I believe that is by prioritizing public transportation. Buses and rail lines would remove cars from the road, which would decrease the likelihood and frequency of collisions. Prioritizing public transportation would also decrease the	See Comment #13
2263	Mary Stanton		MyCapEx Website - Comment Form	Do not widen/no build Air Quality/noise	Extinve that there are some major problems with the planned 35 explansion and redesign. I. More laines will only result in an eventual increase in traffic. This will increase air and noise pollution without solving traffic congestion in the end.	See Comment #5 See Comment #34
				Air Quality/noise Bike/ped safety		See Comment #30
				same pad sentry	2. Design supects do nothing to promote more-whitcular travel within the city and actually create distincentives. The ISS and Airport 6th distincention design is particularly bad for pediatrials and cyclobs to costs the feeting or even Airport. The amenican's other Right of LSN to mean even and office feeting or the control of the date of the control of the Airport of the Airpo	
					3. The expension of Airport Bird at 135 to move more traffic heading south on 135 attempts to solve a problem that may only exist for an hour twice each weekday. Daily traffic on the city street flows freely most of the day and night outside of the real hours. It will make it offficult and unsafe for residents to exit and enter the Deleved 2 neighborhood.	
				Water quality	There is no solution for treating the environmental impact of rain run off from the depressed laines.	See Comment # 125
				esst/west connectivity	 Trave is no source for evering the environmental impact or rain for or from the dephased sares. Each-West crossing in Austin has been hindered and caused physical and cultural division since the highway was built. This should be corrected during a major reconfiguration of the freeway. 	944 CONTRAIN # 2.75 944 CONTRAIN # 2.75 945 CONTRAIN # 2.75 945 CONTRAIN # 2.75 945 CONTRAIN # 2.75
			ŀ	Reroute to 130	6. The basic problem with 135 is that it cuts through a city that has grown too reguldy but still at the major conduit for south and north bound freight transportation via truck through Teas. A new solution	See comment #3
					should divert these vehicles outside of the central city.	
2264	Mary Urban			Do not widen/no build	Mobility,35 Program Manager Tommy Abrego,	See Comment #5
					Catality Singuish Resigns Named Invest orders of the Conference of the Conference Investor of the Conf	
					become ONLY exit only the whole time, or expand to create an exit only lane (may have to cut into the frontage road).	
				Reroute to 130	Intrinsed we should make 230 the new 135 and route all non-local traffic through there (expanding if necessary) and make the current 135 a local highway, without any further construction.	See comment #3
2285	Mary Willis	2/3/2023	McConFr Water	Regional Connectivity	Intelland was should make 1300 the new 130 and route all non-local traffic through there (expanding if necessary) and make the current 150 a local highway, without any further construction. Transitioning to light rail San Antonio to Austin, as is common in many large unban communities, makes sense for the planet and we the inhabitants.	See content 4.1
2200	many Willia	4/4/2023	MyCapEx Website - Comment Form	regional connectivity	The state of the s	MAN (MAN (MAN (MAN (MAN (MAN (MAN (MAN (
2266	maryann luisi	2/23/2023	Email	Do not widers/no build	Mr hoo't hoot, I appear expending (35.	See Corrent #5
					Toppose expanding 135.	
2267	mason valicek	1/19/2023	MyCapEx Website - Comment Form	Regional Connectivity	Please include a plan to review the Lone Star Risal proposal to link Austin and San Antonio with regular communior rail. Widering roads without improving transit is a weake of money, as it only induces more demand and results in the same shalfs can one spotiation.	See comment #1
			Comment Form		demand and results in the same traffic and more pollution.	
	l	1			1	1

10	C N	Da R d	s		c	R p
					Email Copy: Please first the statished letter sear on behalf of the CNLCTX Board of Directors regarding the 1-55 Central Express Project DES. The complete PPF is located in the public hearing summary, appeads 7-th Modified Build Alternative 3-does not do enough to offset the damage of the existing corridor to the City nor the damage that will be caused by the induced VMT traffic and	See Comment #5
					The companied PM is kinetic in the public favoring summary, appeared in PM individed that it illuminate 2 does not do example to the text taking of the setting entire to the Clyvar the damage that are all is examed by the individed Will individe 2 and in marked 6 of the highesy setting project and the setting of the setting entire to the Clyvar the damage that are all is examed by the individed Will individed an examed 6 of the highesy setting project and the setting of the setting entire to the setti	
					The IDES purports this to be an 8 mile highway widening, but this hides the fact that it is part of an overall 60 mile highway widening project and that much of the data and analysis cannot be taken at face value since only a small segment of the overall project is being considered as part of this study.	
					If 15/007 does move forward with Modified Alternative 3 we ask for the following revisions to make this a better project for TxOOT and a better project for Austin and Central Texas: All surface features including includes processing and the following revisions to make simple, regular only for txDOT and a better project for Austin and Central Texas: All surface features including includes across and fentings records should be designed as simple, regular only features and evenues that conform to NACTO or Austin Transportation Christian Standards. Clear zones designed to protect high All surface features including insurgation and fentings across should be designed as simple, regular or for factor for TxDOT and a better project for Austin and Central Texas:	
					speed traffic are completely inappropriate for city streets. All surface facilities should be designed for appropriate speed in dense urban environments - no more than 30 mph. They should include features such as street trees, and on-street parallel in the street parallel in	
					Makin lakes show be below grade throughout the entre urban core and designed for speeds of no more than 55 miles per hour. This will allow for shorter and less disruptive ramping and creates more opportunities for connections across the corridor. Lower vehicle speeds are safer for all users.	
					corriors. Level without specials are sales for all sales. Medication consider, parts are contracted to a face of the sales of the sale	
2268	Mateo Barnstone	3/7/2023	Email	Do not widen/no build	Other users. Oxistia a rendimensi can behave Late Rind Lake and Birnet Rind. Support for cass should entirinate the nesshifter of a wide variety of notestial uses which may include parks or multistory triblings proceeded in a consequent of the consequence.	
	Mano Lamason	4,7,222	Lines		residential uses.	
					readerbasic seas. To create the number of creating across the comidor. Registes the substrate-shiple SPUs in Revends and Arport Bind with conventional intersections or intersections that do not prioritise through and auto balfic at the expense of problembers, cyclass, and other same of the bridges.	
2269	Matt Ballard	1/20/2023	MyCapEx Website - Comment Form	Do not widen/no build	I want a regular and disdicated rail service between San Antonio and Austin as part of any plans to improve the ISS corridor between these two cities. Don't widen the roads any more, please.	See Comment #5
					Next Cleams thing and Commissioners. White the first of the required in 15 frough Justin in one of the most composed readway segments in the 20se of Finance. As this servicesity cutofined readway is then called the Main Shreet of Finance, all Tissues should call for held and decisione action to travelation that control street, and the called the Asset Shreet of Finance, as Tissues should call for held and decisione action to travelation that discrete interest in the 20se of Finance in the 20se of Fi	See Comment #8
2270	Matt Burns	3/7/2023	Email	General support	Thanks, you for recognizing that I-SS through Austin is one of the most congested recisive yeignments in the State of Teach, with this exercise you for recognizing that I-SS through Austin is one of the most congested recisive yeignments in the State of Teach, with the second your conditions or conditions to recipitate the Main Street of Teach, will Teach and State of the Austin to the Austi	
2210	Matt Burns	3/1/2023	tmail	General support	Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request	
2271	Matt Carter			Do not widen/no build	Mobility35 Program Manager Tommy Abrego, Hello	See Connect #S
1	1	1			The a resident of South Austin in 78745 and I strongly oppose the expansion of 135. Expansions of highways is proven to not improve traffic in obles and severely crippled our communities efforts to invest other alternatives such as public transit and micro mobility.	
				Community Alternatives	I'm in full support of RelThink35's vision plan and encourage you to reconsider TuDOTs efforts to widen and expand this freeway.	Saw Comment #4
2272	Matt Dow	2/7/2023	Fpenis	Consest		See Contract &
2212	man, DOW	2/1/2023	Unit	German support	Date Chairman Bogg and Commissioners: Them you for recognizing that it 35 through Audin is one of the most congested madesy segments in the State of Texas. As this servicely additional readewy is often coaled to Made State (Texas, as It man should call be read and coaled with the State of Texas, as It made is a It as a Commission to the region of the State of Texas, as It made is a It as a Commission to the region of the State of Texas, as It made is a Commission to the region of the State of Texas, as It made is a Commission to the region of the State of Texas, as It made is a Commission to the region of the State of Texas, as It made is a Commission to the region of the State of Texas, as It made is a Commission to the region of the State of Texas, as It made is a Commission to the region of the State of Texas, as It made is a Commission to the region of the State of Texas, as It made is a Commission to the State of Texas, as It m	
					Accordingly, I am writing today to express my complete support for the I-35 Clapital Express Central design as proposed by 1x2OT. Thank you for your consideration of this request. Mart Dow Jackson Walker LLP	
2273	Mart Green	1/11/2023	Email	General support	Dear Chairman Bugg and Commissioners: Thank you for recognizing that 155 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outsided roadway is often	See Comment #8
		1			Dear Chairman Bugg and Commissioners: Thank you for recognizing that 135 through Austin is one of the most congested roadway agements in the State of Texas. As this seriously outstand roadway is offer colled the Main Street of Texas. As this seriously outstand roadway is offer colled the Main Street of Texas. As this seriously outstand roadway is offer colled the State of Texas. As this seriously outstand roadway is offer colled the State of Texas. As this seriously outstand roadway is offer colled the State of Texas. As this seriously outstand roadway is offer colled the State of Texas. As this seriously outstand roadway is offer colled the State of Texas. As this seriously outstand roadway is offer colled the State of Texas. As this seriously outstand roadway is offer colled the State of Texas. As this seriously outstand roadway is offer colled to the State of Texas. As this seriously outstand roadway is offer colled to the State of Texas. As this seriously outstand roadway is offer colleged to the State of Texas. As this seriously outstand roadway is offer colleged to the State of Texas. As this seriously outstand roadway is offer colleged to the State of Texas. As this seriously outstand roadway is the seriously outstand roadway in the State of Texas. As this seriously outstand roadway is the seriously outstand roadway in the State of Texas. As this seriously outstand roadway in the State of Texas. As this seriously outstand roadway in the State of Texas. As this seriously outstand roadway in the State of Texas. As this seriously outstand roadway in the State of Texas. As this seriously outstand roadway in the State of Texas. As this seriously outstand roadway in the State of Texas. As this seriously outstand roadway in the State of Texas. As this seriously outstand roadway in the State of Texas. As this seriously outstand roadway in the State of Texas. As the State of Texas. As this seriously outstand roadway in the State of Texas. As this seriously outstand roadway in the State of Texas. As this seriously	
					Accordingly, I am writing today to express my complete support for the 135 Capital Express Central design as proposed by TxCOT. Thank you for your consideration of this request. Mart and Emily Green	
	L l		<u></u>			
2274	Matt Havener	3/7/2023	Email	Do not widen/no build	Mobility SS Program Manager Tommy Alreigo, I drive ISS through Austin from Dallas to south Toxia because it is often the fastest route. It shouldn't be. There is no reason to displace my fellow Texans and disrupt city life for this trip. Austin should be a destination. Leave the freeways to the	See Comment #5
					countrypide	
					Dear Chalmain Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested nod-ney segments in the State of Texas. As this seriously outdated road-ney is often	See Comment #8
					called the Main Street of Texas, all Texans should call for bodd and decisive action to transform this critical stretch of inflastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the 1-95 Capital Express Central design as proposed by TxDDT. Thank you for your consideration of this request Matthew Hooks MATTHEW W. HDDKS PRINCIPAL or	
					The control of the co	
2275	Matt Hooks	2/7/2023	Email	General support	was amonoths com/him small as convent by the Electronic Communications Privacy Act, 18 U.S.C. 250 2521 and is ligably privileged. The reader of this small is not the intended recipient, you are hereby notified that distribution or copying is oricity problem. The reader of this small is not the intended recipient, you are hereby notified that distribution or copying is oricity problem. The reader of this small is not the recipient of the reader of this small is not the intended recipient, you are hereby notified that distribution or copying is not small, and is not make a contract or brind a principal. If you have received this is every please notify us and deatroy no replication in the recipient of the reader of this small is not the intended recipient, you are hereby notified that distribution or copying is not considerable.	
					Texas law requires all real estate licensees to provide an Information About Brokenage Services disclosure notice to all prospective buyers, tenants, sellers and landlords. To view this information, please click on the link below.	
					https://www.trec.txxis.gov/sihes/default/files/pdf-forms/IABS12O1-0.pdf	
2276	Matt Kojm	3/6/2023	Email	Air Quality/Noise	M: TADOT TADOT,	See Comment #34
					The lasted design displaces many community assets, pollution our air and will create worse congestion. More funding needs to be placed by TxDOT in alternative modes to vehicles including bicycling, walking, and transit. The next generation will focus a manural producted and incomment funds in this commentation will be administrative to the product of the production of the product of the production of the	
					In Total Total. This state design plants many community seets, pollute, or or and will create worse compation. More further pends to be priced by ToDIT in alternative modes to whiches including buying, and burson. The need generation will be an exercise project and only only only one or or or or or or or or or or or or or	
2277	Matt Levin	2/7/2023	Email	General support	willed the Main Street of Terror of Street chart of the best and desired and desired and desired as the control to the control	Saic Comment #8
					Second region is an extract to design to design to design to design and the second region is a facility of the second region in the second region is a facility of the second region in the second region is a facility of the second region in the second region is a facility of the second region in the second region is a facility of	
2278	Matt Lifes	1/12/2023	Email	Public Transit / Multimodal Transportation	We want trains. Please give us trains-	See Comment #13
				Transportation		
2279	Matt Magby	2/14/2023	VOH	Do not widen/no build		Sau Comment #5
2219	Matt Magoy	2/14/2023	vun	DO NOT WIGHT/NO DUILD	1. No higher by from Hiller's -don't expect to 30 Dones 2. An Aginer by from Hiller's -don't expect to 30 Dones 3. Don't provided finder expects #Feet to 200 4. Robert tooks finder expects #Feet to 200 4. Robert tooks 10.5 13.3 4. Robert tooks 10.5 13.	DAM CHITMENT #5
					S. Don't preclude future capping Arport Bird to 2900 4. Route trucks to SH 150 6. Route trucks to SH 150	
2280	Matt Mathias	2/8/2023	Email	General support	Dear Chairman Bust and Commissioners: Thank you for recogniting that I-35 through Audin is one of the most consisted madvay selements in the State of Yeas. As this seriously outsided readvay is often	See Comment #8
					Due Chairmen Bugg and Commissioners: Thank you for recipring (bit 135 brough Audin is one of the most congulate makes) suppress in the State of Texas. As this surround published makes by their collect in Main Extract of Texas. As this surround you distinged in the service of	
					Audin Nurive The information contained herein has been obtained from sources deemed to be reliable; however Mathias Persens make no guarantees, warrantees, or representations as to the accuracy thereof. All information is presented	
					suspect to changes in prince, corrections, errors, consistents, prior salel, lease or withdrawal without notice and is not to be considered completes, accurate, or total representations of the facts surrounding the property. Hermote parties should consult of their own independent analysis.	
2281	Mett Singleton		VOH	Do not widen/no build	Tim writing to object in the strongest terms possible to the current plain to expand I-35 through Austin.	See Comment #S
				Racial justice	1.55 is a blight on our city, a historical scar that reminds us of our ugly history of racial segregation and that continues to divide the city both physically and psychologically today.	See Comment #3
				Air Quality/Noise	The highway brings nothing but noise and pollution, and has no place in a modern city center.	Sau Comment #34
						Sau Corrient #21
1				Business/residential displacement	The project as currently planned will displace homes and businesses, with an outsized impact on the poor and businesses that are cened by and that serve minority communities. It will widen the chairm that separates seal and west, bringing additional pollution to our city center. Widening the highway WILL NOT ALEXANT TRAPPIC.	Date Contract #77
				Latent/Induced Demand	Induced Demand is a well studied and undenticed phanomenon, and ThODT's continued willful ignorance is shocking.	See Comment #18
				Reroute to 130	The only acceptable solution to the problem is for 1-35 to be routed around Austin and for the highway through the city center to be replaced by a modern urban boulevand.	See Commet 33
						Sax Comment # 20
1	1	1			If TuDOT insists on carrying this artiqualited, myopic, diseaser of a project forward, then the plans MUST be revised so that they minimize the impact on the city itself and prioritize people over cars. In particular, it must provide for more east-west	
1				East/west connectivity	ETACOT insides on carrying this antiquated, regoric, diseaser of a project forward, then the plans MAST be revised so that they minimize the impact on the city basel and priorition project over cars. In perfocular, it must provide for more easily executed cossiling, an exhaults bearing and covering the intering of the highest principle than under contract and an exhault assessment of the environmental impacts (nor the whom impact report that's currently the subject of a folderal is equally, minimize the impact containing from each subsensition, and intering contract principle contract and intering the contract contract principle con	
					SH 130.	
2282	Matt Swenson	2/27/2023	Voicemail	Reroute to 130	As an expert and a laind planner for the woodlands taxes for the 35 to 40 years, I found that Hooden is smarler. They do nice loops that, that trucks can travel on. You year need to get the trucks off of 35. And you don't need to bed septiming easi, parting 41 or 2 good loops that are free for trucks and then you the local trailing for joint for this. So if you have any questioner, you've residence to all me. But yea, you trailing solution is provided in the foundation of the second trailing and you the year in charging good use in your you in the collection. Sold despring don't men in grounds. Househ on three off them, and don't have help have all out must up the 32 of a companying, good use in your in Charge.	Secomment #3
					ners you con menso to accord suppring sease, a set a good clopps that are free for trucks and then just the local teather pace for the first post pace and any questiones, you're wetcome to call mer. But yee, your traffic solution is simple. You don't need to add anything of the than ring reason. Househow has been been from any of control received by a district pace of the pac	
					goodbye	
1					The prior to expect 155 crough the least of Anton or a formits that the first of the prior to th	Sau Comment #5
					years of construction wouts make the problem even vorse in the short term. The overhalsa are all immensing disruptive to existing traffic, and we fiserisky can't afford years of bettienecked traffic there. Still worse, the plans harm existing businesses and femilies, and complainty undersome attempts to construct the city. This will highly adult for the decode, and the harm the choice, and the harm the choice and femilies are the complainty of the control of the choice and the choi	
2283	Matt Tong	2/22/2023	Email	Do not widen/no build	be spending another decade undering it.	
2203	man, long	-,,	Stell	and the state of t		
1						
2284	Matt Valdes	1/20/2023	MyCapEx Website - Comment Form	Regional connectivity	We must have rail service between San Antonio and Austin. Revive the Lone Star Rail project!	See comment #1
			Consider Form			
				Do not widen/no build	I am against this I-35 Capital Express as proposed. I live 1 mile from I-35, Central region.	See Comment #5
				Latent/Induced Demand	Recent SEOT understands the Induced Demand connect.	See Comment #18
			i .		The second secon	
				D		
				Reroute to 130	The flawed concept of a major regional interstate routed through a downtown metro area choke point is an outdated failure (think i-10 thru downtown Houston). Through traffic belongs on 3H-13D.	Sue Commant #3

				Caps/Deck Plazas	Any mensioning immension through control has district should be writting in billing again as set first picapost. Please and that control man of these Search by proceeding the bill files legal as all the picapost. Bill should be an one cape (buy the filescen) in billing resignent is one with content corrections between east and weap! Except please suggested for could pay for the present plusy in Journal part of the bill file of the bill file of the bill file of the bill file of the bill file of the billing file of the bill file of the present of the bill file	See Commant #42
2285	Mett Weltrip		MyCapEx Website - Comment Form		We should have more caps (bury the freeway in longer segments so we truly create connections between east and west)	
			Comment Form		Early plans suggested TXDOT would pay for the project. Why do Austin taxpayers have to foot the bill for the region and the state?	
				Air Quality/Noise	We need greater measurements of air quality during this "envisormental" review	See Comment #34
				Water quality	Engineers should study ways to treat the water runoff (currently it goes directly into the lake - our direking water source)	See Comment # 225
ID ID	C N	Da R d	S	Yapic	c	R p
						See Comment #13
				Public Transit /	We should have disort RIP. ONLY on rannes and off rannes as that transit date a minimize rane narran ma validate	
				Multimodal Transportation	We should have direct BUS ONLY on ramps and off ramps so that trainsit gats a priority over one planson one vehicle; We should have box only lanes (god footed TXXXI TXXXI TXXII TXXII TXXII TXXII TXXII TXXII TXXII TXXII TX	
2286	Matt Whelan	2/7/2023	Email	General Support	Date Chairman Bogg and Commissioners. Think you for recognizing that 1-55 through Audin is one of the most congested readway segments in the State of Feesa. As this seriously outdated readway is offered contained by the State Office of State of Feesa, at Tensus should call for feed and doctorise action to seriously and the stringle will be accommended as the region and office making and an immersion growth was an experiencing in our great State. Accordingly, it was region between power power and state of the secondary of the seriously and for several, serious from the last invitables.	See Comment #8
					Accordingly, I am writing today to express my complete support for the I-SS Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request. Sent from Mail for Windows	
2287	Matt Widirstky	3/7/2023	Email	Do not widen/no build	MobilitySS Program Manager Tommy Abrego, why are you adding pavement? that's not what anyone wants.	See Comment #5
					many may your accounting parameters to make a rook around an anyou are manifed- resett traditablely	
2288	Morthew & Sawhercon			Do not widen/no build	Mobility's Program Marainer Tomers Alreado	See Comment #5
					MobilitySS Program Manager Tommy Abregio, Lam writing to state my objection as a resident of Austin, Tx for the expansion of IH-35.	
				Business/residential displacement	Significant number of important businesses along 135 will be visped from our city just to make room for more highway larses. These businesses are important for the culture of the city.	See Comment #21
				Public Transit / Multimodal	The expansion is a considerable waste of resources and tax payer funds which would be better spent on high efficient public transportation system which will remove more cars from the highway system then the expansion could ever hope to achieve by the time of its completion. 20 year of construction will create fair more problems for the city than it would hope to relieve not to mention that conglection will just return once the expansion is finished as	See Comment #13
				Transportation	more cars will just fill in the new larses given Austiris rate of growth. Please do not subject the residents of Austin to a significant impact to our daily lives. We want mass transit not more highway lanes.	
2289	Matthew Aguayo	3/6/2023	Email	Public Transit /	MobilityS Program Manager Tonnry Abrego, Invest in batter public transportation-inslead	See Comment #13
				Multimodal Transportation	Invest in better public transportation instead	
2290	Matthew Ahrens	1/20/2023	M.Carfy War	Regional connectivity		See Comment #1
2290	manusel Affects	4/44/2023	MyCapEx Website - Comment Form	regular consecutly	Please consider reviving the Lane Star Rall proposal to link Austin and San Antonio with regular commuter rail. The current \(^{1}35 expansion plans are just going to waste money and not improve the flow of people through the corridor.	
		1		Do not widen/no build	Mobility35 Program Manager Tommy Abrego, Hello,	See Comment #5
					Though I do agree that a radical redesign of our oity's infrastructure (including I-35) is necessary, I don't think that the current plan that has been presented is the right way to go forward. Highway expansions have time and time again have been demonstrated to increase congestion on the roads that have been expanded.	
2291	Matthew Davis				Think that a lot of the issues facing this road currently are due to the high presence of trucks, the problems with having a major national highway running directly through the deembarn core of the city (as opposed to a ring road) and due to the	See Comment #3
				Reroute to 130	Think that a lot of the assess facing this most currently are due to the high presence of trucks, the problems with having a major national highway running directly through the disentence over of the city jue opposed to a ring read) and due to the lock of them options for temporary in the read of the truck of the problems with having a resignation as wellated, and other treast options need to be invested in in the city. 1.5 Shows this to emprove the treast exist of the reading of the current designations assistable, and other treast options need to be invested in in the city. 1.5 Shows this to emprove the treast exist of the register of the principle of the invested in the city.	
				Heroute to 130		
						See Comment #5
2292	Matthew Ferro		Phy sica	Do not widen/no build	The real solutions to congestion like branks and pedestrian mobility are clear after thoughts. You took that ClapMoto will use the managed lanes but don't have a plan. Your 10' SLP lanes are a joke. No protection from cars specifing 60 mph. Please listen to the community, we don't want this. We want a future with fewer cars, please help us see that through.	See Comment #5
			Co			
			mm ent	Climate Change	It's really disappointing to see the state accommodating more for cars when the world is at such a protal moment in the climate crises. I do not support any project that openly touts an increase in greenhouse gas emissions. 80% of I-S5 traffic is local. Adding more lanes will not speed up those 80% exiting and entering.	See Commant #51
					Manipul Supples Manager Temps danger, groups of the control of the	See Comment #5
2293	Matthew Galver	3/7/2023	Fmail	Do not widen/no build	Stroty eigend the toll read geing around their city to the east and build a new bridge if we need to. Explaining an intentiable his way but in east of the build be recorded to the degradation of downtown and the east such. The loads of putting a round the first of the recorded to the degradation of downtown and the east such. The loads of putting a round the load 5 through puttings are made sense COO years ago, it makes absolutely no sense now. No one who lives here waster it Denses urban residentials (commercial contents with Severe care make every pre-in happiers—in the putting and the putting around the sense of the putting around the putting aroun	
					Oties like Menhatten, Weshington and Boston at least get that right. Please stop the whole thing - thank you	
2294	Matthew Geske	1/9/2023	Email	General Support	Date Classman bagg and Commissioners: Then you for recognising that 155 through Justin is one of the most composed receivery segments in the State of Teass. As this seriously outsided readway is driven as the state of Teass. As this seriously outsided readway is driven as the state of the State of Teass. As this seriously outsided readway is driven as the state of the State of Teass of T	See Comment #8
					called the Main Street of Feas, all Teams should call for hold and decisive action to transform this critical streets of inflicts should be found to the street of the should be found to the should be found	
					request.	
2295	Matthew Geske	2/9/2023	Email	General Support	Please find attaiched the Austin Chamber's formal ISS CapEx Central support letter.	See Comment #8
2296	Matthew Gonzalez	1/31/2023	MyCapEx Website - Comment Form	Regional connectivity	1 support a rail system connecting San Antonio, New Braunfels, San Marcoa, Austin, and nearby areas.	See comment #1
2297	Matthew Grilli	1/27/2023	Email	General Support	Date Chairman Bugg and Commissioners: Thank you for recognizing that 135 through Audin is one of the most congested nodeway segments in the State of Texas. As this seriously outsided madeway is offer coaled by the State State of Texas, as I form seriously outsided madeway or offer the seriously outsided madeway is offer coaled by the State	See Comment #8
	1				Content the resum connection is required. Accordingly, I am writing flostly to express my complete support for the 195 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request. Beat, Mart.	
2298	Matthew Jones		MyCapEx Website -	Do not widen/no build	Please consider using State funds for the Austin 1-SS Project.	See Comment #5
			Comment Form	Water quality	Containment and diversion of rain water away from the lake would be beneficial.	See Comment #125
					THE RESIDENCE OF THE PROPERTY	
				Reroute to 130	Limiting commercial truck traffic to local deliviery is desirable. Thank you	See Comment #3
2299	Matthew King	3/1/2023	Email	Latent/Induced Demand	Mobility55 Program Manager Tommy Abregle,	See Comment #18
					It is not difficult for the common citizent hopes that an expensions of the road and see that they do not improve traffic conditions much or at all. It is often that the constituent hopes that an expension or extra lane will fix traffic but they know does down that it will not channels an exhibition.	
					tree; User takes, we not change registered in the change and the engineering of lines which while I know little directly about I do know point to these expansions as not doing much to speed up traffic at all a different solution is necessary.	
2300	Matthew L Mitchell	2/21/2023	MyCapEx Website - Comment Form	Do not widen/no build	Expose expension. My gml Trains Clourty Strength on airport bird would no larger exist with winer expansion plan. They have cultivated a great community there and I would greatly miss it. I appreciate Council considering a resolution on 135 and ask you to strengthen the resolution by including larguage that recognises community concerns and opposition to expension.	See Comment #5
			Comment Form		Council considering a resolution on 135 and sak you to strengthen the resolution by including language that recognizes community concerns and opposition to expansion	
2301	Matthew Larson			Do not widen/no build	Mobilit-55 Program Manager Tommy Abrelo.	See Comment #5
					Mobility35 Program Manager Tomery Arrago, Good morning Mr. Abrego, I am writing to express any view population for TubOT's expension plans of 1-35.	
					The state of the s	
	1					
	1			Public Transit / Multimodal	Tab rost believe that this plan will provide the needed increase in regional productivity to justify it's costs. Rether, we need to maintain what we've built and expand transportation options beyond simply highway referring. Please consider my thoughts in your decision to move forward. These you,	See Comment #13
	1			Transportation		
2302	Matthew LeMay	2/9/2023	Phy	Do not widen/no build	It is absolutely unacceptable to expand the highway and increase congestion, trieffic flow, and pollution for no benefit to citizens of the city. There are only detriments to this terrible idea. Stop	See Comment #S
			sica I			
2303	Matthew LeMay	1/24/2023	Co MyCapEx Website - Comment From	Do not widen/no build	Tam completely opposed to the expansion of 155. Data has showed again and again that expanding roads increases congection and commute times, rather than decreasing them. And the environmental impact and destruction of local business are uniscoppibles. 155 in tig enough already. On not expand it.	See Commant #5
	1		Comment Form		impact and destruction of local business are unacceptable. I-35 is big enough afready. Do not expand it.	
2304						See Comment #10;
2304				Latent/Induced Demand	Mobility35 Program Manager Tommy Atrego, My mame is Matthew LaMay and I am an Austin resident and PhD student at UT Austin. Expanding highways dosor't reduce congestion; data shows that after a few years max, it just leads to more cars on the	
					road and worse congestion, and it also potuses and destroys businesses and increases traffic fatalities.	
				Public Transit / Multimodal Transportation	If this plan were to build a rail system instead, this would improve driving as well as public transportation in Austin, since the only real way to get cars off the road is to give people another viable option.	See Comment #13
				Do not widen/no build	The proposed explansion of 155 is an enomicous wealte of money that will take 10 years of construction and won't solve any problems, while creating many more, and there are much better plans for fixing Austin's transportation problems. Tho'D' should go back to the oriening board and come up with a transportation plan that will actually fix Austin's transportation infrastructure, not make it works.	See Comment #5
					Austin's transportation problems. Ts:DOT should go back to the drawing board and come up with a transportation plan that will actually fix Austin's transportation infrastructure, not make it worse.	

					Mobility35 Program Manager Tommy Abrogo, My name is Matthww Martin, and I live in North Austin. I wholeheartedly oppose Tu001's plans to expand I-35. I am instead for fair greater efforts at expanding public transit to more parts of the city, as existing bus routes are extremely limited and	See Comment #5
					unreliable, especially where I live in North Audin. To say that TabO's project, as we as the process for soliciting public input, has been flawed is an understatement.	
				Do not widen/no build	The 1-35 expansion is waster of time, emerge, and precious resources for next to nothing in terms of congestion reliant. I only was not to use an internative highway just to get around Austin. Rather, I want Ts:00T, Austin City Council, and other local representations to be feet the ground waith to precious a constraint in the current plan. The time for demonstrate accountability is now.	
					continues of proceedings where It leas in North Assistance. The Issay with In College and the Issay with Interest and in the Issay with Interest and in the Issay with Interest and Issay with Interest and Issay with Interest and Issay with Interest and Issay with Interest and Issay with Interest and Issay with Interest and Issay with Interest and Issay with Interest and Issay with Interest and Issay with Interest and Issay with Interest and Issay with Interest and Issay with Interest and Issay with Is	
2305	Matthew Martin			N. A. W. Williams		See Comment #18
				Air Quality/Climate Change	The project half ignores all existing research indicating that more highways actually leads to more traffic, and the environmental impact due to the construction efforts would add insult to impary in a city that already suffers from some of the worsering effects of climate change.	DAN LOTTERIST # J.D.
				Air Quality/Noise	We have seen what highway expansions do, especially in Texas given our experience with the Katy-Freeway. They worsen traffic divent funds from public banatic cause destructive construction; produce air noise and water publics; and reduce public safety (This has he highest number of build: causes in the whole country).	See Comment #34
				Do not widen/no build	Making 5 Pregram Manager Tromsy Streigh. Making 5 Pregram Manager Tromsy Streigh. Making 5 Pregram Manager Tromsy Streigh. Making Manager Tromsy Streigh.	See Comment #5
					We as students on campus at The University of Texas at Austin greatly oppose the proposed 1.55 expension. Students have been did rattles in opposition of the expension and determined that cur future within Austin and The University of Texas should not include forther investments in environmentally unresultainfully compositively and include should not include forther investments in environmentally unresultainfully compositively compositively and include should not include the proposition of the expension and determined that cur future within Austin and The University of Texas should not include the proposition of the expension and determined that cur future within Austin and The University of Texas should not be a state of the expension and determined that cur future within Austin and The University of Texas should not be a state of the expension and determined that cur future within Austin and The University of Texas should not be a state of the expension and determined that cur future within Austin and The University of Texas should not be a state of the expension and determined that cur future within Austin and The University of Texas should not be a state of the expension and determined that cur future within Austin and The University of Texas should not be a state of the expension and determined that cur future within Austin and The University of Texas should not be a state of the expension and the University of Texas should not be a state of the expension and the University of Texas should not be a state of the expension and the University of Texas should not be a state of the expension and the University of Texas should not be a state of the expension and the University of Texas should not be a state of the University of Texas should not be a state of the University of Texas should not be a state of the University of Texas should not be a state of the University of Texas should not be a state of the University of Texas should not be a state of the University of Texas should not be a state of the Universit	
					This concides with the Dity of Austin's preferred expansion of public transportation through Project Connect, and the constrain fundamentative contents the Drift's abalis.	
				Public Transit /	The expension will make public transit, waking, being, and other alternative transit options incredibly dangerous, expectably crossing seat and exect Students who do not have or cannot afford a car nelly alternative forms of transportation, and it is the already accommensuity assumentaged students above site in preparate for mine. Alternative forms or preparate the mine afford a comment preparate the preparate in an immediate of morning peols, in case, the expension of the mine afford an investigation, in case, the expension of the preparate the mine afford an investigation, in case, the expension of the preparate the mine afford an investigation, in case, the expension of the preparate the mine afford an investigation of the preparate the mine afford an investigation of the preparate the mine afford an investigation of the preparate that the preparate tha	See Comment #13
				Multimodal Transportation	is the alrivaly sociedonomically disadvantaged students who will be impacted the most. Project Connect seeks to mend this divide by investing in light rail and expensionable to moving insciple, for its continuous content of the content intention of moving people, not consi, throughout this city. On the content of the content intention of moving people, not cities, throughout this city.	
ID	C N				c c	
2306	Matthew McCoy	3/7/2023	Email		The construction project and expansion will further promote which emissions into our already politated air. The Rocky Mourtain institute, a usustainability nongrofit, found the expansion in its completion would internate between 2.1 ± 2.6 ± 1 million meritic two or cultron disorder in our air to 2050, nought the same amount of an air full control milkerine is already or maken factor in additional meriting and air full control milkerine is already or maken factor in a disorder in a substantial properties. The properties of the pr	See Comment #18
					an incredible detriment to students who are in close proximity to the highway. If Austrian closes the Students are believed to such the New York of the Students are selected to such the New York of the Students are selected to such the New York of the Students are selected to such the New York of the Students are selected to such the New York of the Students are selected to such the New York of the Students are selected to such the New York of the Students are selected to such the New York of the Students are selected to such the New York of the Students are selected to such the New York of the Students are selected to such the New York of the N	
					difference in the world where we see room for improvement. Students across the university have all learned about the developed in the control in the world where we see room for improvement. Students across the university have all learned about the developed in the control in	
					economic segregation, and the local control of city sovereignry. We set the next generation who will be the consequence of this separation, and we will fiskly not have another opportunity for relabeling the city for a generation. We urge you to accordance with our would real instant in the residence in the control of th	
				Air Quality Climate Change	Sincewily. Conserved UP Austin Students Matthew McCos. 7017 Gurston in	
					The association project and segments and former general variables are instance, and associated as the Body Segment of the Segment of the competition of the segments and the competition of the Segment of the segments and the competition of the Segment of the segments and the competition of the Segment of the segments and the segment of the segments and the segment of the segment	
					Dear 1-35 Capital Eugreeis Central, Ric 1-35 Capital Eugreeis Central, Draft Environmental Impact Statement	See Comment #34
		1			Thank you for the opportunity to comment on the proposed I3S Draft Environmental Impact Statement and for the inclusion of air quality and climate change analysis in the DBS.	
		1			reviewer, to o not previous that are air qualify and climide change analyses is sufficient. Specifically, I request that TxXXII address all the following before finishing the Final Environmental Impact Statement: - Air Qualify analysis must book at PM 2.5, PM 10, and NOx. TxXIII analyses QUALIFY analysis must book at PM 2.5, PM 10, and NOx. TxXIII are airported to which is easy to study and they know they would clear.	
		1			The control of the co	
		1			- IXXV1 memors to a equarmanene enalysis and health impact assessment for all pobulants Greenhouse gas emissions analysis is incomplete, it only looks at construction, not long term. Also, the models are based on the CAMPO regional growth forecasts, which assume the expected effects on housing and other real estate decisions.	
2307	Matthew McGee	3/7/2023	Email	Air quality/noise	Thank you for all that TxDOT is doing to improve the health of all the people of the Austin region and reduce the heavy negative health impacts of our transportation system.	
2308		3/6/2023	Email	Public Transit / Multimodal Transportation	Mr TxDOT TxDOT, Investing in alternative transportation systems will decrease traffic, not making a highway bigger	See Comment #13
	t					
2309	Matthew Rosenberg			Do not widen/no build	Mobility35 Program Manager Tommy Atrago, Hi,	See Comment 45
					TV. He was fast Austin, and the 135 expension will ruin our neighborhood. We are a community that \$450,000 be connected with the city as a whole. It is insent to have the highway expend and confirms to separate the community in Austin. The feeway ruins the connections at of Austin should have. This is a growing, major city in Yeass. Expending the freeway is short sighted and wrong.	
				Reroute to 130	Move intensiste traffic around the city and have local traffic come down a bind or road system. Every city that has gone the route of expansion tooses community, while all cities that have gotten not of these feesways experiences better community and cohesion. We of Austin DO NOT want this. It is wrong to move forward, I expans TaOOT, Austin City Council, and other representatives to stand up for ms.	See comment #3
2310	Matthew Welch	500,000		Do not widen/no build	No fact Tactor, Court Toddy, 1 (1) (1) (1) (1) (1) (1) (1) (1) (1) (See Comment #5
					I oppose expanding I/35.	
				Latent/Induced Demand	Expansion will worsen traffic and many other problems, including air, water, and noise pollution; health impacts, heat island impacts, and cossilves, not to mention the missive inconvenience during the several years of construction and the immense cost to the teachesy of this state. The assumption that widening the highway will improve traffic is not backed by reliable evidence.	See Comment #18;
					sevens years or consequence and the immerse case to the sizing year of this state. The assumption that widening the highway will improve trains is not beda	
				Air Quality/Noise	Expansion will worsen traffic and many other problems, including air, water, and noise polition; health impacts; heat island impacts; and crashes, not to mention the massive inconvenience during the	See Comment #34
					Expansion will worsen trailfic and many other problems, including air, water, and noise pollution; health impacts; healt sland impacts; and creatwise, not to mention the massive inconvenience during the several years of construction and the immense cost to the tappayers of this state. Wide polluting lightways through them are not what I water for Austin.	
				Community alternatives	I neart community albernatives to expansion to be fully considered and the best alternative adopted.	San Commant #4
2911	Matthew William	3/7/2029	MyCasEr Wahairo	Do not widen (no heitri	I want contributing waterwaves to expension to be tasy consistence and the best womanies waterpress. Please do NOT go through with this plain. Bury 135, Don't destroy property, Don't add lanes. More lanes means more traffic. Please.	See Comment 45
	Barris	4.,	MyCapEx Website - Comment Form		W W W W W W W W W W W W W W W W W W W	
2312	Matthew	3/7/2023	MyCapEx Website -	Do not widen in a build	The receivers and databeleture within the Dir of Englin can't fearth the lake or marked without extension review to multirate the branch and recommissions and TDDT can haid a 20% dark and show the	San Comment 45
2312	Yeager	4/1/2023	Comment Form	DO THE WORLY TO DUTIE	The developers and stakeholders within the City of Austin can't touch the lake or riverforst without extensive neview by multiple city boards and commissions but TNDOT can build a 200° dock and close the lake without, question? Seems the One More Lane Bro Crew is over extending their power a bit here. Unless you're building high speed rail and a better pedestrian connection for this absolute travesty of a river crossing yall can go kick rods.	
2313	Mattie Buzonas	1		Do not widen/no build	Mobility.35 Program Manager Tommy Abrego, As a citizen of Austin, TX, I feel it imperative to kell you not to expand I-35. If anything it should shrink, not expand. Austin is too dependent on individual vehicular transportation, and it is suffocating the city's	See Comment #5
		1			growth.	
		1				
		1		Public Transit / Multimodel	Ration would less better investing in its public transportation, both in itsus roads infrastructure and in the implementation of a wastly expensive mail network. The only tring expanding 1.25 will do is add more cars to the need without actually fining a graphy protein regarded graft. In addition, more cars on the reads a counter enture to a city that strives to be progressive. So stop sucking at the least of the Knoth estate and actually take care of the city and the state properly included citying the processing of a read of control enture to have been cars on the transportation to maintain profits.	See Comment #23
		1				
2314	Maura Carroll			Do not widen/no build	Mobility35 Program Manager Tommy Abrego, Earn a recident of district S in Justice Insert Enrich and for insert Information reset to the next survey that SS Nichtage amanaging and your time who has recipied and an advantage to the next survey to the section of the next survey to the next survey to the section of the next survey to the next survey to the section of the next survey to the next	See Comment #5
					Making\$5 Program Manager Ticomy Acrego. Less seniors of direct of a hostin and frequently need to travel roads. (do not support this 25 highway expensions and want due of the other options, I do not want to use an intentible highway for auxiliary list. An exception support to the operation of a senior of the other and the other options. I do not want to use an intentible highway for auxiliary list. An exception of the other options are a senior options of the other options. I do not want to use an intentible highway for auxiliary list. The other options are a senior options are a senior option of the other options. I do not want to use an intentible highway for a senior option of the other options. I do not want to use an intentible highway for a senior option of the other options.	
				Latent/Induced Demand	The 35 while congested at times does not need to be expanded. We have seen in Houston and in LA how road expansions do not solve the issue here.	See Comment #18;
				Business/residential displacement	Please review alternative plans that (1) do not involve tearing town local businesses (2) actually make a proven difference in traffic and (3) help our community.	See Commant #21;
					We know then is funded for this project that can be utilized elevative. This funded must be not into more feature has reliable that transit arrend the entire city, not just the central bulb. Livrary and dry's user feeting in the central bulb.	No Comment #13
				Public Transit /		
				Public Transit / Multimodal Transportation	We know then is funding for this project that can be utilised elsewhere. This funding doud but put into more frequent and reliable but trained and we entire only, not just the control hubs, I know we don't want. Austin to become CA but I think we need to leave from their insights of large appearance. They waited millions of dollars and now leaving to refocus on public trainst. Use proven methods to improve colors in the large destroy or ofly.	
				Public Transit / Multimodal Transportation	we need to learn from that missakes of lase expension. They weeded millions of dollars and now heiring to refocus on public branch. Use proven methods to improve collain's lives, not ones that will only delating our oil.	
2315	Maureen McGuigan			Public Trains / Multimodal Trainsportation Do not widen/no build	citizen's lines, not ones that will only desting our city.	See Comment &
2315	Mirareen McGuigan			Transportation	we need to be refrom their mediates of the expension. They would militare of dallers and now hearing to reforce on public treams. Die grown melhots to in-growe districts of control to the process of th	
2315	Mizareen McGuigian			Transportation Do not widen/no build	citizen's lines, not ones that will only desting our city.	
2315	Maureen McGuiglan			Transportation Do not widen/no build	Olian'i New, not own biful all only desting our oily. Making S Program Manager Tromy Alrego. Making S Program Manager Tromy Alrego.	Sw Comment 45
2315		1/31/2023	MyCapEx Website -	Transportation Do not widen/no build Air Quality/Noise	Others These conditions that of the plants o	See Comment #5 See Comment #34
	Meureen McGrégien Maurie Faye Atali	1/31/2023	MyCupEx Website - Comment Form	Transportation Do not widen/no build Air Quality/Noise Laters/Induced Demand	Others Twee on drose Settle did not placed and poly. Making SS Region Manager from yieldings. Region expensions Conformation. They were not region to see see with the King Freeze, air revise and water guildings, safety, and transportation options beyond driving. They weren congestion is we see with the King Freeze, air revise and water guildings, safety, and transportation options beyond driving.	See Comment #5 See Comment #34 See Comment #33

	Mauricio Gonzalez Kane	1/12/2023	Email	General Support	Date Chairman Bogg and Commissioners. Think you for recognising that 155 through Austin is one of the most congested mackup segments in the State of Tissue. As this seriously outsided mackup is offer code of the State Offer State of Tissue. As this seriously outsided mackup is offer code of the State Offer State of Tissue. As this seriously outsided mackup is offer state of Tissue. As this seriously outsided mackup is offe	See Commant #8
2318	Marie Color			Do not widen/no build	Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxCOT. T I am writing to strongly urgs you not to violan I-35.	See Comment #5
2318	Max Elliott		MyCapEx Website - Comment Form	Do not wider/no build	I am writing to strongly usge you not to widon i-35. My son attends Excuelta del Alma and this longituring, local business would be forced to relocate and likely close along with many other businesses who would be displaced with this project.	See Commant #5
				Boarness/Nisidential displacement	ney son antendo Excusera de Arma arro una songiamenting, rocal ocurrense sequed del rocado to response arror seeig ocea along with many other colamineaes who would be displaced with time project. 1-55 has a history of dividing our community - It is a state on our belowed oily.	SB COTTON # 2.1
				Burytunnel		See Cerement #25
				bury/turnel	We now have the opportunity to explore creative visions and isless to manage increased traffic and bring communities and neighborhoods together. I would encourage you to explore burying/deepening i-35 sather than videning it and integrate green space, taking into account human and environmental needs. Thank you for your consideration?	SBE UNITIMENT #45
				Do not wider/no build		See Comment #5
2319	Max Gardner	Colonia	MyCapEx Website - Comment Form		I'm truly baiffled why y'all think it's a good idea to expand 35.	See Comment #9
				Latent/Induced Demand	These is alone alone of the period of the pe	See Commant #18
					Dut sure, let's expland the hostele galoxies that aren't welcoming for walkability so that we canconfinue to have terrobe traffic. I reaches we're already in a traffic nagistrance, but that con yall to SOLVE, not make vorus. (SOLVE)	
				Community Alternatives	Europort initiatives like lifetim x 25 - bring walkability back to that were until find ways to divert passe through balfit. If we're going to bergovarily worsen balfit with contribution, if or sher have scenarioing extually hapliful at the end of that turnibution, parried point and refer than a underea additional 4 lanes that it have to pay to use. And for the people passet givenge, they are commands with hardly be affected considering they're likely already specingly part as much for more lyses testing a partie on 25.8 Reason, excellent and cost to display all researches and rough as long through changing from page 18.8.	Sau Correrant #4
					MobilitySS Program Manager Tommy Abrego, Hello,	See Correnant #5
					I'm a current reselect of Tunis Courty in the	
				Do not widen/no build	This. The account resident of The Carriery in the 7155 or good, it records to a such several raws and perform detecting early records on the country of the records of the country of the records of the	
					the reason preserve Associately shorting changes can be able to the control of th	
2320	Max Gardner					
				Community alternatives	Committee States of Conference and Auditor and Auditor Conference of Auditor Conference on Conferenc	See Cerement #4
					I august the Method 25 proposal of directing can local traffic to administration highway (lether \$13 or 120) because the makes the root series. You aren't soring anyone treat by requiring \$50 because the composition worth get better. Full stage, trades, part is beyonding class indicated to the composition worth get better. Full stage, trades, part is beyonding class indicated to the composition worth get better. Full stage, trades, part is beyonding class indicated to the composition worth get better. Full stage, trades, part is better to be precised to the composition worth get better. Full stage, trades in the composition worth get better. Full stage, trades in the composition of the co	
					Drivet Chap specife to highways that are nearby but don't cut directly through the heart of Austin. Rethirds what the strench of 35 from 71 to 183 could be altogether - irreprive public transport for people who live in North and South Austin. Care shown the resulted of 166 for Austin scientification and other necessaries of the results of 166 for Austin scientification and other necessaries of the results of 166 for Austin scientification and other necessaries of the results of the Austin South Austin. Care shown the results of 166 for Austin South Austin South Austin. Care shown the results of 166 for Austin South Austin South Austin. Care shown the results of 166 for Austin South Austin South Austin. Care shown the results of 166 for Austin South Austin South Austin. Care shown the results of 166 for Austin South Austin Sou	
				Do not wider/no build	Mobility55 Program Manager Tommy Abrego, Halld My name is Max and I am a sophomore at St. Edwards University. I am writing on behalf of the school to say we do not want I-35 expanded.	See Comment #5
1						
				Air Quality/Climate Change	The proposal that TxXXII has would increase carbon emissions, ignore Induced Demand, and leave the city with another multi-year construction project that would increase traffic even more.	See Comment #15
ID	C N	Da R d	S	Topic	c 	R p
2321	Max Heimlich- McQuarters				The proposal that TxDOT has would increase carbon emissions, ignore induced Demand, and leave the city with another multi-year construction project that would increase traffic even more.	Sec Comment #18
				Community Alternatives	I support ReThink 35's proposal to stop the expansion and fund a walkable boulevard in place of the highway.	See Comment #4
				Racial justice	This would introduce safer bike lanes, bus lanes, and sidewalks connecting both sides of Austin in place of a historical barrier used for rediring in our city.	See Corrent #3
				Public Transit / Multimodal	This would introduce safer bike lanes, bus lanes, and sidewalks connecting both sides of Austin in place of a historical barrier used for rediring in our city. I hope the council members of Austin will support us when we say we DO NOT wint an expansion.	See Comment #13
				Transportation		
2322	Max Hman	3/6/2023	Email	Do not widen/no build	Mobility55 Program Manager Tommy Atrego, People need public transportation infrastructure throughout the state. We don't need more highways that depress us in traffic and cause so many accidents. You are doing beholden to capitalist interests and ignoring the well being of people	See Comment #5
					everywhere	
					Dear I-SS Capital Express Central, Re: I-SS Capital Express Central, Draft Environmental Impact Statement	See Comment #5
					Date Covernor Abbott and other Elected Officials, TxDDT Commissioneries, Staff, and Consistants, Thanks you for the opportunity to comment on the proposeries 135 Staff, Enricemental Impact Statement and for the attempt to consider the idea of meaningfully consistering manningful alternatives in the ES process, including the study done by	
					Yeas AM Transportation institute on the ReThinkSS and Reconnect Austin proposals. Think that the process to decide on the manifolds or to makingfully or opinished these visible informations in the actual draft EIS was inadequate. The maps shown in the TII study purporting to show the "problem" of out through traffic in no way consistened the	
					has 35 Copie Express Contract. On this Contract Scholars Contract	
					I thought the National Environmental Protection Act required TDOT to meaningful prot consider meaningful prot making and the paper and to have been done in this dut BLS. There is clear to the protection of the ReThinsCS and Recommend Action (proposals, including vision lesses of detected officials assigned to the protection of the pro	
				Do not widen/no build	Reconnect Austin in the ES and TROTT states to provide any reasonable argument for thy firstless to meaningfully consister these atternatives. Please in the right provide satisfacts found throughout thousands of peggles of ES on the Refilms155 and Reconnect Austin in the ES and	
					Thank you for all that 1:0001 is doing to provide safe access and mobility options with multimodal networks weven into the thrining communities of the Austin region.	
2323						
		4			Der I 35 Center Coreas Centro.	Sen Connect FEE
		3 5 5 6 6			One 135 Capital Control Control. This 135 Capital Express Control. This 135 Capital	Das Connect # 15
		7 4 5 6 6 6 1			Case 150 Capital Expension Service. In 351 Capital Expension Service. In 351 Capital Expension Service. In 351 Capital Expension Service. In 351 Capital Expension Service. In 351 Capital Expension Service. In 351 Capital Expension Service. In 352 Capital	Sea Comment #13
		5 5 7 6 6 6 1 1 1 2			Duer 136 Capital Epowee Connox. No. 136 Capital Epowee No. 136 Capital Epowe	Sea Comment #13
		3 4 5 7 6 6 6 7 7	,		Dain 135 Capital Express Central. No. 135 Capital Express Central. Dail Environmental Impact Statement No. 135 Capital Express Central. Dail Environmental Impact Statement No. 135 Capital Express Central. Dail Environmental Impact Statement and for the includent of an equity and clienters change statistics. In 255. No. 135 Capital Express Central. Dail Environmental Impact Statement of the TOOT schools all the plants in the Conference of the TOOT schools all the plants in the Conference of the TOOT schools all the Pact Statement of the TOOT schools all the Pact Statement of the TOOT schools all the Conference of the TOOT schools all the TOOT schools all the TOOT schools all the TOOT schools all the TOOT schools all the TOOT schools all the TOOT schools all the TOOT schools all the TOOT schools all the TOOT schools all the TOOT schools all the TOOT schools all the TOOT schools all the TOOT schools all the TOOT schools and the TOOT schools all the TOOT schools and the TOOT schools all the TOOT schools and the TOOT schools and the TOOT schools and the TOOT schools and the TOOT schools and the TOOT schools are discussed.	See Continued 418
		7 4 4 7 7 6 6 6 1 7 7 7 7			Date 130 Cigant Express Control. Note 130 Cigant Express Control. This is you be appreciately associated to the proposed 50 Statement. This is you be appreciately associated to the proposed 50 Statement. This is you be appreciately associated to the proposed 50 Statement. This is you be appreciately associated to the proposed 50 Statement. And the proposed of the proposed 50 Statement and for the included of the proposed 50 Statement and for the included of the proposed 50 Statement and 50 Statement. And it is included to the proposed 50 Statement and 50	See Connect #18
				Ar quality/climate change	Dark 155 Captor Express Central. This is you for the approach process. The approach process control is a control Express control in the proposed 150 but former and for the formation of any quality and climate change aurigins in the OSS. This is a control in the approach process control in the proposed 150 but former and for the processor of any quality and climate change aurigins in the OSS. The approach process control is reported to the proposed 150 but former and the control in the OSS. The approach process control is reported to the proposed 150 but for the process control in the OSS. Audit in the same and the control in the process control in the OSS. The approach process control is reported to the control in the OSS. The approach process control is reported to the control in the OSS. The approach process control is reported to the control in the OSS. The approach process control is reported to the control in the OSS. The approach process control is reported in the control in the OSS. The approach process control is reported in the ossess control in the OSS. The approach process control is reported in the control in the OSS. The approach process control is reported in the control in the OSS. The approach process control is reported in the ossess control in the OSS. The approach process control is reported in the ossess control in the OSS. The approach process control is reported in the ossess control in the OSS. The approach process control is reported in the ossess control in the OSS. The approach process control is reported in the OSS. The approach process control is reported in the OSS. The approach process control is reported in the OSS. The approach process control is reported in the OSS. The approach process control is reported in the OSS. The approach process control is reported in the OSS. The approach process control is reported in the OSS. The approach process control is reported in the OSS. The approach process control is reported in the OSS. The approach process cont	Sea Comment # 58
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				Do not widen/no build	To a second seco	See Comment #5
2329	Mayra Cerda-Gomez			Do not wider/no build	Mobility35 Program Manager Tommy Abrego, I arm a resident of Travis County and my address is 4207 Bis/ffridge Dr., Austin Tx 78750. I oppose TXDOT's plans for I-35 and I oppose expansion.	See Comment #5
					It's not worth the price; it'll cause pollution, which will harm the environment beyond repair.	Sair Corresent #34
				Public Transit / Multimodal	Fam for a public transit-first project, which allows for a gradual building of our ecological system and will eventually be more effective and less expensive. Lespect ThDOT, Austin City Council and other representatives to stained up for ma.	See Comment #13
				Multimodal Transportation		
2330	McKenna Ethington			Do not widen/no build	I oppose the expension of +35.	See Comment #5
				Public Transit /	Mobility35 Program Muragor Tommy Abrego,	See Contrast #13:
				Public Transit / Multimodal Transportation	Making Shington Making Primory Sorge. As a reduction was the gap in ease, first that public between first projects are searching we see fir more in read of in this city, 155 and veccurages people to broad through the city and not take into account any of the Audito's chancier or value. Public burst allows for those already living in the city to commote seeler and invites potential new deathers to eight the benefits of a said infrastructure.	
			1	Latent/Induced Demand	Conversely, expanding I-55 would only encourage more pass-through traffic and allow Austin to become a more frustrating place through which to travel.	See Comment #18;
				Do not widen/no build	Mr hoot hoot.	See Comment #5
					Mr ToCOTT.DOT, Lam a native Asstinite and Lstrongly oppose expanding LSS.	
						See Comment #18
					Over the non-consording special form in the image special form in the image special position of	See Comment #18
				Air Quality/Climate Change	proximy to the highway, it's coaled with both an industrial clear coat and a coat of was to protect the metal from the VOCs entitled by care. Even though this scripture is cleared monthly, both coatings are failing prematurely in comparison to the coating prematurely in comparison to the coating prematurely in comparison to the coating prematurely in comparison. The coating prematurely in coating prematurely in coating prematurely in coating prematurely in coating prematurely in coating prematurely in comparison. The coating prematurely in comparison of the coating prematurely in coating prematurely in comparison. The coating prematurely in comparison of the coating prematurely in	
2331	Meaghan Perry				care about the art, I care about people and widdle more. How could you ever consider ramping up the number of cars so close to Ladybrid Lake and its body trials, to Austin's lively downtown, to the University?	
				Public Transit / Multimodal	As the capitol city, we should be leading our state by example, and promoting wisking, ability, and use of public transit over single-driver cars. I strength occose this and believe that our city should pursue alternate solutions, including improved outlibit basel, and take access, and creates more programs that actively encourage use of alternate forms of transportation. I don't wan't the	See Comment #13;
				Multimodal Transportation	Intrody oppose this and believe that our city should pursue alternate solutions, including improved public transit, and bake scosss, and creating more programs that actively encourage use of alternate forms of transportation. I don't wan't the City I lowe to become just existive series of tightways. Thank's you,	
2332	Meg Mcclain			Do not widen/no build	Mobility.35 Program Manager Tommy Abrego, I oppose the i 35 expansion.	Sae Comment #5
				Business/residential displacement	The in a mightorhood where this would wipe me and so many Audin residents out. The Chy is already changing and moving the load of Audin not. We do not need that, With buildings and reads and high rease and more material things. Need his load of Audin in Audin. This has disturbing to their of all of the construction and not hen this would design buy in a wije or do in many residents from their abodies. Please, third of the future of clinicism, furnishing, their of this clinic on figure in the pulses and refreshment of the construction. All was a good from give about thing is we an appear incrinced first on the part in critical first on the piece in contrast of the construction.	See Comment #21
					children, families, the heart of this city, the culture, don't give into capitalism just for "expansion and growth". Allow a good thing to stay a godien thing so we can keep the richness of this city alive.	
2333	Megan Alnutz	440		Do not widen/no build	Mr TEOT TLEOT,	See Comment #5
2333	wegan Airutz	42,000		Do not wider(/no build	To when it may concern: Share a see facility of the see of see of see of the see of 196 for the following angular see of 196 for the 196 for the following angular see of 196 for the	James Accountain and
					In the Vision Temper (Indian Section 1) In the Vision Temper (Indian Section 1) Indian Temper (Indian Section 1) Indian Temper (Indian Section 1) Indian Sec	
				East/West Connectivity	East-west crossings should be at least every 1/4 mile.	See Commant #20
				Lower Speed Limits	All non-high speed roadways in Austin should be designed for 25mph and be safe for all road users.	See Commant #305
1			[Air Quality/Noise	Expansion will almost certainly worsen traffic and many other problems, including air, water, and noise pollution; health impacts; healt biland impacts; and crisines. One need only look at California's infamous 405.	Sac Comment #34
				Bike/ped safety	My family and I strongly believe that the lack of consideration for the expansion of safe, pleasant, and walkable and biteable streets is a serious mistake.	See Comment #30
				Community Alternatives	If expansion is to be implemented, we simply want to see the inclusion of community alternatives such as Reconnect Austra and Rethink35, to be fully studied.	See Comment #4
				Community Alternatives	If reparation is to be implemented, we simply want to see the inclusion of community alternatives such as Reconnect Austin and Rethin425, to be fully studied. Thank you for your cereideastion of these comments.	See Comment #4
					Thank you for your consideration of these comments.	
ID.	C N	Da R d	8	Tonic		9.0
2224	Moran Baham			Do not widen/no build	Laborate Manage Manage Agent Matter	See Comment # 5
					MobilityS Program Manager Tommy Atmaps, 18 there, I am writing to oppose TAOD's proposal for the expansion of ISS in Austin. I am a resident less than 2 miles from the highway on E 12th St.	
				Latent/Induced Demand	That is a problem on SS in Audit, but I have been present that hydroxy opportunits do not discresses traffic, britished, the number of construction of the number of laws, and staffic days the same or research.	No Communit #18).
				Laters/Induced Demand	workers.	
				Latert/Induced Demand East/west connectivity	worsers. Additionally, a larger highway will further divide our East Austin community from downtown Audin.	Sea Commons #18: Sea Commons #20:
					worsers. Additionally, a larger highway will further divide our East Austin community from downtown Audin.	
				East/west connectivity	Additionally, a larger ingressy will further display on East Audio commonly from downtown Audio. Add the analysis of the Audio Common	The Comment #50
				East/west connectivity Biske/ped safety	Additionally, a larger ingressy will further display on East Audio commonly from downtown Audio. Add the analysis of the Audio Common	The Comment #100
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2336 2337 2338 2339	Magan Fray Magan Lasch Magan McChruald Magan McChruald Magan Ruby	2/10/2023 2/15/2023 3/1/2023	MyCapEs Website- Command Form VOH Ernal	East/vest correctivity Bhispind advisig Public Transacy Public Transacy Transportation Con not addes, his build Conneral Support Conneral Support Con not addes, his build Do not addes, his build	Additionally, a larger in figures yell further date our East Audin commonly from Goverhow Audin. Additionally, a larger in figures yell further date our East Audin commonly from Goverhow Audin. As a resident for the base common to 35 fronting mode at the designated against on the seast on the seast on the path and it designated. Learned range from the season of the season of the season on the path and it designated. Learned range from the season of the seaso	Sea Contract 430 Sea Contract 433 Sea Contract 43 Sea Contract 43 Sea Contract 45 Sea Contract 45 Sea Contract 45 Sea Contract 45 Sea Contract 45 Sea Contract 45 Sea Contract 45 Sea Contract 45 Sea Contract 45
2336 2337 2338	Magan Frey Magan Lasch Magan McDonald	2/10/2023 2/15/2023 3/1/2023	MyCapEx Wubsite - Comment Form	East/west connectivity Bitaly year solving Padde Transay Padde Transay Transayoration Do not widen/we hould General Support Do not widen/we hould Do not widen/we hould Connectify Engagement	Additionally, a longer Nighway will further dubte our East Auton immunity from downtown Auton. Additionally, a longer Nighway will further dubte our East Auton immunity from downtown Auton. Additionally, a longer Nighway will further dubte our East Auton in the Section of Section 2005 for the Section	Sea Contract 430 Sea Contract 433 Sea Contract 43 Sea Contract 43 Sea Contract 45 Sea Contract 45 Sea Contract 45 Sea Contract 45 Sea Contract 45 Sea Contract 45 Sea Contract 45 Sea Contract 45 Sea Contract 45
2336 2337 2338 2339	Magan Fray Magan Lasch Magan McChruald Magan McChruald Magan Ruby	2/10/2023 2/15/2023 3/1/2023	MyCapEs Website- Command Form VOH Ernal	Easily-west connectivity Bibley year solving Public Transport Public Transport Transport solvin Do not widen free bodd General Support Centeral Support Do not widen free bodd Do not widen free bodd Do not widen free bodd Connectivity Engagement Connectivity Engagement Do not widen free bodd	Additionally, a longer highway will better delice our East Auton ammounty from downtown Audon. Additionally, a longer highway will better delice our East Audon ammounty from downtown Audon. As a resident in the account of the Secretary of the	Sea Communi 420 Sea Communi 43
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2336 2337 2338 2339 2340	Magan Fray Magan Laub Magan McCorate Magan Ruby Magan Ruby	2/10/2023 2/15/2023 3/1/2023 3/1/2023	McCasife Welcafe Commert Form VOH Ernal McCasife Welcafe Commert Form	Easily-west convectivity Bolary and solving Product Transacy Product Transacy Transacy Date and webser, five found On and webser, five found On and webser, five found Do and w	Authorized, a larger highway will further delice our East Author commonly from downtown Author. Authorized, a larger highway will further delice our East Authorized commonly from downtown Author. As a studied citical basis and the account to 35 fronting means at the designated care on 50 diseast. There are no lights for the biseas on the path and a dawage feet designated care of the studies and the studies. As a studied citical point to be our of a commonly to be seed of 15 bits and citical country of the feet of the studies and (2) a highway yealor that make non-board Author troffic amount does do not make the path and a citical country of the feet of the studies. Additionable for Commonly of the country of the feet of the studies and (2) a highway yealor that make non-board Author troffic amount doe do not make the feet of the studies. Additionable for country of the feet of the studies and country of the feet of the studies. Additionable for country of the feet of the studies and country of the feet of the studies. Additionable for country of the feet of the studies and country of the feet of the studies. Additionable for country of the feet of the studies and country of the feet of the studies and country of the feet of the studies. Additionable for country of the feet of the studies and country of the feet of the studies. Additionable for country of the feet of the studies and country of the feet of the studies. Additionable for country of the feet of the studies and country of the feet of the studies. Additionable for the studies and the studies and country of the feet of the studies and country of the feet of the studies. Additionable for the studies and the studies and country of the feet of the studies and the studies and the studies and the studies and the studies and the studies and the studies and the studies and the studies and the studies and the studies and the studies and the studies and the studies and the studies and the studies and the studies and the studies and the studies and	Sec Comment 420

2343	Meghan Healey			Do not widen/no build	Making Shi Puguna Managar Tamay Kanga, "Lana salasing of the data	See Comment #5
					Heiste, I am a resident of the cheatrut/cherrywood area.	
					Loppose I-35 as it would destroy part of my neighborhood. Loppose I-35 as we are already spending money on Project Connect-why spend a ton more money to expand the highway if this will counteract project connect and it's efforts to decrease traffic?	
					1 Sporter FJD as the area anneancy operating interny or Project. Contract may appear at last international yor operation on regimeny in time will colorate as project. Contract and it is extent to colorate assets.	
			-	Latent/Induced Demand	Also expanding the highway does not decrease traffic look at LA or Houston.	See Comment #18:
				East/west connectivity	However, Tille to date plan to better bridge, between east and west. I would love the bridge over east 12th to red river and the bright from fields to bet to be improved. I use both off these bridges to belief to work and to get processes they are stated type cross those yet and not by by ble because if m a disclosure brief, growed these passes from missed of their bring when the processes they are stated to be the processes.	See Comment #20
			-		These ARMOND and chase a SPET data is not be priced on the	See Comment #30
					trees/shruts, and also make the sidewalk separate from the bike lane-don't combine them. Also people are merging into the highway/frontage road on east 12th- make this safe for biken/walkersif Again the poles are a good start, but really	
				Bike/ped safety	Imagine buring is waiters, brief, or lines according trying to girl from the neighborhoods on the exist side to red many downhown. Et adark and people are divring task. DOT needs to create safer way to girl across. Also erry is there no button on the exist side to red many downhown. Et adark and people are divring tasks. DOT needs to create safer way to girl across. Also erry is there no button on the exist. The property of th	
					Please make a ustin more transit and biker oriented. I do not want to waste my tax dollars to expand a highway that will only destroy my community and not even decrease traffic.	
2344	Meghan Hughes	3/7/2023	Email	Do not widen/no build	Feeds like to protest the speciality of Wildrine Bird Secreting & Proceedings . These lived in Wildrine would for £5 years and this would charge and originate the registration in a registrant way. It's always just be to be so down to 3.5. This would be a developing or in a registration of the strengthen or the second or th	See Comment #5
					already so hard to be so close to I-35. This would be a devestation to property value and quality of life in this neighborhood. I am opposed to this change.	
2345	Mei Mei	2/11/2023	VOH	Do not widen/no build	Don't expand at all And if you most, don't expand north of 135ff	See Comment #5
2346	Mekayla DePadis			Do not widen/no build	MobilityS5 Program Manager Tommy Arrego, HI, I am a resident of Austin () five in Weet Cempus) and I use these reads almost delty; I OPPOSE ToOT's plans for I-S5 and I OPPOSE expansion. Please rethink the current proposed actions on this item.	See Comment #5
					18. Tall a Research of Assembly 8 to 18 to	
				Public Transit / Multimodal	I am in strong support of the current Project Connect plans that center reliable and accessible public transit line the metro. Car congestion cannot be fixed by widening roads and increasing lanes.	See Commant #13;
				Transportation	I all in a princip depondent of the Contract princip less than dente reside and acceptance points the reside of the reside of the contract princip contract pri	See October 9 Ady
				Latent/Induced Demand	ThDOT's process in this project is flawed: It ignores induced Demand, construction impacts, particulate matter pollution from tire wear, the failure of almost all highway expansions, the success of freeway removals and its hotific modular is flawed. Bloom flawed see: https://www.bloombeet.com/pack/setunds/construction/setunds/constructions/setunds/co	See Commant #18;
					removies, who is shart movering is nerved, research seen copic//www.stoombieg.com/news/seabres/2021/09-28/whywdering-agrisegs-doesn-t-bring-traffic-relet	
				Air Quality/Noise	Your current plans are not a solution but rather worsen congestion (six we saw with the Katy Freeway), air noise and water pollution, safety, and transportation options beyond driving.	Sau Comment #34
				water quality	Your current plans are not a solution but nather worsen congestion (as we saw with the Kinly Freeway), air noise and water pollution, safety, and transportation options beyond driving.	See Comment #125
				Water Quality	Why would we tolerable 10 years of construction for a plan that does not solve the root of the issue (that is a lack of compact public transit options)	See Comment #25
					Why would we talesels 10 years of construction for a plan that does not solve the root of the issue (that is a lack of compact public transis options). I swaff a of you that is interconnected out disabled by multiple issues of dealey fulfic. Legost TOOT, Assist Or, Doucke, and other representatives to Sate of our Research on on pass this expansion.	
2347	Melanie Chasteen	3/7/2023	MyCapEx Website - Comment Form	Bike/ped safety	Family like to convened on the SE project. For exemity lower made search of plans to convent Quark Clast Sheet In Wilston, covering a pass through most but keyper Black. As surrenow who has been in the Wilston Sheet Class Sheet In Wilston, covering a pass to brough most but keyper Black. As surrenow who has been in the Wilston Sheet In Wilston	See Comment #30
1	1		Comment Form		Williams Wood neighbormood for the paint 20 years, I urgle you for orthink this option and defend the safe postertion, bictycing, and ratific-intends throughways that these too streets provide. There are already very few sidewalks in their area and fartific speeds down Willahrie daily, I am asking for you be protect the children and posteriorisms who low in our eniglisherhood by reconsidering the current plant. Thank you	
1	1				for your time.	
L_	l					
				Business/residential displacement	Moneyabe displacement as much as possible and ensure displaced businesses, community facilities, and residents are effectively compensated to relocate within 1 mile of their current location if they so	See Comment #21
					LYTOCHI.	
				dimete change	Shall the Park Environment I leave of Statement to another house of the Statement of Statement o	See Comment #51
				Cinara Ciange	*Provis the Draft Environmental Impact Statement to analyse harmful Particulate Marter (PM) 2.5., validate organic compounds (VCOL), and nitrogen code emissions. Minimize added main lains and frontage read capacity, and deploy air monters arising the North, Central, and Stooth Drorison. The Capital Express North, Central, and Stooth Projects will undermine the specific climate goals laid out by the Climate Equipment and the Stooth Central and Stooth Projects will undermine the specific climate goals laid out by the Climate Equipment and Stooth Projects will undermine the specific climate goals laid out by the Climate Equipment and Stooth Projects will undermine the specific climate goals laid out by the Climate Equipment and Stooth Projects will undermine the specific climate goals laid out by the Climate Equipment and Stooth Projects will undermine the specific climate goals laid out by the Climate Equipment and Stooth Projects will undermine the specific climate goals laid out by the Climate Equipment and Stooth Projects will undermine the specific climate goals laid out by the Climate Equipment and Stooth Projects will undermine the specific climate goals laid out by the Climate Equipment and the Stooth Projects will undermine the specific climate goals laid out by the Climate Equipment and the Stooth Projects will undermine the specific climate goals laid out by the Climate Equipment and the Stooth Projects will undermine the specific climate goals laid out by the Climate Equipment and the Stooth Projects will undermine the specific climate goals laid out by the Climate Equipment and the Stooth Projects will undermine the specific climate goals laid out by the Climate Equipment and the Stooth Projects will undermine the specific climate goals laid out by the Climate Equipment and the Stooth Projects will undermine the specific control out the Stooth Projects will not be specified to the Stooth Projects will not be specified to the Stooth Projects will not be specified to the Stooth Projects will not be spec	JAB 00011011 F J Z
					Equity Plan with the additional traffic generated due to added roadway capacity	
					Final Copy. Dec Mr. Milleam, Mr. Angew, Mr. Fegiane, and Mrs. Ankelysigner. Mrs. Ancested from paul cent the abundant comment from Audit Of Cycloral Mentine 2s Quint regarding the 155 Capital Express Central Druft Environmental Impact Statement. **Non regional of the Statement in the paul Statement. **Non regional of the Statement in the paul Statement. **Non regional of the Statement in the paul Statement. **Non regional of the Statement in the paul Statement. **Non regional of the Statement in the paul Statement. **Non regional of the Statement in the paul Statement. **Non regional of the Statement in the paul Statement. **Non regional of the Statement in the Stateme	See Comment #30
2348	Melissa Beeler				The complete PDF is located in the public hearing summary:	
	mensas senti				Infrequent. Publishriant/Decyclet delegins are circuitous and unisite with multiple switchbacks, turnets, and intersections to finally cross the corrador. The current proposal must be revised for Airport, Woodland, and 51st Street crossings. New crossings could be added at	
					Infrageurs. Production Projected designs are contable and usuals with multiple antibibitions, turnels, and infrasections for fell years for control. The control production and be revised for Payors, Windows and Control Payors (Infrasections for fell years) and the fell was a control and the control payors (Infrasections for fell years) and the fell years (Infrasections for fell years) and the fell years (Infrasections for fell years) and the fell years (Infrasections fell years) and control payors (Infrasections fell years) and the fell years (Infrasections fell years) and the years (Infrasections fell years) and the years (Infrasections fell years) and the years (Infrasections fell years) and the years (Infrasections fell years) and the years (Infrasections fell years) and the years (Infrasections fell years) and the years (Infrasections fell years) and the years (Infrasections fell years) and the years (Infrasections fell years) and the years (Infrasections fell years) and the years (Infrasections fell years) and the years (Infrasections fell years) and the years (Infrasections fell years) and the years (Infrasections fell years) and years (Infrasections fell years) and years (Infrasections fell y	
				Bike/ped safety	readways. Yet the I-35 cornidor currently accounts for reagily 25% of all traffic flatables within the CHy of Austin. According	
					over 550 seriously injured in vehicle crisishes on 1.55 main lanes or frontage roads. Additionally, over 40 pediatritises and bicyclists were killed trying to cross 1.35 in Austin, and more than 20 were seriously injured in the same timeframe. Obesish all surface level elements of this control, including frontable reads. Indicate, and crossiness to NACTO standards and in complainary with the City of Austin Transconstation Criticis Manual Crit	
2349	Melissa Ferro			Do not widen/no build	MobilityS Program Manager Tommy Abrego. 10 10900S TRODY share for 15.5 The pains filtward expansion plans such as this have been notoriously unsuccessful at reducing congestion. It will add polision, noise, and congestion.	See Comment #5
				Community Alternatives	I am FOR proposals such as the Rethin/35 proposal and looking at options—like having SH-130 function as an intenstate. We don't need more lanes on i-35, but we do need MORE reliable, clean, and safe	See Corntent #4
1	1				PUBLIC TRANSIT. Separate bus lanes, more train lines, and additional bike lanes connecting the east and west sides of town are what we want.	
2350	Melissa Wilson	2/6/2023	Email	General Support	Date Chairman Bugg and Commissioners: Thank you for recognizing that 135 through Audin is one of the most congested readway segments in the State of Texas. As this seriously outsided readway in other colors that the seriously outsided readway in other colors that the commissioner of Texas, as it is exercised to control that are commissioned and immensioned provide we are experiencing in our great State. Accordingly, it are refrident between the commissioner of t	See Comment #8
					Accordingly, I am writing today to express my complete support for the 1-35 Capital Express Central design as proposed by TxOOT. Thank you for your consideration of this	
				Air Quality/Noise	We need greater measurements of air quality during this "envisormental" review!	Sau Comment #34
1			My			
1			Ex	Water quality	Engineers should study ways to treat the veiter rundf (currently it goes directly into the lake- our drinking water source)	See Comment #125
ID	C N	Da R d	S	Topic	c	R p
2351	Melissa Wise		Website -	Public Transit / Multimorial	We should have direct BUS ONLY on narros and off names so that transit acts a priority over one person one vehicle. We should have bus only large (and fortid TRDOT acts alty colar for mill have. That would have	See Comment #13
2332	1		Comment Form	Public Transit / Multimodal Transportation	We should have direct \$0.5 ONLY on ramps and off ramps so that transit gids a priority over one person one webclic. We should have bus only lanes (god forbid TXDOT actually plan for rail here - that would be truly avesome) - but we need PREFERRED transit options.	
			ľ	Caps/deck plazas	We should have more caps (bury the freeway in longer segments so we truly create connections between east and west) Early plans suggested TXDOT would pay for the project. Why do Austin taxpayers have to foot the bill for the region and the state?	See Comment #42
1					то у решения предоставления по тер учерень, тогу пост повыто неворатите поточно чето и терево пост от нево заверите.	
2352	Melissa Woelfel	1/31/2023	MyCapEx Website -	Regional connectivity	Build rail, Traffic sucks on 135	See comment #1
		,,,,,,,,,	Comment Form			
					Dair Chairman Bugg and Commissioners: Thank you for recognizing that 1.35 through Austin is one of the most congisted making you appears in the State of Texas. As this seriously condisted readway is often collect in Maries 2 Toward of Texas as all feares showed in other for horizon accordance to the Contract of the Austin Australia of the Contract	See Comment #8
1					Accordingly, I am writing today to express my completes support for the I-SS Capital Express Central design as proposed by TaDOT. Thank you for your consideration of this require. Mixed	
					Heritage Title Company of Austin, Inc. WE Street Saint 1600 - Austin, IX 7 8701Heritage/lifece/fustin.com/WEF FRAUD WARRING: Due to increased risk of their by wire fraud, Heritage Title Company must send Wire Instructions by encrypted e-mail corp, Dur Wer Instructions DU IND TCHANCE on consider any common on fraud-self-wire Assec and your closing team to confirm the wire Instructions before NOT CHANCE on consider any common on a fraud-self-wire Assec and your closing in team to confirm the wire Instructions before Title Company must send Wire Instructions by encrypted e-mail corp, Dur Wei Instructions DU IND TCHANCE on consider any common on a fraud-self-wire Assec and your closing in team to confirm the Wein Instructions before Title Company must send Wire Instructions DU IND TCHANCE on consider any common or fraud-self-wire Assec and your closing in term to confirm the Wein Instructions During the Assection of Common or Fraud-self-wire Assection of Common or Fraud-self-wire Assection During the Assection of Common or Fraud-self-wire Assection or Common or Fraud-self-wire Assection During the Assection of Common or Fraud-self-wire Assection or Common or Fraud-self-wire Assection or Common or Fraud-self-wire Assection or Common or Fraud-self-wire Assection or Common or Fraud-self-wire Assection or Common or Fraud-self-wire Assection or Common or Fraud-self-wire Assection or Common or Fraud-self-wire Assection or Fraud-self-wire Assection or Common or Fraud-self-wire Assection or Fraud-self-wire Assection or Fraud-self-wire Assection or Fraud-self-wire Assection or Common or Fraud-self-wire Assection or Frau	
	1				wiring your funds. Please wire your funds as soon as possible to avoid funding delays. Thank you. COVID-10: Heritage Title Company respects your continuing right/desire to wear a mask. Makks are no longer required to enter a Heritage office.	
	1				have Teamwas Bag and Commissioners. Which as the recognizing the LLS Strough below is any of the source organized underso regiments in the State *Team. As this survivary outsident continues; and we desired in the State *Team. As the survivary outsident continues; and we desired in the State *Team. As the survivary outsident continues; and we are expected in the survivary of the State *Team. As the survivary outsident continues; and we are expected in the survivary of the State *Team. As the survivary outsident in the survivary of the State *Team. As the survivary of the State *Team. As the survivary of the survivary of the State *Team. As the survivary outsident continues; and we are expected in the survivary of the State *Team. As the survi	
2353	Melody Middleton	2/7/2023	Email	General Support	coaling james critars to part access to an extra few and a series of the coaling	
					received this email in error, please notify the serider immediately by righty or by phone all defent this email, and destroy all copies and any attachments. Thank you for your consideration.	
	1					
					The method TXDOT his used on gaining input is the old system that does not work. Communities of color require a greater process, as employed in Colory Park and Lakeside communities. The proposed IH	See Comment #3
					The method TDCDT has used on gaining input in the old system that does not work. Communities of color require a greater process, as employed in Colory Plan and Lakeadie communities. The proposed IH 35 expension should be gained to public transportation with exclusive lanes, on range and other engineered plans for using IH 35. The method used did not work directly in communities of color, and therefore, does not meet equal opportunity politicies and less.	
					If 35 was designed on old East End Avenue. It served the purpose of dividing East Austin from West Austin. The planners made sure communities of color on the east were maintained at a dised-writings, segregated from those living west of H	
2354	Melvin G. Wrenn	3/7/2023	Email	Racial justice	Assessment as well- and S was designed on did East End Avenue. It served the purpose of dividing East Austin from West Austin. The planners made sure communities of color on the east were maintained at a disadvantage, aggregated from those loing west of 91 33. White gentification has based one much of East Austin, the disparing of the original origing in maintained. The proposed design down on adversar that intentional occurs, disconnistion, not impact of past practices and patterns. The proposed design, content in this work only TODI originations of public imageness of public imageness of public imageness and community observed mentals the beginness disadvants original controlled in the vestion of 19 st.	
2355	Melynda Nuss			Do not widen/no build	No FOOT INCO!. The reducing to oppose expending (SS beyond its existing footprint, One of the reasons I lose Austin is that city leaders have read-is a peat effort to keep downtown active and walkable. A multi-lane ISS experience readed divide downtown from emerging east. Austin and create a space for bright and homelose encomponents in the middle of the city.	See Comment #5
					expansion would divide downtown from emerging east Austin and create a space for blight and homilisis encampments in the middle of the dip.	
	1		ı L		I .	

				Community Alternatives	Lurge you to consider alternative plans, including those put forward by Reconnect Austin and Rethink35. Love it or hate it. 35 is a crucial part of our community, and the community should have a say in what is done with it.	See Comment #4
				Community Alternatives	Ligh you to consider alternative plans, including those pot forward by Pieconnect Austin and Rethink 35. Low it or hale it. 0.5 is a crucial part of our community, and the community should have a say in what is done with it.	See Comment #4
2356	Meredit	2/11/2023	Email	General Support	Thank you for this comment period.	See Comment #8
	h Blackw				Name, the substrated disk participation for the public for the significant engineering distinctions. If the significant engineering distinctions are considered as the significant engineering distinctions are considered as the significant engineering distinctions are considered as the significant engineering distinctions are considered as the significant engineering distinctions are considered as the significant engineering distinctions are considered as a participation are cons	
	elder				Can the road the lowered further north of airport bive to the 200 nonthern completion point? The ground level road noise is a potent barrier to pedestrians warning to cross East/West, and addressing this along the full scope of the project would be a truly unifority stee for Audion.	
					Email Copy: To Whom It May Concurs - Please see feedback on the I-35 Capital Project from AIA Austin. These letters have been submitted in previous phases and are being re-submitted in response to the Draft ES.	Sao Cirement #21
					the compain PGFs are located in the pack hearing summary, appendix F the are specifically inserted in everigit the incorposition of blass and names under the better at the best of the chippid that promote the sales and extensive temporaries. The chippid has provided the promote the sales transporaries of the sales tr	
					We appreciate the modifications to Attenuitive 3 in response to community feedback. It is encouraging to see/hear that: Twenty fewer province synchrot properties with be condement. Frontage reads have been pained to form a more historiusly useful boulevant. There are more opportunities for widened bridges. There are more opportunities for full caps at street level.	
					Removed flyowers and upper decids. Nurrowed at Woodmart to save affordable housing apairments. Worked to incorporate translat accommodations. How many total private properties are settle stated for condemnation? Why does the feretage read boulevard changes from the vest side to the east side? Could the ferentage and boulevard changes from the vest side to the heast side? Could the ferentage and boulevard connect the extended for the country of the coun	
					Among from and upper data. Mercand of Woodself or town effective data of the second of	
					Leaves integrate private grouping veners. Addition whell off indicates grouping veners. Addition whell off indicates grouping veners (whereast extended ex	
2357	Meredith Bossin	3/7/2023	Email	Business/residential displacement	area, Instead consider offering this leftower ROW back to Impacted property owners with first right of refusal or to the Oily of Austin with a low-cost, long-term lesse that could facilitate an active public use	
	Mile BOOK COMMI	4,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,	Linan		When that the pelectrian crossing these should be screeting that a 10-year-old could understand, Ensure caps and stitches are fully funded Removing even more non-signaled thatms	
					nemoving even more inches problemated to the control of the contro	
					покротива стивном водилогом мети высотили этомнера итоти рготемвестина выстана оведувать, инстинува, инстинува и повется, и выстана общения выполняющей выстрации выполняющей выполнительного выполнающей выполнающей выполнающей выполнающей выполнающей выполнающей выпо	
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L	<u> </u>	<u> </u>				
2358	Meredith Vigil	1/31/2023	MyCapEx Website - Comment Form	Regional connectivity	1 support 1:35 expansion of nail lines	See comment #1
2359	Meriam Elawad			Latent/Induced Demand	Mobility\$5 Program Manager Tommy Abrego, TxXXXII Services in this project is flaved; it ignores induced Demand, construction impacts, particulate matter pollution from tire wear, the failure of almost all highway expansions, the success of freeway.	See Comment #18
	1				TRICOT's process in this project is flaved. It signores induced Demand, construction impacts, particulate matter pollution from the wear, the failure of almost all highway expansions, the success of Interesty removals, and its traffic modeling is flaved.	
	1					
				Air Quality/Climate Change	Highway expansions DONT work. They worsen congestion (as we saw with the Katy Freeway), air roise and water pollution, safety, and transportation options beyond driving,	See Comment #18
2360	Merrell Foote			Do not widen/no build		See Comment #5
					MobilitySS Program Manager Tommy Abrego, These lived in Audin since 1987 and I strongly oppose expending I-SS. This project would severely district and ruin Austin, and would rip our oby apart even more than the original highesy construction did	
				Air Quality/Noise	. The noise and pollution will be unbearable and will destroy the UT campus.	See Comment all Al.
				Reroute to 130	Institute after presented with the following	See comment #3
				Mercute to 130	Indicat, use the funds to remove the toll fees on E3D and route through traffic — which is the bulk of commercial frucks and vertices going through Austin on E3D — around Austin to the east. Please do not pursue this project. It is madries.	See comment #3
2361	Mery Rivera			Do not widen/no build	Highway expansion will not only make tailfic congestion worse, it would also be more expensive to maintain, and in the end we spend more taxes than using it for other modes of transportation. Because of this and much more, I oppose the expansion of I-35.	See Comment #5
				Public Transit / Multimodal Transportation	Initiated, we should floors on building accommodating public transport and addressing residential and commercial zoning laws, which would help not ease congestion but would be more affordable.	See Comment #13
2362	Mia Goldstein			Do not widen/no build	Mobility35 Program Manager Tommy Abrego, Deal Mr. Abrego,	See Comment #5
					Dail Mr. Atrigg). (a oppose the equination of 1-35.	
				Latent/Induced Demand	Expanding I-35 will do nothing to improve traffic — if chies like Houston or LA are any indication, widening I-35 will only create more lanse for traffic to be in, while decimating what remains of Austin's culture.	See Comment #10:
				Business/residential displacement	There are so many businesses along 1:35 and it would be a huge biss for Austin to replace them with more truffic. I urge you to vote for the flethrink35 proposel. Think You.	See Comment #21
					Thank you.	
2363	Mia K Vento	1/20/2023	McCoully Web-?	Regional connectivity	More required, complied and its transportation for distance may be further for the base's instead of Millstone We have obtained and partie that without and in	See Comment #1
2303	MES N. VETTO	1/20/2023	MyCapEx Website - Comment Form	regional connectivity	Please seriously consider expanding public transportation funding for distances such as Austin-Sain Anterior instead of highways. It's been shown again and again that widering and increasing roads does not improve traffic (e.g., https://www.rydnes.com/2023/01/06/www.doi-in-lighways-traffic-toring.) It we want to be truly innovative and cut down on the traffic and accidents in our status, we need to look at third and true, proven methods. This means the complete of the compl	The Control of the Co
					improved nail services, public transportation, anything that brings the number of cars on the road down. For the benefit of TuDoT, Texan drivers & pedestriens, Texans of all backgrounds, Texans' health, Texan air quality, and so much more. Thank you. Other supporting links:	
	1				Trains you, come supporting miss. **Exploring individual country is not a place where the poor have care. It's where the rich use public trainsportation, under which providing how individual country is not a place where the poor have care. It's where the rich use public trainsportation."—Gustavo Petro	
2364	Mia Martinez	1/19/2023	MyCapEx Website - Comment Form	Regional connectivity	dening back or includes a gless to review the Lover Sur- that proposed. Having sight as from Audit in Sur- Antonin to Sur- Ant	See comment #1
					In against the control of the contro	
2365	Michael	3/2/2023	McCoully West	Englished		See Comment #20
2365	nechael	3/2/2023	MyCapEx Website - Comment Form	East/west connectivity	The east of 1.55 near the Woodland 2 crossing, but my lid is zoned to go to activate lead of 1.55, at Tarish teights Dementiary, Your plan routed remove the crossing at Woodland Street, Also, the nearest playground also part where we take an unknown as in the Seasons street (Seasons Street). As the seasons street (Seasons Street) and the Seasons Street (Seasons Street) and the Seasons Street (Seasons Street). This is like we are serving a will built thing or an englishmouth of the seasons Street (Seasons Street) and the Seasons Street (Seasons Street).	The Control of the Co
				Do not widen/no build	Topose the preferred alternative and any equesion of 135 through central Austin. 1007 does a lantatic job building and maintaining litighousy throughout the state of Teass, but central crises are not an appropriate place for fewering due to the high cost to contract and the register impact on a central proposation and traveled areas. There are three main reasons to group this proposation are present on people, the historical impact of the fewering and the review of the maintainful alternative that is consorted and before the Teas of the Contract of the fewering with the local feeding full alternative, in addition, these articles artifactions, lead from the state of the sta	See Comment #5
					freeway and the lack of meaningful alternatives. In addition, I have another alternative that is commonly used in Texas and would benefit all Texans, TsDOT and the City of Austin.	
ID	C N	Da R d	s	Topic	c	R.P.
					The applies in projects of all 128 regions on somework. These includes are polition, were polition, where politions is not expectation, which is related in price and interest, contribution impacts, modifying one accurately project and are all relationship or a considerably project and are all relationship or all relationship or all relationship or all relationship or all relationship or all relationship or all relationship or all relationship or all relationship or all relationship or all relationship or an extended project and are all relationship or all relations	See Comment #34
					negligent. Increasing imperious areas discharging directly to the Cdosado fiver and Lady Bird Lake will cause water pollution and have negative impacts on water quality for all cities along the river. Noise pollution has been shown to increase	
				Air Quality/Noise	serves removes were were were more cross securing more noise postution in a densety populated awars unacceptable. 1-25 has the highest vehicle accident rate in the City of Austin and though some of this can be attributed to the outstand design of the highway, more vehicles from the expansion will increase the total number of vehicle related injuries and deaths. The increase of pollution and vehicle related injuries will only be compounded by the increases of vehicles on city sheets due to the	
					expanded capacity of I-35. Five to ten years of construction impacts include increased congestion, pollution, which accidents and harm to local businesses. Mobility and accessibility along and across the highway will continue to be very poor compared to the rest of downtown making a highway an unavitable land use. All these issues will lead to significant suffering for many Austinates and visitors all at the cost of a few minutes saved for drivers (more on that later).	
					The negative impacts of an i-35 expansion are numerous. These include air pollution, water pollution, noise pollution, vehicle related injuries and deaths, construction impacts, mobility and accessibility to name a few. With more vehicles comes more pollution including PM10, PM2.5, and CO2. These pollutants have serious health impacts on nearby residents and travelers. Placing these pollutants in a densely occulated area is inspectorial and	See Comment #125;
					The applicate registers of an 1-36 expension on an investment. These includes a perfolation, was the profitation, which is desired principle and destine, accordance in register, increased principles and destine and a perfolation and desired principles and a secondary principles and a second	
				Water quality	highway, more vehicles from the expension will increase the total number of vehicle related injuries and deaths. The increases of pollution and vehicle related injuries will only be compounded by the increases of vehicles on city sheets due to the expanded capacity of 135. Five to ten years of construction impacts include increased congestion, pollution, vehicle accidents and harm to local businesses. Mobility and accessibility above and access the hishway will continue to be very occr	
					compared to the rest of downtown making a highway an unsuitable land use. All these issues will lead to significant suffering for many Austrilities and visitors all at the cost of a few minutes saved for drivers (more on that later).	
				Racial justice		See Comment #3
2366	Michael Austin		VOH		The Instorical placement of I-35 through Austin is well documented. East Austin was instorically drainwested by Pederal and State governments through the practice of redining. Placing a freeway to separate East and Downtown Austin was a	
2366	Michael Austin		VOH		The historical placement of 155 through Austin is well documented. East Audin visit historically discinvented by Rederal and State governments through the practice of reddring, Placing is feeway to separate East and Downtown Austin visio a common particle in cline to physicisty protect against the "inflation of inhammotions ratio groups" (see, this is a quote from section 255 of the PMX Endowriting Austin State (see a processing and a section 255 of the PMX Endowriting Austin State (see a processing and a section 255 of the PMX Endowriting Austin State (see a processing and a section 255 of the PMX Endowriting Austin State (see a processing and a section 255 of the PMX Endowriting Austin State (see a processing Austin Austin State (see a processing Austin Austin State (see a processing Austin Austin State (see a processing Austin Austi	

2367 2368 2369	Michael B Methaus	2/20/2023	MyCapif - Website- Commert Form MyCapif - Website- Commert Form MyCapif - Website-	Managed to 130 Managed to rose Magazine Water Quality Parks Bis up on whop	Fasility, this laid of meaningful alternatives provided by 10-071 are ny concerning. From the very place of the provided per mensage there was the only place that contains the control of the provided per mensage there was the only place that the place of the provided per mensage there was the place of the provided per mensage there was the place of the provided per mensage the place of the pl	See Comment \$205 **Contract \$205 **Con
				Caps/Dack Plazas Bixe/pad safety	The distillation promoted data placed in Cource Owner and Dear Feative prevent of each part of this product is the positionis contribute recording costs found in the document of each part of the product is an interpretable and engineering for ECO or the leaves and the document of each part of the product is an interpretable and engineering for ECO or the leaves the section of the ECO or of otherwise and the document of each part of this product is an interpretable and engineering for ECO or the leaves the engineering for ECO or of the leaves and the document of this product is an interpretable and engineering for the engineering for interpretable and the engineering for the eng	See Comment 420
2370	Michael Cavazos	2/21/2023	VOH	General Support	Il am in favor of the Alternative Build 3 option.	Suo Commant #8
2371	Michael Cooper	1/12/2023	Ernal	General Support	Date Chairmen beigg and Commissioners: These you for recognising that 150 through Justin is over of the most complaind readway segments in the State of Finance. As this services) contained readway as deen could be the State of Finance and the State of Finance and the State of Finance and the State of Finance and the State of Finance and the State of Finance and the International Contract of State of Finance and the International Contract of Finance and Theorem and the International Contract of Finance and Theorem and	See Contrast #8
2372	Michael Cooper	2/7/2023	Email	General Support	Our Channel Big and Commissioners. Note by the required plant ISS Streets Annies and our district for March 1964. The section of Teach As an arrange channel of the March 1964 of Teach As an arrange channel of the March 1964 of Teach As an arrange channel of the March 1964 of Teach As a section of the March 1964 of Teach As a section of the March 1964 of Teach As a section of the March 1964 of Teach As a section of the March 1964 of Teach 1964 of	See Comment #8
2373	Michael Cooper	2/7/2023	Email	General Support	Due Chairman higgs of Commissioners in the pay for imaginaring data of Section (and see of the new conspicuous candess agreed for the Section of Texas. As a consistent contraction of the Section of Texas. As a contract contraction of the Section of Texas. As a Contraction of the Section of Texas. As a Contraction of the Section of Texas. As a Contraction of the Section of Texas. As a Contraction of the Section of Texas. As a Contraction of the Section of Texas. As a Contraction of the Section of Texas. As a Contraction of the Section of Texas. As a Contraction of the Section of Texas. As a Contraction of the Section of Texas. As a Contraction of the Section of Texas. As a Contraction of the Section of Texas. As a Contraction of the Section of Texas. As a Contraction of the Section of Texas. As a Contraction of the Section of Texas.	See Commerce # B
2374	michael crocken	2/5/2023	Email	General Support	Duc Classins higgs and Commissioners III & 35 error control Autors - resonance and a proming accision. Ex is reported to tack or benefit this great new for discolated to come. Income the discolates and discolated and an altigrous accordance than an altigrous process or come and off study. The term is control control control completed and process process or control discolated an analysis or control completed and study. The format is control the control completed and control control completed and control completed and control cont	See Commert #8
2375	Michael Crowl	1/27/2023	Email	General Support	Due Claims high get of Commissioners. These just or recipient get 15 Strengt, leads is not a fire and congenie caselow appears in the State of Exec. As it is invested production creatives a three conditions for Mark State of Exec. As it forest about of the set is a fire and order of the condition of the set is a fire and order of the condition of the set is a fire and order of the set is a fire and order of the set is a fire and order of the set is a fire and order of the set is a fire and order of the set is a fire and order order order order order order order order of the set is a fire and order o	See Commert 8 S
2376	Michae I E. N. Andry	3/7/2023	Email	Do not wider/no build	Hs. Doctor. Tenzonce additional right of way for the proposed "New Control Assists H-355." Thank You, Albie Andry	See Comment #5 See Comment #5
2377	Michael Edward Reed		Phy sica I Co nnn ent	Do not widen/no build	Interseptation to the SE december in general and evaluation of the SE december in the SE	
10		0. 8 4		Air Quality/Noise	have require produces in gardage, both, unless. The care tape that these equality reports will be exceptable. More larner scenarior from the care or less are publicly. And the same or less are publicly. This will register in program from the care of less are publicly. This will register in program from the care or less are publicly. This will register in program from the care of less are publicly. This will register in program from the care or less are publicly. This will register in program from the care of less are publicly. This is unexceptable.	See Commer@34
-10	~ "			Climate Change	Furthermore, with our craticity of children crisis, we need less preenhouse also emissions, not more. The amount of discland land, park land, businesses, and residences is high and unavversable. Peath	See Comment #51
					Anthoracs will not regard gold offices on one, as need that growthere pipe missions, or transit or in second of displaced text is part but the surrounce, and indicated in high part of incompliance in the light of the surrounce, and indicated in the light of the surrounce, and indicated in the light of the surrounce, and indicated in the light of the surrounce, and indicated in the light of the surrounce, and indicated in the light of the surrounce, and indicated in the light of the surrounce, and indicated in the light of the surrounce, and indicated in the light of the surrounce, and indicated in the light of the light of the surrounce, and indicated in the light of the surrounce, and indicated in the light of the surrounce, and indicated in the light of the surrounce, and indicated in the light of the surrounce, and indicated in the light of the surrounce, and indicated in the light of the surrounce, and indicated in the light of the surrounce, and indicated in the light of the surrounce, and indicated in the light of the surrounce, and indicated in the light of the surrounce, and indicated in the light of the surrounce, and indicated in the light of the surrounce, and indicated in the light of the surrounce, and indicated in the light of the surrounce, and indicated in the light of the surrounce, and indicated in the light of the surrounce, and indicated in the light of the surrounce, and indicated in the light of the surrounce, and indicated in the light of the surrounce, and in the light of the surrounce, and in the light of the surrounce, and in the light of the surrounce, and in the light of the surrounce, and in the light of the surrounce, and in the light of the surrounce, and in the light of the surrounce, and in the light of the surrounce, and in the light of the surrounce, and in the light of the surrounce, and in the light of the surrounce, and in the light of the surrounce, and in the light of the surrounce, and in the light of the surrounce, and in the light of the surrounce, and in the light of	
2378	Michael Gilbert	1/13/2023	Email	General Support	the rest plant in more issuably a engin primer his feet to make the facilities more staffic. The comment large part of the comment of the co	See Comment 48
2379	Michael Gonzalez	1/26/2023	MyCapEx Website - Comment Form	General Support	Due Chairmen bigg and Commissioners: There you for por support to address 155 through Justin in a comprehensive manner. This shed of rightney is nationally revised as the 15th water 15th	See Contract 45
				*Negonal connectivity	The ward for beautiful frame you would be desired, \$6 are some of England and September 1 for the September 2 for the Septembe	See CONTROL V .

1	1	1		Air Quality/Climate Change	Efficiently is the network source size our care have a set there is nothing constate afficient to the nervoral solicity of transportation soutem without disposity isn't a transport soutem. It's an extression ultimature it's	See Comment #18
					Efficiently is the only valvy we save our planet and there is nothing remotely efficient to the personal vehicle! A transportation system without devenity isn't a transport system. It's an aggressive ultimature; it's a clear message that bobiest are more important than oftions and that you would rather kill off poor Teams than stand up to big auto and big construction comparises that comput our nations and organizations like 1600?.	
2380	Michael Haertel				MobilityS5 Program Manager Tommy Abrego,	See Comment #5
					Material Sharphore Merapy Transport Services (March 1997) and transport for the production of the services of	
					Expanding 35 is just promoting feacism and harming people. It forces more Texans to own a car and be completely dependent on hundreds of dollars in monthly costs to own, fuel, insurance, and maintain a car. Cars represent freedom, but when auto lobbies have manipulated our state and country to force everyone to own one they no long represent freedom, they represent corruption and destruction of our freedom.	
				Do not widen/no build	Stop all highway expansion permanently, technology will solve marry of our automotive challenges; some highways should be maintained, most should be deleted in the next 50 years because they're inefficient, completely invasibationable and the only thing they're executional at its killing Texans.	
2381	Michael Halliburton			Do not wider/no build	Mobility55 Program Manager Tommy Abrego,	See Comment 45
					MobilityS Program Manager Tommy Azneja, 1004. 100 Septiments. Above growth or a communities along 1.50 equinesce. Above ground due to the noise, air, and visual pollution that will exacerstate the degradation, of our communities along 1.55 in Auditin, Testas Furthermore, the toil could be paid via an positive for loces paids as a in electronic identifier prior to entering the turnet, which would alleviate congestion and no reced for a totil plaza.	
			l i	Bury/tunnel	I propose Highway 35 within the city limits of Austin, Yexas should become a park or recreation area of our communities. In its place, Highway 35 should be diverted underground, with an optional toll transit, fare for repairs and maintenance, etc.	Sec Comment #25
					tan'n or repairs and maintenance, wit.	
					Dear Chairman Bugg and Correlationers: That's unit for unit connect the activities U.S. through Auratin in a commenhancial manner. This creation of historical is nationally contact to the 15th worst for tradific conspection and for survey in the cable U.S. through Auratin is nazional for	See Comment 48
					Out Column Bagg and Commissions of Street, and C	
2382	Michael Hang	3/6/2023	MyCapEx Website - Comment Form	General Support	Regards, Michael	
			Comment Form			
2383	Michael Hurewitz			Do not widen/no build	ModitySS Program Manager Tommy Atrago, 1,009/05E TuCOTh plans for 1-SS and 1,009-05E expansion.	See Comment #5
					I CIPPOSE: TxCOT's plains for I-35 and I CIPPOSE expansion.	
			1 1	Community Alternatives	Tam FOR the Retrink3S proposal, redesignating SH:130 as an intentiate, a boulevand going through town and expanded public transit.	See Correlat #4
				Latent/Induced Demand	ThOO's process in this project is flawed. It ignores induced Demand, construction impacts, particulate matter pollution from tre wear, the failure of almost all highway expansions, the success of fneway removals, and its traffic modeling is flawed.	See Correlat #1B
					тенням, яны на чены, намент и небес.	
				Air Quality/Noise		See Comment #34
					Highway expansions DON'T work. They worsen congestion (as we saw with the Katy Freeway), air noise and water pollution, selfety, and transportation options beyond driving, 10 years of construction for just a few years of congestion relief is NOT	
					sector it. respect TuDOT, Austin City Council, and other representatives to stand up for me. Michael Mureenitz	
2384	Michael Hustari	2/23/2023	Email	Do not widen/no build	N. SANT TANY	See Comment #5
2304	MICHAEL PLOSSED	2/23/2023	Email	Do not wider/no build	As NOOT INCE. 1 Subject with this consign of allowable grants congestion by expending this 35. On the man. Adding one later is a one later rand almost disculate this coperation, but the foreign and to favor later rand is least their a 25% expensioners. The reason is the contraction of the contrac	Des Contracti #5
					better job of discouraging personal car use instead.	
2385	Michael Kems			Bike/ped safety	Absentatives, including a boulevand, bite larnes, but larnes, but larnes, and light rail should be considered. The current proposal is entirely inadequate and will not enable Austin and Yeas to grow like it would be able to with a more modern age balanced accessed.	See Comment #30
			t	Latent/Induced Demand		San Comment #10:
					MobilitySS Program Manager Tommy Adrego. If see in Assault, in Hyder Mar Spate at the United States of the Control of the Manager Tommy Adrego. If see in Assault, in Hyder Mar Spate at the United States is besend on cuddlend thinking. We understand the behavior of induced Demand and how to better design crisis. The Sea that the quadratic Spate plant is a cuddle for the Sea to the Sea that th	
				Do not widen/no build	The people of Austin and Texas deserve better. The city council and the citizens here agree. Do not expand i35.	Suo Commant #5
2386	Michael Levy	2/7/2023	Email	General Support	Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested road-way segments in the State of Texas. As this seriously outdated road-way is often	See Comment #8
					Date Chairman Bogg and Commissioners: Thesis you for recognizing that I 35 through Austin is one of the most congested madesy segments in the Date of Tossa. As this seriously adultated readway is offer a collect to Made Short of Tossa. As this seriously adultated readway is offer a collect to Made Short of Tossa. As this seriously adultated readway is offer a collect to Made Short of Tossa. As this seriously adultated readway is offer a collect to Made Short of Tossa. As the Sh	
2387	Michael Llamas	1/19/2023	MyCapEx Website - Comment Form	Regional connectivity	I would love to see rail transit between San Antonio and Austin.	See comment #1
			Comment			
2388	Michael Longchamps			Do not wider/no build	Mobility35 Program Manager Tommy Abrego, I am an Austin resident that lives a short distance away from I-35 and I oppose the expansion of the highway. I-35 is a constant disruption to everyday life and expanding it will only increase disruption while	See Comment #5
					providing little benefit.	
				Air Quality/Noise	The noise pollution, air pollution, and danger from high speed vehicles is detrimental to residents and businesses in the immediate area of the highway.	See Connected # 344
				Bike/ped safety	Production trailfic latalities are up sizing the stretch of the highway that goes directly through the densest parts of the city. It is a helital place to be a pedestrian or a cycles, but it is also unavoidable due it's placement in the center of the city.	See Comment #30
				Latent/Induced Demand	The benefits from the expansion are also dubrous as it does nothing to remove the amount of our bavel in the area and instead it encourages it by the nature of it being the only option for many local brips.	See Comment #15;
				Public Transit /	I reculd like to see TxCOT focus more on encouraging alternative means of travel such as building world class public transportation systems which would then lighten the load on the highway and thus negate the need for this expansion.	See Comment #13
				Multimodal Transportation		
					Dear Chairman Bugg and Commissioners: I write in support of the 135 Calonial Excess Central design as proposed by TxDOT.	See Comment #8
			l		Thank you for your support to address ISS through Audin. This stretch of highway is ranked as the 15th worst for radific congestion in the nation and 3rd worst in which a worst in the state. Anyone who has driven this stretch of road can tell you that I-SS through Audin is overdue for improvements to ment the current and future needs of a growing region to reserve our local and state excenting value of the state.	
2389	Michael McAllister	3/6/2023	MyCapEx Website - Comment Form	General Support	Think you for your dedication to serving the critizens of Texas.	
2390	Michael McGill	3/7/2023	MyCapEx Website - Comment Form	Caps/Deck Plazas	Please build the cap throughout as much of central Assists as possible - not just bridges and not some gaping chairs. Without a cap, this project makes Austin works off and I would rather TXDOT not build it state.	Sax Comment #42
			Comment Form		atal.	
2391	Michael McGovern	3/7/2023	Email	Reroute to 130	Mobility,35 Program Manager Tommy Abrego,	See convent #3
					Rabin(35) Program Manager Tomorp years; There have no Auditor resident for 15 years and The convert glas for 135 does not serve the best interests of the city, Across the country, Sighways that ring their cities is the corn for good reason. Residing a massive lightway through the middle of a cycle country and an expensive delay and expensive served for the country and the countr	
2392	Mirhael Mrhinin			Do not widen/no build		Sup Commant #A
2392	WALTERE MCNOIDY			Lio not widerlyno ourid	Mobility35 Program Manager Tommy Atrogo, Mail Teas Operations of Energiciation, Earn Atron (Time Advisor Adv	
					Twito Teach Diperiment of Transportation. The Commission of Transportation of Trans	
				Latent/Induced Demand	Adding more laines WILL NOT HELP CONCESTION, puricularly through a busy oily, it will simply expand the Sosprint of current traffic, adding thousands of additional vehicles, creating dangerous conditions for read users and readily residents.	See Comment #18;
					for road users and nearby residents.	
				Air Quality/Noise	It will increase pollution and noise levels. It is an eyescre and is not welcome by the community, only vaguely tolerable.	See Comment #34
				Reroute to 130	1.35 needs to be rerouted around Austin. This must happen.	Suc Communi 8 3
				Public Transit / Multimodal	There is so much that could be put in place of the current I-35 trajectory, such as walk-able bodieseds with an emphasis on public bamportation, parks, neighborhood connections, new businesses and housing, blood ISS to 361-330. As a concerned, whiting clother of Austin; I do not sent or welcome the expension of ISS.	See Comment #33
				Multimodal Transportation	Rocating, Move 13th to 281.230. As a concerned, violing critisen of Asatin, I do not want or welcome the expansion of 1-35.	
- 10	N N	Dark d		Topic		**

					In segment is the painty assessment of the fig. 50 2279 Point Tension (a) on the painty assessment and the fig. 50 2279 Point Tension (a) on the painty assessment to the p	See Comment #30
					Apport Bhild intersection - it is clearly designed purely for efficient variouslar circulation with ITBS registrd for the experience of source project or non-indicrosal wheeled triansportation. Single Point Urbain Interchange (SPUTs) are claimed to be selfer and more efficient for whickups trivel but there only make the overall postedistrial crossinals longer and less appealant, more from consuminat, increases alternal exposure to environmental hazantaria including air postulation, noise, these	
					and increase risk of injury or death. SPUI's discourage non-whicular transportation thus incentiviting vehicular transportation - which should be included as a cumulative impact and considered as part of induced growth. The current design at	
					Argont Bhild manages to microsiste the padestrian triaved distance across 1-35 and/or Argont by the manages to microsiste the padestrian triaved distance across 1-35 and/or Argont by tenior what it currently is, not to insertion the change in elevation that people on toot or bise are forced to navegalish due to turnets and overpasses. The SSRI at all favore insertion representations in remarkable from condictions in microsisterion indexines in a favore in a force and in a standard of a fourth hopes can be not in the standard of a fourth bis scriet princip interchange manages.	
					accommodate dedicated pedicates and bucycle crossings of Apport Etw in the center of the system directly under the north and southbound signals. Whiteles would still pass uninterrupted during the signal phases that all reports the center of the system directly under the north and southbound signals. Whiteles would still pass uninterrupted during the signal phases that all reports the center of the system directly under the north and southbound signals.	
					Airport Bhd and the vehicles onto the turn-arounds on the frontage reads. The key difference in the current plan and a better plan is accepting that vehicles and pedestrians will interact at some point. and that the determination of where those	
					elevation changes not people. The turnskis undermath Airport are not all good idea as they will be unique that the climb back up to grade will be very difficult for most people on foot or table only to still have to cross the intersections	
				Bike/ped safety	from the on and off ramps connecting to the frontage roads. The shared use paths proposed are duplicatous and nonsensical for local travelers. There is no need for two turn lanes in each direction entering the frontage roads, one would suffice.	
					The three lanes north and south bound Argord yest beyond the project area are already dangerous enough and lack crossings outside of this project area, increasing the throughput of vehicles along Arport will only make these other crossings more efficient and danabezous for autors in a monotonic which or or not not broken. There also seems to be little to no consideration for the Chry of Austria's darks or average in a monotonic which or or not not broken. There also seems to be little to no consideration for the Chry of Austria's darks to establish corrected be like lanes on or their related of instruct. realizably the vehicles are seems to be little and the control of the chry of Austria's darks to establish corrected by the lanes on or their realizably the vehicles are seems to be little and the control of the chry of th	
					sidewalks with shared use paths is not good enough, they need to integrate with proper bicycle infrisstructure that is already planned by the City. To save TaOOT sine and money have made a further proposed alternative to the Modified	
					Absentive 3 for the shared use paths at Airport. You can email me. for my improved design which shortens the travel distance in all directions for non-incordate travel crossing I.35 at Aircraft plant and a respective production of the shared pr	
					administrate the need for supervisor infrastructure like turnels or bridges, shortens the length of shared use paths, reduces project cost, and prioritizes the safety and mobility of those of us who trivered locally and do not rely on a car or 135 on a	
					Again that we desire with the section of the sectio	
				water quality	In response to the plans presented at the Feb. 9th 2023 Public Hearing for the proposed Modified Alternative 3: If I am reading these plans correctly, then this design has a large arrount of untrested	See Comment #125
2393	Michael Meihaus		MyCapEx Website - Comment Form	manus quarry	stormwater diverted unto purpose and outfailing directly into the Colorado River below longtom dam. The lack of consideration in the design for water quality and sensitive siquability habitat in the river is appelling. Even out failing such a	Julia Conference # 24.2.3
					pip in ladyfird lake would be better than diverting it below the dam- at least some of the contaminants would settle out in an already poliude lake rather than run down river. I those you will realize what a terrible idea this turned is and come	
					than this. Are there any alternative solutions being discussed? Which regulatory agency do I need to call to get an explanation of how this is even legal? Have you informed all the communities downstream that they can forever expect more	
					pollution and lower water quality in the Colorado river? What is	
					seceptically bental proceeded for probable for this exchange and extraoremental impact? In response to the summary of induced Growth and Currulative impact is presented at the Fet. 9th 2023 Public Hearing for the proposed Modified Alternative 3: Claiming no cumulative impact is disgreeful.	See Comment #18
					And, arguing that Austin's economic growth precedes any influence this project will have on Induced Demand is a Se, as is claiming that over 80% of traffic on the interstate is local. If it's local, why is it called an interstant? What is your definition	
					on local if one project observe there are a finish the project observe the project obs	
					to do in 50-80 years when traffic jams to a hait on 20 lanse, widen the highway again? Most cars are using fosail fuels, thereby destroying the environment on our planet with co2 emissions. Our children and we move around in the city constantly	
					resisting our level. The cair inclusion, a large concentration of power with dose connections to positivate and excession makers, are now trying to convince us that described youwend standard cars are the answer to the traffic producers and one of the control o	
					from any same societal point of view. Cars make sense for long distance transport and in rural districts. But in the cities, they are a leftower from less democratic and more brutal times, and are bad for people. By the very nature of attempting to	
				Latent/Induced Demand	alteriate traffic jams and increase throughput this project invites more cars into our urban center, and we need to be headed in the other direction - away from our dependency. This project makes that progress more difficult locally and	
1	1	1	1		In response to the query generated and the No. 200 2019. Note the sense of the proposed Month of Monthson, 2 if it is making from prices price and price and prices are supported and the proposed Monthson Monthson. The proposed Monthson M	
1	1	1			polluting, sade, light-weight transport and pedestrians. This would fire up largie quantities of public space which could be used for outbrail purposes, growing food, micro businesses etc. Wide bicycle-lanes should be established to allow for a great diversity in human or small serni-electrical powered vehicles to emerge. This project only lays the groundwork for selling people more care, generating more traffic, and more dangerous conflicts with people and our environment. Claiming	
1	1	1	1		grows a recommendation of the second	
1	1	1	1		any loss impact to our community is a bold-faced list. There is no equivalent mitigation that could even come close to the impacts this project has on the ground in the community. Offering \$10 million dollars for bus maintenance is embarrassing-and \$100 million for enhanced assoluteb treatments you allowed already be doing in the first place is	
1	1	1	1		not entigation, it's offensive.	
L						
					Associated Program Manager Tomory (whose). With younsel date as many control on in playing representations to design a second of the second o	See Comment #5
					again when more the parking lot that is 150 turns into a sprawing parking lot with whickes sitting going less than 20 miles an hour of the parking lot that is 150 turns into a sprawing parking lot with whickes sitting going less than 20 miles an hour of the parking lot that the current state of 150 turnscriptable, however, this should have been addressed or the lot of the	
2394	Michael Montoya	3/7/2023	Email	Do not widen/no build	10 have a sign. Actually, through that is what the 45 and 100 freeways were for, to divert tailfire that wasn't going in the owner to be deveroom core to go around the city's already high-demand relific areas. Not only is the highway congested but even the difference of the deveroom core to go around the city's already high-demand relific areas. Not only is the highway congested but even the difference of the development of the	
	-				on range, recent reason area martine reason are more congolided now. I don't believe transf, oriented development will be the only solution since indextrip is very low, neveree, more lanes on the highway sint a solution since there will only be more cars. I do be the orbit stated relative salecular.	
					cars. I do beli eve that tractor-trailers should be incertificated to go around downtown unless delivering downtown and possible HDV//Express larnes could be used. I think we should rethink all alternatives to help address the congestion without spiriting the city even further between East and	
2395	Michael Moritz	_	_	Do not widen/no build	West Austin. Mobility55 Program Marager Tommy Abrego,	See Comment #5
2395		1	1	So not water/no build	Mobility 39 Trigines Manager Tommy Atreeps, Greetings 10:07; Toppose 10:01's plans to expand 135 in central Austin. We need to be prioritizing the movement of people, not care. 1:00't has a responsibility to provide safe, efficient, cost effective transportation	
1	1	1	1		I oppose TAOD's plans to expand i-35 in central Austin. We need to be prioritizing the movement of people, not cars. TxDOT has a responsibility to provide safe, efficient, cost effective transportation information for Yeston.	
1	1	1	1		Infrastructure for Texans.	
1	1	1	1			
				Multimodal transportation	In an urban area like Downtown Assis, the return on investment for improved walk, blok, roll, and transit infriedructure will be significantly higher than car lanes.	See Comment #20
				Regional connectivity	Toxans also crave regional rail along the 135 corridor. This project must allow for the integration of regional rail.	Seconnett#1
				Community Alternatives	I support alternatives proposed by the community group Rethink 35.	See Comment #4
					Regards,	
2396	Michael Nahas		MyCapEx Website - Comment Form	Reroute to 130	I understand the need for more transportation to downtown Austin. But the first priority should be encouraging traffic not destined for downtown Austin around the city, it should be a toll to enter Austin and	See Comment #3
			Comment Form		free to go around.	
				Air Quality/Noise	As far as expanding LSS, fire bot I would like it buried and covered. Both for continuing of the Cityls libric and less noiseaul products, initially, the cover will probably only be covered by the covered products of the cityls libric and less noiseaul products. Initially, the cover will probably only be covered by the covered products of the cityls libric and the covered for continuing on the cityls libric and the covered for covered by the covered for covered by the covered for covered by the covered for covered by the covered for covered by the covered for covered by the covered for covered for covered for covered by the covered for covered fo	See Comment #34
2397	Michael	2/23/2023	Email	Do not widen/no build	Ne hoor hoor.	Sa Comment 55
2397	Michael Richard Jubb	2/23/2023	Email	Do not widen/no build	We hoost floot. It is not execute to did amond any sight in a valetile. The and with in Lendon - England and an still commuting every day aroses the city by label as sugget \$14, passing mins and miles of their stationary totals or worse still propie wasting for boass.	See Connect 45
2397	Michael Richard Jubb	2/23/2023	Email	Do not widen/no build	No TACOT TACOT. If on the same of the sam	Sec Consent 45
2397	Michael Richard Jubb Michael Riley	2/23/2023	Email	Do not wider/no build Do not wider/no build		See Connected #5
	Michael Richard Jubb Michael Riley	2/23/2023	Email		Mobility35 Program Manager Tommy Abrogo, Time in function over 1.5%	
	Michael Richaed Jubb Michael Riley	2/23/2023	Email		In the TOOT TOOS. If it is not want to disk enough any sign in a validation that and work in London, England and an still communing every day across the styll by table at aged 74, passing mines and mines of their stationary traffic. or worse still people waiting for boars add to be controlled to th	
	Michael Richard Jubb Michael Riley	2/23/2023	Email		Mobility35 Program Manager Tommy Abrogo, Time in function over 1.5%	
	Michael Richael Jubb Michael Riley	2/23/2023	Email		Mobility35 Program Manager Tommy Abrogo, Time in function over 1.5%	
	Michael Richael Jubb Michael Riley	2/23/2023	Email		Mobility35 Program Manager Tommy Abrogo, Time in function over 1.5%	
	Michael Rishard Jutb Michael Riley	2/23/2023	Ernikl		Mobility35 Program Manager Tommy Abrogo, Time in function over 1.5%	
	Michael Richaed Julb Michael Riley	2/23/2023	Erral	Do not widen/no build	Table 10 Pages Manager Temps foreign. The link Anderson EVA Trapes Manager Temps foreign. 1 OWNER SEA TOOL by save for 135 and 10 PODE expansion. ToOTh process in this project in flowed: Toping the Control of the Sea Toping Manager Man	
	Michael Richard Jubb Michael Riley	2/23/2023	Ernal		Mobility35 Program Manager Tommy Abrogo, Time in function over 1.5%	See Connect #S
	Michael Richard Julio	2/23/2023	Errail	Do not widen/no build Air quality	Nation 25 Program Manager Times beings. 1 provide Modify plans for 13 and COMPOSE expansion. Nation's process in this project in Beseld. 1 provide Modify plans for 13 and COMPOSE expansion. Nation's project in Beseld. 1 provide Modify which show the site of the second regions for my bould region (appet 1000T, Audith CO) Council, and other representatives to salarid up for me. Modifying Rose, They wanted configuration job was are with the fully Prevention, or motion and waster graduation, walking, and transportation options heapend driving. 10 peans of construction for job at 6 live years of compution related in 2007 sectors.	See Continued #5 S See Continued #58 B
	Michael Richard Jubb Michael Riley	2/23/2023	Erroad	Do not widen/no build	Assembly Progress Manager Transport Springs List Value Radion and 21 May 12 May	See Connect #S
	Michael Riley	2/23/2023		Do not widen/no build Air quality	Assembly Progress Manager Transport Springs List Value Radion and 21 May 12 May	See Continued #5 S See Continued #58 B
2398	Michael Riley Michael Riley Michael rodrigues- sabarca	2/23/2023	Ernall Ernall MyCagEx Website Occurrence Form	Do not wider, he build Arr guality Laters/induced Demand	Assembly Progress Manager Transport Springs List Value Radion and 21 May 12 May	See Continued #5 S See Continued #58 B
2398	Michael Riley	2/23/2023	McCacfx Website	Do not wider, he build Arr guality Laters/induced Demand	Assembly Progress Manager Transport Springs List Value Radion and 21 May 12 May	See Continued #5 S See Continued #58 B
2398	Michael Riley	2/23/2023	McCacfx Website	Do not wider, he build Arr guality Laters/induced Demand	Assembly Progress Manager Transport Springs List Value Radion and 21 May 12 May	See Continued #5 S See Continued #58 B
2398	Michael Riley	2/23/2023	McCacfx Website	Do not wider, he build Arr guality Laters/induced Demand	Name of the Section of Section (Control of Sec	See Continued #5 S See Continued #58 B
2398	Michael Riley	2/28/9029	McCacfx Website	On not wider, his build Are quelly Are quelly Laber(Virbuned Deniedd On not wider, his build	Name of the Section of Section (Control of Sec	Soc Contract #5 S Soc Contract #5 S Soc Contract #5 S Soc Contract #5 S Soc Contract #5 S
2398	Michael Riley	2/23/2023	McCacfx Website	Do not wider, he build Arr guality Laters/induced Demand	Assembly Progress Manager Transport Springs List Value Radion and 21 May 12 May	See Continued #5 S See Continued #58 B
2398	Michael Riley	100,000	McCacfx Website	On not wider, his build Are quelly Are quelly Laber(Virbuned Deniedd On not wider, his build	Interest to the proper forming of the proper forming to the proper	Soc Contract #5 S Soc Contract #5 S Soc Contract #5 S Soc Contract #5 S Soc Contract #5 S
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2398	Michael Riley Michael rodrigues- labarce	100,000	M _C CagE ₁ Website - Communit Form	Do not wider/no build Ar quality Leart/Velucas Demand Do not wider/no build Public Traves/ Abditionable Transportation	Note that the proper forming to the past of the past o	Soc Contract #5 S Soc Contract #5 S Soc Contract #5 S Soc Contract #5 S Soc Contract #5 S
2398	Michael Riley Michael rodrigues- labarce	100,000	M _C CagE ₁ Website - Communit Form	Do not wider/no build Ar quality Learn/Induced Demand Do not wider/no build Public Traves/ Abditionable Transportation	Associated by agreement or agreement of the second of the	Soc Contract #5 S Soc Contract #5 S Soc Contract #5 S Soc Contract #5 S Soc Contract #5 S
2398 2399 2400	Michael Ring Michael rodrigues Michael Rooney Michael Rooney	2/24/2023	MyCagEs Watesta- Commert Form	On not wider/no build Art quality Laber/induced Demand On not wider/no build Public Transit/ Multimodal Energymiter Do not wider/no build	Name of the Control o	Too Connect #5 Too Connect #55 Too Connect #55 Too Connect #5 Too Connect #5 Too Connect #5 Too Connect #5
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2398 2399 2400	Michael Ring Michael rodrigues Michael Rooney Michael Rooney	2/24/2023	MyCagEs Watesta- Commert Form	On not wider/no build Art quality Laber/induced Demand On not wider/no build Public Transit/ Multimodal Energymiter Do not wider/no build	Address of Progress Notice of Progress Assessment (1997) in the Control of Progress Assessment (1997) in the Co	See Connect 458 See Connect 458 See Connect 458 See Connect 453 See Connect 453 See Connect 453 See Connect 453 See Connect 453
2398 2399 2400	Michael Ring Michael rodrigues Michael Rooney Michael Rooney	2/24/2023	MyCagEs Watesta- Commert Form	On not wider/no build Art quality Laber/induced Demand On not wider/no build Public Transit/ Multimodal Energymiter Do not wider/no build	Address of Progress Notice of Progress Assessment (1997) in the Control of Progress Assessment (1997) in the Co	See Connect 458 See Connect 458 See Connect 458 See Connect 453 See Connect 453 See Connect 453 See Connect 453 See Connect 453
2398 2399 2400 2401	Michael Ridge Michael Robrig Michael Robrig Michael Sanchael	5/23/2023 L/36/2023	MyCages Webster Connect from Break	Do not wider/no build Air quality Learn/inhund Dimensi Go not wider/no build Pades Travasi / Multimosas Travagoration Do not wider/no build General Support	Address of Progress Notice of Progress Assessment (1997) in the Control of Progress Assessment (1997) in the Co	See Connect 458 See Connect 458 See Connect 458 See Connect 453 See Connect 453 See Connect 453 See Connect 453 See Connect 453
2398 2399 2400	Michael Ring Michael rodrigues Michael Rooney Michael Rooney	2/24/2023	MyCagEs Watesta- Commert Form	On not wider/no build Art quality Laber/induced Demand On not wider/no build Public Transit/ Multimodal Energymiter Do not wider/no build	Address of Progress Notice of Progress Assessment (1997) in the Control of Progress Assessment (1997) in the Co	See Connect 458 See Connect 458 See Connect 458 See Connect 453 See Connect 453 See Connect 453 See Connect 453 See Connect 453
2398 2399 2400 2401	Michael Ridge Michael Robrig Michael Robrig Michael Sanchael	5/23/2023 L/36/2023	MyCages Webster Connect from Break	Do not wider/no build Air quality Learn/inhund Dimensi Go not wider/no build Pades Travasi / Multimosas Travagoration Do not wider/no build General Support	Address of Progress Notice of Progress Assessment (1997) in the Control of Progress Assessment (1997) in the Co	See Connect 458 See Connect 458 See Connect 458 See Connect 453 See Connect 453 See Connect 453 See Connect 453 See Connect 453
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2398 2399 2400 2401	Michael Ridge Michael Robrig Michael Robrig Michael Sanchael	5/23/2023 L/36/2023	MyCages Webster Connect from Break	Do not wider/no build Air quality Learn/inhund Dimensi Go not wider/no build Pades Travasi / Multimosas Travagoration Do not wider/no build General Support	Name of the Program Manager Transportage (Section 1) and a company for the Section of Development of the Section of Section 1) and the Section 1)	See Connect #58 See Connect #58 See Connect #58 See Connect #58 See Connect #59 See Connect #59 See Connect #59 See Connect #59 See Connect #59 See Connect #59
2398 2399 2400 2401	Michael Ridge Michael Robrig Michael Robrig Michael Sanchael	5/23/2023 L/36/2023	MyCages Webster Connect from Break	Do not wider/no build Air quality Learn/inhund Dimensi Go not wider/no build Pades Travasi / Multimosas Travagoration Do not wider/no build General Support	Address of Progress Notice of Progress Assessment (1997) in the Control of Progress Assessment (1997) in the Co	See Connect 458 See Connect 458 See Connect 458 See Connect 453 See Connect 453 See Connect 453 See Connect 453 See Connect 453
2398 2399 2400 2401	Michael Ridge Michael Robrig Michael Robrig Michael Sanchael	5/23/2023 L/36/2023	MyCages Webster Connect from Break	Do not wider/no build Air quality Learn/inhund Dimensi Go not wider/no build Pades Travasi / Multimosas Travagoration Do not wider/no build General Support	Address of Progress Notice of Progress Assessment (1997) in the Control of Progress Assessment (1997) in the Co	See Connect #58 See Connect #58 See Connect #58 See Connect #58 See Connect #59 See Connect #59 See Connect #59 See Connect #59 See Connect #59 See Connect #59
2398 2399 2400 2401	Michael Ridge Michael Robrig Michael Robrig Michael Sanchael	5/23/2023 L/36/2023	MyCages Webster Connect from Break	Do not wider/no build Air quality Learn/inhund Dimensi Go not wider/no build Pades Travasi / Multimosas Travagoration Do not wider/no build General Support	Absorption Program Notice of Section 1997 (Control of Section 1997) and the Section 1997 (Control of Section 1997) and	See Connect #58 See Connect #58 See Connect #58 See Connect #58 See Connect #59 See Connect #59 See Connect #59 See Connect #59 See Connect #59 See Connect #59
2398 2399 2400 2401	Michael Rivers Michael Riverse Michael Riverse Michael Stenores	3/23/2023 1/30/2023	MyCappe Website Commerce Form Erned Erned Erned	Do not widen/no build for quarity Laterity/infocution Demand On not widen/no build Profes Travelly / Multimodul Travelly-Infocution On not widen/no build General Support	Absorption Program Notice of Section 1997 (Control of Section 1997) and the Section 1997 (Control of Section 1997) and	Des Connect #53 Des Connect #53 Des Connect #53 Des Connect #53 Des Connect #53 Des Connect #53 Des Connect #53 Des Connect #53 Des Connect #53 Des Connect #53 Des Connect #53 Des Connect #53
2398 2399 2400 2401	Michael Ridge Michael Robrig Michael Robrig Michael Sanchael	5/23/2023 L/36/2023	MyCages Webster Connect from Break	Do not wider/no build Air quality Learn/inhund Dimensi Go not wider/no build Pades Travasi / Multimosas Travagoration Do not wider/no build General Support	Absorption Program Notice of Section 1997 (Control of Section 1997) and the Section 1997 (Control of Section 1997) and	See Connect #58 See Connect #58 See Connect #58 See Connect #58 See Connect #59 See Connect #59 See Connect #59 See Connect #59 See Connect #59 See Connect #59
2398 2399 2400 2401	Michael Rivers Michael Riverse Michael Riverse Michael Stenores	3/23/2023 1/30/2023	MyCappe Website Commerce Form Erned Erned Erned	Do not widen/no build for quarity Laterity/infocution Demand On not widen/no build Profes Travelly / Multimodul Travelly-Infocution On not widen/no build General Support	Address of Progress Notice of Progress Assessment (1997) in the Control of Progress Assessment (1997) in the Co	Des Connect #53 Des Connect #53 Des Connect #53 Des Connect #53 Des Connect #53 Des Connect #53 Des Connect #53 Des Connect #53 Des Connect #53 Des Connect #53 Des Connect #53 Des Connect #53

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ID	C N	Da R G	•	Topic		**
					A key fault in TLOD's preferred plan for 1/5 is that they eliminate all northound access to 1/5 from south of Riversida Drive up through 8th Street. All drivers seeking northound 1/5 access from (a) Riversida Driversida China and Summordinate (a) the forest of new high rivers now being controlled in the Marine Driver, (c) Each Astern Navie 8th Street and (b) that the large portion of Downtown which is south of 8th Street will be sumstatementally invented on to the 3-4 laise of new 1/5 Service roads that on from Can China terrorison and 8th Street. The service reads will be correct mode with China China and China Street. The service reads will be commortately opercroaded.	See Comment #5
					simultaneously furnished on to the 3.4 lianes of new 1-35 service roads that run from Cesiar Chawaz through 8th Szneet. Those service roads will become unworkably overcrowded.	
					sufficiency formed on this 2.4 least of the 152 since teach flow in the Clast Chester Bright State. These acres makes that a license amountably assembled to the Clast Chester Bright State. These acres makes that a license amountably assembled to the control of the 152 section Chest. A little state to the control of the 152 section Chest. A little state to the control of the 152 section Chest. A little state to the control of the 152 section Chest. A little state to the control of the 152 section Chest. A little state to the	
					many thousands of new residents arriving in the multitude of new 4-0.70 story Rainey District buildings will commance with their car trips. The Convertion Center will undergoing a doubting in its size, undoubtedy involving the cales of Sealer Chawca Lenses for construction stagging. Project Connect, which can no longer afford unrealing through downtown, will be building rail lines on or a shave Clear Chawca Extens to Affronce Chawca Lenses of Search Chawca Lenses Chawca Cha	
					As with the service roads of I-35 north of Ceser Chavez, Ceser Chavez itself will come to a standard. For years, WHAT IS TO BE DONE?	
					ALIXADI I TRIXE ARD A MICHORITO INTERCENCE DE AUDICES, DESIR DE INTERCENCE, SOUTH OF LIBERT LIBERTY. IN the plant, to be built between Heldy and Cessar Chewer Streets. In the plant, to be built between Heldy and Cessar Chewer Streets.	
					8.Tx007s environmental impact statement studies traffic ahmost entirely on 1-35 itself, with scart consideration to traffic changes and impacts off site, on roads in surrounding areas. Tx007 must consider traffic extensi	
				Do not widen/no build	impacts to traffic from its project on surrounding awass and from growth in surrounding prease on the project. Different growth recognition but the Name Observation undergrowth or surrounding prease on the project. Different growth recognition but the Name Observation undergrowth undergrowth project preases are projects. \$5.50 mobile, doubling of Convention Center, Project Connect on Center Chancel. Many District Connect on Center Chancel. The Contract Contract Contract Contract Chancel. The Contract Contract Contract Contract Chancel. The Contract Contract Contract Contract Chancel. The Contract Contract Contract Contract Chancel. The Contract Contract Contract Chancel. The Contract Contract Contract Contract Chancel. The Contract Contract Contract Contract Chancel. The Contract Contract Contract Contract Chancel. The Contract Contract Contract Contract Chancel. The Contract Contract Contract Chancel. The Contract Contract Contract Contract Chancel. The Contract Contract Contract Chancel. The Contract Contract Contract Chancel. The Contract Contract Contract Chancel. The Contract Contract Chancel. The Contract Contract Chancel. The Contract Contract Chancel. The Contract Chancel	
					traffic enters and leaves at the intersection of Red River and Ceair Chavez Streets. Amost all the remainder of the Rainey traffic enters/esists at River Street/1-55, which will undergoing years of extensive road work and bridge building by TuDOT. Many thousands of Risiney Street relicients are likely to be entrisped even under the best of or cromatenance.	
2404	Michael Singer					
	muner unger					
				Construction		See Comment #178
					CTxDOT considers traffic and as-built conditions only before its project starts, then after it is done. TxDOT must consider then disclose how conditions will be during the six years of construction. How and where will construction gets staged, how	
					ChOOT considers traffic and as-built conditions only before its project starts, then after it is done. ThOOT must consider then disclose how conditions will be during the six years of construction. How and where will construction gets staged, how other long will made the built made down be communicated and the built of Austria? What is not built made down the construction process? Now of with swap to be seriously deliverable.	
				Public Transit /		See Comment #13
				Transportation	2. The multi-billion Project Connect and Convention Center expansion projects are to be built along Casar Chaivez right when 15:00T rebuilds Clear Chaivez/35. The impact of this simultaneous disruption of downtown builds also planned for by 10:00T and the Chy of Audits, who must coordinate read documes and communicate the closures clearly to obtains.	
2405	Michael Snader	1/30/2023	Email	General Support	Dear Chairman Bugg and Commissioners: Thank you for recognizing that 1-35 through Austin is one of the most congested readway segments in the State of Texas. As this seriously outsited readway is often called the Main Street of Texas, all Texans should call for bold and decisive action to transform this critical stretch of infrastructure into a readway that will accommodate the rapid and immense growth we are experiencing in our great State.	See Comment #6
1	1	1			Casked the wheat Driver of Health, as I return should be in recommended to the Last Section of Institution and the Application of the Application	
					request. Yely Respectfully, Michael Sneder	
2406	Michael Watkins	3/7/2023	MyCapEx Website - Comment Form	Do not widen/no build	hiere lived in several states and never seen an organization that could spand a lot of money and achieve as little as TxDOT. Every time I turn around, construction that lasts for years, spends billions of dollars and results in changes that simply fail to improve the way people and goods move are stanted, leading me to conclude that TxDOT is just welfare for white people. Please just cancel this project before you screw things up even more.	See Comment #S;
				Do not widen/no build	Toppose the expansion of 1-35 through disentown Austin (1-35 Capital Express Central Project) in any of its forms and ask that Ts/D0T and Austin leaders earnestly consider reasonable alternatives. Specifically, 10-10/TO support adding width via more or wider laines and do NOT support adding being they elevating laines through downtown. 1 DO generally support exploring a full day from Liady Bird Like to Airport Elvd.	See Comment 45
	1	l			Specifically, I do NOT support adding width via more or wider lanes and do NOT support adding height by elevating lanes through downtown. I DO generally support exploring a full cap from Lady Bird Lake to Airport Bird.	
2407	Michael Ware		VOH			
2407	wechael Writney	4-10,0000	VOH			
				Reroute to 130	AND I DO support re-routing through traffic—especially commercial traffic (trucks)—to SH 130 with incentives to remove taking on SH 130 and/or taking I-SS for non-local vehicles.	Secontrast #3
				renouse 10 130	XEX (DX specified and individual processing intermediate for Expecision (Section 2015) and intermediate process intermediate (section 2015) and intermediate processing intermediate (section 2015) and intermediate (section	
2408	Michael Wiggin			Do not widen/no build	MobilityS Program Manager Tommy Abrego, Page Mr. Briven	See Comment #5
					My family and I (wife, 2 teanagers) have owned a home and lived in the Cherrywood neighborhood since 2015. Please consider our input when finalizing the decision to augment highways through and around Austin, TX.	
					Tabot's plans for LSS and LOPPose expansion.	
				Letent/Induced Demand	TACIT's process in this project in faves it injuries induced Demand, construction impacts, particulate matter pollution from the waar, the failure of almost all highway expansions, the success of freeway removals, and in build in cooking its flexes. It is accessed in the success of freeway is the succes	See Comment #18
					removam, and so trainer crossing is naived. It's been provine them and trime against that Highway expansions DONT work.	
				Air Quality/Noise	They worsen congestion (as we saw with the Kita) Frienway in Houston), air noise and water pollution, safety, and transportation options beyond driving, 10 years of construction for just a few years of congestion relief is NOT worth it. I improve you to think about the next 50 years, not the next 10 which is what has gitten Austin into the mess it is in when it comes to efficient transportation across all mediums (highway, thorough fains, buses,	See Comment #34
					trains (or complete lack thereof). Gon't want to use an interstable highway for my local trips. There are well researched and thoughtful proposals out there that TuDol's seems to be ignoring!	
					1 to 1, which which an international regional year of the control	
			-	Reroute to 130	Lam FOR the Rethirk/S5 recooks re-designating another histness such as SH 130 as an interstate and making LSS a toll read where seen-brucks are conhibited from driving through Austin. Additionally, a long term solution accroach would be a	See comment #3
					are FOR the fletterASS proposal, no-designating another Inglinesy such as 59-130 as an intentate and making LSS a toll mad where semi-tooks are prohibited from chining through Austin. Additionally, a long term solution approach would be a capability beareful proposal. Excess for proper, Excessing on budging out light real and more bus to notice to give people the applicant to beave done everywhere! Separation of the property forms and include the property of the applicant to be a beautiful property forms of the property	
					1 super. (NOV), Assets City Coderds, and Green representatives of Gods of Angles in Expenditure, inc. manufacture, in the control of the Coderds and	
2409	Michael Zozokos	2/16/2023	MyCapEx Website -	General Support	Those latest designs look greaf As a community member, I'm thrilled at the idea of truly connecting East Austin to downtown and bringing the long divided areas together - And maybe even with public parks and community areas on potential caps. Also cented wait for 1-S5 traffic to be improved:)	See Comment #S
			Comment Form		and community areas on potential caps. Also cannot wait for L35 traffic to be improved:)	
2410		LV III	11011		As a longtime Austin resident, I oppose the proposed changes to USS because the plan does not address traffic congestion, instead will add to it.	
2420	Michigan I and III		VOII			See Constant 9.7
				Air Quality/Noise	The impact on the air quality and environment have not been made clear, and the ease of getting around town would be hampered rather than helped. More lanes equals more traffic.	See Comment #34
					Dear Chairman Bugg and Connnissioners:	See Comment #8
2411	Michele Nelson	3/7/2023	Email	General Support	Date Chairman Bogg and Commissioners. The state of the state of the state of the most congulated readersy segments in the base of Texas. As this seriously outdinide readersy in them called the Minis thread of Texas, all Texas should call for bold and decisive adont to texture of the state	
2411	Michele Nelson	3/1/2023	tmail	uernesi support	Accordingly, I am writing today to express my complete support for the I-SS Capital Express Central design as proposed by TuODT. Thenk you for your consideration of this request.	
2412	Michelle Barrows	1/31/2023	MyCapEx Website - Comment Form	Regional connectivity	We need a high speed rail from major cities!	See comment #1
2413	Michelle Broecker			Do not widen/no build	Mr 'boot' hoot,	See Comment 45
	1	1		• • • • •	M: TuDOT TuDOT, 1007, 10	
			L			
				East/west connectivity	East-west crossings should be at least every 1/4 mile.	See Comment #20
			l t	Lower Speed Limits	All non-high speed readways in Austin should be designed for 25mph and be safe for all read users.	See Comment #305
1	1	1	<u> </u>	Air Quality/Noise	Expansion will worsen traffic and many other problems, including air, water, and noise pollution; health impacts; heat biland impacts; heat biland impacts; and creahes.	See Comment #34
				Bike/ped safety		See Comment #30
1	1	1		and put sering	Toom't want to travel around Auddin on an interstate highway, whether in a car or by walking or bicycling, I want safe, pleasaint, and walkable and bikeable streets. I want community alternatives to equinsion, including Reconnect Audin and Retrink 35, to be fully studied.	
L_	<u> </u>	<u></u>				
2414	Michelle C.	1/31/2023	MyCapEx Website - Comment Form	Regional connectivity	Helio, I am a San Antonian in support of building a rail network between San Antonia and Austin.	See comment #1
			Comment rorm			
				Do not widen/no build	1 do not support any of the plans proposed by TXXXV maintain to 1.35.1.35 should not be made anywider and the number of east/west crossings should not be reduced. 1.35 should either be turned into a low	See Comment 45;
					traffic street with intercity towel diverted to 1.83 or Moffic or it should be capped and covered by panis that encourage each/west integration and other modes of transportation (walking, bixing, buses and trains). This is not what Auditrities want: The community already created a vision for I-35 and the plan proposed by TXDDT disregards what the people of Austin want.	
	1	1			дентили решения и чены по том ени ин рен украине су тому инерретиреной жинт пресры ст жине мент.	
	1	l				
	1	1		Recial Justice	The design of 135 has a racist history. 135 has a racist history. 135 has a racist history of dividing Austin's communities in East and West Austin. The reverse rison robe further risolates West and Fast bootic to restrict the number of the history and the restrict	See Comment #3
	1	l			- The design of 135 has a racist history: 135 has a racist history of dividing Assin's communities in East and West Austin. The current plan only further divides West and East Austin by reducing the number of paths that cross the highway and making it even more dangerous and scaley to cross for pedestrians, bikers, buses and downtown drivers.	
1	1	1	l f	Public Transit / Multimodal Transportation	Audinities support Project Connect, burying AND capping 1-35 with space for parks and local businesses (paid for by T000T), not simply putting the highway in a giant ditch that is impossible to cross.	See Comment #13
				iransportation		
1	1	1			Audithitis support Project Connect, burning AND caccomit 3-55 with scace for cards and local businesses (seed for by DDDT; not already nutried the highway in a disast date than it is immosphile to renea.	See Comment #42
1	1	1			Audinines support Project Cenned, two-jing AND capping 1-55 with space for parks and local businesses (plad for by TDCDT), not simply putting the highway in a glant disth that is impossible to creas. - The current gain is lead for the origin hashest. The alternative plants to felly open 1-55 with parks to ship open 1-55 with parks was proposed by Audininis and has beneak support. The plants to bifu open 1-55 would be better for the health of the oily and its people by connecting the estand was taken for the, indexcept plants or plants or plants of the properties of the plant of the people by connecting the estand was taken for the, indexcept plants or plant	
1	1	1		Caps/Deck Plazas	seas arm was user or the cry, resouring pollution, reducing risk of traffic deaths, relaining longifianding housing and businesses which are integral to the community, and encouraging more active transportation like wisking and biking.	
1	1	1				
				East/west connectivity	Austinities want to be able to travel easily at many points across east/west.	See Comment #2D
2415	Michelle Janssen		MyCapEx Website - Comment Form		The pine will germanently displace valued langines residents and businesses. The pine would displace many Austrianse from their forme, it will also displace many businesses including "least Drift just important and valued scores of secondaries displaced in the pine of t	See Comment #21
					secondance differedate donting, furnitures, and home goods, Finise is, a very important source of affordable groceries, the Austin Frenchical principals have seen that has served the community for decades, 10 and 9 decided Austin Frenchical Principals and 10 an	
	1	1		Business/residential displacement	restaurant). Not only will residents and business owners be unjustly displaced, but with regidly increasing property prices, many brogstanding business owners and residents will be permanently priced out of finding similarly priced business.	
	1	1		control displacement	The current plan is that for local businesses: Not only is the current plan bad because it would displace businesses, it will also negatively impact Austin's business by creating a pollution creating system (an expended 135), reducing the	
		1			number of east/west crossings, and making it dangerous to walk near the centerline of the city.	
1	1	I	ı L			I .

				Reroute to 130	- We have other, better options for intercity traffic. Audin in 2023 has the opportunity to stillise highway arteries outside of the city center (such as 185) for intercity travel. We can focus on utilizing a robust public transportation system within the city's downtown. There is no neason to funnel suburban or intercity travelers speeding through the heart of a vibrant city.	See comment #3
				Multimodal transportation	The plan to fully cap 135 would be batter for the health of the obj and its people by connecting the east and west side of the obj, reducing pollution, reducing risk of traffic deaths, retaining longstanding housing and businesses which are integral to the community, and encouraging more active transportation like walking and biking.	Sae Comment #20
					- Research shows that expanding 1.35 will not solve our traffic problems: Research and other cities' experiences show us that more laines do not reduce traffic. The increase in laines exclusity leads to more	
				Latent/Induced Demand	 Necessarch shows that expanding (-35 will not solve our faith; problems: Messarch and other obes: experiences show us that more bases do not reduce traffic. The increase in larnes actually leads to more people driving. 	Sea Corrent #18
ID.	C N	0. 8 4		York		•
	. "	54 K 5	,	Air Quality/Climate Change	The riter encoged by TEMT will innesses reliation, decrease the health of escidents swinn active transportation in the area and innesses traffic insure and fatality.	Sas Commant #15
					The plan proposed by TDOT will increase profusion, decrease the health of residents, reduce active transportation in the area, and increase traffic injury and failable. - Climate making in resid. For the health and wallmass dicur plane at a wall as the selfer yet descript of our city in the face of climate change, we should exact policies and plan cities that encourage shared transportation systems and reduce that wend to exa, expectly those health by planes.	
					Mobility35 Program Manager Tommy Atrego, Hallo,	See Connent #5
				Do not widen/no build	Table. Law mitting is a native Ream who has lived in hit country for 12 years and Audin for 7.1 would like his stated that I reject the idea of 135 expension, we have seen in the peat that these types of projects do not work to actually reduce traffic. I have seen to happen in thousan and where it gives up with Dallas. \$55 expension interpretation in a contraction of the country of the countr	
2416	Miguel Soria			Air Quality/Noise		See Comment #34
				Air Quality rease	Not to mention some of the businesses and homes would be affected by the noise and pollution created. Please strongly reconsider as this wit affect our community. Thank you for taking the time to read over this!	Data Contraint e 24
2417	Mikaela Sanders	2/11/2023	MyCapEx Website -	Do not widen/no build	Phase do not expland 135 North of 45th	See Comment 45
			Comment Form			
2418	Mikala Lowrance	1/12/2023	Email	General Support	Our Chammer hog and Commissioners Thank you for recipitating that 155 through Audit is one of the most congrained reading appears in the State of Teas. As this seriously outdoor creative is determined by the Commissioners of the Commissione	See Comment #8
					called the Main Street of Texas, all Teams should call for bold and decisive action to transform this critical shelph of inflashructure into a reservely that will accommodate the rapid and immense growth we are expeniencing in our great States. Accordingly, I am writing today to express my complete support for the I-SS Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this	
					NQUISI.	
2419	Mike	2/1/2023	MyCapEx Website - Comment Form	Regional connectivity	We really need a commutar train in San Anterio and a training linking San Anterio to Austin and other cities in Tesas.	See comment #1
	<u> </u>	<u></u>				
2420	Mike Kennedy	1/30/2023	Email	General Support	Des Chairme Bugg and Commissioners: Think you for recigitating that 155 through Audit is one of the most congoined read-eay suppress in the State of Teas. As this seriously addition coalcines of which coalcines are the seriously addition coalcines of which coalcines are the seriously addition coalcines of which coalcines are the seriously and in a coalcines are the seriously and in a coalcines are the seriously and in a coalcines are the seriously and in a coalcines are the seriously and in a coalcines are the seriously and in a coalcine are the seriously and in a coalcine are the seriously and in a coalcine are the seriously and in a coalcine are the seriously and in a coalcine are the seriously addition of the seriously and in a coalcine are the seriously additional and in a coalcine are the seriously additional are the seriously additional and in a coalcine are the seriously additional and in a coalcine are the seriously additional are the seriously additional and in a coalcine are the seriously additional are the seriously additional and in a coalcine are the seriously additional and a coalcine are the seriously additional are the seriously additional and a coalcine are the seriously additional are the seriously additional and a coalcine are the seriously additional a	Sue Commant #8
					Accordingly, I am writing today to express my complete support for the I-SS Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request. M	
					PANA.	
					TABOT: I am a longime resident of central Austin. I live and operate a business within 1 mile of ISS near the 39th St. exit. I want to emphasize the following: I oppose expanding I-SS. East-west crossings should be at least every 1/4 mile.	Sea Comment #5
					Each want between deaths are intermediating laws, whether is not or by balling or brighting; parts and, pleases, to whateled and bisable streets. I laws only highers part for and the devided to 12% billing much with his most given and own on past surregular bear of an unbearing. DOD do not deministe ball with responsible pricings in Europea and Asian crise where urban content have been restalled through the removal, not the expansion, of feeway running through the heart of the crit- DOD doubt deministen ball with responsible pricings in Europea and Asian crise where urban content have been restalled through the removal, not the expansion, of feeway running through the heart of the crit- DOD doubt deministen ball with responsible pricings and assume the critical pricings and the critical pricings are considered in the critical pricings and the critical pricings are considered in the critical pricings and the critical pricings are considered in the critical pricings are considered in the critical pricings and the critical pricings are considered in the critical pricin	
					Thanks for consideration, Mike	
				Do not widen/no build		
2421	Mike Osborne	200.000	MyCapEx Website - Comment Form	Do not wash/no odila		
	MAN CALCUTA		Comment Form			
				Air Quality/Noise	Epiension will worsen traffic and many other problems, including air, water, and noise polistion; health impacts; has island impacts; and creshes	See General 854
				Community Alternatives	I want community alternatives to expansion, including Reconnect Austin and Rethink 35, to be fully studied.	Se Connect 654 See Connect 644
2422	Mike smith	1/19/2023	MyCapEx Website - Comment Form			Teo Comment 654 See Comment 64 See Comment 64
				Community Alternatives Regional connectivity	Twast community alternatives to equinose, including Heureneck Audion and Retrino 25, to be fully studied. 355 Smills have made, it is only the congesses. We ready need more options like light net or America, Holes evening the time star and proposed to this Audion and Sen Advance is a good date.	Sea Contract #1
2422 2423	Mike Stinson	1/19/2023 3/7/2023	MyCapEx Website - Comment Form MyCapEx Website - Comment Form	Community Alternatives Regional connectivity Public Transit,	I want community alternatives to expansion, including Reconnect Austin and Rethink 35, to be fully studied.	
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2423	Mike Stinson	3/7/2023	MyCapEx Website - Comment Form	Community Alternatives Regional connectivity Public Transit, Multimodal Transportation	I head community alternatives to experience, reveleting fleecornect Auditor and Politicis 25, to be fully shoulded. 350 shelfs to a more, if is way to congespond, the restry ment more options the sight call or Annian. These moving the tone stair real processed to look Audits and San Annian on a good date. Please reconsider the plan for 135 forcegit Audit. We need to include more incorporation of mass behand including bases and lacytide. We need to have been for a seatlested plan for the incorporation of a seatlested plan for the incorporation of the incorporation of mass behand including bases and lacytide. We need to those before East West connection. One care, one other is not a seatlested plan for the incorporation on Audit. The connection is that of adult by a gift is Suddistanced 135 than properties and of 135 And noth of 34th it that come ento service alone they connect the other service made. They can't turn latt of MAX is come to those and the connection of the incorporation of the connection of the incorporation	See Comment #13 See Comment #13 Assess or 1.400 Street
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2423 2424 2426 2426 2427	Mike Stringer Mike Tolkson Mike Walnergist Mike Walnergist Mike Walnergist Mike Walnergist	3/7/2023 2/9/2023 2/24/2023	MyCapE+ Webster - Comment From Phy sica i Co eren ent Ernail	Consolidation of Control Control Regional connections Administration Access at 1,54th Brown Access at 1,54th Brown Do not widen/no build Connect Support Do not widen/no build Laters/instead Connect Art Quality/Connect Art Quality/Connect Multimodel Paraportation Do not widen/no build	Treat community alternatives to aquestions, including Resourced, business and Restricts (as the Milk) without an extra community alternatives to a good date. 3.55 Selficial as asset, it is up the companion (as the Milk) and the Milk of the Milk	Sec Controlled 5.1 Sec Controlled 5.2 Sec Controlled 5.5 Sec Co
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					MobilityS Program Manager Tomery Altrego. I am writing the empose my denner dispersary of 15% personnel for an extension of 15% personnel for the extension of 15% personnel for the extension of 15% personnel for the extension of 15% personnel for the extension of 15% personnel for the extension of 15% personnel for the extension of 15% personnel for the extension of 15% personnel for the extension of 15% personnel for the extension of 15% personnel for the extension of 15% personnel for the extension of 15% personnel for the extension of 15% personnel for the extension of 15% personnel for the extension of 15% personnel for the extension of 15% personnel for 15% person	See Comment #5
					1. Intelfective Solution - Just as you'd never put a subway in a rural town, it makes equally little sense to rur a highway through downtown, let alone expand it. The whole point of downtown districts is to consolidate businesses and public spaces	
					Making May be Manager Terrors driving a fine or sering a	
					2. Usuafe - I personally know three people who've been killed in automotive accidents in the past few years. Then is absolutely no wey Austin can achieve its Vision Zero goals while expanding 1.35. 3. Monore - Austin neber more and more executive overvides. At the same time, fewer them as a Bible or southless as a crimary way to eat accuract. This is essentially amountant to a document manufact to car thousands of dictions.	
					sach year in depreciation, gist, maintenance, and insurance just to get basic transportation needs met. It is a massive on operation of the production of th	
2429	Miles Freeborn	3/1/2023	Email	Do not widen/no build	and the alternatives are significantly less expensive per person in the long run. An expansion of 2.55 is money, time and energy assiy from solutions that make accromic sense. 4. Beauty, Austin is a beautiful place. 135 is nor. A beautiful dry is more than a husur, it's an essential part of a thriving, successful city, it. Austin makes to be a world class city, it cernot let beauty take a backseut to arritquated, unsafe, ineffective solutions.	
					Please stand up for your citizens, whether the motive is economic, environmental, health/safety, community, or simply love of a beautiful city, and oppose this terrible idea.	
					Miles Freedom 1172 Waster Street 1172 Waster Street	
2430	Miles Maranas	1/31/2023	MyCapEx Website -	Regional connectivity	I support a rail system for San Antonio	Secomment #1
2430	MINISTICALITY.	2/32/2023	Comment Form	regional conscious	- diappears in the register row sales Artisters.	JAN (AUTO 1911) 7 4
		Dr. 8 . 4				
ID ID		58 K 5			c .	R p
2431	Miles T Whitten	1/23/2023	Email	General Support	Date Chairman Bugg and Commissioners: Thank you for recognizing that 135 through Austin is one of the most congested readway segments in the State of Texas. At this seriously outsided readway is often coaled by the Main Street of Texas, at 1 times should use the bod and occurse action to be selected in this critical sevent of influstructure into a mobile symbol and accommodate the read in immensing growth we are experiencing in our great States. Accordingly, it are reflected by the species any proception by proceedings of the requires.	See Comment #8
					Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request.	
2432	Miles Zander	\$ October	VOH	Reroute to 130	A change to 535 is warranted but the plan as is does not address a fundamental issue which is that the project tries to cope with traffic that is neither Austin or Suburb-to-Austin or Suburb-to-Austin, of which I speak, is people/brucks tyring to simply towerse the oily of Austin via 135.	See conversant #3;
					people/trucks trying to simply traverse the city of Austin via I-35.	
				Regional connectivity	The control theoretical to the transists used at the form a hundred of the factories to Dollar bin should not involve defining a dark Dallar days on and furtise deposit another should be form. These	See comment # 1
				regular conscious	The main thoroughfain that people would take from a hypothetical Sain Antonio to Dallas trip should not involve driving a golf ball's drive away from one of Auditris' desister neighborhoods, IE Rainey Street. Madvecting fulfic around the dry to as not to owake more suffice for these that he in this or this clip or MSA should be a priority refine that just creating more lesses in some of Auditris' sensitivation and sealable. This is a sensitivation and the s	Jan (2011) 1 2
2433	Milton Poehler	3/7/2023	Email	Public Transit / Multimodel	Mobility35 Program Manager Tommy Atrego, I am a resident of Beatrop County and have recently been made aware of the plans to widen 1:35. I would like to request that these wasteful plans for expansion be disposed in fevor of a more robust public transport system, as studies have	See Comment #13
				Transportation	show that widering highways, more often than not, have the opposite effect on traffic from the desired result, and one of the few actual ways to reduce theffic is to reduce the number of whickes on the read. In addition it would require multiple search and conduct, and are publican to when the current coalesays, for what would be very little to no legisle improvement to breaf sent, in wood hope that with both this proposal, and those in the future, that "fuct, and the members of the Austin Copy Council will now or sulface in the future, that "fuct, and the members of the Austin Copy Council will now or sulface in the future, that "fuct, and the members of the Austin Copy Council will now or sulface in the future, that "fuct, and the members of the Austin Copy Council will now or sulface in the future, that "fuct, and the members of the Austin Copy Council will now or sulface in the future, that "fuct, and the members of the Austin Copy Council will now or sulface in the future, that "fuct, and the members of the Austin Copy Council will now or sulface in the future, that "fuct, and the members of the Austin Copy Council will now or the contract of the Austin Copy Council will now or the contract of the Austin Copy Council will now or the contract of the Austin Copy Council will now or the contract of the Austin Copy Council will now or the contract of the Austin Copy Council will now or the contract of the Austin Copy Council will now or the contract of the Austin Copy Council will now or the contract of the Austin Copy Council will now or the contract of the Austin Copy Council will now or the contract of the Austin Copy Council will now or the contract of the Austin Copy Council will now or the contract of the Austin Copy Council will now or the contract of the Austin Copy Council will now or the contract of the Austin Copy Council will now or the contract of the Austin Copy Council will not the Copy Council will not the Copy Council will not the Copy Council will not the Copy Council will not the Copy Counci	
					City Council will more critically consider the long term effects that they would have on residents or the Autori	
2434	Mimi Lawrence	3/7/2023	MyCapEx Website - Comment Form	East/west connectivity	135 in its convert form costs Austin into two unequal parts. This 135 improvement project must add more each event connections across the highway to better facilitate non-undernoble crossings and cap as much of the project as possible. The endines persist of cross-control yearster ealer tracks made by reader not forways developed and passible. The endines persist of cross-control yearster ealer tracks must be present on the project as possible. The endines persist of cross-control yearster ealer tracks must be present on the project of the	Sale Comment #2D
2435	Mina Loomia	3/7/2023	Email	Community Alternatives	In ECCST LOCAT. 1. As well understanded for some fact dating experience bears to bear though highwap, as 1.55 only makes the competions rooms. What we need its alternative rooms for food traffic to we don't have to get creat the intensistals just to move amount bears. The behaviorth road also creates a barrier between parts of our community, Losis at Recornect Assists and Reliable 355 for alternatives that will be better for our community and for those just the welling through.	See Commant #4:
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					Due Coammer Bag and Commensioners: Thank you for recogning that 158 Brough Audit is one of the recot congenier reading supprises in the Bable of Towar. As this surround publicated readings in the Bable of Towar. As the surround publicated readings in the Bable of Towar. As the surround publicated readings in the Bable of Towar. As the surround publicated readings in the Bable of Towar. As the surround publicated readings in the Bable of Toward in the Babl	See Centreral #8
					Accordingly, I am writing today to express my complete support for the 1-35 Capital Express Central design as proposed by TaOOT. Thank you for your consideration of this request. Manife Halferd, CTP	
					Senior vice President, messeries accross message rese unifolding of Audiff, 197- 200 Width Divest State Soft On	
					mail only, Our Wire Instructions DO NOT CHANGE so consider any communication to change them as fraudulent. Please along our locating team to confirm the Wire Instructions before wiring your funds. Please wire your funds as soon as possible to avoid funding to delays. Thank you. CVIV-D.29: Herbitze Tills Commande Tills Commande our to wear a mask if you have not confirm the Wire Instructions before wiring your funds. Please were your funds as soon as possible to avoid funding to delays. Thank you. CVIV-D.29: Herbitze Tills Commande Tills Commande you to wear a mask if you have not to wear a mask are no Institute required to enter a Herbitze efficie. Such we would encourage you to wear a mask if you have not to wear a mask are no Institute required to enter a Herbitze efficie. Such we would encourage you to wear a mask if you have not to wear a mask are no Institute required to enter a Herbitze efficie. Such we would encourage you to wear a mask if you have not to wear a mask of your have not to wear a mask if you have not to wear a mask and you have not not required to enter a Herbitze efficiency to wear a mask if you have not not not not not not not not not not	
					been vectoristics. Prease DO NOT YST CUIL OFFICES if you are feeling it or if you know you have been exposed to enjource exhibiting CDVIC-19 symptoms. If you are unable to standard closing, please contract your recover team to arrange a remote closing and the present of the p	
2436	Mindy Hallford	2/7/2023	Email	General Support	Owang option. Units associated with a principle control option of the company of Austral Processing and the Company of Austral Processing and the	
					recipient, you are hereby notified that you have received this small in error and that any review, discharge, dissimilation or copying of it or his contents is prohibited. If you have received this email in error and that any review, dissimilation, distribution or copying of it or his contents is prohibited. If you have received this email in error, please notify the sender internationally be yegly or by priors and distribution or copying of it or his contents is prohibited. If you have received this email in error, please notify the sender internationally provided that you have received this email in error, please notify the sender internationally provided that you have received this email in error, please notify the sender internationally provided that you have received this email in error, please notify the sender internationally provided that you have received this email in error, please notify the sender internationally provided that you have received this email in error and that any review, discharge,	
2437	Miranda Sanchez	2/1/2023	MvCepEx Website -	Regional connectivity	As the GS contrior becomes besire and the close between San Antonio and Austin continue to grow a commuter rail between the two closes can only benefit the state, the close, businesses and people! Why don't yell want growth and the money that comes with It?	See comment #1
			MyCapEx Website - Comment Form		don't yell want growth and the maney that comes with it?	
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					I was in utter shock when I first heard that TXDOT was planning to add more lanes to I-35.	
					Inside the state and one when I fest heard that I COT was planning to add more lanes to 1.55. Wis- the upper decis send to come to down, and improvements are needed. But EPANOPOT? Everybody knows by now that urban highway expensions are ineffective at nelicing staffic and detrimental to crisis. What has been proposed in the OSEs statent uncertable, and the orderes both has been personal to in succord the confirmation are entirely unconvincions, it will be collected, with the been personal to in succord the ordered alternative are entirely unconvincions, it will be collected, with those executives could be the research with the been personal to in succord of the confirmation are entirely unconvincions. It will be collected.	
					Manipul Suppress Manager Temps Annual, and the Annual Suppress Manager Temps Annual Suppress Manager Temps Annual Suppress Manager Temps Annual Suppress Manager Manag	
					Takes in this whole when for the water than COOT was planning to add more in the tab 133. The Anappar disk are than the board of the tab 143. The Anappar disk are than the board of the tab 143. The Anappar disk are than the board of the tab 143. The Anappar disk are than the board of the tab 143. The Anappar disk are than the board of the tab 143. The Anappar disk are than the board of the tab 143. The Anappar disk are than the board of the tab 143. The Anappar disk are than the board of the tab 143. The Anappar disk are than the board of the tab 143. The Anappar disk are than the board of the tab 143. The Anappar disk are than the board of the tab 143. The Anappar disk are than the Anappar disk are than the board of the tab 143. The Anappar disk are than the Anappar disk are than the board of the tab 143. The Anappar disk are than the Anappar disk a	
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				Reroute to 130	Next want to half you fine has ded proport their twell the in see. (2) A project that remode non-hood teaffice around town, and that down not require local people to got on to an INTENSITYE to conduct daily errands.	To connect #X
				Reroute to 13D Listers/Induced Demand	News I want to ball you fine his ord grouped their level to be in see. (1) A project that remade non-local traffic amount town, and that does not require local people to get on to an INTER SECTE to conduct daily enrands. (2) A project that does not increase the number of som on the road, and interference the number of people getting amount in other modes.	Ton connect #3. The Connect #48;
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2439	Misty Hurley			Laters/Induced Command Air Quality/Induced Air Quality/Induced seas(-weet Commandy) Abstractives Public Transit, Machineoide Transitoristics General Support Regional connectivity Do not widen/no build Laters/Induced Command Air Quality/Induced Command	The Appeal that remains non-time of actions the contract beau, and that does not require to got at the an INCR \$5752 to conduct daily empach. 25.4 papeal that it means to contract beau, and that does not require to long it may be a to an INCR \$5752 to conduct daily empach. 25.4 papeal that it contracts the contract beau, and that does not require to long it may be a to an INCR \$5752 to conduct daily empach. 26.5 papeal that it contracts the contract of contract beau and and seed which is pleasing for contract to the contract. 26.5 papeal that it contracts an increase an pollution to their or elements and end seed which is pleasing for contract to flower that the contract to	To Comment #180 So Comment #25 So Comment #25 So Comment #27 So Comment #27 So Comment #27 So Comment #27 So Comment #27 So Comment #27 So Comment #27 So Comment #27 So Comment #27 So Comment #27 So Comment #27 So Comment #27 So Comment #27 So Comment #27 So Comment #27 So Comment #27 So Comment #27 So Comment #27
2439	Misty Hurley			Laters/Induced Command Air Quality/Induced Air Quality/Induced seas(-weet Commandy) Abstractives Public Trainel, Markinosida Trainel,	The Appeal that remains non-time of actions the contract beau, and that does not require to got at the an INCR \$5752 to conduct daily empach. 25.4 papeal that it means to contract beau, and that does not require to long it may be a to an INCR \$5752 to conduct daily empach. 25.4 papeal that it contracts the contract beau, and that does not require to long it may be a to an INCR \$5752 to conduct daily empach. 26.5 papeal that it contracts the contract of contract beau and and seed which is pleasing for contract to the contract. 26.5 papeal that it contracts an increase an pollution to their or elements and end seed which is pleasing for contract to flower that the contract to	To Comment #180 So Comment #25 So Comment #25 So Comment #27 So Comment #27 So Comment #27 So Comment #27 So Comment #27 So Comment #27 So Comment #27 So Comment #27 So Comment #27 So Comment #27 So Comment #27 So Comment #27 So Comment #27 So Comment #27 So Comment #27 So Comment #27 So Comment #27 So Comment #27
2439	Misty Hurley			Laters/Induced Command Air Quality/Induced Air Quality/Induced seas(-weet Commandy) Abstractives Public Trainel, Markinosida Trainel,	The Appeal that remains non-time of actions the contract beau, and that does not require to got at the an INCR \$5752 to conduct daily empach. 25.4 papeal that it means to contract beau, and that does not require to long it may be a to an INCR \$5752 to conduct daily empach. 25.4 papeal that it contracts the contract beau, and that does not require to long it may be a to an INCR \$5752 to conduct daily empach. 26.5 papeal that it contracts the contract of contract beau and and seed which is pleasing for contract to the contract. 26.5 papeal that it contracts an increase an pollution to their or elements and end seed which is pleasing for contract to flower that the contract to	To Comment #180 So Comment #25 So Comment #25 So Comment #27 So Comment #27 So Comment #27 So Comment #27 So Comment #27 So Comment #27 So Comment #27 So Comment #27 So Comment #27 So Comment #27 So Comment #27 So Comment #27 So Comment #27 So Comment #27 So Comment #27 So Comment #27 So Comment #27 So Comment #27
2439	Misty Hurley			Laber/Induced Domend An Quality/Induced An Quality/Induced Generative Community (Neurostives) Description of Community (Neurostives) Reduced Statements Transportation Community (Neurostives) Description of Community (Neurostives) Description of Community (Neurostives) Laber/Induced Domend An Quality/Induced Community (Neurostives) Community (Neurostives) Descriptions	To A project that remains on the size of direct that the same of the size of t	Table Contract 4180 See Contract 429 See Contract 420 See Contract 421 See Contract 423 See Contract 423 See Contract 423 See Contract 423 See Contract 424 See Contract 425 See
3439 3440 3441	Misty Hurley			Laters/Induced Command Air Quality/Induced Air Quality/Induced seas(-weet Commandy) Abstractives Public Trainel, Markinosida Trainel,	To A project that remains on the size of direct that the same of the size of t	To Comment #180 So Comment #25 So Comment #25 So Comment #27 So Comment #27 So Comment #27 So Comment #27 So Comment #27 So Comment #27 So Comment #27 So Comment #27 So Comment #27 So Comment #27 So Comment #27 So Comment #27 So Comment #27 So Comment #27 So Comment #27 So Comment #27 So Comment #27 So Comment #27
3439 3440 3441	Misty Hurley			Laber/Induced Domend An Quality/Induced An Quality/Induced Generative Community (Neurostives) Description of Community (Neurostives) Reduced Statements Transportation Community (Neurostives) Description of Community (Neurostives) Description of Community (Neurostives) Laber/Induced Domend An Quality/Induced Community (Neurostives) Community (Neurostives) Descriptions	The Appeal that remains non-time of actions the contract beau, and that does not require to got at the an INCR \$5752 to conduct daily empach. 25.4 papeal that it means to contract beau, and that does not require to long it may be a to an INCR \$5752 to conduct daily empach. 25.4 papeal that it contracts the contract beau, and that does not require to long it may be a to an INCR \$5752 to conduct daily empach. 26.5 papeal that it contracts the contract of contract beau and and seed which is pleasing for contract to the contract. 26.5 papeal that it contracts an increase an pollution to their or elements and end seed which is pleasing for contract to flower that the contract to	Table Contract 4180 See Contract 429 See Contract 420 See Contract 421 See Contract 423 See Contract 423 See Contract 423 See Contract 423 See Contract 424 See Contract 425 See

					What is said is that a solution is stairing you right in the face. Both US-183 and SH-130 form natural bypasses around contral Austin (130 even more so). Both are more lightly traveled than 1-35. What is insene is that SH-130 is a toll read and 1-35 is not!! That makes zero same — it is exactly the opposite of the approach of any modern functional obj! A very simple short-farm solution would be to keep everything the same as it is now, but simply make 1-35 a toll read and SH-130 a free	See Commant #3
				Reroute to 130	This is seen in their a destine in stering again or the first. \$60.00,000,000,000,000,000,000,000,000,00	
					Thank you for your consideration. PLEASE, PLEASE reconsider the destruction that you have planned for generations of Texans.	
2443	Mitch Ford	1/31/2023	M.Coefe Website	Regional connectivity	Real from Austin to San Antonio	Seconnet4:
240	MILLITORU	2/32/2023	MyCapEx Website - Comment Form	regional damagesty	TORN TOWN TO WHAT PERSON	JAN (1871) F.2
2444	Mitchell Davis			Do not widen/no build	ModificS Program Manager Tompr Abreits.	See Comment #5
					MobilityS5 Program Manager Tommy Arrago. 1 oppose approach for many reasons but the main one that states on the same shumb is when have seen what happen in the sun but when you caler to and prioritize automobile traffic via California. We know this leads to more spread and more people saying on the most begin. And that state is being people with and right. They but not too far and doth prioritize that or one. You are believing the same play.	
					book.	
				Latent/Induced Demand	Not to mention cutaring to people driving THRU the city increases the demand for driving.	Sau Comment # 18:
				Climate change	Which signals Tools is not serious about climate change. We need to have at least a core of the city where people corne first. I believe a boulevard, which many object around the the world are moving to,	Sac Comment #51
					helps people who actually live in Austin first and foremost.	
				Multimodal transportation	As Served. Shorth Konesa with a morth lander rote nonclassinos has althous the camerainst that it Chanceston Francesco that nonclassino has nonclassinos be represented for their nonclass of transport. This aren't	See Comment #20
					As Secul, South Korea, with a much larger city population, his shown by removing their Charogige Freeway, that congestion can decrease by prioritizing local traffic and other modes of transport. This would corrainly take counsign but I believe if surprise at 150x cases about a legistry following the same playbook hoping to execute a little better will full short. Forture lievers the book. To those who want better than good enough	
ID.	C N	Da R d	s	Yopic	c	5.0
2445	Mitchell Ford	1/22/2023	MyCapEx Website -	Do not widen/no build	AGAINST this project. Explore alternatives like recuting traffic around Austin or furning public transit instead. This won't solve anything and is a giant waste of money.	Saw Comment #5
			Comment Form			
					The proposed determinant for minding 4 (35 Smooth) the sector of agent of minding 2 registrational results and adultity case mobility passes. The proposed degrees are not made of bloods of 2 smooth passes are not only passes. The proposed administration and for disease or of the face environments the registration of the section of t	See Comment #5
					The proposed highway designs do not meet Delivood 2 mobility and access needs. The proposed highway designs do not meet Delivood 2 mobility and access needs. The proposed annual proposed pro	
					Traveling earth on Airport backs up, which it does regulately at all times of day. Neither of the proposed afternatives address this issue, and instead focus on the left turn to go south on 1-35, a section of traffic that only backs up briefly during rush hour.	
					have. The proposed polabolitary rimited see perhaps to mergine the Support ASS interaction without a cut are unrecessarily hostile to anytone without a cut, included of diverting cut drivers, who can easily to severe hits, grade dranges, and increased usbases, many called proposed	
					The proposed pathways also include an outrageous proposal of unperspective (for packstrains, including a very long segretar but probe pathways also include an outrageous proposal of unperspective (for packstrains, including a very long segretar but probed pathways also include an outrageous proposal of unperspective (for packstrains, including the year) probe perspective point over, including the year perspective point over, including the year perspective probe path water, including the year perspective probe path water, including the year perspective probes of the problem problem problem problem problems and problems problems and problems problems and problems problems problems and problems problems are problems.	
					awase of the number of people who use highway infrastructure as shafter because Austin facis sufficient affordable housing, it is inconceivable that the tunneds will not be turned into shafter for these people, resulting in poor outcomes for everyone. As a final point, this intersection regularly sees issues with flooding during heavy rain, making pedestrian tunnels an even more unusable proposal. Cars can easily navigate a bit of water on the road. Expecting pedestrians and cyclists to do not a fail and the proposal. Cars can easily navigate a bit of water on the road. Expecting pedestrians and cyclists to do not a fail and the proposal. Cars can easily navigate a bit of water on the road. Expecting pedestrians and cyclists to do not a fail and the proposal.	
					to do so is abbust. All of the above issues appear to be driven largely by the choice of intersection at Airport Bird and I-SS that TuDOT is proposing. The Single Point Lirban Interchange is entremely unfriendly to anyone not in a car. Delexood 2 strongly encourages.	
2446	Mitchell Johnson	3/7/2023	Email	Do not widen/no build	And contained. The contained is a second to be desired paign by the traction of insection of a found that contains the contained and containe	
					Proposed Service in Engine environmental impacts that cutweigh the upported brandtes. The proposed Service with largely design have register environmental impacts that cutweigh the upported brandtes. The proposed Service with largely design service connectably the profit of the control again, critical grand of the proposed Service with largely explained to the profit of the profit of the highway where people of color controls degregation in centrul Austin. There are no crossings or plains for copying control of Airport Blod, which is the current section of the highway where people of color controls again the profit of the profit of the profit of the profit of the highway where people of color profit of the profit of the profit of the profit of the profit of the highway where people of color profit of the profit	
					secondaric segregation in central waters. I mere are no crossings or plans for capping north of Amport Shid, which is the current section of the highway where people of color	
						See Comment #5
					Dair 1-5 Capital Express Central, Revision Control (Revision Control Capital C	San Corresont #5
					Date Coverior Abbott and other Elected Officials, TaDOT Commissionies, Staff, and Consistants, Thank, you for the opportunity to comment on the proposal of 155 built Princentens and Princentens and Princentens and	
					Tools ARM Transportation Institute on the NRTHINKCS and Recommed Austin proposate. It his his that the process to decide not to meaningfully consider these valids alternatives in the actual draft ES was inadequate. The maps shown in the TTI study purporting to show the "problem" of cut through traffic in no way considered the	
					Date 155 Capital Express Central, Anni Communicati Impact Solations . 8x 155 Capital Express Central, Dark Expressmental Impact Solations . 8x 155 Capital Express Central, Dark Expressmental Impact Solations . 8x 155 Capital Express Central, Dark Express Central Impact Solations . 8x 155 Capital Express Central Impact Solations . 8x 155 Capital Express Central Impact Solations . 8x 155 Capital Express Solation . 8x 155 Capital Express Solation . 8x 155 Capital Express Solation . 8x 155 Capital Express Solation . 8x 155 Capital Express Solation . 8x 155 Capital Express Solation . 9x 155 Capita	
					I thought the National Environmental Protection Act required TubDO 10 meaningfully active cruised researingful alternatives, but that a great are to bave been onto in this dust BE. The required researingful alternatives is a second or the research of the	
2447	Mitchell Santiago	3/7/2023	Email	Do not widen/no build	Recovered. Authori programs, including various least of selected efficiency and selected of finish analysing (NOT) to servicing consider meaningful attendings. Nothing the TII soulsy was interesting, it in no way is a registerement for throughly analysing faith ink35 and Recovered Aution in register. See the OFCO fielded to provide year personalist argument for the prince of the control of the analysis of the control of th	
					Thank you for all that TxXXX is doing to provide safe access and mobility options with multimodal networks weven into the thriving communities of the Austin region.	
					Mobility\$5 Program Manager Tommy Abrego. This project descriptions contained to the health, safely and excession of the project and residents and twistnesses, in grossqually negative usups with very little lengthern benefit. We cannot continue to care our downtown ones with publicates and whicle traffic, and by continuing conversed with the project as defaults, or and the health, safely, and excessions extended particulated and continued to the continued of the Australian and continued to the continued of the Australian and continued to the continued of the Australian and continued to the continued of the Australian and continued to the continued of the Australian and continued to the Australian and continued to the Australian and continued to the Australian and Continued to the Australi	Sao Corresont #5
					consider with the project, as containt, we take the makent, salend, and excontance wereing of all Autoritinos—and most pragically-our most contentation inco. As a cry that product men on consensation with making and continuous and generalists, it would said dishim me so delegif to see a project like this go forward. We have, for decades, invested far too title in our public triumsportation and preleation interface under a consequence we as a city are faced with a traffic problem so much larger than our size should suggest. Creating space for more	
					Caster, Indicates the registration of the regi	
2448	Mo Edge	3/7/2023	Email	Do not widen/no build	testing at an example, use project gott read or each testing as a project gott read of the second of	
					Duri highlig (2015) "Online Thin and County and American County an	
					safety with CP. The shall consequence of the contract of the shall be shall	
					glowing skeleding for decades. SNET, I will not drive a cut, and no crise should EVERTHAIL broad to. We distroy further opdores for our future when we erect more ceremin skeles over our city. I strongly OPPOSE TXDDT's plans for i-SS and I strongly OPPOSE expansion. We are not Amsterdam, but we are also not Houston. We have time to make similar choices. Soft house we have the wisdom as well. Thank you for your time.	
					, , and a second a second control per second	
2449	Mohan Rao		MyCapEx Website -	Caps/Deck Plazas	Lurgin TxCOT to design and build more caps between Clear Chavez and USCODE/Warrig, We must make it MICH easier for folks to drive, bicycle and walk scross I-SS. Caps show promise in improving east-	See Comment #42
2779			Comment Form		west mobility.	
1				Water Quality	Also, I urge TxOOT to build adequate infrastructure to treat water runoff from the highway! We drink the water in Lady Bird Lake, so we MLST protect the lake's water quality.	Sas Comment #125
				quany	Dear Chairman Bust and Commissioners: Thank you for recontinging that 135 through Austin is one of the most congester markets consenses in the State of Torses. An this continues are the confirmation continues are the continues as the confirmation continues are the continues as the confirmation continues are the continues as the confirmation continues are the continues and the continues are the continues and the continues are the continues are the continues and the continues are the continues a	36 Commit 4.25 See Commit 8.8
					And Chamber Big and Commanners. That is not for recipiting that 5.5 from Mr. Advis is now of the most conguised makes represent in the Bias of Team. As this is activate, which will care the Mr. Advis is now of the most conguised makes represent in the Bias of Team. As this is activate, which will be advised to the Mr. Advised to the M	
					Austin, TX 78101 Heritage/Titles/Austin.com WRE FRALD WARNING: Due to increased risk of theft by wire fixed, Heritage Titles Company must send wire instructions by encrypted e-mail certly, Our Wire Instructions Do NOT CHANGE so consider any communication to change them as fixauditent. Please cell your dissinst team to confirm the Wire Instructions before wire your funds as soon as cossible to work funds and soon as cossible to work funds and the confirmation to change them.	
					Company respects your continuing right/desire to wear a mask. Miskle are no longer required to enter a heritage office, but we would encourage you to wear a mask if you have NOT been vaccinated. Please DO NOT VIST OUR OFFICES if you are feeling if or if you know you have been encoused to amone entibilities COVID-10 sentorms. If you are unable to attend coloring coloring control to prainting a remote closive owner. Prints accommand with a number of the control of the	
2450	Moira Boland	2/7/2023	Email	General Support	be passed through to the party requesting same. Please know that we appreciate your business. CONFIDENTIALITY NOTICE: This email and any attachments may contain proprietary, confidential, or privileged information of heritage Title Company of Austin, Inc., and/or its clients. Any confidentiality or privilege is not valved or lost because this email has been sent to you in error. If you are not the intended occionant you are fareign privileged in not valved or lost because this email has been sent to you in error. If you are not the intended occionant you are fareign privileged in not valved or lost because this email has been sent to you in error. If you are not the intended occionant you are fareign privileged in not valved or lost because this email has been sent to you in error. If you are not the intended occionant you are fareign privileged in the privileged	
					and that any review, disclosure, dissemination, distribution or copying of it or its contents is prohibited. If you have received this email in error, please notify the sender immediately by reply or by phone as delete this email, and distroy all copies and any attachments. Thank you for your consideration.	
			MyCapEx Website - Comment Form	Bike/ped safety	Comment: please increase street-level caps and east-west crossings north of Airport boulevard that are both pedistrian and car friently. The confluence of four major highways (35, 74, 200, 183) makes this a particularly difficult streeth to cross safely in any mode. Recent pedistrian deaths attest to the need for 1x00Ts advanced user-centric design efforts. Families in both neightorhoods would benefit from increased access to educational, cultural,	Sau Comment #30
					Comment of points recorded and the set of any part and set of company and not depend indused that are had presented and for an industry of the recorded and the set of the set o	
2451	Moira Porter					
					Questions: Will you please provide the public with additional financial projections of folling both personal and commercial vehicles on the section of I-35 that runs through central Austin? The research promoted by the project team identifies several promising ways to incentriable greater utilization of SH 130, including reducing the speed limit and reducing or eliminating table. It sounds like a waiver to experiment with 135 tolling during the construction period is a good opportunity for	Saa Corrent #3
1				Reroute to 130	Quastion: Will you please provide the public with additional financial projections of stalling both personal and commercial vehicles on the section of 1.55 that most brough central Auditor ¹⁵ the research promoted by the project beam destroffes amount jumming ways to contribute gaves of trails and the financial project in the contribute gaves or financial to the project beam destroffes amount jumming tasks, to know this way was recommended by the project beam destroffes amount jumming tasks, to know this way was recommended by the project beam destroffes amount jumping destroyed to the contribute gave to the contribute gave the project project and contributed years administed and project gave the project gave the contributed years administed an more detail why se 12% reduction in strongly trade on 1.55 central contribute was the destroyed and contributed years administed an expense administed part of the highway?	
		L			charge the commuters and companies who make deliveries or work in downtown Austin since they are the primary users of this part of the highway?	
2452	Molly Bartell			Do not widen/no build	About 50 August About 50 August About 50 Augus	See Comment #S
					highway, they come for an experience. Construction and congestion are the two worst things for a city.	
				Public Transit / Multimodal Transportation	We don't need to add more lianss and increase the libelihood of accidents and traffic. This plan is clearly just a means of profit rather than consideration for transport. If transportation were truly a top concern. Tesse would consider the construction of a reliable transportation system such as a nailroad or train.	See Comment #13
				Air Quality/Noise	The roise pollution from 35 is already bad enough. Expansion would cause even more noise and harm a lot of businesses and residents. I truly hope you will reconsider a project of such magnitude and offer a solution that truly solves an issue, rather than simply expanding a problem.	Saa Comment #34

2453	Molly Beth Malcol	1/13/2023	MyCapEx Website - Comment Form	General Support	Istrangly support the 1SS Capital Epress Central Project. It is impensive to the Austin area, the state of Texas, and the United States. Thereis for all of the work you have put into getting to a final plan. I look forward to this project moning fereard.	See Comment #8
	m					
2454	Molly Coffman	1/31/2023	MyCapEx Website - Comment Form	Climate Change	Helia, has the project regarding the expansion of 135 considence the impacts on air quality caused by the future increase in vehicles braveling along the highway? in puriodat, regist the increase in vehicles branch or highway in cases come levels to the pore where public health advisories would recommend against bicycling near the highway? Audin is currently very close to being in routationment for come. What analysis has been conducted on this issue? The branch is convertely very close to being in routationment for come. What analysis has been conducted on this issue?	See Comment #51
2455	Molly Frisinger	100,000	VOH	Multimodal transportation	We don't need bigger highways and more cars. We need more public transportation and better access for pedestrians and bites.	See Contract #20
				Public Transit / Multimodal Transportation	We don't need bigger highways and more cars. We need more public transportation and better access for pedietrians and bikes.	See Comment #13
				Bike/ped safety	Tyou're going to expand 135 over locals' objections at the very least prioritize burying sections of the highway, making it easier to bury sections in the future, and creating frequent parlestrian/trike creatings.	See Comment #30
ID	C N	Da R d	S	Topic	c	R p
					Dear 1-35 Capital Express Central, Rex 1-35 Capital Express Central, Druft Environmental Impact Statement	Suo Comment #5
2456	Molly McCharg	3/7/2023	Email	Do not widen, no build	In a SS Cycle Expose Control, Out the Control Statement And Control Statement Control Statement And Control Statement Control Statement And Control Statement Control Statement And Control Statement Control Statement And Cont	
2457	Molly OHalloran	500000		Bike/ped safety	Mr TuDOT TuDOT, Hellot, I've lived a few blodds from I-35 near 4th Street for 17 years. I am writing to sisk that you NOT expand I-35 through downtown.	Sax Correct #30
					In Technic Track and less bloods from 3.55 near 4th Street for 21 years, I am writing to seak that you 100 ² expand 1.55 through identitions. Jet sworted more in Auditor princely by sealing or billing and approximate for the new his and any plant in influence the Marchine I had been building it to getting more pleasant every year, with safe and shady expect to plant performance. See the plant performance is seen that the same is the same and the plant performance in the same is the same consenting in a service data.	
				Community Alternatives	Please give full consideration to community alternatives such as Reconnect Austin and Retrink 35. Don't bring entra noise, pollution, and pavement to our neighborhood. We want walkable, safe, shaded	See Comment #4
					Streets.	
2458	Molly Powers			Do not widen/no build	Mobility35 Program Manager Tommy Acrego, Good affermoon, Mr. Abrego, I am writing to oppose TsCOT's current plan to expand I-35.	Sax Comment #S
			_	Business/residential displacement	If this plan happers, the daycare that my daughter attends will be forced to relocab. This would put tremendous stress on my current job that provides for our family.	Sau Commint #21
				Placial justice	Forthermore, registered in an independent annies and extraction in resource. In an independent and a superintermore, regarding the development of the season	Sao Comment #3
					нает пот пи раж, ало тох екрыто 1-33 од томано кок по отим регорома ило коми. Successy,	
					Mr hoo't hoo't,	See Comment #20
2459	Molly Purcell	3/6/2023	Email	multimodal transportation	Texts. As a Citizen who lives on the East side of Assist, crossing and getting around 155 is already hard enough. Expanding the highway would make it even harder to bike to the rest of the oly for ms. Other times adding more lanes to highways just adds more thrill, bold as California, it has some of the highway land in the control of the highway in the control of the highway in the control of the highway in the control of the highway in the control of the highway in the control of the highway in the control of the highway in the control of the highway in the control of the highway in the control of the highway in the control of the highway in the control of the highway in the control of the highway in	
2460	Mona Mariay	3/7/2023	McConFr Woholto .	Do not widen (no heild		Sur Director 45
	,	4,7222	MyCapEx Website - Comment Form		Expending (25 will not store our buffic congestion issue-this has been prome to actually make it cross. 25 is one of the most designous made in the state, growing it is not the scriptors. This is a MRSTE of support distant buff could be useful to increase public benefit and other actual solutions to the number of care on the most. This expension plan will make 35 even more of a divide in our thy. Please, please, please do not move forward with this plan-of on not the plant of our thin plant of	
2461	Mona Mehdy			Do not wider/no build	MobilityS5 Program Manager Tommy Ahrego, Lam an Austin, TX otlawn, I am writing in opposition to TxDOT's plan for expansion of 35 through central Austin. The plan perpetuates and magnifes well known flaws identified over decides in Teas and	See Comment #5
					across the country:	
				Latent/Induced Demand	Tortural flamment that leads to higher traffer exectoration imments carbotactial identifier of housing and housingsoon that devoted he responsed on rout of a revenue and locable risk the failure of allowed all	San Comment #15
					Toknow Demonst that leads to higher traffic, construction impacts, authorized advantation of housing and trainseases that should be preserved as part of a compact and investible city, the failure of almost all highesy expansions to address traffic, the success of freeway removals, and traffic modeling that is not realistic.	
				Air Quality/Noise	As a professional biologist, the sizing of a major freeway expansion directly in the densely populated certral city and with water runoff flow into the nearby Colorado River ecceptem brings well known impacts; greater air pollution in the immediate readway and region from vehicular exhausts, water pollution from vehicular enhausts, tree particulates, oil and gias depositors on pavements, noise pollution	Sau Correnant #34
					and negative impacts of traffic on human health.	
			-		The TuDOT (35 plan ignores far more successful and supportive of people and the environment ways to handle transportation in the Austin central city area: 1) route through traffic through highway 130 true to the valid original intention, making	See Comment #3
				Reroute to 130	The 1001 TSS plan ignores for more successful and supportine of people and the environment ways to bendie transportation in the Austin central city area; 11 most through halfs through highway 130 tous to the valid original intention, making it more alteractive for some financials, and consister convening to the 55 most fine for more intention to the Austin central city as supportation control gas founding to be loader for intends and allows to total control and an action to the action to the assignment of the production of the action of the action of the advanced production of the action of the ac	
2462	Monica Krystyna Patura	2/6/2023	Email	General Support	Date Chairman Bugg and Commissioners: Thank you for recognizing that 1.55 through Audit is one of the most congested reachesy segments in the State of Texas. As this seriously outdated reachesy is offer could be Main Street of Texas, at Texas should call for both and decisive action to branken this critical sentent of instructive into a readery that self-accommodate the project and immunes growth we are experiencing in our great States. According, in a merring to they be represent years proported by Export and a second support of the 1.55 could be proceeded by Texas for your consideration of this	See Comment #8
					REQUEST.	
2463	Monica Lowe	3/7/2023	Email	Do not widen/no build	Mobility S Program Manager Tomary Alarquis. Learn a make Austrials and these band here my entire life. Please don't expend SS. Evidence shows that laive expension does not widers Yalffic in the long row and this seems like a highly discussive, expension, environmentally death-cuts project. Learn a make Austrials and State Book Seems of the	Sau Comment #5
					that won't do anything to improve traffic and only further perpetuates Austin's reliance on cars to get account. It will hurt the city's infrastructure and economy long term. The people of the city do not went this. Please focus transportation funds, planning and resources on southinable urban transportation methods and not highway expansion.	
2464	Monica Sanchez	3/7/2023	Email	Do not wider/no build	planning der discussion in succinariable sinch transportation methods and not full plany apparation. Machinistics Singenis Resolve Emission Assess. This is native Auditorities and I am switnerstrip opposed to the plan under consideration by TALCOT for IR-SS. Community input has not been sufficient!	See Comment #5
2465	Monique m35	1/19/2023	MyCapEx Website - Comment Form	Public Transit /	REWAYT MASS PUBLIC TRANSIT. The state can even spin it as helping those with disabilities get access to transportation. It makes no series to add more and more larses for more and more cars. More chances for collisions and distincted drivers. Why?	See Comment #23
			Comment Form	Transportation		
2466	Morgan Draper			Do not wider/no build	to NoOT NOOT, Note, Secretary or beautiful cities, and Texas landscape by this mindees expansion of highways and freeways, instead focusing on what really makes our state great its people and its natural beauty.	See Comment #5
					от том в т	
				Public Transit / Multimodal	Let's focus on expanding public transportation which will decrease traffic by allowing more of our people access to their transportation needs. Also focus on replanting trees and native plants along our	Sau Connent #13
				THE REPORT OF THE PERSON NAMED IN COLUMN 1	reactings.	
2467	Morgan Franklin			Public Transit / Multimodal	Making Shippen Makager Tramp storps: The Shippen M	Sao Comment #13
				ransportation	An indicated section of the section	
				Do not widen/no build	Inhermently OPPOSE TLOD's plans for LSS and LOPPOSE the expansion. The expansion of LSS is destructive, dangerous, and deady, if WALL NOT SOLVE THE CONCESTON PROBLEM. I sepect TLOD's, Audin City Council, and other representatives to stop this expansion and pursue other sciulions.	San Comment 45
				Multiprodui Transportation		San Comment 2/0
				Multimodal Transportation	Audin is in an incredibly powerful position right now. We have the chance to show offices across the country what innovation can truly took like, but that's only if we ACT NOW. We must stop expending our highway and move forward with a people- contric mobility plan that princriates paid increase; protected below inline, and widered sidewaks for padestriess. We have the opportunity to make newlighting through	Sau Commun 4 AU
2468	Morgan Gray	3/6/2023	Email	Public Transit / Multimodal Transportation	MobilityS5 Program Manager Tommy Arragio. We should be flooring on bettering public trained such as box and train services, rather than continuing to expand inefficient infestivuture.	See Comment #13
					MobilitySS Program Municipal Tommy Arrago. The lived in Austin for a decade now, and the traffic, air quality, and dissue of public transportation has only increased while the lived here. Expending 135 would only encourage people to refy on individual transportation further, which is a city	Saw Comment #5
2469	Morgan Honaker	3/7/2023	Email	Do not widen/no build	The level in Austin for a decide now, will the traffic, air quality, and dissuss of justic transportation have only increased while he level here. Expanding 1.55 would only encourage people to rely or individual transportation further, which in a city this size (and one that's go owing) will only make a traffic verse, regarders of the highway. I used to leve in Adlanta, which has 6 lane highways that have never helped annalization traffic issues. Also, equanding 1.55 would displace hundress of trainmesses and people only the make a growing prodeiner worse, hinself in public transportation, not in tagger highways?	
L						

				Do not widen/no build	Transaction of the control of the co	See Comment 65
2470	Mongan Larner				Making Shepan Mavager Tomy Aregs. As an Austin resident with is car, 1 oppose InCOTs plans to expand 35.	
				Latent/Induced Demand	As east this fellow and represented in Springer place officing in the and for installar congruent to large term. Years of all Ty by Chargement organizations and would be describely impacted by thethe multiple process of contractions and contract contractions are contracted as a contraction of the contraction of t	See Connect 6 III.
				Community Alternatives	I am an advocate for Putries-XS's proposal? still see existing roadways and construction for those would have less impact on the surrounding community. If orther use public transportation, too. I expect T-COT, Auditin City Coursel, and other representatives to stand up for ms.	See Comment 44
2471	Mostafa ElNahass			Do not widen/no build	Mobility55 Program Manager Tommy Abrego, Liam not a resident of Austin or Teacs but 1 oppose the COT's plans for 1-35 and 1 oppose the expansion since the project will receive federal funding.	See Connect 45
					In a was where Tessa is a victim of a natural disaster every year it is time to nothink outstand class which are environmentally harmful like cur dependance which will increase pollution, traffic and natural disasters.	See Comment #18
				Latent/Induced Demand	Equating highways and intervious class cell for softin cases the Asia heavey did not its varific due to introduce downer. Specially, the property of the softing of the Asia of Section (and the Asia of Section (and the Asia of Section (and the Asia of Section (and	See Control of ASS.
				Regional connectivity	Aution as city which is origining or unber experience and expending this intention will disortly in the first union it further debtion the only and will lose a lot of important properties that housing during a housing larger as first union in the first union i	See contrast 41
				Public Transit / Multimodal	Fasest to stated the United States Chanel Phis is Cross of the American from Vegicas but the problem is after I arrive it do not have options to get to the cross from desentees. Audio to the Cross which all and execute the state of the American from the contract of the American from the cross of the Contract which all and it is always these policying my trip own year curst you experied multimodal transportation. This is one example for the inefficiency in your Multimodal Transportation restored which should be printed and foliage.	Sec Commet #13
2472	Muneeb Aslam			Do not wider/no build	to Bott Mot Total. Data Internation. The arm fronting bit in you know that as a decade long fusion readors, I whereardy oppose the lightway expansion of 555.	See Connect #S
					I am writing to list you know that as a decade long Austin resident, I witherently appose the highway expansion of 1-35.	
				Latent/Induced Demand	As a policy consultant, I des bill you that it will worsen traffic and women the living conditions of those who nasion here. There are so many butter alternative solutions like redirecting external buffic APDUID Austin masked of TribROUGH of	See Comment #10;
				Public Transit / Multimodal Transportation	The could also invest in move pudds transit or that 1.55 congestion is lessened. Please do not go through with this expansion, it will be very detrimental for us. Sincerely,	Sac Comment #13
ID	C N	Da R d	s	Topic		R p
2473	Murali Katragadda	1/27/2023	Email	General Support	Duer Chairman Bugg and Commissioners: Think you for recognizing that 135 through Audin is one of the most congested readway segments in the State of Teacs. As this seriously outstand readway is dhen coaled by the Main Down of Teacs, at Teacs is south of the State of Teacs. The State of Teacs at Teacs is south or the State of Teacs at Teach or the State of Teacs at Teach or the State of Teacs at Teach or the State of Teacs at Teach or the State of Teach or the State of Teacs at Teach or the State of Teach or the State of Teach of Teach or the State of Teach of Teach or the State of Teach or the State of Teach of Teach or the State or the State	See Connect #8
2474	My Uong	2/11/2023	MyCapEx Website - Comment Form	Do not widen/no build	Please do not expand 3-35	See Comment #5
2475	Myrtle Wilson	2/9/2023	Verbal Comment	CapMetro	And I am concerned about Moto boses no longer breaking along 135 feeder most from 35th and a hard to Masliner. I cased to be able to shop at Home Deput, their Boy, and several other shops there, and now the —no box give there anymore. They stooped that mote and so those are piscons that I no longer can shop without a hasale.	TACOT has also held several cross-agency meetings including lean members from the City of Austin, CupMore and Project Connect to ensure the Cupital Express Central project aligns with other transportation project goals for the City of Austin, TaCOT supports a multimodal transportation system and will continue to collect public feedback and foot cross-agency meetings.
				Do not widen/no build	II. I feater to take my thought on the expension of GS through the core of Audio. The expension gain is unacceptable — the Engine of GS Shough the core of Audio. The expension gain is unacceptable—be Engine of GSS Shough that care of people. During its bales not not only existing businesses and missionces but MEXENTS follow use of this valuable land in the conter of the city, 155 as it coverify eachs has already before but one or of valuable land. This pion will not college to content companies, due to historial behavior. It is serve the range people without case.	Sus Comment #5
2476	N. DeFrice			Laters/Induced Demand	All places active calls in 2014. The places is a series of the place of the places is a series of the place of the places in 2014. The places is a series of the places in 2014 the plac	The Comment & ED
2477	Nadia Khan	\$-20,000A	MyCapEx Website - Comment Form	Do not widen/no build	Does Counted Newtonics. The Assessment of the expensions, which dudies show will NORSEA CONSESTION, depress public transit, and exacutates inequiries in Audio. Their is to need for the expension, improvements, 15°L. the sentencing of the sentencing of the expension of the expe	See Connect 4S
					The writing to large between the random of 35 and designed by TDDs is 25 of contray recome. Please table a dolp bade and recognise that as a OS ₂ we do not want to confirm to exact social policy through. Supplement building. The saleses belond of expensions to be doned parameter for exceptions service reportions. This belond powerment tas bego in the contrating is a follow of this to by the report areas that have been time apart and isolated due to search you for the properties of the contraction, meanable we are permitting TDDS to or only fall to report. But TD LOMECESCHICE DDNOC the desirage, to do this ADDS to an already fractional off places.	See Connect #3
					On the billion during again, as a few of white different belief groups of these lighter sequences groups, fining over the hydrogen follows and groups, on the purpose melectricity and common and processes of the groups melectricity and common and the purpose of the purpose melectricity and common and the purpose of the purpose melectricity and common and the purpose of the purpos	See Comment 43
				Latent/Induced Demand	Please but this vision experience, which during show all INDEASE CONCESTON, depress public brank, and executable inequiries in Audio. There's no need for the experience. Codate a new plan fall as black EQUITY TOOK: That acknowledges that experience would cause for the completion, increase are fuelfic, and care labor more impressible divides on any pedientries and bile extension.	See Comment #13
				Multimodal transportation	Improvements, YES, Re-envisioning, YES. Let's take us back to the drawing board with a lans to equity, community building, and multi-modal transportation, and connectivity ACROSS the highway scars.	See Comment #20
				Reroute to 130	Put all options on the table, including reverting it back to its original glory as a central boulevard, revouling the highway, and cap and cover options that benefit current low income communities.	Secomment #3
2478	Nadia Khan	\$100,0000	MyCapEx Website - Comment Form		As all options on the sales, modeling recording it backs to its integral gray as a second businessed, remaining the highway, and cape and ower options that banked current tow recover communities. IMDATE treas solutions and APO NOT DEPARCHED. The company of the communities of th	See Comment #42

					The North and South 1-35 projects, as compared to the proposed central project, appear to show that TDdxt is not investing on improving connectivity in the communities that need it the most.	See Comment #S;
					The bifun of Sub. 3.5 propsils, the companied to the proposed control propsil, agreed in the two Tables, not considing on repossing connection) in the commonstance that must it in each of the most. Find of the laws the not a supposed in these areas and the propsil on the same and an explained and the same and an explained and the same and an explained an explained and an explained an explained and an explained and an explained an explained and an explained an explained and an explained and an explained and an explained and an explained and an explained and an explained and an explained and an explained and an explained an explained and an explained and an explained and an explained and an explained and an explained and an explained and an explained and an explained and an explained and an explained and an explained and an explained and an explained and an explained and an explained and an explained and an explained and an explained an explained an explained and an explained and an explained an explained an explained and an explained an explained and an explained an explained and an explained and an explained and an explained and an explained and an explained and an explained and an explained and an explained and an explained and an explained and an explained a	
					I haven't seen an equity focused less or analysis from TSOs. When you have the power to transform a community, you need to take responsibility and do what's best for those who do not have agency to be at the table: But among the I-35 more community. I have a form the power to transform a community of the power to transform a community.	
				Do not widen/no build	projects, what I see is more investment in sees with cook vacue and more cepted to degree with. It arrows no the reverse. If this to see the case of more investment in sees with cook vacue and more cepted to degree with. It arrows no the reverse. If this to see the case of more information plants for Central II. No expension, which heads to more conjustion and traffic.	
				Reroute to 130	Diversion of truck traffic away from peak use times. And a spreading out of the connectivity dollars and efforts to north and south.	
						See Comment #3
				Latent/Induced Demand	The 51st street section needs massive significant improvement. There is NO room for expansion, plus studies show that will INCREASE congestion.	See Comment #18
			 		have the Deposition of these RENATION and the Land to the Land the	See Comment #30
					I want to see sidewalks that are spaced away from high speeds - for example 5' if 30mph, 10'-12' minimum if 40-60 mph. STOP putting sidewalks ON THE CURB of access roads. Children are forced to live on your roadways. Toddlers and kids	
					SIGN CHARLET STATE OF STATES AND ASSOCIATION ASSOCIATION STATES AND ASSOCIATION ASSOCIATION ASSOCIATION ASSOCIATION ASSOCIATION ASSOCIATION ASSOCIATION ASSOCIATION ASSOCIATION ASSOCIATION ASSOCIATION ASSOCIATION ASSOCIATION ASSOCIATION ASSOCIATION ASSOCIATION ASSOCIATION ASSOCIATION ASSOCIATION AS	
					At 53st overpass, there is a large section that was abandoned but left in place. That needs to be expanded and converted into a large or and over Park that reconnects Window Park to NorthLoop. And not just the given habitat spaces there we included in the later needs in the later needs. In the later needs, in the later needs, in the later needs, in the later needs, in the later needs or in the	
					the roadway and with no carcopy for shade—there is a huge unused roadway already built that could easily have been a boardwalk right next to the vehicular roadway, similar to the pedestrian bridge at Lamse and Town Lake. Do better next time.	
2479	Nadia Khan	400,000	MyCapEx Website - Comment Form	Bike/ped safety	Additionally, section if to cross the lightway in a zillion different ways here, not only of Capital Plaza, but from Window Plark and University Hits to Highland and SX, zhm's. Spend some time on the ground and longle pathways for pedestrians that are safe, direct, and intuitive, to get across and around this manue, in ALL directions.	
				Linky peu asiery	Prioritize the pedistrian experience. For example, the design at Airport looks like people were the LAST consideration. Start over and design for parks and connectivity for pedistrians first.	
				General Support		Saw Comment #8
2480	Nahid Khataw	1/17/2023	Email	General Support	Date Chairman Bugg and Commissioners: Thank you for recognizing that 135 through Audin is one of the most composited readway segments in the State of Teas. As this seriously outsized readway in other collect the Man Street of Teas, as this seriously outsized readway in other collect the Man Street of Teas, as the seriously outsized and immerse growth we are experiencing in our great State. According, It is man Vision layout you experience in province support for 1955 circular between Central States. According, It is man Vision layout you experience in province support for 1955 circular between Central States. According, It is man Vision layout you experience in province support for 1955 circular between Central States. According, It is man Vision layout you experience in province support for 1955 circular between Central States. According, It is man Vision layout you experience in Central States. According, It is man Vision layout post province and control of the Central States. According, It is man Vision layout you between the Central States. According to the man Vision layout post province and control of the Central States. According to the man Vision layout post post post post province and control of the Central States. According to the man Vision layout post post post post post post post pos	See Contribut #3
					Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request. Nahld Khataw	
2491	Nan Mallanna	1/91/2029	Smoot	Connect Support	The principal parties for \$5 are not an article proper of any conference with \$5.5. Learner to the Board of Tenton for \$50° and control to \$100°. Blace out and Tenton.	See Comment #8
2481	Nan McRaven	1/31/2023	Email	General Support	have lived in Audin for 45 years and an actually aware of our need for improvements to th 35. I am on the Board of Troatees for ACC and support the enhancements to th DS. Please act need. Thanks Dr. Need for the only those	
					Dear Chairman Bugg and Commissioners:	See Comment #5
					Date Claimen Budg and Commissioners: In this pie for recognition 10 this 15 through Action is one of the most congoined readway segment in the State of Texas. At this servicely additional readway is often called the Main Sheet of Texas, all Texams should can for total and decisive action to binarize this control sheet of the indistructive retries another than control sheet of the indistructive retries another than the indistructive retries another than the indistructive retries another than the indistructive retries another than the indistructive retries another than 15 control sheet of the indistructive retries another than 15 control sheet of the indistructive retries another indistructive retries another indistructive retries and in	
		0.00		Do Not Widen/No Build	Accordingly, I am writing today to express my complete support for the 135 Capital Express Central design as proposed by TxOOT. Thank you for your consideration of this request.	
2482	Natalie Dean	3/6/2023	Email	Do Not Widen/No Build		
ID	C N	Da R d	S	Topic	e	R p
2483	Natalie	1/9/2023	Email	Parks	I am a resident of Austin and a representative of the Festival Beach Food Forest (FBF), which is located on COA park land, just north of Edward Rendón Park. We are a separate entity from the Festival	See Comment # 550
	Evans	1	1 1		I am a selected a facility and a representation of the femilion flower (EFF), which is traced on CDA pays lack, just now of Clauses in Manch (Execute Memorith Pass), as an a separate entity from the femilion of the American Company (pulsation and event files in the second as one managing and extend in a Town American Company (pulsation and event files in the Femilion and Execute American Company) (pulsation and event files in the Femilion and Execute American Company) (pulsation and event files in the Femilion and Execute American Company) (pulsation and event files in the Femilion and Execute American Company) (pulsation and event files and event files in the Femilion and Execute American Company) (pulsation and event files	
	1		1 1		Promising of the ROW to our sist. We would also like to be notified all any stageing or manematic or corresponding of the ROW to our sist. We would also like to be notified all any stageing or manematic or corresponding of the ROW to our sist. We would also like to be notified all on any stageing or manematic or corresponding or the responding or the ROW to our sist. We would also like to be notified all on any stageing or manematic or corresponding or the responding or the ROW to our sist. We would also like to be notified all on any stage or though stage to the proposition of the responding or the ROW to our sist. We would also like to be notified all on any stage or the responding or the ROW to our sist. We would also like to be notified all on any stage or the responding or the ROW to our sist. We would also like to be notified all on any stage or the responding or the ROW to our sist. We would also like to be notified all on any stage or the responding or the ROW to our sist. We would also like the responding or the ROW to our sist. We would also like the responding or the ROW to our sist. We would also like the responding or the ROW to our sist. We would also like the responding or the ROW to our sist. We would also like the responding or the ROW to our sist. We would also like the responding or the ROW to our sist. We would also like the responding or the ROW to our sist. We would also like the responding or the ROW to our sist. We would also like the responding or the ROW to our sist. We would also like the responding or the ROW to our sist. We would also like the responding or the ROW to our sist. We would also like the responding or the ROW to our sist. We would not see that the responding or the ROW to our sist. We would not see that the responding or the ROW to our sist. We would not see that the responding or the ROW to our sist. We would not see that the responding or the ROW to our sist. We would not see that the responding or the ROW to our sist. We would not see that the ROW to our sist. We wou	
		1	1 1		adjacent to PBPF. Thank you.	
2484	Natalie Evans			Do not widen/no build	Mobility35 Program Manager Tommy Abrogo, Helito, Iamra resident of Austin, Texas.	See Comment #5
					Mills, I am a resident of Justin, Texas. I occopes TADOT years for 153 and I occopes highly versions for the control of the c	
					1 oppose IIIJU1 s pierts for I-35 and 1 oppose riigrissly experision.	
				Community Alternatives	I am in support of the Rethirk/35 plans and a trianspontation model that puts public transportation FRST. We need public transportation that is frequent, accessible and widespread.	See Contrient #4
			-	Latent/Induced Demand	TOOTS arrows in this cashed is found in larger behalf dependent or provide antiquities into the public found in a part of the public found at larger at larger and a part of the public found at larger at lar	See Comment #18
				Laterty induced bemand	TxOOT's process in this project in flawed. It ignores indused Demand, construction impacts, particulate matter pollution from the wear, the failure of almost all highway expansions, the success of freeway removals, and its traffic modeling is flawed.	DAN LOTTERINI # LD
					10 years of construction for just a few years of congestion relief is NOT weeth it.	
			-		has a new selection of the Earth Should Record and the impacts of secretarion and record in believe control and discovered and the impact of secretarion and record in	Sto Current #24
					I am a core volunteer of the Festival Beach Food Forest and the impacts of construction and greater highway usage would negatively affect our public food forest over time, leading to increased polition, noise and adverse health and quality of life effects.	
					Highway expensions DONT work. They worsen congestion (as we saw with the Kitly Freeway), air noise and water pollution, safety, and transportation options beyond driving, I don't want to use an interstate highway for my local trips. I expect TxDOT, Austin City Council, and other representatives to stand up for ms.	
				Air Quality/Noise		
				Community Alternatives	arm in support of the Rethink35 plans and a transportation model that puts public transportation RRST. We need public transportation that is frequent, accessible and widespread.	See Comment #4
					Good Monte, It is an activated of Amini, Trians. I have send sook in the city, I as a recorded of Amini, Trians. I have send sook in the city, I aspect a COVT justom for \$1.55 and species in player operations. I appear ACOVT justom for \$1.55 and species in player operations. I appear ACOVT justom for \$1.55 and species in player operations. I appear ACOVT justom for \$1.55 and species in player operations. I appear ACOVT justom for \$1.55 and species in player operations. I appear ACOVT justom for \$1.55 and species in player operations. I appear ACOVT justom for \$1.55 and species in player operations. I appear ACOVT justom for \$1.55 and species in player operations. I appear ACOVT justom for \$1.55 and species in player operations. I appear ACOVT justom for \$1.55 and species in player operations. I appear ACOVT justom for \$1.55 and species in player operations. I appear ACOVT justom for \$1.55 and species in player operations. I appear ACOVT justom for \$1.55 and species in player operations. I appear ACOVT justom for \$1.55 and species in player operations. I appear ACOVT justom for \$1.55 and species in player operations. I appear ACOVT justom for \$1.55 and species in player operations. I appear ACOVT justom for \$1.55 and species in player operations. I appear ACOVT justom for \$1.55 and species in player operations. I appear ACOVT justom for \$1.55 and species in player operations. I appear ACOVT justom for \$1.55 and species in player operations. I appear ACOVT justom for \$1.55 and species in player operations. I appear ACOVT justom for \$1.55 and species in player operations. I appear ACOVT justom for \$1.55 and species in player operations. I appear ACOVT justom for \$1.55 and species in player operations. I appear ACOVT justom for \$1.55 and species in player operations. I appear ACOVT justom for \$1.55 and species in player operations. I appear ACOVT justom for \$1.55 and species in player operations. I appear ACOVT justom for \$1.55 and species in player operations. I appear ACOVT justom f	See Comment #5
					Tarm in necessition reasons, lease, I note attent work in the City. Lappose TarDOTS plaints for ESS and Loppose TarDOTS plaints for ESS and Loppose TarDOTS plaints for ESS and Loppose TarDOTS.	
					I am a core volunteer of the Festival Beach Food Forest and the impacts of construction and greater highway usage would negatively affect our public food forest over time, leading to increased pollution, noise and adverse health and quality of lists affects	
					TubOT's process in this project is flaved: It ignores induced Demand, construction impacts, particulate matter pollution from tire wear, the failure of almost all highway expansions, the success of freeway removals, and its traffic modeling is	
					fillewed. Highway expansions DONT work. They worsen congestion (as we saw with the Kuty Freeway), air noise and water pollution, selver, and transportation options beyond driving, 10 years of construction for just a few years of congestion relief is NOT	
2485	Natalie Evens	3/6/2023			worth it.	
	Evans		Email	Do not widen/no build	worth it. I don't want to use an intensiale highway for my local trips. I don't want to use an intensiale highway for my local trips. I expect TuCOT, Austin City Councit, and other representatives to stand up for me. Thank for your consideration,	
			Email	Do not widen/no build	worth IC. Sort west to so an internatal highway for my local trips. I expect TACOT, Audior City Council, and other representatives to stand up for ms. There's for your consideration,	
	1		Email	Do not widen/no build	worth It. It was not instructed inglines for my found type. I segent T-COT, Austro City Councy, and other representations to deared up for me. Thurs the pure consideration.	
			Email	Do not wider/no build	worth IC. Extra west to sure an intendable injectory for my focal styre, Leoper ToCOT, action they Connect, and other representations to stated up for ms, Thank for your consideration,	
1			Email	Do not wider/no build	worth It. It was not instructed regimes for my found type. I segent ICOOT, Austro Clop Council, and other regementations to stand up for ms. Thunk the your consideration.	
1			Email	Do not widen/no build	worth IC. Start west to see an intendials rightway for my social type. Septem fill off, Austril (big Startes, and other representations to stated up for me. These for your consideration,	
			Ernail	Do not wider/no build	worth It. It was not instructed inglines for my found tipes. I segrent ICOOT, Austro Clop Council, and other representations to stand up for me. Thunk the your consideration.	
2486	Natatie Mutin		Ernail	Do not widen/no build Do not widen/no build		So Connect 6
2486	Nesalie Mulin		Email		worth E. I separal T-COT. Autor City Councy, and other representations to stand up for me. Thank the your consideration. I separal T-COT. Autor City Councy, and other representations to stand up for me. Thank the your consideration. Michael Standard St	See Contract #5
2486	Nesatie Mutin		Email		MARITYSS Program Manager Transp. Abroga.	On Contract #5
2486	Natalie Mulin		Ernail	Do not widen/no build	Advanty S Program Manager Terriny Annes, Malls, it an incendent of Austra, Years Agreement (Add You person of TSS) and Exposes Highly expension.	
2486	Natalie Mulin		Email		MARITYSS Program Manager Transp. Abroga.	Ton Controver 4 5
2486	Nanalie Mulin		Email	Do not widen/no build	Material Shappen sharing in home Jordan. Material Shappen sharing in home Jordan Shappen separates. I appear ToOT's plans for 1.53 and I appear lapfeway separates. Lam in support of the Material Shapen and a temperature model that public transportation PRST. We need public temperature for this frequent, accessible and violatopress.	
2486	Narsalie Murlin		Ernail	Do not wider/no build Community Alternatives	Modity\$5 Program Managor Tenney Arrago. Ingonia ROOT's plant for 135 and Ligopous Inglews expension. Ingonia ROOT's plant for 135 and Ligopous Inglews expension. International Conference of the Section ROOT's plant and a homeoperation made that pulsy policis transportation PMSE. We need plants transportation that in frequent, acceptable and independent. Individual Conference on this program is formed. In grown inclinate Demand, construction required.	The Comment 64
2486	Nutate Mutin		Ernall	Do not wider/no build Community Alternatives	Material Shappen sharing in home Jordan. Material Shappen sharing in home Jordan Shappen separates. I appear ToOT's plans for 1.53 and I appear lapfeway separates. Lam in support of the Material Shapen and a temperature model that public transportation PRST. We need public temperature for this frequent, accessible and violatopress.	The Comment 64
2486	Nursalve Muziin		Ernail	Do not wider/no build Community Alternatives	Modity\$5 Program Managor Tenney Arrago. Ingonia ROOT's plant for 135 and Ligopous Inglews expension. Ingonia ROOT's plant for 135 and Ligopous Inglews expension. International Conference of the Section ROOT's plant and a homeoperation made that pulsy policis transportation PMSE. We need plants transportation that in frequent, acceptable and independent. Individual Conference on this program is formed. In grown inclinate Demand, construction required.	The Comment 64
2496	Nursalise Muslim		Email	Do not wider/no build Community Alternatives	MAINTINGS Program Manager Tomay, Storage, MAINTING THE CONTROL STATE AND ADDRESS OF THE CONTROL STA	Sea Comment 4.12
2486	Nursalise Murlin		Enuil	Do not wider/no build Community Alternatives	Model/35 Program Manager Thomy Acregio. Suppose ToOT's plans for 135 and Loppose highway expansion. Lapses ToOT's plans for 135 and Loppose highway expansion. Lam is support of the Melinich Styles and a transportation model that put public transportation PROT. We need public transportation that is frequent, accessively and endagement. Lam is support of the Melinich Styles and a transportation model that put public transportation PROT. We need public transportation that is frequent, accessively and endagement. SOCY processor in this project is forward. It grows introduced Science, construction reports, particulate models publicate transportation that is frequent, accessively and discovered, the successor of freeway reports and the support is transported to the successor of freeway reports and the support of control control public for successor freeway. Long access valuation of the Federal Based Food Found and the impacts of conductions and greater highway supplement registery subgest one public test freed one trans, facility to increased publics, notes and adverse health and quality of	Sea Comment 4.12
2486	Nurselie Murin		Ernal	Do not water, two build Community Attendance Later (Included Demand	MAINTINGS Program Manager Tomay, Storage, MAINTING THE CONTROL STATE AND ADDRESS OF THE CONTROL STA	Sea Comment 4.12
2486	Nursate Mutin		Ernak	Do not wider/no build Community Alternatives	Model/35 Program Manager Thomy Acregio. Suppose ToOT's plans for 135 and Loppose highway expansion. Lapses ToOT's plans for 135 and Loppose highway expansion. Lam is support of the Melinich Styles and a transportation model that put public transportation PROT. We need public transportation that is frequent, accessively and endagement. Lam is support of the Melinich Styles and a transportation model that put public transportation PROT. We need public transportation that is frequent, accessively and endagement. SOCY processor in this project is forward. It grows introduced Science, construction reports, particulate models publicate transportation that is frequent, accessively and discovered, the successor of freeway reports and the support is transported to the successor of freeway reports and the support of control control public for successor freeway. Long access valuation of the Federal Based Food Found and the impacts of conductions and greater highway supplement registery subgest one public test freed one trans, facility to increased publics, notes and adverse health and quality of	Sea Comment 4.12
2486	Nursale Mutin		Email	Do not water, two build Community Attendance Later (Included Demand	Model/35 Program Manager Thomy Acregio. Suppose ToOT's plans for 1.35 and Loppose highway expansion. Lapses ToOT's plans for 1.35 and Loppose highway expansion. Lam in support of the Mellin-35 plans and a transposition model that put public transportation PROT. We need public transportation that is frequent, accessible and endagement. Lam in support of the Mellin-35 plans and a transposition model that put public transportation PROT. We need public transportation that is frequent, accessible and endagement. SOCY processor in this project is forward. It grams include Schemack, construction reports, particulate models publicate high transportation that is frequent, accessible and dislipses operations, the success of freeway removals, and forward to public transportation that is frequent and subject to public transport to the search and the figure and construction for public transportation that is freeway. Lam acros volunteed of the Federal Based Food Found and the impacts of conduction and greater highway subgerward negligible principle for the first forward publication, notice and adverse health and quality of	Sea Comment #12
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2486	Natable Mulin		Email	Do not water, two build Community Attendance Later (Included Demand	About 55 Program Manager Turring Acequ. Male, can resident of Audio, Teac. Appear Manager Turring Acequ. Male, can resident of Audio, Teac. Annual of the Section of the Audio Acequ. Manager Turring Acequ. Manager Turring Acequ. Manager Turring Acequ. Manager Turring Acequ. Manager Turring Acequ. Manager Turring Acequ. Manager Turring Acequ. Manager Turring Acequ. Manager Turring Acequ. Manager Turring Acequ. Manager Turring Acequ. Manager Turring Acequ. Manager Turring Aceq. Manager	Sea Comment #12
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			Email	Do not widen no build Connuctly Alternative Latert, trobused Connect Air Quality/Notice	About 55 Program Manager Turring Acequ. Male, can resident of Audio, Teac. Appear Manager Turring Acequ. Male, can resident of Audio, Teac. Annual of the Section of the Audio Acequ. Manager Turring Acequ. Manager Turring Acequ. Manager Turring Acequ. Manager Turring Acequ. Manager Turring Acequ. Manager Turring Acequ. Manager Turring Acequ. Manager Turring Acequ. Manager Turring Acequ. Manager Turring Acequ. Manager Turring Acequ. Manager Turring Acequ. Manager Turring Aceq. Manager	See Comment # 1 See Comment # 28 See Comment # 28 See Comment # 28
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			Ernak	Do not wellen/to build Contenuelly Alternatives Laters/induced Demand Air Quality/facises Do not wellen/to build Contenuelly Alternatives	displays from the control of the finite of the control of the cont	See Comment 44 See Comment 53 See Comment 54 See Comment 55 See Comment 55
			Ereal	Do not widen no build Continuelly Alternative Later f, included Donased Air Quality Nation Do not widen no build	Admits things in though the form of the first State of proper depretation model that puts public transportation PRET. We need public transportation that is frequent, assessable and enlargement. TeXT you and connection for just a few service of the first State of proper and the puts public transportation PRET. We need public transportation that is frequent, assessable and enlargement. TeXT you and connection for just a few you and composition would als NoT word it. It. Journal of the first that Black TeXT downs and in impacts of connections and greater regiment publics then they work, the scale of the set o	See Comment # 1 See Comment # 38 See Comment # 34 See Comment # 34 See Comment # 34
			Ereal	Do not wellen/to build Contenuelly Alternatives Laters/induced Demand Air Quality/facises Do not wellen/to build Contenuelly Alternatives	Made 20/2 Program Manager Terrory Alongs, Tapena Monthly Steep on 1-35 and Lapsen highers operation. Lam is expected from 1-35 and Lapsen highers operation. Lam is expected from 1-35 and Lapsen highers operation model that purpose public transportation field. The need public transportation that is frequent, excession and eliderary and expected and eligentic transportation field to the need public transportation that is frequent, excession and eliderary and expected and eligentic transportation field in the need public transportation field to the need public transportation field to the need and eligible public transportation field expected and eligible public transportation field in the need and the fire expected and eligible public transportation field expected and eligible public transportation field expected and eligible public transportation field expected and eligible public transportation field expected and expected and expected registering sheet our public tool freed one time, basing to increased gathlists, notes and elements and quality of all transportation expected during 1 don't exact to use an intensible highway for my load trips. Lapset ToOT, such to OC, court, the other representations to dear and only the public transportation expected during 1 don't exact to use an intensible highway for my load trips. Lapset ToOT, such trips. Lapset ToOT, suppose this approximation and analysis of the public transportation expected from the public transportation expected and from the court of intensible highway for my load trips. Lapset ToOT, suppose this approximation and analysis of the public transportation expected from the court of intensible highway for my load trips. Lapset ToOT, suppose this approximation and analysis of the public transportation expected from the public transportation expected and from the court of intensible highway for my load trips. Lapset ToOT, suppose this approximation and the intensible highway for my load trips. Lapset ToOT, suppose this approximation and the intensible	See Comment 44 See Comment 53 See Comment 54 See Comment 55 See Comment 55
			Ereat	Do not wellen/to build Contenuelly Alternatives Laters/induced Demand Air Quality/facises Do not wellen/to build Contenuelly Alternatives	Making the Program Manager Terring Romage, Making, can a resident of Mark. Year, signes in CSTC years for \$53 and a program for the pulse products transportation PREE. We need public transportation that is frequent, assessible and enlargement. TECTO process in this project is famile. If year and a program to designes are a program to the pulse to the pulse of the pu	Ses Comment 44 See Comment 438 See Comment 434 See Comment 434 See Comment 434 See Comment 435 See Comment 435 See Comment 435 See Comment 435 See Comment 435
			Ereat	Do not wellen/tro-build Contenuelly Alternatives Laters/induced Demand Air Quality/facises Do not wellen/tro-build Contenuelly Alternatives	Making the Program Manager Terring Romage, Making, can a resident of Mark. Year, signes in CSTC years for \$53 and a program for the pulse products transportation PREE. We need public transportation that is frequent, assessible and enlargement. TECTO process in this project is famile. If year and a program to designes are a program to the pulse to the pulse of the pu	Ses Comment 44 See Comment 438 See Comment 434 See Comment 434 See Comment 434 See Comment 435 See Comment 435 See Comment 435 See Comment 435 See Comment 435
			Ereal	Do not wellen/tro-build Contenuelly Alternatives Laters/induced Demand Air Quality/facises Do not wellen/tro-build Contenuelly Alternatives	Adding 55 frequent Manager Terring Roman, Manager States and Supremental Roman States and support of States and support of States and support of States and support of States and support of States and support of States and support of States and support of States and support of States and support of States and support of States and support of States and support of States and support of States and States an	Ses Comment 44 See Comment 438 See Comment 434 See Comment 434 See Comment 434 See Comment 435 See Comment 435 See Comment 435 See Comment 435 See Comment 435
			Ereat	Dar net wider/ne huild Contenuelly Alternatives Laters/Induced Consaid Air Quality/Nation Dar net wider/net-build Contenuelly Alternatives Laters/Induced Consaid Laters/Induced Consaid	Adding 55 frequent Manager Terring Roman, Manager States and Supremental Roman States and support of States and support of States and support of States and support of States and support of States and support of States and support of States and support of States and support of States and support of States and support of States and support of States and support of States and support of States and States an	Ses Comment 44 See Comment 438 See Comment 434 See Comment 434 See Comment 434 See Comment 435 See Comment 435 See Comment 435 See Comment 435 See Comment 435
			Ereat	Do not wellen/tro-build Contenuelly Alternatives Laters/induced Demand Air Quality/facises Do not wellen/tro-build Contenuelly Alternatives	Making the Program Manager Terring Romage, Making, can a resident of Mark. Year, signes in CSTC years for \$53 and a program for the pulse products transportation PREE. We need public transportation that is frequent, assessible and enlargement. TECTO process in this project is famile. If year and a program to designes are a program to the pulse to the pulse of the pu	Ses Comment 44 See Comment 438 See Comment 434 See Comment 434 See Comment 434 See Comment 435 See Comment 435 See Comment 435 See Comment 435 See Comment 435
			Ereat	Dar net wider/ne huild Contenuelly Alternatives Laters/Induced Consaid Air Quality/Nation Dar net wider/net-build Contenuelly Alternatives Laters/Induced Consaid Laters/Induced Consaid	Adding 55 frequent Manager Terring Roman, Manager States and Supremental Roman States and support of States and support of States and support of States and support of States and support of States and support of States and support of States and support of States and support of States and support of States and support of States and support of States and support of States and support of States and States an	Ses Comment 44 See Comment 438 See Comment 434 See Comment 434 See Comment 434 See Comment 435 See Comment 435 See Comment 435 See Comment 435 See Comment 435
			Ereat	Dar net wider/ne huild Contenuelly Alternatives Laters/Induced Consaid Air Quality/Nation Dar net wider/net-build Contenuelly Alternatives Laters/Induced Consaid Laters/Induced Consaid	Adding 55 frequent Manager Terring Roman, Manager States and Supremental Roman States and support of States and support of States and support of States and support of States and support of States and support of States and support of States and support of States and support of States and support of States and support of States and support of States and support of States and support of States and States an	Ses Comment 44 See Comment 438 See Comment 434 See Comment 434 See Comment 434 See Comment 435 See Comment 435 See Comment 435 See Comment 435 See Comment 435

2/100	Montin	2/15/2023	McCooks Website	Do not widen/no build	to a 10-year crister of botto with a Call Entranger dates turboweth accounts 100 marries 1 will introduce and are relaceted to the property dates and	See Comment 45
2400	Natalie Rose Waston	2/15/2023	MyCapEx Website - Comment Form	Do not wider(/no build	Na. 20 per resident of Autri et la Color Engineering degree, I selementry oppose the CS operators, it will indicat demand and not reduce sprifts, lead to childre deletts, environmental desings, and displace antividuals and inchances. 2. In this general continues. 2. In this general color for such continues. 2. And tog peris. Select leave Report Bits 3. And tog peris. Select leave Report Bits 3. And tog peris. Select leave Report Bits 3. And tog peris. Select leave Report Bits 4. And tog peris. Select leave Report Bits 3. And tog peris. Select leave Report Bits 4. And tog peris. Select leave Report Bits 4. And tog peris. Select leave Report Bits 4. And tog peris. Select leave Report Bits 5. And tog peris. Select leave Report Bits 6. And tog peris. Select leave Report Bits 6. And tog peris. Select leave Report Bits 7. And tog peris. Select leave Report Bits 7. And tog peris. Select leave Report Bits 8. And tog peris. Select leave Report Bits 9. And tog peris.	See Lottrant #3
	Western					
					4. Route trucks to SH 130	
2489	Natalie Tobita	2/11/2023	MyCapEx Website - Comment Form	Business/residential displacement	Inguiring the expansion of US. Austin would lose on a great cultural asset of the West China Tee House. The services they provide are not only immensely educational, but also has provided many others great make an end of the West China and Industry of the area and entirely the resident. These present these small businesses that make positive impacts on the	See Comment #21
	Tobita		Comment Form		goal health and mind benefits. The owners and employees there are very welcoming and knowledgeable and it would be a great toss of culture and history for residents. Please preserve these small businesses that make positive impacts on the communities.	
2490	Natalie	2/12/2023	VOH	Business/residential displacement	By expanding this project for a highway or more businesses it takes were yeaces that give the oby its charm. We can not continue to ignore the growing anger of Austin's Citizens about businesses that are	See Comment #21
	Yanez				Sycophoding this project for a highway or more bunnesses it below away picces that give the oil you charm. We can not continue to grow the gowing wager of Austin is cliants about bunnesses that we are basic bounded for the budger comportance. It is not just our unsquaresses were basic gas and you found that the project of the second grows and the second grows of the project of any of using second and on any office with the project to entry give give a day of using second any office with the project of the second grows and the control of the project of the project of any office with the project of project of the project of any office with the project of project of the project of any office with the project of project of the project	
					Point being when YOU got to grow up with in Austin is withering easy and that is a berieble charm to take way from current and future generations. By deplacing all these shops and families it causes a ripple affect with how people sport their it lives. No one is control with this except the people making money. Thank, you for you there and considerable many the people making money. Thank, you for you there and considerable many the people making money. Thank, you for you there and considerable many the people making money. Thank, you for you there are the people making money. Thank, you for you there are the people making money. Thank, you for you there is not many the people making money. Thank, you for you from any time and the people making money.	
2491	Nate Taylor	2/7/2023	Email	General Support	Dur Chemner Bag and Communence Therin you for congruing fact 135 through Audin is one of the most congruind madesy segment in the State of Teach. As this surround underland mades you will be self-to the second of the State of Teach. As the surround underland the second of the State of Teach and the State of Teach. As the surround underland the second of the State of Teach. As the surround underland the second of the State of Teach. As the surround underland the second of the State of Teach. As the surround underland the second of the surround underland the second of the surround underland the second of the surround underland the second of the surround underland the second of the surround underland the s	See Convent #8
	Taylor				called the Main Street of Texas, all Texas should call for bodd and decisive action to transform this critical stretch of infrastructures have a capacity that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am entiring facility to expense in overprises appoint form the 35 Capital Expression Exertificate by TaOOT. Thanks you considerated not of this such as a second of the second capital appoint of the 145 Capital Expression Central designs as proposed by TaOOT. Thanks you considerated not of this such as a second capital capital central capital capital capital capital capital capital appoint of the 145 Capital Expression Central designs as proposed by TaOOT. Thanks you considerated not of this	
					request. Nato Yaylor	
2492	Nathan Fernandes			Do not widen/no build	Mobility55 Program Manager Tommy Atregia,	See Commant #5
					Hallo, My name is Nathan and im a lifelong resident of austin and Travis county on both sides of 35. This road is not only a tool used to literally divide our town it's a constant hazard and stain on our city and state.	
				East/West Connectivity	We need to expand public banels, turn (35 in austin into a boulevand and sand intenstate traffic to 130 to avoid austin and you can even take from the totis and skely increased commercializing of the area and surrounding crack. Lopose hCiOSs plants to expand 1-35 in austin.	See Correlat #20;
				Reroute to 130	We need to expand public transact, turn (35 in austin into a bodievand and send intenstate traffic to 130 to avoid austin and you can even take from the totis and Skely increased commercializing of the area and surrounding roads. Loppose Tx001s plans to expand 1.35 in austin.	Seconnent#3
					Dear Chairman Bugg and Commissioners: Thank you for recognizing that 1-55 through Austin is one of the most competed roadway segments in the State of Texas. As this seriously custained roadway is often called the Main Street of Texas, all Texas should call for bold and decisive	Sec Comment #8
	B11-0"				Duc Claims higg and Commissioners. This you for recogniting with 25 Smoogh, Auditin is now of the most congested readway segments in the Basks of Tessas. As this seriously auditinal readway is other called the Main Shared of Tessas, all Tessas should call for bold and decisive action to be confident that conceive sent and interface and the second of	
2493	Nathan Fleet	2/8/2023	Email	General Support		
					Modity/S Program Manager Transmy Adapts. Modity/S Program Manager Transmy Adapts. Modity S Program Manager Transmy Adapts. Modity S Program Manager Transmy Adapts. Modity S Program Manager Transmy Adapts. Modity S Program Manager Transmy Adapts. Modity S Program Manager Transmy Adapts. Modity S Program Manager Transmy Adapts. Modity S Program Manager Transmy Adapts. Modity S Program Manager Manager Modity S Modity	See Comment #5
					I appose the experience of AVI highway system because it represents between the an every experience and very inefficient frainst system. I appose the experience of AVI highway system because it represents between the analysis of the experience of AVI highway system because it represents between the analysis of the experience of AVI highway system because it represents between the analysis of the experience of AVI highway system because it represents between the analysis of the experience of AVI highway system because it represents between the analysis of the experience of AVI highway system because it represents between the analysis of the experience of AVI highway system because it represents between the analysis of the experience of AVI highway system because it represents between the analysis of the experience of AVI highway system because it represents between the analysis of the experience of AVI highway system because it represents between the analysis of the experience of AVI highway system because it represents between the analysis of the appearance of AVI highway system because it represents between the analysis of the appearance of AVI highway system because it represents between the appearance of the appea	
2494	Nathan Walker			Do not widen/no build	The center of our city, the place with the highest density of HUMANS should be the place where DANCEROUS VEHICLES move the stowest, so why would we want a highway there? The safest highway would be the one with no on or off ramps, but then it would be choices how poorly placed it is 50 there you have it, if you insist on expanding I-35 through the city insist that it have no on-or-off ramps, but a wide stretch of super-emocits, never congested blacktop. Your computer models	
					Mode to describe, Desprise note Datas call go does to can America for the seemants visitoris result settle indicates in the models of the scale. And Austin would be a sealer place for it, or to call it a limit of the seemants visitoris results indicated in the models of the scale. And Austin would be a sealer place for it, or to call it a limit of the seemants visitoris results in the models of the scale.	
				Community Alternatives	Or you could remove the highway entirely, like Rathrink35 suggests. Either one works for ma.	See Correlat #4
2495	Nathaniel Ogren	3/7/2023	Email	Do not widen/no build	MobilitySS Program Manager Tommy Abrego.	See Correlat #5
	Ogran				StabilitySS Program Manager Training Arrags, Malini, my name is Nathanined Olyme and El Lovi in the north compos neighborhood. I am writing to express my opposition to the 135 expansion, the last thing the city needs is highway expansion in the middle of the oly, i.com you fromtom every lawing to be seen the highway for daily termit, expanding the highway only makes us more writent on it, which is a boring game for the planet and the oly.	
2496	Nathaniel Sattler	1/20/2023	MyCapEx Website - Comment Form	Regional connectivity	Please invest in more Rail transportation options between Sain Antonio and Austin for daily commuters	See comment #1
1				Do not widen/no build	Mobility.55 Program Manager Tommy Abrego, Liam a serior colorner with a latest engineering firm in Austin, it is known that adding lanes will not decrease traffic or solve for the mobility problems facing Austin. This expansion will only cause a bottleneck south of the river. Not only is this	See Comment #5
2497	Nathlie Booth	3/1/2023	Email	Do not widen/no build	Making Shapes Makager Emmy Sprags. Takes a larger planning Appears that the property of the p	See Connect #S
	Nathlie Booth		Email		Making 35 Age to Basegor Termy Array. Making 35 Age to B	See Connect #S
2497 ID	Nathlie Booth C N	3/1/2023 Da R d	Email S	Topic	It are a surer princer with a single engineering firm in Autor. It is known that darfing leave will not deceased writter of an intelligent problems foring Autor. This expension will only cause a brittened autor of the new Lost of yield the properties foring expension for the contract of the contract of the new Lost o	**
	Nathlie Booth C N		Email S	Topic Latent/Induced Demand	In one areas in primer with a single engineering first in Audin. 1. Is shown the first adding larger will not decrease the first contract for the modify proteines long Audin. This expension will not occur but on the contract for the modify proteines long Audin. This expension will not occur as a larger first and SSE bits expension. In addition the in-primer and an expension of the contract for the first first and an expension of the contract for the first f	to Connect #1b:
ID	C N	Da R d	ŝ	Topic Latert/Induced Demand Reroute to 130	In an arran primore with a single engineering firm in Audin. It is known that darling leave will not discovant surface and for the mobility problems foring Audin. This expension will only cause a bed from each and surface and for the mobility problems foring Audin. This expension will only cause a send for mere and 52 bits expension. The bedome from the primary properties of the send of the foreign and the send of the foreign and the send of the	Son Comment #3 III. Son Comment #3
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2498 2499 2500	C N Naturi millar Nasal Moon Nasal Moon	1/31/2023 1/12/2023 3/1/2023	MyCapEs Website - Commert Form Ernall	Topic Latent/Induced Demand Provide 12-30 reseal Audios Conversi Support On and anders/into build General Support	In the same imprisonment in single engineering first in Audin. 1. It is known to the darking bear will not decrease that of the Section before care for the modify proteines foriging Audin. This expension will not once the same of the Audin	See Comment #18b; See Comment #5 See Comment #5 See Comment #5 See Comment #5 See Comment #5 See Comment #5 See Comment #5
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2505	Nessa Maez	3/7/2023	Email	Do not wider/no build	Association Progress Missinger Homes (beinger Homes (beinger Homes (beinger Homes) (beinger Ho	See Comment #5
					Termi feet a facility of the second of the s	
					think about the future of this city. We want to make it a brighter and more accessible place for our children, don't we?	
2506	Nestor Ho	1/11/2023	Email	General Support	Dear Chairman Bugg and Commissioners: I am writing today to express my complete support for the 195 Capital Express Central design as proposed by 1:001.1.35 is vital to the Tessa and the US economy. **Thomass, currently, the segment of 1.5 Spring through Austin is congested and calculated. Lapital and thinking how for your continued support for this vital project. Simonely, Nestor the Chief Lapital Officer Science Labs Thanks for your conscienced in this respects. Set from the 16 Westores **Thomass Thomass Thank	See Comment #8
					Silicon Labs Thank you for your consideration of this request. Sent from Mail for Windows	
2507	Neve Smitj	1/20/2023	MyCapEx Website -	Regional connectivity	We need to expand the lone star train and stop the expansion of 135, the most dangerous highway in the United States. The expansion would create more dependence on cars and increase pollution. Expand the saintiff	See Comment #1
			Comment Form		the trainff!	
2508	Nhi Vu	3/7/2023	Fmail	Do not widen/no build	Make 6 August Marrow Toron Charles	See Connect 45
2300	1411 42	3/1/2023	Lines	DO NO. WIGHTY TO DUTIN	Mobility55 Program Manager Tommy Abrego, Highway expansions don't work and continue to avoid solving the real problem at hand. Please instead redirect your focus for public transit	Jee Contracts 92
2509	Nic Thatcher	440,000		Do not widen/no build	No TuCOT TuCOT. The 155 expension project should reduce noise and air pollution through the city. Also, it's important to have better driving alternatives that connect the East and West sides of 1.55. Including safer and conversions walking taking alternatives.	See Comment #5
					Also, it's important to have better driving alternatives that connect the East and West sides of 1-35. Including safer and convenient walking/blking alternatives.	
				Bury/tunnel	We should consider building an underground tunnel and also a gondola would be nice form of mass transit	See Comment #25
					In its latest design plans, the Texas Department of Transportation (TxDOT) wants to expand i-35 to 20+ lanes through Austin. They are providing only 3 options for community input No Build Alternative, Build Alternative 2, and Modified Build Alternative 3.	See Comment 45
					None of these alternatives move our region towards Vision Zero, safer streets, or a more connected community. Expanding I-35 will worsen congestion and discourage walking and bicycling. It's crucial that TsDOT hears our thoughts on this	
				Do not widen/no build	project Topose expending 1-35.	
				east/west connectivity	East-west crossings should be at least every 1/4 mile.	See Comment #20
				Air Quality/Noise		See Contrast #40
					Expansion will worsen traffic and many other problems, including air, water, and noise pollution; health impacts; heal island impacts; and crashes.	
2510	Nicholas	200,000		Lower Speed Limits	All non-high speed readways in Austin should be designed for 25 reph and be safe for all read users.	See Comment #305
				Bike/ped safety	I don't want to travel around Austin on an interstate highway, whather in a car or by walking or bicycling, I want safe, pleasant, and walkable and bikeable streets.	See Comment #30
					I want community alternatives to expansion, including theorement Audin and Refrink35, to be fully studied. 135's late will impact transportation, equity, the environment, and much more for ginerations. Your choose and latering thoughtfully to comments malters. Thinks you,	See Comment #4
					Thank you,	
				Community Alternatives		
2511	Nicholas Basha	3/7/2023	Email	Do not widen/no build	Absortion Program Manager Thomas (National Thronton State Control Th	See Connect #5
					demand and no not benefit in traffic will result. Also, people will be displaced from their homes due to expansion and will not get funded properly, forcing them out of their community. Plus removing homes in an affordability and housing shortage crisis will only worsen that existing problem. Furthermore, the increased emissions from bringing more traffic will politize our city. I'm	
2512	Nicholas lacobucci	501000	MyCapEx Website - Comment Form	Do not widen/no build	Please stop (or disastically disalged the proposed 135 expension 1, filed the Central Priction a going to go but their extribilities 200 even though current bisuprints above it won't. But, we don't want a Kfuly freeway in our oily. Please be realistic, when has adding more laines ever heliped? It hain't, we all know what tolorous Demains—in this has a bortisties per in-this as ociation and a bortistic per in-this association and a bortistic per in-this association as a bortisties per in-this association as a bortisties per in-this association and a bortistic per in-this association as a bortistic per in-this association as a bortistic per in-this association as a bortistic per in-this association as a bortistic per in-this association as a bortistic per in-this association as a bortistic per in-this association as a bortistic per in-this per in-this association as a bortistic per in-this association as a bortistic per in-this association as a bortistic per in-this association as a bortistic per in-this per in-this association as a bortistic per in-this association as a bortistic per in-this association as a bortistic per in-this association as a bortistic per in-this association as a bortistic per in-this association as a bortistic per in-this association as a bortistic per in-this association as a bortistic per in-this association as a bortistic per in-this per in-this association as a bortistic per in-this association as a bortistic per in-this association as a bortistic per in-this association as a bortistic per in-this per in-this association as a bortistic per in-this association as a bortistic per in-this association as a bortistic per in-this association as a bortistic per	See Commant 45
			Comment		1) test on certain discribing gang to graph contains and passed an	
				Air Quality/Noise	I live 289 feet from the current 135 access road, I fear any further expansion will make the noise even closer therefore even more unbearable. While my property is technically next to the ISS Express NORTH portion	See Comment #34
2513	Nicholas lacobucci	500,000		Do not widen/no build	Ne ToOT ToOT, 14 Times, The Judging live in a currently about 289 feet away from the current 05 access road. While it's indirically in the "Youth" expansion which has been completed - I fear that expansion in the Custral project will overflow into the North (even	See Comment #5
					The building! like in its currently about 200 feet away from the current 35 access most. While it's subministry in the "North" expension which has been completed in 15st that expension in the Central project will overflow into the North lower than the Central project will overflow into the North lower than the Central project will overflow into the North lower than the Central project will overflow into the North lower than the Central project will overflow into the North lower than the Central project will overflow into the North lower than the Central project will overflow into the North lower than the Central project will overflow into the North lower than the Central project will overflow into the North lower than the Central project will overflow into the North lower than the Central project will overflow into the Central project will overflow into the North lower than the Central project will overflow into the North lower than the Central project will overflow into the North lower than the Central project will overflow into the North lower than the Central project will overflow into the North lower than the Central project will overflow into the North lower than the Central project will overflow into the North lower than the Central project will overflow into the North lower than the Central project will overflow into the North lower than the Central project will not be not the North lower than the Central project will not be not the North lower than the Central project will not be not the North lower than the Central project will not be not the North lower than the Central project will not be not the North lower than the North lower than the North lower than the North lower than the North lower than the North lower than the North lower than the North lower than the North lower than the North lower than the North lower than the North lower than the North lower than the North lower than the North lower than the North lower than the North lower than the North lower than the North lower than the North lower	
					The country of the sea Continuing would be accommodated and the continuing of the country of the	
					tions make the same and use uses, we can save the same trees, and the same trees are the same trees and the same trees are the	
				Public Transit / Multimodal Transcortation	Audin WANTS more brankt flook at Project Connect.—Help us with that, make that move faster. The only reason a lot of people don't use transit now is that until it's more reliable & offers more options people will offer. But, if we give people into transit maybe 155 will fee up.	See Comment #13
				Transportation	people will drive. But, if we get people into transit maybe 135 will free up.	
				Latent/Induced Demand	Tim not saying don't fix the upper/lower deck (that's a mess) but 20 lanes Insiantly Induced Demand It's all homble. Please, don't make this stund missale	See Comment #18
					Please, don't make this stupid mistake	
2514	Nirholas lamh			Do not widen/no build	M-TADY TADY.	Sectional 5
					ter stace staces. To see the polluting highways through them are not what I want for Austin. I want afe, pleasent, and walkable and bileasble streets.	
				Reroute to 130	Technical and commonical traffic advantal days and the obserf funding and through it	Sectionment 83
				merousk to 130	Trucking, and commercial traffic, should be diverted around the city of Austin - not through it. Nicholas Jacob	
2515	Nicholas Oden			Air Quality/Climate Change	MobilitySS Program Manager Tommy Abrego, 14 Tommy My name is Nicholas Odes and I am a resident here in Bouldin Creek. Lurge you to rethink the expansion of 135. Expanding the highway will only perpetualne can dependency and increase carbon emissions.	Sea Comment #18
					My name is Nicholas Oden and I am a resident here in Bouldin Creek. I urge you to rethink the expansion of I-35. Expanding the highway will only perpetuate car dependency and increase carbon emissions.	
				Latent/Induced Demand	We must to think long term and logically – and this proposed plan does neither. The benefits of highway expansion WLL be felt initially, but over time, the road will once more become congested pre- expansion.	See Correlat #15;
					Migration.	
		1		Bury/tunnel	lurgis you to consider poting the highway underground. From an economic and development perspective, this is a great opportunity! The land that 1.55 connently sits on is prime real estate and valuable unban land. This land could be retrofited as a new bouleard – something South Congress-esque, i urge you to look at what other American crisis have done to reimagine their unban centers, like Boston Nicholas Oben	See Correspont #25
					urban land. This land could be retrofitted as a new boulevard — something South Congress-esque. I urge you to look at what other American chise have done to reimagine their urban centers, like Boston Nicholas Oden	
2516	Nicholas Robertson	5/4/0011	VOH	Do not widen/no build	If 35 is going to be expended, it must be capped from Lady Bind Lake to Airport BLVD. In this same vein, the highesty should have the ability to be capped from Airport BLVD to HW 290 in the future.	See Comment #5
				Reroute to 130	Additionally, 18 wheeler trucks should be routed to use SH 130. This can easily be done by using camera toll "papes" on the worth and overhi who of broth out if an 18 wheeler drives the worth the worth san	Seconnert 63
					Additionally, 18 wheeler trucks should be record to use SH 150. This can easily be done by using commer toil "gotes" on the north and south sides of Austin so if an 18 wheeler drives through the north gate, then south gote (or vice versal), they are tolded at a much higher rate than if they had taken SH 130 around the obj.	
-10	<u>^</u>	0. 2		7,		
		Da n d	•	Topic		. A 9
2517	nechole Hoeing			Do not widen/no build	Mobility35 Program Manager Tommy Abrogo, Helto,	See Comment #5
					1 am a former resident of Austin and I have family members who live in Austin. I oppose TxXOIT's plans for IXS and I oppose expansion.	
				Public Transit / Multimodal Transportation	Support a better coordinated public trainst-first project that considers the safety of Austrinise, contributes to a sustainable environment, and promotes community. The metro system was helpful during my years as a student, and I believe that enhancing a comprehensive public trainablest project would promote the benefits mentioned above.	See Comment #13
				latent/Induced Demand	DOOT process in the project come as in all waters consequences. It grows indused floresed, construction impacts, perfoculse notine publish tends to excite deal in all ingless, expensions, the seconds of the way removals, and a notifice model is leading as the second of the properties of the properties of the removal as the processor congressor was from gift the second of the properties of the processor congressor was from gift the properties of the processor congressor was from gift the properties of the processor of the properties of the processor of the properties of the processor of the properties of the processor of the processor of the properties of the processor of the pr	See Commant #18
					Highway explansions do not work as they worken congestion seen through the expansion of Karly Freeway in Houston. As someone who frequents Austin and speaking on behalf of my family members who are residents of Austin, we do not want to use an interestable highway for lovel think. Lowert ToTOT Juriin Chry Chrysti, and other proposed stand on the residence of Austin.	
					жен же положения опросоку на нешен перев на перев на положен на положения в на п	
2518	Nichole Wiedemann					See Comment #21
2518	-w.now wedemann				Mitigate displacement of communities of color and low-income families by minimizing the proposed ROW. The preferred scheme proposes to increase the ROW to an extent which places a possible 107 commercial and residential properties at	
				Business/residential displacement	Integral displacement, common of cours and one-occurs institute of institute and residential properties as risks of displacement, common of which was displaced more which on these income population of institute and one-occurs properties as risks of displacement, common of which was displaced more which and between company population of the common o	
				Reroute to 130	Mobility35 Program Manager Tomery Abrego, Please reconsider your proposable with the following in mind	Securine #3
					Please reconsider your proposals with the following in mind TADOT abouts inconticute traffic to use SH1300, which was built as a typeses to I-35, but is currently not financially structured to encourage long distance drivers to go around central Austrill IIIIIIIIIIIIIIIIIIIIIIIII	
1						

				Latent/Induced Demand	Robesign any improvements to minimize induced Demand, whiche mines traveled, and the resulting publishs. This would include a robust study of induced Demand, increased WM, and a realistic assessment of both current and future goldution and that does not array assume skedic vehicles will save been suspectfill ITERITY.	See Comment #18
				Mitigation	Mitigation strategies beyond copping in part of desentions and part of UT Austin should be offered. This should include strategies that align with Austin's Climate Equity plant to reduce transportation emission.	See Comment #2168
				Water Quality	Redseign water management, including management of stormwater, runoff, and flooding, to ensure that water is fibered and treated before being returned to the Colorado Revertitititi	See Commant #225
				Caps/deck plazas	Design the project so that additional caps and stitches can be added at a later date throughout the length of the project so that caps can be accepted by both park-like open spaces or buildings or 3 4 stories to state for best use of the area over time!!!!!!!	See Comment #42
2519	Nick	200.000	VOH	Do not widen/no build		See Connect #5
2329	785.5		Voil		Astrong Liness, bulling ower only purchased. Company on we unremoted water into Lodd (fred Lake, removing descend docks (good); just to add more south of from len't a stadion. TADOT continues to rain functional through the community while Registrig community support, feedback, and engagement.	
				Reroute to 130	No one wants more binded, make tracks go want or 125 hadded of briding them to go around bow, why don't we list them through them so they have modivation to go around bow. We are going to cause more indicate Demand, maked of finding southiers to lower demand.	See Comment #3
2520	Nick Aamod!	1/30/2023	Email	General Support	Concerning the good Commensures have not required part 15 Strengt with in one of the concerning sealows program in the Stand of Stand Artists which is a set of the concerning sealows program in the Stand of Stand Artists which is a set of sealows about the Standard Standar	Sea Consent #8
2521	Nick Escue	1/13/2023	Email	Do not wider/no build	Expression is gain were transit Austra managed for earny person in registers, in word 2005, suggest or quantity of the 2005 found of commissioners, decidably insure built are proportionally that would be contracted for the 2005 found of commissioners, decidably insure built are proportionally that would not express the 2005 found of commissioners, decidably insure built are proportionally that would not found the 2005 found of commissioners and the 2005 found of commissioners and the 2005 found to 200	Sw Cornect #5
2522	Nick Grady			Do not wider/no build	Statistics from the region from the state of	See Connect #5
				Public Transit / Multimodal Transportation	Spend that money on better alternative transportation infrastructure.	Sia Comment #13
2523	Nick Killian			Do not widen/no build	Natio. In commonst about the ICSS project as it will displace many home and businesses with little girls. As we all know, we can't build our way out of congression so any highway projects should be to homease unkning and minimals the impact of the readings to the areas that they on through.	Sw Connect #5
				Caps/Deck Plazas	Appart of this project. TACOT must commit to funding and building the pask caps on their own dime. Without the park caps being funded and built as part of the initial project, the project is beet left unbuilt at	See Connect #42
					al.	
2524	Nick Littlejoh	. 2/20/2023	VOH	General Support	The foreign and the foliated Demoke, a dealer impact of concess are foliationally prepared and several process are foliated as a foliation of the foliation of	fine Comment of the
2525	Nick Littlejahn			Community Alternatives	Madrid SS Program Manager Tramsy Street. Addition SS Program Manager Tramsy Street. Families would link to say you to support the Rethind SS and Reconnect Austin place.	Sea Comment #4
				latent/Induced Demand	We would like to not have induced Demand cause more congestion, pollution, disease in our community.	See Comment #18
				Reroute to 130	Wild like to have mass transit and dense, active transportation vs single occupant vehicles. Trucks should take the 183 / /130 loops vs being downtown when headed to Mexico and Canada.	See Certrent #3
				Lower Speed Limits		See Comment #395
					the read los quad boulevaris and picks, cop and staffs or ground lovel as well as bike lates, these and adequals. We need regular and safe crossings to reconnect neighborhoods. These you for entricing a world dose vision of our new, configuration has provided a continuous provided by the continuous provided and the continuous provided by the c	
2526	Nick Mayes	1/31/2023	MyCapEx Website Comment Form	Public Transit / Multimodal Transportation	I half more commuter sall in this state so I don't need to drive everywhere. It would also make the times I do drive faster and more expipable since there'll be less care on the road.	Seconment #13
2527	Nick Overturt	3/7/2023	Email	Do not wider/no build	Making Ship represent Susage Transmitter Surveys. Making Ship represent Susage Transmitter Surveys. Making Ship represent Susage Transmitter Surveys. Making Ship represent Susage Transmitter Surveys. Making Ship represent Susage Transmitter Surveys. Making Ship represent Susage Transmitter Surveys. Making Ship represent Susage Transmitter Surveys. Making Ship represent Susage Transmitter Surveys. Making Ship represent Susage Transmitter Surveys. Making Ship represent Susage Transmitter Surveys. Making Ship represent Susage Transmitter Surveys. Making Ship represent Susage Transmitter Surveys. Making Ship represent Susage Transmitter Surveys. Making Ship represent Susage Transmitter Surveys. Making Ship represent Susage Transmitter Surveys. Making Ship represent Susage Transmitter Surveys. Making Ship represent Susage Transmitter Surveys. Making Ship represent Susage Transmitter Surveys. Making Ship Represent Susage Transmitter Surveys. Making Ship Represent Susage Transmitter Surveys. Making Ship Represent Surveys. Making Ship Represent Ship Represent Ship Representation Ship Representati	See Connect 45
2528	Nick Virden	500,000	VOH	Assthetics		Sae comment #603
					is both alternative build proposals, the Internation still looks like a glant rift/charm in the ground, and while seldening the SMLs is helpful, it down't get for enough into reducing the visual and psychological impact the Internation creation by being solids.	
				General Support	I think that the Build Alternative 3 is the best choice as outlined here	See Comment #8
				Caps/deck plazes	All 8 caps should automatically be part of the project scope. By suggesting the caps are "optional" adelasts the very spirit of lowering the highway in the first place to stift the urban fabric of Austin back logistes. Thinking caps urban spaces like XI/pic Warren Plack in downtown Dalliss are proof that it's possible to accomplish both that traffic goals and urban fabric goals continued in this proposal.	See Comment #42
					bigether. Thinking open when spaces like Yojek Weren Phile in downtom Daltar are proof that it's possible to accomplish both the traffic goals and urban fidding goals outlined in this proposal. That said, with build alternative 3 being the most deviatable cutcome, all of the caps should be included in the final build.	
				Lowered lanes	It is one thing to lower the lanes, but it still creates a visual and psychological barrier to cross-lown pedestrian and bicycle traffic.	Sea Topic 4/25
2529	Nickoli	400,000	MyCapEx Website -	Do not widen/no build	I am 110% against expansion of IOS.	San Chrimient #5
			Website - Comment Form	Regional connectivity	These weeds all gift and spalen. It is indication that there is no light and spalen in Teas, expecially one from San Antonio to Audits, which could take more puspel between the 2 crisis quicker than if they were using cars, kneed in Teas and invest in the Love Star Ruit.	Sea Comment #1
2530	Nickell Garcia	3/7/2023	Email	Do not widen/no build	Mobility/S5 Program Manager Tommy Atrops, I am a 14 feting resident of Teas and I shoulknestedy oppose any expansion to 155. I espect TiDOT to stand up for its constituents (for once), for them to work together with the Austin Clin Council, and for the stake to create a little council that	Sea Comment #5
2531	Nico Prada			Do not widen/no build	Manipuls Region Manage Transprotegy. In the Control of the Contro	Sea Comment #5
				Public Transit /	Making Shappen Manager Tramps Alongs. The second of the s	Sections #3
				Public Transit / Multimodal Transportation	Venior refer one investments in pedestries and transit friendly projects, like Metion35's proposal or anything that helps convent Audin neighborhoots. As someone who lives in an area whose residents depopartically use public transit and boat bits services, this highway expension does nothing meet our transportation needs.	was 6000000 T-24
2532	Nicola Sicchieri			Do not widen/no build	MakingS Program Manager Tommy Alongs, This assembler 3017 Marchase Mr. Avail. Tri 1704.1 fined in several countries and if in happy to call Austin homes, This assembler Alone alone And Sequence pairs and il opposed that 1507 expenses pairs, but notes 505 lareas, Lawyer 1,007, Asian Cay Chancit, and other representatives to bland up for ms. Bear expects.	See Comment 45
				Latent/Induced Demand	in the past few years more and more studies have confirmed the fact that when you build more laines on already-congested reads, traffic simply grows to fill those new laines as well.	Sea Comment #18
					135 is one of the deadlest highway in U.S.	See Comment #5
				Community Alternatives	We need to look at the future of transportation and promote the use of public transport, and bicycle use, that's why I support proposal such as the Rethink 35.	See Comment #4

1	1	1		Air Quality/Noise	1:35 already generates significant poliction and noise. Expanding it will only exacerbate the situation.	See Comment #34
ID	C N	Da R d	S			8.0
				Reroute to 130	Control expect to any of the passe proposed by TOOT missed to 1.35 should ent be made any white and the number of wait, your crossings should not be reduced. 1.35 model defined be therefore the same of the passes	Sex connect 43
2533	Nicolaas Janssen		MyCapEx Website - Comment Form	Recial Justice	*-Bourset have been been providing 155 and out of early fortifier produces the base has define class of providing and the providing 155 and to deliver a find produces the base has defined and providing the providing 155 and the providing 155 and to deliver a providing 155 and to	Se Connect 5
				Bike/ped safety	* Into colleging or 3-30 mile at racces (matory; 3-30 mile at racces (matory; 3-30 mile at racces (matory; 3-30 mile at racces (matory; 3-30 mile at racces (matory); and material (mator) and mator) and material (mator) and material (mator) and mator) and matorial (mator) and m	Jac Contract #3
				Biks/ped safety Caps/deck plazes	downtown drivers.	Sectionnal 420 Sectionnal 420
				Business/residential displacement	Automotion segant Press Connect, burying 400 capaging 555 with quarter for years and tour bourseases guard for by 10001), not simply putting the highway in a giant distrib that in represents to cross. Automotion search to a side to break easily all many portion across easily weet.	Sectionment #12
2534	Nicolas Broaddus	2/1/2023	MyCapEx Website -	Public Transit /	They are a personantly drawns varied unique resistant and funiverses. They are noted displace amply southern from their home, and all quick originate may be included an elemental and included and produced and an elemental produced and an elemental produced and an elemental produced and an elemental produced and an elemental produced and an elemental produced and an elemental produced and	See Comment #13
		44	Comment Form	Multimodal Transportation		
2535	Nicolas Gutierrez			Do not widen/no build	Making May prove Manager Tomary Areas. It is an instituted Close Area. And is an instituted Close Area. Some of the Close Area. And is an instituted Close Area. Some of the Close Area. And is an instituted and ins	Sea Contract #5
			-	Latent/Induced Demand	160Ts proces in this project is Sewell I (grown induced Demand, construction impacts, periodate matter publics from the water, the failure of almost all highway expensions, the success of freeway exemunits, and to buffer modeling is Sewell.	See Comment #13
				Air Quality/Noise	Highway expansions DON'T work. They worsen congestion (as we saw with the Xaty Freeway), air noise and safety, and transportation options beyond driving.	See Comment #34
				Water quality	water pollution	See Comment #255 See Comment #20
2536	Minator Report	2/24/2023	100	Multimodal transportation General Support	Tam for public transit and making travel more accessible to those who can't or don't drive.	See Comment #20 See Comment #3
2537	Nicolas Thatcher	1/6/2023	MyCapEx Website -	Regional connectivity	This is because design, in our solver included with the foundation to the contract has been been been properly on the contract of the contract	So connect 5
			MyCapEx Website - Comment Form			
2538 2539	Nicolas Webster	1/6/2023	MyCapEx Website - Comment Form	Reroute to 130 Latent/Induced Demand	Law storage opposed to adding any opposition of additional shall be continued to 15%. No 1500°C a majoring of the shall be of 36 is board shall. Local frailfic consideration does "not" model to be served by an extensive of the shall be obtained Sectionment #3 Sectionment #3 Sectionment #3	
					Making Shippers Manage Transp Atomy. Every Atomy Shippers (Angel Shippers Manage Transp Atomy) and Atomy Shippers Manage Transp Atomy Shippers (Angel Shippers Manage Transp Atomy Shippers Manage Transport Manage Manage Transport Manage Manage Transport Manage Manage Transport M	
				Reroute to 130	The could missed direct the billions of distinct being wasned on this project towerd purchasing and the rights to describe intended serial counsel Austria sis 1120, and recent 1120 and recen	Second #3 Second #45
2540	Nicolaus Sherritt		Phy sica I Co	Bike/ped safety Water quality	has a place of production development, framing on comparing the production of the pr	Sectionment #20 Sectionment #255 Sectionment #255
2541	New toolses		ent	water query Do not widen/no build	The propose distinguity there in other fact down Chans, and the rest distinction that alreading results to deep consideration for some treatment, dates or you known or flowing, given throughout the service of self-three of the southout the water for each self-three dates or the consideration of self-three or the consideration of self-three or the consideration of self-three or the consideration of self-three or the consideration of self-three or three consideration of self-three or three consideration of self-three consideration	Se Comment 5.5
					Making Shappine Manager Tramps Program The Shap	
		L		Public Transit / Multimodal Transportation	I support appared to public transect on that less a southfules are using £35. This appared go the highway for people driving through trans.	See Comment #13
2542	Nicole Betscher			Do not widen/no build	Making 55 Angyang Managa Taming Mang. Ban analosed Analos Lanced Montal Social Processing. Same lakes that chall a classify help the flow of buffic in the city.	Se Connect #5
					The filterines' proposed, or designating example in globes youth as SE-12.50 and interesting, a believe being giving them, a point invention propert, as letter beauting sensors, building one SMP. Use leaves, this interestina and interestination sensors and example of the leave transfer of the sensors of t	Society (#4
2543	Nicole Ciehoski		MyCapEx Website - Comment Form		We need greater measurements of air quality during this *envisormental* review	See Comment #34
				Water Quality	Engineers should study ways to treat the water runoff (currently it goes directly into the lake - our drinking water source)	See Comment #125
				Public Transit / Multimodal Transportation	tes should have a matro call	Sea Comment #13
					the should have more cape, they then have any integer expension or we holy continuementation between east and wall. Early plans suggested TOOT model pay for the project. Why of Audion suppores have to face the bit for the right and the state?	Se Comment #42
2544 2545	Nicole Eversmann	3/7/2023	MyCapEx Website - Comment Form	Do not wider/no build Do not wider/no build	Passe within the CS expension. We do not word Austri's inflatiouslave to become more one centric. Please improve CS by empowering alternatives that versule restrict shelfs:	Sec Comment 85 Sec Comment 85
2545	recone Powell	entires.			Na ROOT DCCT. Tell not support local businesses and homes being interfered with via 155 expension.	Sectionnes 45 Sectionnes 44
2546	Nicole Ramsey		MyCapEx Website -		There are alternative possible solutions that should be explored first. Please do not expand 135. It will not decrease collisions or deaths on Tesas reads. It will have a negative effect on the community's health, seathstoc, quality of life and properly values of homes nearby.	See Correlat 44 See Correlat #5
2340			Comment Form	SO INC. WORK/TIO DUILD	A STATE OF THE PROPERTY OF THE	

	1			Public Transit / Multimodal Transportation	The resources would be better spent discouraging the use of personal vehicles by creating better public transportation such as a railway system.	See Comment # 33
				Transportation		
				Latent/Induced Demand	Studies have shown additional lanes do not decrease traffic congestion.	See Commant #18
2547	Nicole Rossett	1/31/2023	MyCapEx Website - Comment Form	Do not wider/no build	We prefer the Build Alternative 2, not the preferred Build Alternative 3	See Comment 45
			Comment			
2548	Nicole Sizer			Do not wider/no build	Mobility55 Program Manager Tommy Abrops, 18 my mans in Motor Share and 19 min 15 Share need to be redone but not in the way it's being proposed. I do like the new found interconnectivity with more pudestrian and bike lanes. I live in Charrywood and sent in Relingood. Les purfield only by whole Charrywood registeration becoming intringed upon by an upility highway that creates more round and homeses actively by any historic neighborhood we can home.	Sue Commant #5
					Tam patrified of my beloved Charrywood neighborhood becoming inthrigide upon by an ugly highway that creates more rundf and homeless activity by our historic neighborhood we call home.	
				Community Alternatives	Measurer 1 de abrisa with arruns law Bathnis 95 who thinks non-local halffer should be dispetal around the riby in affords to increase decelerance (increases and in dispetation and to dispetation).	See Comment #4
					Towners, I do agree with groups like flushrisk 55 who thick non-local traffic should be diverted around the city in efforts to increase development/scoromy east of downtown and to decrease congestion through the most central part of our city. Currently my commute is about 30 minutes to go 4 miles.	
				Air Quality/Noise	I do not want to relocate as I love the location of my neighborhood but the noise and constant traffic is draining on my everyday experience.	See Comment #34
				Emergency services	If think that more lanes dedicated to ride share/emergency vehicles is a good idea but will they become just as congested as the HOV lanes in Dallas?	See Comment 4463
				Latent/Induced Demand	The larve increase is necessary as long as no neighborhood is affected.	See Comment #18
				Caps/Deck Plazas	If think that the deletion of the overhead decks as far as traffic goes is a good plan but keeping the supports for a pair over the highway will help the skyline of Austin. A pair over the highway not only gats rid of the eas some of traffic but also directly showcases what's at the heart of Austin nature. We are known for our distursions men views and active lifestion, when of continue that notion when visitors first look	See Comment #42
					at Audien?	
					Mobility55 Program Manager Tommy Abrogo, KUT radio onco featured an Austin resident who said that when she first proved to Austin she was advised by a life fond Austinite never to take 135 she would thank her for it laker. And indeed she did when over some 20 weers later she had still.	See Comment #5
				Do not widen/no build	Manipul Sangapa Managar Frames Pringer (annual Pringer) (
2549	Nicole Smith			DO NO. WILSTONIA	generations. We can start by NOT expanding 135 but instead turning it into to a character-filled invenue that firs with the creative mindset of Austrinites and attracts so much tourism to our state. Do it for our families and their health, for Austrin culture and tourism, and for future generations. Profit should not come at the expense of people's lives and wellbeing. Stop the assault. NO EXPANSION!	
				Community engagement	Do the right theird TX-dot! Soo your efforts to expand I-35 against the visites and interests of our chr's residents.	See Correnat #320
				Community Alternatives	Support one of the many science-based alternatives to LSS expansion (e.g., Rethink LSS's proposal)	See Comment 44
2550	Nicole Welling	3/7/2023	Email	Do not widers/no build		See Comment 65
					No hour lock). I have storying opposed to the 1.55 expansion project, it not only undermines the goals of our community to provide safer and more walkable streets, but is a traffic nightmare. More lare means more traffic. This proposal is not good enough for our community.	
ID	C N	Da R d	s	Topic	c	R p
					MobilitySS Program Manager Tommy Abrego, Hallo Mr Abergio,	Sue Comment #5
					Mobility Shoppins Manager Tramps Parage. White Manager Assessment Tramps Parage Parage Assessment Tramps Parage Assessment Tramps Parage Assessme	
2551	Nigel Brittien	3/7/2023	Email	Do not wider/no build	not simple a cose of needing more room but the amount of drivers with their particular driving habbs makes it a nightmare to drive alrywhere. If you want an example of this take a look at the Los Angeles highway and their traffic. They have expanded it countless times but the traffic has become even worse. Lisak you to think nationally and logical of the issue at hand. Expanding the highway does not work and would simply waste precious time and resources. I know you are in such a	
					saluation where you are required to thrisk and look at the biggier problem with how you must use the resources you have, and I do not speak as it I am more innewledgeable or more suited by your positions sor. I samply ask you to reconsister this matter and look for true solution or solutions that could solve this issue that is affecting our region. I simply ask you to postpone this decision and allow yourself time to look for a more suitable option for our present situation and circumstances. Without full more reconstruction or solutions that could solve this issue that is affecting our region. I simply ask you to postpone this decision and allow yourself time to look for a more suitable option for our present situation and circumstances.	
2552	Nikki Scheinost			Do not wider/no build	Making Diagnet Manager Temps drops and program of the program of t	See Comment #S
					would be a waste of money and ruin people's lives. I hope that TxDOT and City of Austin representatives will listen to the people and stop this expansion. Thank you.	
					Nikka Schemost.	
					Cherrywood is a longitime well established neighborhood that will be negatively affected by the encreachment of such a wide ROW and it will force several businesses and homes to have which is a tragic loss.	
				Business/residential displacement Caps/Deck Plazas		See Comment #21 See Comment #42
				Caps/Dack Plazas	I do agree with the plan to remove the upper decks, however expanding the road into our lovely neighborhood would be detrimental to those that live here. Also TuCOT has no plan to allow for cupping decking the agreent between Dean Keaton and Arport Blod which would be beneficial.	Jose Certrania 4-2
			-	Reroute to 130	I don't feel that this highway expansion will work and alternatives to expansion should be considered like using SH 130 so there's not heavy traffic going through neighborhoods.	Seconment #3
				Do not widen/no build	Mr TxCOT TxCOT. As a resident of the North Loop neighborhood and someone who works at a business alongside US, I strongly oppose the expansion of US. I urgs the decision makes to listen to the lood dissent of the	See Commant #5
					As a resident of the North Loop neighborhood and someone with scene at a business alongside CSS, I strongly oppose the expansion of CSS. I urge the decision makers to Intian to the louid dissant of the community and explose alternatives.	
				Public Transit / Multimodal	Like many Audin residents, I weid 25 as much as gossible. I prefer to ride my bike to work through the beautiful Hyde park neighborhood, and to drive along Lamar, Burnet and Congress so I can chick out the wonderful local businesses on my way to wherever I'm going, When I need to go downtown, I take a bus to avoid parking and have more of a chance to relax and witch our beautiful city go by.	See Comment #13
2553	Nikki Vby			Transportation Air quality/noise	195 harmfully direct the rithr in half and narrass not inter-noise and incrementative for its rithres. If Justin is trob the rendession and "saint" rithr It lies to head about hairs and if it work to retain and awar	See Comment #34
					125 harmfully sloos the dity in half and causes pollution, noise and inconvenience for its obtains. If Audit is truly the progressive and "west" by it lies to bring about being, and if it wents to retain and even improve its clearactor, it has no business expanding a highway that runs through the center, that is not for its residents but for through buffic.	
				Bike/ped safety	I leaser to keep working at the Tree Blue on Asport boulevand, which could be incoded out by the expansion. I want my kind to be able to safely table around the city, I want community alternatives to be explored, specifically for braffic to be redirected to highways that skirt audin, order then size is close the middle. Thank you,	See Comment #30
2554	Nikolai Tangdit			Do not wider/no build	Statistic(\$5 Program Manager Transp Alongs, Lear seatored Audio and I along thy oppose the proposal to equand 135. The project in its current state is deeply troubling, Lear seatored Audio and I along thy oppose the proposal to equand 135. The project in its current state is deeply troubling, Lear seatored Audio and I along thy oppose the proposal to equand 135. The project in its current state is deeply troubling, Lear seatored Audio and I along thy oppose the proposal to equand 135. The project in its current state is deeply troubling, Lear seatored Audio and I along the oppose the proposal to equand 135. The project in its current state is deeply troubling.	See Comment #5
					Lam a resident of Austin and Latrongly oppose the proposal to expand LSS. The project in its current state is deeply troubling. Lam for redesigning LSS as a boulevard through downtown for it will noturn valuable real estate back to the city. Thank you,	
				Business/residential displacement	It will demotion businesses and homes.	See Comment #22
					It will demode businesses and homes. TACOT needs to have a brainst first approach to transportation, Highways simply aren't as efficient at transporting people as mass trainst.	Su Demont #19
				Public Transit / Multimodal Transportation	от в при в п	
			-	Latent/Induced Demand	We have seen time and time again that highway expansions don't make lasting changes to congestion.	See Comment #18
				Air Quality/Noise	will increase our pollution	See Comment #34
2555	Nina Collard	3/1/2023	Email	Do not wider/no build	MobilitySS Program Manager Tommy Abrego,	See Comment #5
	Collard				Helia. I am a constituent of district 3 and I am asking you to RE.ECT the expansion of I.35 for the sake of individual and environmental health and well-being!	
	<u></u>					
2556	Nina Elizabeth Martinez	1/30/2023	MyCapEx Website - Comment Form	Regional connectivity	Please restore the Lone Star Rail proposal!	See comment #1
2557	Men	3/7/2023	Email	Do not widen/no build	Mr hearthear,	See Comment #5
2331	Nina Lemieu x	3/1/2023		DO THE WINEY TO DUTY	Helid Selective passionstely that expanding ISS is the flastest way to destroy the things that make people love living in Austin. The only thing ISS should be used for is traffic to the north and south of Austin, not as a throuthfare for trucking or up to	
					heald I was very parameter of the expending 55 in the feators way to dealing the integer having in Austin. The only thing 55 should be used for is suffic to the north and usual of Audion, not as a throughfear for spoking or up to Daties from the Autions. The season that the specific container business and the season that the specific container business are specified as the specified of the season that the specified container, we don't not into this exect came problem. Pages about negood 55 and on part and devertable Those developing the page (with or effective this business are specified or expending the specified or expending the specified or expending the specified or expending the specified or expending the specified or expending the specified or expending the specified or expending the specified or expending the specified or expending the specified or expending the specified or expending the specified or expending the specified or expending the specified or expending the specified or expending the specified or expending the specified or expension to the specified or expension that the specified or expension to the specified or expension that the specified or	
2558	Nina Rinaldi		MyCapEx Website - Comment Form	Do not widen/no build	Lam opposed to the expansion of IH35. A freeway running right through a city center is bad for the people who live there and bad for the people traveling through.	See Comment #5
			Comment Form	east/west connectivity	However, in the case of expansion, the design should include many more crossings to help people on foot and bike get across the freewoy. We need a crossing at least every 1/4 mile. The crossings that we currently have are scary if you biking or waiking (such as 5th Street, Dean Keeton, 41xe, 51xt) and we should not tose the opportunity to make them better.	See Comment #20;
2559	Nishil Jaiswal	3/7/2023	Email	Do not wider/no build	MobilityS5 Program Manager Tommy Abrego, Stop corporating our highwayall is not sustainable in any way as we have seen from courtless examples in the past. It also diminishes the quality of life for everyone around. Turn it into a boulevard and invest in termal.	See Comment #5
					invest in transit	
		2/11/2023		General Support	1 live close to 135 and would have to see more of the Highway through downtown capped. Wanted to send a mail vocing my desire and vote for that, as another input from the public. Thanks	See Comment #8
2560		2/11/2023	MyCapEx Website - Comment Form	General Support	1 ave crose to 1.30 and would nove to see more of the Highway through downtown capped. Wanted to send a mail voting my desire and vote for that, as a nother input from the public. Thanks	SAM CATTERINI, PIG

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March Marc	Community Namewhere Supposed connectively State of State of State (State of State of State (State of State
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Property Company Property Co	Public Transel / Multimodal Public Search and accommodations for productions and all abilities must be the focus of this trenformation. Sea Comment #13
Process of the continued of the contin	
In the part of the	
March Marc	Business/residential deglacement 47000° may all search the environment and pelanticles which, they would control to considering exhibiting 4500, which would denviron 200 homes and businesses in the process, further during each further search and pelanticles which the processing of the period of the period desired modes of temporalistics.
Process of the control of the cont	Later/induced Demend Equating highways in nover the solution. This is made clear by the countess solution on Induced Demend, that show expanding highways always had to more building. See Comment #15
Comment from Uniform Description Descripti	Reconst to 20 Recoloral trail Coloral Set deviated amount the chinaria for colorand the chinaria
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Integration of a control of the cont	Week
The Section of Section 12 is a section of Section 12 is a sect	I appear To card is 35 separation and turnity patement operation. Causing the path encount Lash Strict Late is a Servicial scale. Please don't move forward with this plan.
D C N DB S S TON STATE S	2014 Nara Hadien Co not widen to baid Shifting Shifting Managar Transp Araqu, See Comment #5 To not in the nor of equating (55.) Transp. Transp.
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Specific and the specif	
Friedrick ToOT Assult rank brought Policy accorded and the Strategy of the Str	
State State and State of the Control of State St	Further, TuDOT should route through traffic around Austin through the relatively new SH 130, Just because this is currently tolked does not mean it is a non-starter. If you are will not to sepand billions to expand
State State and State of the Control of State St	
Facility (Section Compare) Public Invast. Multimodal	2016 Obise Quintesian 3/7/2023 VOH recal Justice 1 Supergress and continues a dispergress information process that it been begavering from fundament and disputating communities of one and disputation communities of one and dis
Abstraction of Management Energy Ener	2577 Olive Fortians 3/7/2023 Email Do not wides/no build Michild/SS Program Manager Transp. Arrangs. 1507 Program Manager Transp. 1507
Multimodal (Incomplant of the Control of the Contro	faver.
my resignations continue to three as a quiet residential have made desiration but less may from the business que, the board of both vendes. I expect TuCOT, Audion CRy Counces, and other representatives to stand up for ms. Theses you.	Malimodal (1990)2E (2007) plant for 15 Set and 1990/2E equation. Transportion (1990)2E (2007) plant for 15 Set and 1990/2E equation. (1990)2E (199
Tre Wear TuCOT's process in this project in Bawel: Trigorous Indused Demand, construction impacts, particulate matter pollution from fire wear, the Salarus of almost all highway expansions, the success of Seemay See Comment #18	The Water TACOT's process in this project in favored. In general included Developed, construction impacts, particulate notine publicate from the water. An included of included Section (Included
The West ACCT process in the project is famed. Express inches of Service, construction impact, purification ander publish from the east, the failure of almost set highway opportunity. The aucess of feweray Set Comment #28 expression is failured. It is shown that is not the exhibition to Austin expending as a city.	verticality, and the service for final of its advisors this is not the solution to Austin expending as a city.

2579	Olola K Primanis			Do net widen, me build	Our wall or an engagement was made to filtering steen is an example of the part of any provide part of any	Das Contraction 5
				Public Transit / Multimodal Transportation	The project itself would worsen traffic and congestion for many years, especially at a time when Austin will be building Project Connect.	See Comment #23
2580	Olivia Prior	3/1/2023	Ernait	Do not widen/no build	Asserted Singuise Manager Transport Design (Manager Transport Design (The Comment #S
2581	Olivia Smith			Do not widen/no build	Machine Strongers Manager Transp (Stronger, Manager Transport,	Sec Connect 85
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				Community Alternatives	Habita I suck that is a support the fethers is Springer, which because in players address which executed in transport countries and human centric urban development. I believe that this solidion is about an extra feet of the fether of the product in progress in proceeding in proceeding in the fether of the process in progress in proceeding in proceeding in proceeding in proceeding in proceeding in proceeding in proceeding in a solidion to the process in proceeding in proceeding in a solidion to the fether in proceeding in a solidion to the fether in proceeding in a solidion to the fether in proceeding in a solidion to the fether in the fether in proceeding in a solidion to the fether in the fet	Sectional 4
2582	Omar Aranda	3/7/2023	Email	General Support	Due Charmon Register of Commissioners. If the commission of Commissioners are designed in the Charmon State of Teach, in the services produced receivery in Africa called the Man Dread of Teach, all Teach and State of Teach, and Teach a	See Commont #8
2583	Omer Barnhart	3/7/2023	Email	Do not wider/no build	We NGOT TOOL, the set which it is middle that the set which the gift more benefits mere with a real bladde and substantial way of file. Expending 1.35 is not a more in that direction. We must do all that we can't be discussed that we do not be discussed to the set of the set	See Comment 45
2584	Omar Garcia	1/31/2023	MyCapEx Website - Comment Form	Regional Connectivity	Adding out bransit will not only wase traffic congestion but would add economic benefit for both cities. We actively would beweing to Austin because of how bed traffic is to and from San Antonso.	See comment #1
2585	Omar Wright	1/31/2023	MyCapEx Website - Comment Form	Regional connectivity	Having a naively would allow repetif and others a mode of transportation to visit Austin. Right new I'm stuck in San Arterios and would love some public transportation infrastructure!!	See comment #1
2586	ONM	3/7/2023	Email	Regional connectivity	Can we please have a twin instead. Can set only hurling our accidity and making life so much worse for all of us. Please just put a train where the highway is and we can all his so much weake. Thisis you, Own Morgan	See contented 8.5
2587	Orhun Berke KIDAK			Do not widen/no build	Making Shi pages Manager Tramps drings and the special reads of the page of the special reads in the special read of the page of the special reads of the sp	See Connected 55
				Multimodal Transportation	The economical upsides are a big political talking point but many other countries around the world are trying and succeeding with alternatives to car dependent transportation.	See Comment #20
2588	Oriana Lopez	3/6/2023	Email	Multimodal transportation	In ACCEST COSC. If the recipion with the recognosm of \$1.50, As a dudient of totals planning. I have beened that adding time in highways been not decrease notific. I beach to hearby protocos associated with not dependency, and I can be depond that for Auchs. I have been not been not accepted to the highway to the contract of the co	See Connect 522 See Connect 63.
2589	Crion Reynolds			Do not widen/no build	My cares to Comme cell't an existent of flying Min In Auditor, T.X. As an Other Stadlers region of IT Auditor, in completing to great the same and the figure specific through the following of the comment of the comme	
				Reroute to 130	Newfork : Agency first febriosic 25 gain in which would receive the region of 25 size a drived between things and to the receive common common state, while project the specimen to the Auditoria. This page making of any of the specimen to the specimen of	See Gormant #3
				Air Quality/Climate Change	thus leading to eventually even worse traffic, the need to expand yet again numerous times in the future, feeding the addiction of urban sprand and unsustainable & unaffordable card-expendent living, adding millions of tons of CO2 and GHG emissions each year, and propared ang the health of communities who live near the highesty as well as students at the University of Texas.	See Comment #18
2590	Oscar Garcia	1/31/2023	MyCapEx Website - Comment Form	Regional connectivity	In Arterios is one of the largest crises in the United States yet. It has no real system and hardy any public transportation. I support busings a real retwerk between Stan Anterios and Audio to allow for regional excess it in Regional excess it in Regional excess it is regional excess.	See connect 41
				Do not widen/no build	W hoot hoot.	See Comment #5:
				Do not widerijno build	In high Trick). But 1007 Trick) But 10	Jan Currentus E.
ID.	C N	Da R d	S	Topic	c	Ř p

2591	Oslo Brewster	3/7/2023	Email		The Dig of Austin, one of the crown jewels of the great state of Texas, has instructed yearfered from a read and exconomic divide that is demarcated by the 135 corridor. This divide is exscorbated by the representation of the crown property of the correction of the crown property of th	See Comment #1
					The Copy of American copy of the Copy open copy of the Copy open copy of the Copy open copy of the Copy open copy of the Copy open copy of the Copy open cop	
					retiance on polluting and inefficient forms of transportation like cars: It also has negative social and economic impacts by making it difficult to cross the oily easit to wast or vice verse. Published in the control, and other receives should not be found to climb from more or stain for the deviated crossistions or be forced in cold and a summarized and difficult to caps and the control of t	
					The models used to orall these designs appear to be based on inaccurate and unestable to the first projectings. Traffic on 150 has remained effectively constant for the past 20 years, so any analysis based on the current highway configuration	
					somehow supporting significantly higher rates of traffic is impliausible. Furthermore, this makes the comparisons between the no-build and proposed alternatives meaningless if the current configuration can't support the amount of traffic they are received for the future.	
				Regional connectivity	I hope that TXDOT will continue to improve the design by improving the usability of the mixed use path. This can be done by keeping the paths above ground, at grade, and direct.	
			1 1	. agrama carmacanay	as projecting of the future. (Lings part InCOS of all continues to improve the design by improving the stability of the mised one parth. This can be done by heaping the paths abone ground, at grade, and done. Another improvement would be increasing the number of controls across the highests, in it is with the proposals from the Opt Another and Profession (American Stability). Another improvement would be increasing the number of controls across the highests and the best propriet and the path of the Opt Another and York Destroy Chain and York	
1			1 1		Thank you for your time and attention, and best of lack with your ongoing work on this project.	
2592	Owen Ahmed	1/31/2023	MyCapEx Website - Comment Form	Regional connectivity	support the rail.	See comment #1
2593	Owen McNally			Do not widen/no build	Mobilit/S Program Manager Tommy Abreto.	See Comment #5
					Mobility35 Program Managor Tommy Atrogo, Halto, I'm a professor and look at aixt of news and nesearch about expanding highways.	
				Latent/Induced Demand	My prediction is that TxDOT's expansion plans for 135 will induce demand and we'll scon have more slow traffic atc. Let's find another weyl	See Comment #18
					Dear 155 planners,	See Corresent #S
					Date LTS (samess, 11 in the proposed changes to 1 25 world dissistably impact. Please see our neighborhood concerns below. The intraction at August and 1.55 reads further wives personing to our neighborhood (Delexed I). We must be able to turn left out of Delexed 2 to access our major traffic arteries and schools.	
				Do not widen/no build		
				DO HAL WARRY HO DON'D		
				Reroute to 130		See Comment #3
				Mercute to 130	I don't understand why the 183 toll road remains empty or disolically understallized while trucks and other cars passing through still use 135. This is not ok. I propose we change I 35 to a toll road where residents do not have to pay (similar to a library card), and it is cost prohibitive for those passing through. We need to divert this traffic AROUND the city.	See Comment #3
			 		Comment from Deleccid 2 Neighborhood Association on TxDOT Draft Environmental Impact Statement on the I-35 Capital Express project.	See Contraint #184
					Comment for believed 2 heightherinde selectation in DACT Doubli Trainmental impact Diseasers or in a lost 50 option Express prices. He proposed administration or training 150 from put in contrast agreed or not make the believed or adeption believed and expression or training selection or the contrast or contrast or training selection or training sel	
					traineding earth on Airport backs up, which it does regularly at all times of day. Neither of the proposed alternatives address this issue, and instead focus on the left turn to go south on 1-35, as eaction of trailfir that only backs up briefly during rush	
					hour. The proceed production/most case polithough to notinging the Apport/55 interaction without a car are unmonable to approve without a car, instead of diverting car others, who can easily havened hits, gains draighing, and increased nations, must out apply assess and several the format of the process production of the production of the process production of the production of the production of the produ	
2594	Owen Young				distance, mixed use path users are diverted. This results in proposed mixed use paths users a diverted. This results in proposed mixed use paths users a diverted. This results in proposed mixed use paths users a diverted. This results in proposed mixed use paths users a diverted of the path of	
					above ground. These tunnels take pedestrians out of sight of anymore around, which is unconfortable and unsepassing to any more unsepassing to serv more unservice or peace unservice or service or specific deposits and unservice	
					sees of the number of pepigis who use highway infrastructure as a shafter because Austin lexis sufficient affordable housing it is in innocessable that the tunnels will not be turned into whether for those people, resulting in poor outcomes for eventure. As a final point, this interestication resident was issues with flooding during heavy many makes producting to the production of the people in the poor outcomes for eventure. In particular, the production of the people is the people is not production of the people is not production.	
				Delwood	All of the above issues appear to be driven largely by the choice of intersection at Airport Blob and it-35 that TDOT is proposing. The Single Point Urbain Interchange is extremely unificiently to anyone not (in a car. Delevoid 2 strongly encourages in the contract of the proposing of the propo	
					So distallation assumed appear to the desire largely by the close of description of description of the second of the South COVI is supposed, the Soliday from the New York of the South COVI is supposed as many description of the South COVI is supposed as many description of the South COVI is supposed as many description of the South COVI is supposed as many description of the South COVI is supposed as many description of the South COVI is supposed as many description of the South COVI is supposed as many description of the South COVI is supposed as supposed to the South COVI is supposed to the South	
					reported regionally samples were regioned environmental registration of the COCONDITION OFFICE.	
2595		3/5/2023	VOH	Latent/Induced Demand	It is unclear why the narrow highway design between Dean Keeton and Manor is not continued throughout the project.	See Comment #18;
3383		., ., 2023			It is unclear why the narrow highway design between Dean Neaton and Marior is not continued throughout the project. To reduce should Chemical and growned carporing, do 2 HOV lines and 3 maintenan per direction. Or on 2 HOV line and 4 maintenans per direction. Do not create a 6-time highway per direction. Clouding why SYVI lines who declared directions of overposes if the line is intended for through their Chemical reduction. These entirection, very compasses created interaction associated and intended to through their Chemical reduction.	
1					Incomer very more serves never coverces on intrance/conf, coverpasses if the lane is intended for through triatinc. These entrance/cet, overpasses create clearance issues and hinder the construction of future clock plazas.	
1			1 1			
1						
					Satellite'S Program Manager Tommy Abreton	See Comment #18
					As a resident of Dallas, Loppose the 1-35 expansion and TxDOT's plans for I-SS. I grew up in Houston, where it would take my dad an hour to get to and from work every day because the Katy Freeway was so backed up. That didn't change after it	Jen Vottenen + Au
2596	Paige McFartain	3/7/2023	Email	Latent/Induced Demand	Making 15 Agree Makager Temps Rose (as a proper Makager Temps Rose). As a resident of Data is a resident of Da	
					Dear Chairman Bugg and Commissioners:	See Comment 38
					Duc Claims blogg and Commissioners. It has you for recognition 15.5 Smoogh, Audition in one of the most congenied makes yeagerent in the State of Teass. As this seriously autitained makesy is other calcided the Main Street of Teass, all Teams should call for told and decisive action to travels with the circuit sector of individuous into an outlest year and will accommissable to regard and intermess growth as an expensioning in our great States. Another place in a recognition of the contract sector of individuous into an outlest year and intermediate the regard on the size of an intermediate the regard and intermediate the regard and intermediate the regard of intermediate the regard of intermediate the regard.	
2597		3/7/2023	Email	General Support	Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDDT. Thank you for your consideration of this request.	
2391	Paige Shoberg	411/2023	cmull	German Support		
1						
2598	Page Simard			Do not widen/no build	Mobility's Program Manager Tommy Arrago. 1 oppose ToO's years for 155 and oppose expension. Their process for expension is flewed and will cause undur harm to residents and wildfel alike. We should imbased be looking towards more sustainable methods and investigating the not used of this issue man to submarked to make year. 1 oppose ToO's years for 155 and oppose expension. Their process for expension is flewed and will cause undur harm to residents and willded with the process of the propriet of Austin and everyone like me who apposed to this construction.	See Comment #5
					cause of this issue which is ultimately too many personal, small vehicles on the roads. I expect TxDDT, Austin City Council, and other representatives to stand up for the people of Austin and everyone like me who is opposed to this construction. Thank you,	
				latent/Induced Demand	Highway expansions don't work, as research shows, as they only cause more traffic congestion.	See Comment #18
						See Contract # 25
				Public transit/Multimodal transportation	Ruther than this expansion project, I encourage you to instead consider other public transit projects and solutions that do not place anyone in harms way or worsen our environment!	See Comment # 23
2599	Pam	3/1/2023	Email	Community Alternatives	Modity35 Program Manager Tommy Abrego,	See Comment #4
	Bingha m				Loppose the current plan to increase the lanes on 135 through the only. I have lived in Audin since 1974. When I arrived here I was able to drive downtown easily, to utilize Town Lake, to get to South Audin easily. Audin easily. Audin was a town first and 135 was just a road used by some folks and handy to get South if need by Now, Austin is a congested mess and then's so much care exhaust in the air that my eyes burn whenever I'm on 135. Why would anyone want to build more lanes on 1357135	
1			1 1		regions and the factor to great to one of the control of the contr	
1					Institute IA. 25 is a good sele. Just charge the current though. Livsten needs good trained in the orly. They could see the space that is currently 1.55 to do a mail or good or comercting or the people who low here have the make the to skids. Existing that 20 laine expansion will take years, increase pollution for the residents, cost a huge amount of maney and add nothing to Austin or for the people who live in Austin. PLEASE DO NOT INCREASE THE LANSES ON 13.5.	
1			1 1		arrount of money and add nothing to Austin or for the people who live in Austin. PLEASE DO NOT INCREASE THE LANES ON 135.	
1						
2600	Pamela	1/13/2023	Email	General Support	Dear Chairman Bugg and Commissioners: Track you for recognizing that 135 through Austin is one of the most congested readway segments in the State of Teass. As this seriously cudded made are is often	See Comment #S
	Raffaele				Duer Chairman Bugg and Commissioners: Think you for recognizing that 135 through Audin is one of the most congested readway segments in the State of Teace. As this seriously outstand readway is often coaled by the State State of Teace, at Teace is shown of the Coaled and increase action to branch mits critical seriously outstand or the access action to the State of Teace, at Teace, as Teace is shown of the Coaled and immersia growth we are operating in our great State. Accordingly, in writing bodges to prove one promptious sport from 145 SEGIND before Access the deep in a proposed by TeOCT. They do per correlational for this request. Participated of the request. Participated on the request. Participated on the request. Participated on the request. Participated on the request. Participated on the request. Participated on the request. Participated on the request. Participated on the request. Participated on the request. Participated on the request. Participated on the request. Participated on the request. Participated on the request. Participated on the request. Participated on the request participated on the request. Participated on the request participated on the request. Participated on the request participated on the request. Participated on the request participated o	
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					The State of the Company of Chapter State of the State of	Sax Comment #S
1			1 1		significant trings is the existing right of way, and it is basely visible on the resp. The existing right of way, and it is basely visible on the resp. The existing right of way, and it is basely visible on the resp. The existing right of way is white this obtains how references to the respectation is going to be so for heaven's sake, make that tig and bold so people can see it.	A CONTRACTOR OF THE PROPERTY O
1					Because its. In feets a general comment in the street is a terror of other red lines and staff but the — one of the most important, not know, is whether states are again given be affected and stife. The state is general comment in staff but the — one of the most important, and in the staff but the — one of the most important in the staff but of the staff but of the staff but of	
1	Day :*:		Ver bal		which is atmost -1 don't know, it's terrible, and it's expanding the freeway, a big, huge freeway. This is a once in a generation opportunity to improve all of that and don't - and wood ask to serious developing the project, the errire	
2601	Parnela Romero	2/9/2023	Co	Do not widen/no build	One, the two collections the representation of the process of the	
1			ent		Whitever happins downtour, great. But the take his left the station downtour with all the - the - the - pus know, residents that vie enter one are - The - the - pus know, they've moved north to more effortable housing. To connect the east and the west from all north to 200, would be prainformative for that community. Or connect the east and the west from all north 1 takes the state of the sta	
1			1		model improve. Member happens downtown, year, full the train has held the station closertown with all the - the - the - you incon, residents that are there more ser(i, ii, you incon, they've moved not'll to move all formations and the state of	
2602	Parker Martin	2/12/2023	VOH	Do not widen/no build	I oppose the expansion of ISS	See Connect #S
2603	Parker McCollum	2/7/2023	Email	General Support	Date Chairman Bugg and Commissioners: Thank you for recognizing that 1.55 through Audin is one of the most congested neadway segments in the State of Texas. As this seriously outsided neadway in their coaled by Main Sheet of Texas, as I forms should call be to deal on decisive action to braid own that of instructions into a recisive your facility on the seriously outsided in the sequence of the recognization of the request. A Private McColum Audigst Audinosis Audinosis and the sequence of the recognization of this request. A Private McColum Audigst and the sequence of the request. A Private McColum Audigst and the sequence of the request. A Private McColum Audigst and the sequence of the request. A Private McColum Audigst and the sequence of the request. A Private McColum Audigst and the sequence of the request. A Private McColum Audigst and the sequence of the request. A Private McColum Audigst and the sequence of the request. A Private McColum Audigst and the sequence of the request. A Private McColum Audigst and the sequence of the request. A Private McColum Audigst and the sequence of the request. A Private McColum Audigst and the sequence of the request. A Private McColum Audigst and the sequence of the request. A Private McColum Audigst and the sequence of the request. A Private McColum Audigst and the sequence of the request. A Private McColum Audigst and the sequence of the request and the sequence of the request and the sequence of the request and the results and the r	See Comment #8
1	Mid-Offurn				Accordingly, I am writing flowly to experience on correct section to control records and control records a	
2604	Parker	3/6/2023	Email	Bury/tunnel	Mobility35 Program Manager Tommy Abrogio,	See Comment #25
	Sewell				14, 1 appeals the TriOOT plain to expand 1.35 in Austin. Evidence shows it won't fix traffic, but it will displace Austin businesses, worsen climate changis, and continue a racist division of our city, Instead, we should bury 1.35. This will unlock billions in exponent unlaw in the form of new businesses and bones, improved transit, and parks, connecting east and well once and for all. Please don't put us through 10 years of	
					economic value in the form of new businesses and homes, improved trainst, and parks, connecting east and west once and for all. Please don't put us through 10 years of construction for this. Choose an alternative that we can all be proud of.	
					7,000	
			MyCapEx Website -	Do not widen/no build	Toppose the 135 separsion plan through Austin.	See Comment #5
2605	Parker Short					

1	1 1	ĺ	Comment Form	Public transit/Multimodal transportation	We should be focused more on public transit and routing through traffic around the city.	See Comment #13
2606		2/9/2023	Phy sica	Community Engagement	This is not a proceed it is a sham to avoid true feedback and to merely falfill legal requirements. Why don't the people decide isnhaed of TxXXIII.	See comment #3200
ID	C N	Da R d	Co S	Yopic	•	R p
2607	Pat Jasper			Do not widen/no build	Middlight Sington Manager Tomory Joings. The interpretation of the process of the control of th	See Comment #5
					cric regises has led to a substantial increase in traffic, noise and pollution. The TXDOT plan is unworkable, its meager provisions negate walkability, public health, housing affordability, income equality efforts and neighborhood development. We all think our city is special. Let's prove it!	
			-	Reroute to 130	Clearly, if we rethink the design by utilizing a loop approach, as is standard in most American chies, it would fee up and unlock a central area of the city. A straight away one level boulevard with timed lights would enough travel food to Audio. It would make wer for more correctants. An extension of the interestate ending shorthy before and after the south and north ends of SH.190 would likely be chainer and it	See Comment #3
					would attract drive-through traffic that does not need to traverse the middle of Austin.	
						See Comment #34
					Tables in this Concern. In the control of the cont	JAN WOLLING FAT
2608	Pat Jasper	3/7/2023	Email	air quality/noise	WWD1 Neighborhood Association undertook a strain poll of these residence. There was substantial support for it. Of the 11 affected households on the west side of Bradwood Road, addresses 4002 through 4203 and also including 4,441 N; IH- 35 , 8 were adament; about the necessity. It was undecided and 2 were unreachable (elso to our imited turn—around since to conduct the poll). The Admission to receivable this information a was disrupated as and of the WMM1 Neighborhood Securities references are the amenion of 155. Thus, it may be haldful to make this information a road of	
					the record, though these results were tabulated after the official latter from the Neighborhood Association was approved. Hence, this separate communication.	
					Dear Chairman Bugg and Commissioners: Thank you for recognizing that 1-55 through Audin is one of the most congested readway segments in the State of Texas. As this seriously outdaned readway is often called the Main Street of Texas, all Texas should call for bold and decisive	See Comment #8
					action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the 135 Capital Express Central design as proposed by TuCOT. Thank you for your consideration of this request.	
2609	Patrice Duff	3/6/2023	Email	General Support		
2610	Patricia Atkinson	1/30/2023	Email	General Support	Oser Chairman Bugg and Commissioners: Think you for exceptioning that 1-35 Procept. Audin is one of the most composed machiney segments in the State of Tosse. As this seriously outdated machiney is other coaled to the Miles Street of Tosse. As this seriously outdated machiney is other coaled to the Miles Street of Tosse, at Tosses should be commissioned as the seriously outdated machiney is other coaled to the seriously outdated machiney is other coaled to the seriously outdated machiney is other coaled to the seriously outdated and immense growth was are operating in our great State. Accordingly, it are mill only to be spreamy or growth support for 1-35 State Depress Central design as proposed by TOCH. These you for your consideration of this	See Comment #8
					Accordingly, I am writing today to express my complete support for the 135 Capital Express Central design as proposed by TuCOT. Thank you for your consideration of this sequest. Sent from Mail for Windows	
2611	Patricia Buchholtz	3/6/2023	MyCapEx Website -	General Support	Dear Chairman Bust and Commissioners:	See Comment #8
2022	200000	-, -, 2023	Comment Form		Such Classification that ground Commissioners. The Commissioner of the Commissioners of thead of the Commissioners of the Commissioners of the Commissioner	
					I write in support of the 155 Capital Express Central design as proposed by TxDOT. Thank you for your dedication to serving the citizens of Texas.	
2612	Patrick Buckley		MyCapEx Website - Comment Form	Do not widen/no build	Toppose TXXXT's latest plan to expand I-35 through Assist. This would cut down on need lanes and reduce noise, pollution and accidents in the heart of the city. Therk you for your consideration.	See Comment #5
			Website - Comment Form	Business/residential displacement	As currently drafted, the plan would needlessly uproot the lives and business of many all while likely increasing, not decreasing traffic (as we've seen with other highway expansion projects).	See Correlat #21
				Reroute to 130	I strongly urge you to consider other alternatives, which include diverting truck traffic around the city	New Comment #3
2613	Patrick Carroll			Do not widen/no build	Michiga S Program Manager Tommy Adrego. The best to several mention, agreed in fact one petition, and gone to a ToO' information session—all trying to understand what the highway separation will do: 1 still don't get. 7. In 7.3 and 1 will probably not still be driving when the ribbons are con to the sew MSS-D and the the advantage. However, pois will swalp disclosed (we were tited an much at the constitution menting last exectly, but placed think outside the box you are about to create. I visit NO to the NCS expension plan of the results of the season of	Sas Corresest #5
					out on the new HISS-2Q, but it will be a classifier. I hone you've aiready decided (we were told as much at the orientation meeting last morth), but please three outside the box you are about to create. I vote NO to the IHSS expansion plan oursettly being feast-tracked by TsDOT. Thank you, Patr ick Carrell Patrick Carrell Patrick Carrell	
			-	East/west connectivity	The 1962 version of the highway guided Austin into two sub-cities and made a traffic jum the center of the city. Now TcOOT is gaing to expend the highway into an even wider and more daunting goals, accompanied by theories of the bringins with a few trees in plantes will receive Austin.	See Comment #20
					accomparied by theories of how bridges with a few trees in planters will reunite Austin.	
				Reroute to 130	There is still time to route north-doubt traffic around the oby (e.g., 130) and to rethink East Avenue as a must more modest piece of the overall traffic plan.	See Comman #3
					MARKETS Region Market Terms Prince; Terms (and the second of registral) repect the day, I understand the reset is improve orthworth shalf from, but if and fellow this plan addresses this base. I still set of an parcent laws; I bed in Such Autoin for waity my who has four self receip month and partially due to the sufficient prince the second or self-principle to the sufficient principle to	See Comment #5
				Do not widen/no build	I will see with a periodical latery. I these in Doctor Austral for Feering my wrone are used to my temporary to the stance, to wait output with eventures a country to research to a country of the stance of the st	
					dangerous that it has SICHAGE for how dangerous it has become. I do not see any data supporting that TuDOT's plan is thoroughly thought through.	
2614	Patrick DeVarney					
	Patrick Certainly			reroute to 190	A Signer controlled pile will finan communica to find allements made, billy not opposed the SBLUDY defaux on improving finance opposed allements made as communica use these modes animally? Here of this pile inventional resolution services for the services. What percentage of 55 selfs is non-lead? What if we quest 5 BLUDY defaux inventioning this selfs to use as alternate mode like finition 529 pains to use 55120.	See Comment #3
					Near or near or strong	
			-	Community Alternatives	I am for Rethink35's plan to incentivize non-local traffic to use a route that is outside of Austin.	See Comment #4
				latent/Induced Demand	More lannes do not equate to better traffic and smeaking intersections close together does not improve traffic either (the proposed changes to the already-dogged area around 5th street. > 8th street).	See Communit #18
					Dear TuDOT staff, Being foothe to repeat things you've seen many times already, let me state that I agree 100% with the comments made in the letter from NCINC (North Central I-35 Neighborhood Coalition) which you should have received recently. A couple of	See Comment #5
					Dang lastins to request triping professes are many times already, filt are stated and page 20% with the commontmentation in the latter from NOIC (bred Control 15.5 big Explosition Control 16.5	
					about shutting down businesses in order to widen a highway through a densely populated urban area where real estate can be worth \$5.\$10 million dollars an acre (or more), then the prudent approach would be to more accurately predict derivating greath. To this end, the other constant is that you always use in inter greath projections, which are typically an expense of the projections and the projection of	
					seby consistence in an ear or consequence comman inscissor, are some proposed on a very seeing to occursive nature or an increase, or access way seeing occursive anner accordance anner accordance anner accordance anner accordance anner accordance or access or affice over the consistence or access or affice over the consistence or access or affice over the consist 30-50 years? So in surrouply opposed to widening the footprint of H-S5 through Central Assistin its bad for business, bad for the local accordance, and writtle for our quality of file. If you insist upon adding laines, do it underground.	
				Do not widen/no build	where the highway is capped through downtown and the service roads arresplaced by a boulevand running along the center of the cap. The property lax revenue obtained through furning the service roads back over to the private sector for commercial development road completely pay for the cost of capping the highway. Sometime to be required in the first read of capping the highway.	
2615	Patrick Goetz				Control of National States of Section 2012 and Section 20	
			ŀ	latent/Induced Demand	* Never mind that you can't build your way out of traffic congestion, as been demonstrated, ob, 1000 times in Houston alone.	See Comment #18
				Community Alternatives	This coupy in Near of relaxability dis section count could administe to that this quote and its convention in section for the count of	See Comment #4
					85x094x6391.tmcn/s3ab5224ds/TOS/TOS/TOS/S2b33831638748619R7Ct/Morenes/TOW/Fpb22xb3dSby/MijoMC4mLjasMDALC.Dijox/2tuthsis.CBT68s.1haWmLC.tXCt6Mn0%3Dx7Ct000%TC%TC% 7Cdxdsta=~s4W33r7htf1j2%2b4m32f7cq.tas/hytylp?hd3tx/SD&reserved=0)	
2616	Patrick Grubel		MyCapEx Website - Comment Form	Do not widen/no build	Topics the againstin project in the storagest terms. A project to direct through shall case from the heart of the olly would remediate congestion while avoiding the costs—in both financial and personal terms of major contribution in the most density populated part of the oily and rear persons outdoor spaces.	See Comment #5
			Comment Form		Terms-of major construction in the most densely populated part of the city and near precious outdoor spaces.	
				Business/residential displacement	Not only would expansion destroy valued and valuable businesses and homes storing the major arinary, it would deny residents access to trimited natural appears in the heart of the capital city. Disrupting lines, destroying homes and businesses, and blooking outdoor episcos for the benefit of non-local traditio; surfair to the people who call Austin and diminish the things that make Austin one of the most destrible cities in the outly.	See Comment #21
					Obles in the country.	
					Dear Chairman Bugg and Commissioners: As a Central Team for over 30 years - Lack that you take the needs of our entire state into consideration - and that you fix PSS through Austin. Hnow you have	See Comment #8
					has Chemical Buggled Commissioners. As Chemil Teach Chemical Stages — I she things to be seed of our entire stages in the missioners — and stage in the 15th Steagh Busile. These pays have a contract from many pays, and staged great water and pays in the stage of th	
2617	Patrick Johnson	2/7/2023	Email	General support	Temorary works memory warranges or transportation in the case of temporary and a second tem	
					I am in complete support of this project as proposed. I trust TXXXXI and its eigeneers and professional identition to what is right for Texas. I also respect all other visions. Lat's gist read and gist it done. Thank you for your conseleration and all the hard work you are decrifted from an extension of the project as proposed. I trust TXXXII and its eigeneers and professional identition to what is right for Texas. I also respect all other visions. Lat's gist read and gist it done. Thank you for your conseleration and all the hard work you are decrifted from the project as proposed. I trust TXXXII and its eigeneers and professional individual in the hard work you are decrifted from the professional individual individ	
2618	Patrick Ley	2/7/2023	Email	General Support	Dear Chairman Bugg and Commissioners: Thank you for recognizing that 1-35 through Auddin is one of the most congested readway segments in the State of Texas. As this seriously outdated readway is often called the Main Shreet of Texas, all Texams should call for bedd and decisive action to transform this critical stretch of Infestivuctive into a readway that will accommodate the raipid and immense growth we are experiencing in our great State.	Sin Comment #8
					Our Channes hag and Commissioners. This is, no for experience (but 5.5 frough soles in our of the next capability designs in the Sale of Fees, As to be usually addited motions as well as the second of the second	

					have Discuss Bugger of Consciousness. These in the registering and will be found placed in the set of the result register and register and registering and reg	See Comment #8
					For more information about how XL processes your personal data, please click here	
					Into a stress in our or the author's pre- trains in our or the author's pre- trains or the author's pre- trains or the author's pre- trains or the author's pre- paration or the author's pre- paration or the author's pre- paration or the author's pre- paration or the author's pre- paration or the author's pre- paration or the author's pre- paration or the author's pre- paration or the author's pre- paration or the author's pre- paration or the author's pre- paration or the author's pre- paration or the author's pre- trains or the author's pre- paration or the author's pre- trains or t	
2619	Patrick McCord	2/8/2023	Email	General Support	any toos or dismalge coused by software viruses. The information contained in this communication may be confidential and may be subset to the attempt confident or viruses. The information contained in this communication may be confidential and may be subset to the attempt confident or viruses. The viruse them of the sendent to this effect, which is the confidential confidential or viruses. The confidential confidentia	
2620	Patrick Miller	1/31/2023	MyCapEx Website -	Regional connectivity	I would love a rail connection from SA to Austin.	See comment #1
2020	Paulo mini	2/32/2023	Comment Form	regular databasesy	1 Books role in the tentile and the control of the	JAN (LATE) 1811 7 2
2621	Patrick Morrissey	1/18/2023	Email	General Support	has Tylaman Badgard Commissioner. These revised to emberging prevailed by pallic commercial and a graph to 1,55 though 5,65th departed by revised an extendal, the notest section this area of the extended of MP department on commercial design and the commission of the commission	See Correct #8
					Department Encetech Engineering Consolitation Joseph 19ma Enterior SCR0 (Enterior	
2622	Patrick R. Mallon	1/0/000	M.CorFr Website	Do not widen/no build	Please, please do not do this. Evidence has shown over and over again that more laines do not help with congodion. Please do not dealory Austin with this terrible project. I vehermently reject this proposal for the 155 opposion.	See Comment 85
			MyCapEx Website - Comment Form		the I-35 expansion.	
				Public transit/Multimodal transportation	Please invest in public transit or spend these distans elsewhere.	See Corment #13
ID	C N	Da R d	S	Topic	c	Rp
					have Channels Budg and Commissioners. These has the recognized paid of the register of paid of the recognized paid	See Comment 48
					called the Main Street of Texas, all Texas should call for bold and decisive action to transform this critical street of infrastructure into a roadway that will accommodate the rapid and immune growth we are experiencing in our great State. Accordinals, it am writins todie to expense my corrections support for the 1-55 Capital Expenses Central designs as proceeded by TADOT. Think is our for vucy consideration of this request. Storage of the process of the correction of the capital Storage of the capi	
					Patrick Patrick M. ROSE President Locations Privacy Policy Wire Fraud Policy 2000M	
2623	Patrick Rose	2/8/2023	Email	General Support	WRITE PROJECT WARNINGS. Combor Title circs oberty about the integrity of the real estate transaction, and utitizes ClosingLock to communicate Wire Instructions. Please do not trust were transfer information from any other source. Secured by Publisher-HITMSIC ToCk curried.	
2023	Patrick Rose	2/10/2023	Email	dement apport		
		1				
2624	Batrick	3/7/2023	M.Coefe Webs	Do not widen/No build	No. of the second secon	See Comment 65
2024	Patrick Thomas Barry	Jy 1/2023	MyCapEx Website - Comment Form	DO TAX WORLYNO DURIS	Why not just estend widen & estend elevated and shallow a huge upper deck! I large seach way . You could do some infill	
					As an extension while commanded developmen from fair south states 2.25 errors. Why resigned commanded developmen from fair south states 2.25 errors. Why resigned commanded development from fair marks. Looking at gaugiet respect springs from the state of the state	
					- make (35 feeders continuous with turn arounds every overpass make onnamps from 19th, Mix, 6th, to (35 new elevated lanes.	
2625	Patti Ameye	3/7/2023	Email	Do not widen/no build	and the state of t	See Comment #5
2025	Patti Arraya	3/1/2023	EFFIRIT	Do not waint/no build	Lopose any plan to distour of the Arm and Rey Buffer Hille and Bible Tails for anywars. It's a push that grows daily with new and old Auditinities who run, walk or bible this areas. It along years against the original compaging or Log Significant American	Julio Lacestration and
		1			Please trick another location and leave the property to the people	
		1				
					Intern 1, 1020 If Request for Diffic Miligation (originaris 4.5 at those and Wilshire Back connection TADD) If request for TADD is those the residential diseased or the Wilshire Back connection TADD is required for TADD is required for the Village or the Villag	See Comment #9
					RE: Request for Traffic Misjation (long/smr)4 41st Street and Wishine Blvd connection TXDDT: White request to TDDT is to honor the neighborship distances of the Wishine and Schrieffer Are connection. White request to TDDT is to honor the neighborship distances of the Wishine Blvd Connection on the Part of	
					The connection as proposed in the TXDOT design is likely to result in making this quiet, walkable street a major cut-through between the frontage road and Airport 89rd. We are very concerned that this increase in traffic will be major safety issue, remarks the contract of the transport of the t	
					sequences your creatures. We said that DDDT incorporate a simple, practical solution in its plans by constructing a longhorn traffic control at the frontage road intersection to route traffic left to Airport Bird on the frontage road, which will take drivers only seconds to	
					mergic onto Airport Blad. If you are not firemiter with our neighborhood, please recognize that it is a 100% residential area (zero commercial structures) and frome to dozens of young children who access Patterson Park by waiting or riding their bikes across Wilshire and	
					Schieffer, Many children and their parents walk to and from school at Maplewood Elementary down the same street, and many residents, including serior citizens, are daily walkers, often crossing Wilshire or Schieffer to access the trail at Butterson Pile.	
					Patterson Park Itself is located where Wishine and Schieffer meet. The park is a major draw for families from all over East Austin, with events every weekend that include soccer garnes, birthday perties, community garden feetivities, and general	
					Planton by had a facility despite a facility of the state	
2626	Parti Everitt	3/7/2023	Email	Do not widen/no build	I do not believe that it is found to believe that it is design a plan that would create a safety issue for our neighborhood. But sometimes, the smaller issues that are critically important to a neighborhood get lost in such an embritious project. My neighbors and the contract of the property of the contract of the co	
					and a believe one, whost integration, the atterpt of critisms and relations to will propose and proposed and the second of the s	
					Thinky you. Parti Everitt	
					4007 Crescent Drive	
2627	Patton Jones	1/11/2023	Email	General Support		See Comment #8
2027	Patton Jones	1/11/2023	Email	General Support	Date Chairman Bugg and Commissioners: Thank you for ecognizing that 135 through Audin is use of the most congested routiney segments in the State of Teas. As this seriously outlined reachesy is when called the Man Street of Teas, as these selected call for bed and decisive action to branches that one several metics when the inflastruction into a realisery that will accommodate the supple and immense growth are experiencing in our great State. According, it is emitted pools by segments any proceise pulsor price of participations and the segment of the sequest. Except, Manto Jones Voca Chairman Matterny Capital Consideration of the sequest. Except, Manto Jones Voca Chairman Matterny Capital Consideration of the sequest. Except, Manto Jones Voca Chairman Matterny Capital Consideration of the sequest. Except, Manto Jones Voca Chairman Matterny Capital Consideration of the sequest. Except, Manto Jones Voca Chairman Matterny Capital Consideration of the sequest. Except Proceedings of the Security	Sals Contract #0
		1			Markins	
					Dear Chairman Burat and Commissioners. Thank you for recommine that 135 through Austin is one of the most consisted mades/septement in the State of Texas. As this seriously applicant continuous or offer	See Comment #8
					called the Main Street of Texas, all Texass should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accorrenate the rapid and immense growth we are experiencing in our great State.	
					have Channess Budg and Commissions. These is not recognized and the Street Medic and the Stre	
2628	Patton Jones	2/7/2023	Email	General Support	Limitatin. Treater Practicios intragrami MOTICE. This e-mail missiogia and any attachments are intended solidy for the use of the intended solidy for the use of the intended solid process intended recipient, and may combin information that is confidential, privileged and exempt from disclosure under applicable law. Fey sur even the intended recipient, you are not permitted to even disclosure, or existing or or take any action in instances upon this message and any attachments, and we required that vou corrowth under the sender or take any action in instances upon this message and any attachments, and we required that vou corrowth under the sender or take any action in instances upon this message and any attachments, and we required that vou corrowth under the sender or take any action in instances.	
					and immediately delice this message and any attachments as well as any copies thereof. Delivery of this message to an uninterested recipient, is not intended to waive any right or privilegal. Newmark, is neither qualified nor authorized to give legal nor recipient and all one with intended and private the original private the private information or private the private intended and private the private intended and private the private intended and private the private intended and private the private intended and private the private intended and private the private intended and private the private intended and private the private intended and private the private intended and private the private intended and private the private intended and private the private intended and private the privat	
					ат вумунам, цанто учивания или стория	
2629	Patton Jones	3/6/2023	Email	General Support	Dear Chairman Bugg and Commissioners:	See Comment #8
					Date Chames Bolg and Commissioner. This pipe of recognition 16th 25 froming, Auditors one of the most congenied nodeway segments in the State of Tessa. At this servicely coldinate rookway is deen called the Minn Street of Tessa, all Tessas abboard and for bold and discusses extent in brancher this or thick detail of influencing in our services and the service of the services of	
		1			Accordingly, I am writing today to express my complete support for the 1-95 Capital Spress Central design as proposed by TuDOT. Thank you for your consideration of this request.	
		1				
		1				
2630	Patty Amaya	3/7/2023	Voicemail	Do not widen/no build	My norm as Party Anneys and I sented to oppose the one thousand loss does not be Ass and legislater this end sine for in years to press at this record daily with Auditionax one and did. And is used by the Auditionax one and did. And is used by the Auditionax one and did. And is used by the Auditionax one and did. And is used by the Auditionax on the Auditionax on the Auditionax on the Auditionax on the Auditionax on the Auditionax on the Audition of the Audi	See Comment #S;
					rearment, covere, rearment, or coverer. In some time con you mind another location for the release for that location originally, that time year impraced, but not greatly, gre	
					1980. I oppose this program. Thursk you.	
2631	Paul	1/11/2023	MyCapEx Website - Comment Form	Emergency services	Excess this question if it's already been addressed. I have not been to any of the previous public events and know nothing about infrastructure as such. Could there be circumstances when an exceptionally large accident is more difficult for responders to responders to respond to, given that the highesty will be inside a tunnet? Could it be hander to get responders through a pile-up, or (heaven forbid) to a free or hazardous chemical spit? Thank you all.	Saic Connent #403
		1				
2632	Paul Despres			Do not widen/no build	Helio, I am taking this opporturity to provide my input on this project.	See Commant #5
					shall, and saving these operations by reported only reported in the process. "I report appearance processing the processing the processing of the processin	
					 Expansion will worsen traffic and many other problems, including air, water, and noise pollution; heat billion impacts, heat distant impacts, and creates. I don't want to travellar count of breast around, heating on an intertaint will inflience, whether in a care or to weight not be processing, and was also also an accordance and was also also an intertaint and an inflience and accordance and acco	
					* Book feet your consideration.	
				Lower Speed Limits	East-west crossings should be at least every 1/4 mile. The I-35 has caused problems with splitting the city and should no longer present that with any change.	See Comment #305
				East/west connectivity	I want community alternatives to expansion, including Reconnect Austin and Rethink 55, to be fully studied.	Ser Comment #20
				,		
					NOT INCUS. INCUS	Case Constants 4-4
		1			We food record. It can writing it seemes my strong opposition to the proposed expension of 1.55 in Audin. Texas. Livide you to reconsider this project and to explore alternative activators that record benefit our community without escardating the many problems escociated with highways. As a resident of Audin. Livide expension control and activation of the potential register impacts of this expension. While the aim of the project may be to excite facility congestion, the reality is that expending the highway will only worsen the problem. It will a resident of Audin. Livide expending the highway will only worsen the problem. It will	
					As recovered in the contract of the contract o	
2633	Paul Gottuso	2/23/2023	Email	Community Alternatives	necessary, the expansion or 1-22 was existently widelying, Daking, and trained use. As serimonie who caries about the environment and promoting healthy likesyles, I do not want to trained around Austin on an interstate highway, whether in a car or by walking or bridge. Evidence that we need to princtions and, persional, and analysis and behavior better for everyone, not cyst for thresh who cyst set for these who can be compared to princtions and, persional, and analysis and behavior better for everyone, not cyst for thresh who cyst set for the serion of cyst for the set of cyst f	
		1			The ARR AND TO be a place where community alternatives to separation, uncleased on the ARR AND TO the part of the ARR AND TO the part of the ARR AND TO the part of the ARR AND TO THE ARR AND TO THE ARR AND TO THE ARR AND TO THE ARR AND TO THE ARR AND THE ARR	
		1			In summary, I oppose the expansion of \$35 in Austin and urge you to consider alternative solutions that prioritize the health, safety, and wellbeing of our community. Thank you for your attention to this important matter.	
1		1				
1 .						

					Mobility55 Program Manager Tommy Atrops, As someone who biteraily cannot be pair closer to both upper and lower decks of HS-S1, worth daily the failure of the histhway, as it carries commerce and commuters through Austin. There have been a number of its service meetings hosted by	See comment #3
					TxDOT wherein they pretended to listen and "value" input from homeowners and businesses, but the reality of the plan moving foresed shows differently, Trucks should be required to take Hey 130 and/or Hey 45 around the city, just like every	
2634	Paul Groepler	3/6/2023	Email	Reroute to 130	Making Singuise Manager Transp Resign. As a some was better Size or the any course to be set of the Size or the set of the Size or the Si	
					corporate interests, rather than those of constituency is both costing money and leaving money on the table.	
2635	Paul J. Holubec	2/7/2023	Email	General Support	Dear Chairman Buss and Commissioners: Thank you for recognizing that I-35 through Audin is one of the most consisted madvay segments in the State of Texas. As this serioush outdated readvay is often	See Comment #S
					Sec Claims Bag and Commissions. This pay for recipioning shall Strongs Audit in our of the recit orange of stables in persons in the State of Sec As is the surround violation of stables in the Sec As is the Sec As is the surround violation of stables in the Sec As is the Sec As is the surround violation of stables in the Sec As is the S	
					Accountingly, said finishing usery integration in companies appear not the PLA Deprise Legislate Deprise of the PLA Deprise De	
2636	Paul Katsus	1/18/2023	Email	General Support	Date Chairman Brigg and Commissioners: Thinkin, you for recognising that 135 strongs Austin is one of the most complexed readway segments in the State of Teass. As this seriously coditioned readway is often coalled in Miles Thew of Teass, as I thouse should call by held and coales action to beneficial makes to often all extensive of the most action to the seriously and a scoremostate the region and minessar growth was are experiencing in our great States, according, it is writing but to present processing and present processing according to the STATE Capital privace control states as processing a score processing according to the STATE Capital privace control states as processing a score processing according to the STATE Capital privace control states and the state of the STATE Capital privace and the state of the STATE Capital privace and the state of the STATE Capital privace and the state of the STATE Capital privace and the STATE Capital privace an	See Comment #8
					Accordingly, I aim writing fooling to express my complete support for the I-35 Capital Express Central design as proposed by TxXXII Sincerely, Plaut Katasas Thank you for your countries also not his request.	
					Automateria materia de para despusado.	
2637	Paul Langley			Do not widen/no build	Mobility35 Program Manager Tommy Abrego,	See Comment #5
					Natio, I am writing to occose the expansion of I-SS through Austin that is currently under consideration by ToDD. As a native Austinitis. I have a long relationshire with I-SS and I do not think ToDD's claims will benefit Austinities. Texans, truckers, drivers.	
					or argons elite except road construction comparies. I several acciding the present the present present the present present the present present the present present the present presen	
					Nation. In the control of the contr	
				Latent/Induced Demand	Funderstand the need to improve traffic flows across the state, but I do not believe expending I 35 would improve traffic outcomes -innumerable crises have expended highways in an effort to reduce traffic, only to find the same traffic with more cars, more lanes, and more bright on the city. City after city and time after time, experience has proven that highway expensions through city centers do not world.	See Comment #18
				Community Alternatives	Improving and increasing the incentives for \$1130, increasing public transportation (already in the works via ProjectConnect), and improving other Austin triansit corridors would all improve traffic more inflictively at bower cost and less dissocion.	See Correct #4
					effectively at lower cost and less disruption	
ID.	C N	Dr. R		Yesis		
2638	Paul Mayo	3/7/2023	MyCapEx Website -	Community Alternatives	•	See Comment #4
2036	Paul Mayo	3/1/2023	Comment Form	Community Aramatives	Leas a source or the high link analysishment of Audits and and Audits and and Audits and and Audits and and Audits and and Audits and and Audits and and Audits and and Audits and and Audits and an Audit and Audits and Au	DAN LOTTERIST. #4
					believe that both the city's residents and commercial through-selfic would be best served by a con-tool feesely bypase selfs of form rather than expanding 1.55. If anyway opposed to using Nuller besiden there is a single	
					seems completely unnecessary to take waterfront public property that is used by so many people on a daily basis. I am extremely disappointed by this idea.	
2639	Paul Pearson	2/7/2023	Email	General Support	Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested readway segments in the State of Texas. As this seriously outstand readway is often	See Comment #8
					Dute Chairmen Bugg and Commissionners: Thank you for recognizing that 155 through Audin is one of the most congosind madesy suppress in the \$200 of Texas, As this surracely additional readows is with control to the Dute of Texas. As the surracely additional readows is within control the Dute of Texas. As the surracely additional readows is within control the Texas of Texas. As this surracely additional readows is within a control the Property of the surracely additional to require of immension profits and immension profit in a control the profit of the surracely additional to the sur	
					request. –	
2640	Paul Ramirez	3/7/2023	Email	Do not widen/no build	Mr. TxCOT TxCOT,	No Company IS
2040	Page Authoriz	3/1/2023	Undi	SO INC. WIGHT/TIO DUILD	Mc hoord stoot, Expanding the 35 will result in more traffic. I have a health condition and more cars that would mean more pollution. I send to walk or take public trained to work daily, I count on CapMetro to be on time. More traffic would not be the best southon. Heave think about everyone who is concerned about the future of Asatin. Keep this only safe.	
2641	Paul Rascoe			Do not widen/no build	MobilitySS Program Manager Tommy Abrego, 18-vis this neighborhood around 37-of Street and 1-55. 18-vis this neighborhood around 37-of Street and 1-55. 18-vis consoled to the requisition because in revision	See Comment #5
					I am opposed to the expansion because it would destroy my neighborhood.	
				Business/residential displacement	The proposal would bear down the restaurants where I have eater for decades, Homite's, Taqueria Los Altos and Stans, it is unforturate that Taqueria Los Altos is not listed as a business that serves mainly people of color in your analysis. I request that you correct this error.	See Comment #21
					people of color in your analysis. I request that you connect this error.	
				East/west connectivity	The lack of caps in the plan for this area is unfortunate as the exist and west side of this neighborhood would not only tear down the neighborhood but separate it further.	See Comment #20
2642	Paul Serahan	2/6/2023	Email	General Support	Dear Chairman Bugg and Commissionars: Thank you for recognizing that 1-35 through Austin is one of the most congested readway segments in the State of Texas. I am writing today to express my complete support for the 1-35 Cupital Express Central design is a proposed by TxOT. Thank you for your consideration of this request. But regions - Paul C. Sarahin	See Comment #8
					complete support for the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request. Best regards - Paul C. Sarahan	
2643	Paul Solis	1/5/2023	M-95Constanti	renoute to 130	New toll road on 35 should make an over path for them instead of taking away roads. Look at mopac ain't helping any. Over path is the greatest idea	See comment #3
2043	Paul Solls	1/5/2023	on Website - Comment Form	NETODOR ID 130	New too road on 35 aroust make an over pain for from roaded or taking ways touch. Look at mopace and inspiring any. Over pain to the greatest load	DAM CONTROLL # S
						See Comment #42
2644	Paul Tough		MyCapEx Website - Comment Form	Caps/Deck Plazas	18% just a few books from 155, on the east side, near E. Ceaar Chavez. Our neighborhood is just a few blocks away from downtown, but we're totally out off from it because of the interstals. This chronic problem for the east side could be solved by burying the highway and expanding the caps, especially downtown. Please expand the caps, Thank you!	See Comment #42
				Public transit/Multimodal transportation	Rather than occasional wallways over the highway, we need a network of parkiant, chy streets, and walk/bike trails. We could have more green space, manageable streets, functioning bike laines, and pediestrian mails crossing over 1-55, reading a vibrant, family-friendly, walkable downtown.	See Comment #13
2645	Paul Van Hook	1/19/2023	MyCapEx Website - Comment Form	Regional connectivity	Exindy request to include in the 155 expension a plan to revive the Lone Star Real proposal to Irik Austin and Stan Antonio with regular commuter real. In my humble opinion widening roads without improving transit is not efficient since it induces more demand reacting in the same traffic with more pollution, and worse quality of life.	See comment #1
2646	Paul Van Hook	1/20/2023	Email	General Support	Dear Chairman Bugg and Commissioners: Thank you for recognizing that 135 through Austin is one of the most congested readway segments in the State of Yeas. As this seriously outdated readway is often	See Comment #8
					Date Chairman Bugg and Commissioners: Thank you for recognising that 155 through Austin is one of the most congested neadway segments in the State of Teas, At this seriously outsided neadway is often coaled by the file State of Teas, at this seriously outsided neadway is often coaled by the file State of Teas, at this seriously outsided neadway is often coaled by the file State of Teas, at this seriously outsided neadway is often as the seriously of the seriously of the seriously of the seriously outsided neadway to the seriously of the seriously outside seporate support of the 155 cityon Expensed that of State years, the file and the seriously outside	
					Dear I-35 Capital Express Central, Ric I-35 Capital Express Central, Draft Environmental Impact Statement	See Comment #4
					Dear Covernor Abbott and other Elected Officials, TicDOT Commissioners, Staff, and Consultants, Thesky by of the the opportunity to comment on the proposed 135 Deaf Empiricanterisal Reportunities of Comment on the proposed 135 Deaf Empiricanterisal Report Statement and for the attempt to consider the idea of meaningfully considering meaningful alternatives in the EIS process, including the study done by	
					Texas ASM Transportation Institute on the ReThinkSS and Reconnect Austin proposals. Think that the process to decide not to resarringfully consider these viable alternatives in the actual draft EIS was inadequate. The maps shown in the TTI study purporting to show the "problem" of cut through traffic in no way considered the	
					myriad reasons the State of Teas might reasonably decide between meaningful alternatives. Given that the rate of traffic deaths per vehicle miles traveled are lower on local streets than TxDOT facilities, this study was essentially a way to choose the most dangerous alternative.	
					I thought the National Environmental Protection Act required TxDDT to meaningfully consider meaningful atternatives, but that appears not to have been done in this draft EIS. There is clear community support for both the ReThrix35 and Reconnect Austin processists including various levels of decided officials asking TxDDT to seriously consider meaningful atternatives. White the TTI various assistanced as in no value is a rentainment for thought analysis of the Control	
2647	Paula Beaird	3/7/2023	Email	Community Alternatives	Data 15 Stigned Express Control. 3.5 Stigned Express Control. And Expressionate Statistics. 3.5 Stigned Express Control. 3.	
					Thank you for all that TxDOT is doing to provide safe access and mobility options with multimodal networks weven into the thriving communities of the Austin region.	
					Boar Chairman Ruttl and Correlationary	See Comment #8
					Thank you for recognizing that 1-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, all Texas should call for boild and decisive	
					Lead of Lead on the control age and control many Action is east of the most company many segments in the loss of Yeas. It has been do not produce the control of the control of Lead o	
2648	Paula Duke	3/6/2023	Email	General Support	Later Laboratory Later Annual Contraction	
				Do not widen/no build	Mobility55 Program Manager Tommy Atrago, Lunderstand that it's necessary to get rist of the upper deck going through downtown Austin. What doesn't make sense is an 1.8 lane highway through downtown. Re-etital this city, Bury the highway if possible. Paula Smith	See Comment #5
2649	Paula Smith					
2649	Paula Smith				I understand that it's necessary to get rid of the upper deck going through downtown Austin. What doesn't make sense is an 18 lane highway through downtown. Re-stitch this city. Bury the highway if possible. Paula Smith	Jan Westerlan, #J
2649	Paula Smith			Latent/Induced Demand	Fundamented that it's recossary to get rid of the opper deck giving through downthern Audit. What down't make serve is an 18 line in highway through downtown. Re-stitch this city, Bury the highway if possible. Paula Smith We've seen over and over again in other cities that move larea down't actually alleviate traffic.	See Comment #3
2649	Pada Smith			Laters/Induced Demand	The has been one and over again in other critics that more laines down't actually allevines shalfs.	See Comment #18
		1/92/00/0	Free	Latent/Induced Demand Community Alternatives	The has been one and over again in other critics that more laines down't actually allevines shalfs.	See Comment #15 See Comment #4
2649	Paula Smith pavan dinavahi	1/28/2023	Email	Laters/Induced Demand	The has been one and over again in other critics that more laines down't actually allevines shalfs.	See Comment #18
		1/28/2023	Email	Latent/Induced Demand Community Alternatives	The has been one and over again in other critics that more laines down't actually allevines shalfs.	See Comment #15 See Comment #4
2650		1/28/2023	Ernail	Latert/Induced Demand Community Alternatives General Support	We was not one edge in a direct class that cross shows clear a shady direct as half. All of the community basical plans are before than the 25 laws highways 12c0, it currently partning. Our Cleares high gard commensures have been plan to a 15 laws highways 12c0, it currently partning. Our Cleares high gard commensures have been plan to provide plans and the plans of the plans	See Commert #18 See Commert #4 See Commert #4
		1/28/2023	MyCapEx	Laters/Induced Demand Community Alternatives General Support Do not widen/no build	We seen one and one appin in other claims that may inless observed actually allessed in triffs. Add of the community basis of plants are before that the 25 lakes registered. PLOS is converrely planning. One Chammes by good Commissioners. Now you for registered for 15 ST brough sold in level of the road companied underly suppress in this State of Plants. In this services) outsided numbers or show in the state of the sea. The services of control of the services of the servi	See Comment # 18 See Comment
2650		1/28/2023		Later//induced Demand Community Alternatives General Support Do not widen/no build Bury/turnel	The same one and one again or other chine had more home charm's allowing elevation had. All of the community haded place are before them the 32 have highways (SSAT in currently) placened. All of the community haded place are before them the 32 have highways (SSAT in currently) placened. All of the community haded place are before them the 32 have highways (SSAT in currently) placened. All of them to begar at Community haded place are before them they so for requiring them the state of them. As this servicely and definition and any other haded places are before them to be a state of them. As this servicely and definition and any other haded places are before them the state of them. As this servicely and definition and any other haded places are before the state of them. As this servicely and definition and any other haded places are before the state of them. As this servicely and definition and any other haded places are before the state of the state of them. As this servicely and definition and any other haded places are before the state of the state	See Comment # 28 See Comment # 38 See Comment # 4 See Comment # 5 See Comment # 5 See Comment # 5 See Comment # 5 See Comment # 5 See Comment # 5
2650		1/28/2023	MyCapEx	Laters/Induced Demand Community Alternatives General Support Do not widen/no build	We was not one edge in a rifer class before	See Comment # 18 See Comment
2650		1/28/2023	MyCapEx Website - Comment Form	Later//induced Demand Community Alternatives General Support Do not widen/no build Bury/turnel	The same one and one again or other chine had more home charm's allowing elevation had. All of the community haded place are before them the 32 have highways (SSAT in currently) placened. All of the community haded place are before them the 32 have highways (SSAT in currently) placened. All of the community haded place are before them the 32 have highways (SSAT in currently) placened. All of them to begar at Community haded place are before them they so for requiring them the state of them. As this servicely and definition and any other haded places are before them to be a state of them. As this servicely and definition and any other haded places are before them the state of them. As this servicely and definition and any other haded places are before the state of them. As this servicely and definition and any other haded places are before the state of them. As this servicely and definition and any other haded places are before the state of the state of them. As this servicely and definition and any other haded places are before the state of the state	See Comment # 28 See Comment # 38 See Comment # 4 See Comment # 5 See Comment # 5 See Comment # 5 See Comment # 5 See Comment # 5 See Comment # 5
2650 2651	pavan dinavahi		MyCapEx	Later/Induced Demand Community Alternatives General Support Do not selden no bodd Buryharaid East/wat connectivity	We was not one edge in a rifer class before	See Comment #3 See Comment #3 See Comment #3 See Comment #3 See Comment #3 See Comment #3 See Comment #3 See Comment #35 See Comment #35 See Comment #35

March	2653	Pedro Webber Jr.	1/31/2023	MyCapEx Website - Comment Form	Regional connectivity	A rail would benefit both cibis economically and would allieviate traffic on I-35.	See connect #1
March Marc	2654	Pegg Dudzinski	3/7/2023	Email	latent/induced Demand	Are there any plains/discussions to fix the mess of traffic north of 45 on 35? I moved out of Austin because of the traffic and since moving to Pound Rook, it's getting worse every year. The horrible access to	See Connect #18
March Marc	0000						
Part	2000	Penetope Abung			Laterty/Induced Demand	Notices or register new layer commy variety. Increasing highway lanes doesn't decrease congestion! I	San Commun 4 To
For any other property of the control of the contro					Business/residential displacement	This expansion will distroy small businesses and neighborhoods in Austin.	See Comment #21
March Marc					Climate Change	At this critical time, we need to develop plans that will make Austin and Texas more resilient against climate change. Finally, additional highway lanes will increase our carbon emissions and further pollute our air.	See Comment #51
Mark					Public transit/Multimodal	Rather than expanding 135, Texans should be given more high speed public transit services. I support connected public transit infristructure.	See Comment #13
March Marc					transportation		
March Marc						Dear Chairman Bugg I'm writing to express my support for TxXXVT's proposed improvements for I-35 through Central Texas. I have resided in Austin for over 30 years and been involved in leading the Austin Chamber, the YMCA Capital Area Council of the Boy Scoots, the Limited Way, the Board of Tissdees of St. Edwards University, Opportunity Austin. The Tar Section of the State Sea for Texas, the American Heart Association, Public Television, the American Australia Council Association (Australia Council Association). Public Television (Australia Council Association)	See Comment #8
March Marc	2656	Pete Winstead	1/18/2023	Email	General Support	Data Section Medical Center at UT, the MMCA and others. Most comparating, classification and the Section Medical Center at UT, the MMCA and others and others and the Section Medical Center at UT, which led to SH 13.0 4.5, and 183.1 spent considerable time watering abusin base out on transportation funding at TxDOT, as Dallas and Houseton took the bulk of that infrastructure funding, Austin's "don't build it and they won't come" attribude caused Central Texas to fall for behind the next of Texas. The result has been intolerable	
Part						traffic congestion on 135 and other road ways. The Highway Commission commitment to the 135 project is a long overdus codes up to the State's capital and fising the most congested read in Central Texas. I want to express my appreciation for your commitment and thank you for addressing this long over due project. Sincerely yours, Pete Winstead Sent from my Pad	
Result	2657	Peter Cook	500,000		Do not widen/no build	Mr ThOPT THOOT, If are writing to foldular my recognition to the proposant LSS appraision.	Sau Comment #5
Market						One of the ugliest things about Houston is the I-10 approach with its vast swath of lanes and displacement of pedestrians and cyclists. I genuinely believe that the proposal wit women traffic and related environmental issues.	
Market							
Market					Biks/ped safety	I feel strongly that we, as a city, should be encouraging walking and bicycles and, as a cyclist and avid walker myself, the thought of a 20-lane highway disacting Austin so close to downtown is abhorner. There has to be a better way to	See Comment #30
Part Part							
Part Part	2658	Peter Rock	2/23/2023	Email	Reroute to 130	Mr TXOOT TXOOT, There is supposed to supposed to suppose the supposed to suppose the suppose the suppose to suppose the suppose to suppose the suppos	See comment #3
Part Part						Or do what you have currently planned. What ever you do do it now, enough with the surveys and discussions.	
March Marc							
### Part							
Mathematical Property of the Control of the Contr	ID	C N	Da R d	93	Topic		R p
Math Math	2659	Peter Varteressian			latent/Induced Demand	na a researce or Auton serce 120114, Intition domesting must be done with 1-35. Here are my thoughts: **HOV lanes are necessary Thanks for liabering. Plete Vurtnessarian	Sen Constant 4 TO
Mark							
Mark					renoute to 190	*incent large trucks to use 130 by removing the tots for them during the construction project. Ban large trucks from 135 during the construction period.	See Comment #3
### Parameters ### P							
Part Part					Business/residential displacement	Provide opportunity for those homes and businesses displaced by the highway widening to relocate in the new "and bridge" area.	See Comment #21
Part	2660	Payton McFarlain			Do not widen/no build	MobilitySS Program Manager Tommy Abrago, I am a resident of Fort Worth and I believe that his expansion would harm communities.	See Comment #5
Part					latent/Induced Demand	The first Mouther That sales the Kath Freeze's Linner that no matter how many less and added the halfer sever data before 10 was of restriction wouldn't be worth't arrows. During my at the the	See Comment #15.
Part					Island Induced Deliand	University of North Teass in Denton, 1 took 159W regularly to go home to Fort Worth. The construction on 159W has caused no thing but congestion and headache for drivers who want to get to their destinations.	JAN CALIFORN & ALL
Part					Public transit/Multimodal transportation	I am for a public transport initiative. I don't want to be forced to use an intentate highway for my trips because there's no other option. I want to use public transportation.	See Comment #13
Fig. 1. Section 1. Sec							
Part Part	2661	Philip Hall	2/24/2023	tmail	General Support		Sau Commet 4 S
March Marc	2662	PHILLIP ALLEN	2/8/2023	Email	General Support	Dear Chairman Bugg and Commissioners: Thank you for recognizing that 1-35 through Austin is one of the most congested readway segments in the State of Texas. As this seriously outdated readway is often called the Main Street of Texas. As all Texams should call for bodd and decisive action to transform this critical streets of influstrations into a readway that all accommodate that may be reported and immense growth we are experiencing in our great State. Amendmink Lama And Texas all Texams should call for bodd and decisive action to transform this commodate that the commodate	See Comment #8
The properties of the properti							
Interpretation of the control of the	2663	Phillip Bachus	1/30/2023	Email	General Support	Dear Chairman Bugg and Commissioners: Thank you for recognizing that 135 through Austin is one of the most congested readway segments in the State of Tessa. As this seriously outdated readway is often called the Main Sheet of Tessa. As Tesses should call for bold and decisive action to transform this critical sheetch of infestivations into a read-when that will accommodate the raised and immense around we are experienced in our great State.	See Comment #8
Interpretation of the control of the						Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDOT. Thenk you for your consideration of this request. Sent from my diffusion	
As a standard assistant and places are to implement to any implement to place and places are to implement to provide community of a post of a provided or strongly print. The outperforms printing of a post of a printing of the printing of a post o						Email Copy: Helfo Mr. Abrego.	See Comment #5
As a contract with the contrac						I will try to keep my comments and design suggestions as whom as possible. This document include positives of Modified Build Alternative 9, a modified design that will satisfy most of the Austin City Council's requests, reasonings for the modifications, and other chiques. I hope you find these suggestions intriguing, and feel free to reach back out to me if you'd blass. The monitorability of the included in the multi-healthright commany appearing it is interested that the healthright commany appearing it is interested. The interested is in the multi-healthright commany appearing it is interested. The interested is in the multi-healthright commany appearing it is interested. The interested is interested in the multi-healthright commany appearing it is interested. The interested is interested in the multi-healthright commany appearing it is interested. The interested is interested in the multi-healthright commany appearing it is interested in the multi-healthright commany appearing it is interested in the multi-healthright commany appearing it is interested in the multi-healthright commany appearing it is interested in the multi-healthright commany appearing it is interested in the multi-healthright commany appearing it is interested. The interested is interested in the multi-healthright commany appearing it is interested. The interested is interested in the multi-healthright commany appearing it is interested. The interested is interested in the multi-healthright commany appearing it is interested in the multi-healthright commany appearing it is interested. The interested is interested in the multi-healthright commany appearing it is interested in the multi-healthright commany appearing it is interested in the multi-healthright commany appearing it is interested in the multi-healthright commany appearing it is interested in the multi-healthright commany appearing it is interested. The interested is interested in the multi-healthright commany appeared in the multi-healthright commany appeared in the multi-health	
As a contract with the contrac						Riverside Dr. This design would properly separate local and through raffic, similar to an HOV laine, and allows the Intentate to be as wide as 5 laines in each direction within its existing right of way limits. Very few properties would be displaced, fulfilling the City Council's request. The 1-35 foretage road is named "East Ave" in all figures.	
Do not extensive this property formers and the first of the state of the first of t	2664	Phillip Hissam	3/5/2023	Fmail	Do not widen/no build	To improve connections between either side of the highway, connections to the highway must be broken. Using the design above, easil-vest connections can easily be created at: Lamble 93, 3rd st, 5th st, 5th st, 5th st, 15th 15th st, 30th 93, Concordia Awa, and 44.st 52/Wilshire Blvd. The Waterbo Generous Project will indicented be existing Pairs Park. The cap designed adjacent to this park between 5th st and Chear Chavez, and between Chear Chavez and Lamble 92, would be the largest Cass within the creiest limits.	
Do not extensive this property formers and the first of the state of the first of t						As stanted earlier, it is unclear why the narrow highway design between Dean Keeton and Manter is not continued throughout the project. To reduce Induced Demand and promote carpoding, do 2 HOV lanes and 3 maintaines per direction. Or, do 1 HOV lanes and 4 maintaines per direction. Do not create a 6-lane highway per direction. Unclear why HOV lanes have dedicated entrance/exit overpasses if the lane is intended for through traffic. These entrance/exit overpasses create	
Residency (Indian Edition Residency) Residency (Indian Edition Reside						Onewards assess and minder the construction of future ones, places.	
Residency (Indian Edition Residency) Residency (Indian Edition Reside							
Residency (Indian Edition Residency) Residency (Indian Edition Reside	2665	Phillip Niemeyer			Do not widen/no build	Mobility55 Program Managor Tommy Alregip, in 2023 to take real extate in the center of one of the desired places to live in the country, to enlarge a highway is the height of folly. It's unterly foolish. This is the worst possible use for this land. The city and state is losing tax base property.	See Comment #5;
Annual to 1325 Annual to 1325						The whole plan to expand 35 in the middle of the city feels like more of the Yesus state government warring to punish Austin, to be honest. It is cutting off a nose to spite a face. And it will do nothing to alleviate traffic. We do not want to be Houseton or Dalles.	
Analysis of 135 Comment engaged of the sea and standards as an individual and season for the first and standard of Autor 25. Make it from Add again requiring of the 25 trailing is passed prompt. They are provided to the sea of the Autority of the 25 trailing is passed prompt. They are provided to the sea of the Autority of the Autor							
Montglasm (Annual Program Manager Transp. Annual Program Manager Transport Transport Manager Transport Transport Manager Transport Transport Manager Transport Man							
Circuits Courage First, we are moving favorable reducing control eventualities. Expending this lightway would discourage have cannot transport reduction and physical activities. See Comment #5.1 Usery This location Demonst Ann. series (Red Fireness in Ministration and Induced Demonst as are exempts, more can would exempts) commits cannot be consistent. Dis red widery This land Ann. series (Red Fireness in Ministration and Induced Demonst as are exempts, more can would exempts) commits county and the Comment #5.0 Dis red widery This land Ann. series (Red Fireness in Ministration and Induced Demonst as are exempts, more can would exempts). See Comment #5.0 Dis red widery This land Ann. series (Red Fireness in Ann. series (Red F					Herouse to 230	ACCUSION OF REGISTER WHITE HE RECEIVED AND THE COLD COMPANY OF A PASTED 33. NAMES IT THE MARKE 33 IS SO THOUGH, A global processor OF THE STATE OF T	June Matternion and
Commiss Change Frax, we are moning frameward reducing control encourage from continuous App force control transport reductions and physical electriciss. See Comment #51. See Comment #52. See Comment #52. Do not wisher, fine Substitute of Comment and Comment and an exemption, more care would exemptately come to control, courage parallely preference competition. A exemption. See Comment #53.		Phongpanot Phongpanot				MobilitySS Program Manager Tommy Abrego, The a neuron form notice that IE IS who house crisis it was and world like chiefs to be safe facilities and waited in a surviveribr that fixed right need to a neuron facilities and waited like chiefs to be safe facilities and waited like chiefs to be safe.	See Comment #5
Circuits Courage First, we are moving favorable reducing control eventualities. Expending this lightway would discourage have cannot transport reduction and physical activities. See Comment #5.1 Usery This location Demonst Ann. series (Red Fireness in Ministration and Induced Demonst as are exempts, more can would exempts) commits cannot be consistent. Dis red widery This land Ann. series (Red Fireness in Ministration and Induced Demonst as are exempts, more can would exempts) commits county and the Comment #5.0 Dis red widery This land Ann. series (Red Fireness in Ministration and Induced Demonst as are exempts, more can would exempts). See Comment #5.0 Dis red widery This land Ann. series (Red Fireness in Ann. series (Red F						Upon seeing an instagram post by their_fine_amenica which made a mock-up video of new Austin would look like without LSS & promoted the Rethins S campaign, and seeing the overview of ThOOT's expansion project, I oppose the expansion and would like alternatives to be considered.	
Circuits Courage First, we are moving favorable reducing control eventualities. Expending this lightway would discourage have cannot transport reduction and physical activities. See Comment #5.1 Usery This location Demonst Ann. series (Red Fireness in Ministration and Induced Demonst as are exempts, more can would exempts) commits cannot be consistent. Dis red widery This land Ann. series (Red Fireness in Ministration and Induced Demonst as are exempts, more can would exempts) commits county and the Comment #5.0 Dis red widery This land Ann. series (Red Fireness in Ministration and Induced Demonst as are exempts, more can would exempts). See Comment #5.0 Dis red widery This land Ann. series (Red Fireness in Ann. series (Red F					Do not widen/no build	pactors, revening conseen commission for the commission to the east of 1-32 can currently be difficult, especially with wide reads & intersections near 1-35. This discourages short commission without cars, which adds up to carbon emissions, and peobletians, bless, people with disabilities and without cars are disabilities and without cars are disabilities and without cars are disabilities. The carbon emissions are disabilities and without cars are disabilities and without cars. If it is the Third To to hat the expansion of 1-35 and reconsister this project and other possible alternatives and consequences, including those discussed above. Thank you.	
Septimization formed to the sample find from product of the sample find from product and indicated several as or exempte, more can wait contain product an exemption, come to can it found product an exemption of the companies. So not waiter, find baid Thick, this is no accordant of east organic and casualities, and when more can see facilitated to drive on highways, they increase discussed from the companies and casualities, which count in regard. So commend 4.58 Decrease 4.59 D							
Septimization formed to the sample find from product of the sample find from product and indicated several as or exempte, more can wait contain product an exemption, come to can it found product an exemption of the companies. So not waiter, find baid Thick, this is no accordant of east organic and casualities, and when more can see facilitated to drive on highways, they increase discussed from the companies and casualities, which count in regard. So commend 4.58 Decrease 4.59 D							
Do not wider/fine Build Thert. I live in a country with high amounts of read injuries and cossalties, and when more can are facilitated to drive on highways, they increase chances of read injuries and cassalties, which could impact See Comment 45 increased these.							See Comment #51
encort loss.	2666				latent/Induced Demand Do not widen/Nn Ruibli		See Comment #18 See Comment #5
Community Allowardsine Fourth, 1 support the Reliminist's program of changing (s) Sim the bookeard. It would make the city more help, suitable, and corrected. A smiller change was also make in flockmater, where parts of the					and the state of t	innocent lives.	
Inner Loop was removed and replaced with the boulevard and land for development, and I support changes like this.					Community Alternatives	Fourth, I support the Rethnic3's proposal of changing i-35 into the boulevand. It would make the city more lively, walkable, and connected. A similar change was also made in Rochester, where parts of the items Loop was removed and replaced with the boulevand and land for development, and I support changes has this.	See Comment #4

				Public transit/Multimodal transportation	And lasts; public transport and other alternatives such as pain and risk about to improved and considered, which would highly herefit people without cars, people with disabilities, and other groups of people such as limities and senior others. This would also reduce accordance.	See Comment #13
				reroute to 190	I also support changing other routes bypassing the city such as SR-130 into the intenstate, since this would have less impact than expanding I-35 which passes right through the city.	See Comment #3
2667	Phyllis Snodgrass	2/8/2023	Email	General Support	Such Channels Reg (and Commissioners. This aper for recognizing that LSS Straigh Audit is not of the next one grant studies in state of the same in the Straigh Audit is the same of the same in the Straigh Audit is the same of the same of the same in the same of the same	Tee Comment et
2668	PJ Raval			Caps/Deck Plazas	Madiscash Regions Manager Transp Anager. Add the Control of the C	See connect 4/2
			-	renoute to 130	1.35 reads to be treatment into a tradement and the city needs to redesignate another highway such as 591.30 as the major highway, let other city has a freeway running down the center of its core because that is poor design and and urban planning.	See Comment 85
2669	Pouya Mohammadi			Do not widen/no build	Mobility35 Program Manager Tommy Abrago,	See Comment #5
					The as laughter resident of Austra, froig her sized was 2 personal. OFFORE SOCT Search of 35 and OFFORE represents Invelorated that it's in part due to population growth, but Assists will controve to grow and we commit keep putting in disappe subdistors that can be allisers without properly addressing the product.	
			-	Public transit/Multimodal transportation	The need better public transit in Audin, and not more highway expensions. Please invest in public transportations or explining but these highway expensions.	See Comment #13
				latent/Induced Demand	The McPac Highway expansion was supposed to relieve congestion there and it's now worse than it ever has been.	Saa Comment #18
2670	Powell Thompson	2/8/2023	Email	General Support	The control is a second of the control is a seco	See Communit 4 S
2671	Prayeen Chandolu	1/27/2023	Email	General Support	Dear Chairman Bugg and Commissioners: Thank you for recognizing that 1-35 through Austin is one of the most congested readway segments in the State of Tease. As this seriocally cuddated readway is often	See Comment #8
					Our Charman high and Commissioners that his year for requisiting facility 15 through Justin is one of the main composition seakey as agreement in the State of Flasse. As it is an inviscolary subsidied modestey as their contact of the state of Flasse is a flasse about our date of decident action to read the state of the state of the state of Flasse is a flasse about our date of decident action to read the state of the	
2672	Preston	1/31/2023	MyCapEx Website - Comment Form	Regional connectivity	There't but they's building and treat themsen Audio and Sen Astron. and formally this is an emaning date and if fully support the project. I've always wanted to work in Audio to the case of long a just and if was for my, shall lose San Astron. any support the project in a first an eman formal or my to distinct themsen or the other, if it is valing developes Audio alread every weekend, but the current traffic shadon is the loggest enables lose support man valining or wife in previous facilities. In his Public distinct the project, it would be an emaning addition to our great date and continued to the public date of the project in a support of the animal project in the public state of the public sta	50 content 5 i
2673	Priscilla	1/20/2023	MyCapEx Website - Comment Form	Regional connectivity	Recise later stalf if you want to needs US	Sectioner El
2674	Priscilla Ebersole	2/9/2023	Phy sica I	Wishire	My registers and are opposed to the bridge (alt 3 Mod) proposed 8 grade between 43rd 32 crossing over to Wilhilms Blvd. We would support a bridge for pediatrian or broycle access, but not for automobiles	See Connect of 9
2675	Priscilla Ebersole		VOH	Wishire	Tappricise that the upon decks are proposed to be removed, and that they will be being goad. Let many concerned about the impacts to commoding (mightorhoods, Adding a road or golds from 44 all earths following the concerned or the second or	See Comment 69
				renoute to 130	At of this disruption could be prevented by doing the common sense solution of suburb and 18 wheeler traffic to SH 130.	Sax Comment #3 Sax Comment #21
2676 2677	Priscilla Flowers	3/7/2023 3/7/2023	Email	Business/residential displacement Do not widen/no build	Manifeld Program Manager Tomory Stroags. 13 are leved in Tours my effect for County of Section County	Sectional #27. Sectional #27.
2677	Priscilla Kenny	3/7/2023	Email	Do not wider/no build	Maddis/SS Pagpan Maugage Tommy Asings, This is not the Audion any of on want. Audion shouldn't become LA or NY anymore. The San ot the Audion any of on want. Audion shouldn't become LA or NY anymore.	Sea Comment #5
2678	C N	3/7/2023	S Erroid	Trace Air Quality Chinada Changa	Court 13 Copies Coverage Colorate, Court Environmental Impact Softwares 8xx 13 Court Grown Court, Court Environmental Impact Softwares 8xx 13 Court Grown Court, Court Environmental Impact Softwares 8xx 13 Court Grown Court, Court Environmental Impact Softwares 1xx 13 Court Court In the Pack of Court Court Court Court In the Pack of Court Cour	So. Contened \$138
2679				Do Not Widen/No Build	Failed Group / Control 158 Cas & Control Name / Con	
				Do Not Widen/No Build	Final Open CHI SI Gap & Corent Faces From distribution and the manual periodiced during the AR Action - United Design Correct May 100 Potential - United Design Counter, ("The complete PIO" is boosed in the publish bearing summary, appendix 7,1 is a given extensive and produced for ToOI's bearing such and the more calculationing with local eyes in on the bordering for counter, but a first except, such produced for ToOI's bearing such and the summary and the	See Comment #5
2680	R. Gordon Huth	3/4/2023	Email	Do not widen/no build	Less very much appeared in NCOT's corner jeans to reliable 1358 and would less that TXCOT featers to the Chip of Austra and the neighborhood associations that would be efficied by those plans and reliable things pay on a manuary beneficial way. Takes are manuary beneficial way.	Se Connect #5

2681	Rachael Sperling	3/7/2023	Email	Public transit/Multim dal transportation	We short CHC! ** It have, The colonies of Audit meet is better plan that what has been cudined for expending CS. The colonies of Audit meet is better plan that what has been cudined for expending CS. The colonies of Audit meet is better plan that what has been cudined for expending CS. The colonies of Audit meet is better plan that what has been cudined for expending CS. The colonies of Audit meet is better plan that what has been cudined for Audit meet the Colonies to Audit meet that has been colonies of the Audit meeting of the Colonies that the colonies t	The Comment #13 The Comment #13
2682	Rachel Brown	1/12/2023	Email	General Support	Due Charmon Reg and Communication Healty in the recepting facts 325 Strings Austin in our of the real companion decisions agreement in the State of State. As in an execution problem of the state of State As in a second problem of the State of State As in a second problem of the State of State As in a second problem of the State of State As in a second problem of the State of State As in a second problem of the State of State As in a second problem of the State of State As in a second problem of the State of State As in a second problem of the State of State As in a second problem of the State of State As in a second problem of the State Office As in the part content of the State Office As in a second problem of the State Office As in the part content of the State Office As in the part content of the State Office As in the State Office As in the part content of the State Of	
2683	Rachel Castignoli	3/7/2023	Email	Do not wider/no build	Making Shapes Manager Temps yielding (Temps Agency Temps yielding Agency Temps Agency Temps Agency Temps Agency Temps Agency Temps Agency Temps Agency Temps Agency Temps Agency Temps Agency Agency Temps Agency Tem	Sac Cerement #S
2684	Rachel Corbett	2/7/2023	Email	General Support	Such Comment Bagg and Commentations. This is put from a first an incident policy to the put of first an first and the such and policy of first an incident policy of first an incident policy of first an incident policy of first an incident policy of first an incident policy of first an incident policy of first an incident policy of first an incident policy of first and incident policy of fir	Son Comment of B
2685	Rachel Coulter	1/23/2023	Email	General Support	Such Channel Bag and Channels and Feed and American State (See 1972). The control of the State (See 1972) and Channel Bag and Channels and State (See 1972) and Channels and State (See 1972). The state of State (See 1972) are to exceed an observable on the State (See 1972) and State (See 1972) are to exceed an observable on the secondary of the State (See 1972) and State (See 1972) and State (See 1972) are to exceed an observable on the secondary of the State (See 1972) and State (See 1972) are to exceed an observable of the State (See 1972) and State (See 1972) are to exceed an observable of the State (See 1972) are to exceed an observable of the State (See 1972) are to exceed an observable of the State (See 1972) are to exceed an observable of the State (See 1972) are to exceed an observable of the State (See 1972) are to exceed an observable of the State (See 1972) are to exceed an observable of the State (See 1972) are to exceed an observable of the State (See 1972) are to exceed an observable of the State (See 1972) are to exceed an observable of the State (See 1972) are to exceed an observable of the State (See 1972) are to exceed an observable of the State (See 1972) are to exceed an observable of the State (See 1972) are to exceed an observable of the State (See 1972) are to exceed an observable of the State (See 1972) are to exceed a state of the State (See 1972) are to exceed an observable of the State (See 1972) are to exceed a state of the State (See 1972) are to exceed a state of the State (See 1972) are to exceed a state of the State (See 1972) are to exceed a state of the State (See 1972) are to exceed a state of the State (See 1972) are to exceed a state of the State (See 1972) are to exceed a state of the State (See 1972) are to exceed a state of the State (See 1972) are to exceed a state of the State (See 1972) are to exceed a state of the State (See 1972) are to exceed a state of the State (See 1972) are to exceed a state of the State (See 1972) are to exceed a state of the State (See 1972) ar	Se Connect 48
2686	Rachel Cummins			Do not wider/no build	Name 25 Angues Amerge Terrory Biogra. The Conference of the Conference Terrory Biograph Amerge Terror	Sec Comment #5
				Reroute to 130	Indiand of sking the easiest and cheapost way to improve traffic, TDCOT needs to consider the future needs of the dry not need from past bad decisions. Major highways the 135 shouldn't be going through the hard of a city, entire going on applications and people, but should be removed amount them for the safety of all.	Sus Contract #3
2687	Rachel Forster		MyCapEx Website - Comment Form	Do not widen/no build	Legion de propued Capita Éconic de program de si despris en solicità en la solicità de la consideration de	Sac Centeres 45
2688				Public transit/Multimodal transportation Public transit/Multimodal	The program operator in our all forward designing quickors to the suffice profess. As or of this give and change, we need to thin of the and of investigate and give, included of integration of the suffice profess. As or of this give an ordinary to recognize the given to the suffice and of investigate and given to the sufficient the dispress the substant, but the promotive designization of the given to the substant that the substant that are sufficient to the given to the substant that the substant that are sufficient to the substant that the substant thas the substant that the substant that the substant that the subs	Sec Comment #13 Sec Comment #13
2688	Rachel Fresques		MyCapEx Website - Comment Form	Public transit/Multimodal transportation Bury/tunnel	Topiding (5) So make single proces, percent-use can a not shall we went the need before and preferential access for public transposition (proposets given for all in the 1-25 plans, make two-very leaves and or other land preferential access for public transposition (proposets given for all in the 1-25 plans, make two-very leaves of the fighter process given for all in the 1-25 plans, make two-very leaves of the fighter process given for all in the 1-25 plans, make two-very leaves of the fighter process given for all in the 1-25 plans, make two-very leaves of the fighter process given for gi	Sectionnel #33 Sectionnel #35
				air quality/noise	We also need greater measurements of air quality during this "environmental" review and engineers should study ways to treat the water runoff	See Comment #34
2689	Rachel Kolar	3/7/2023	Email	air quality/noise Do not widen/no build	Is 1607 1.007. Equinding 155 will just make brillic some, the highway needs to not go through the middle if the dry anymore. There are better ideas out there, do not make things even worse by expanding the highway.	Sea Comment #\$: Sea Comment #\$:
2689	Rachel Kolar Rachel Maldo mado	3/7/2023	Ernall Ernall		Is 1607 1.007. Equinding 155 will just make brillic some, the highway needs to not go through the middle if the dry anymore. There are better ideas out there, do not make things even worse by expanding the highway.	
	Rachel Kolar Rachel Malfo Malfo Malfo Malore Monte Monte			Do not widen/no build	M had had,	Sea Commont #5;
2690	Rachel Makto mado	1/19/2023	Email	Do not widen/no build General Support Public	In Facility Code, Geodesic Code of Standard and Code, and the significant residue for all processing Code of Standard Code o	See Connected #S. See Connected #S.
2690	Rachel Makto mado	1/19/2023	Email	Do not widen/no build General Support Public	The Control Co	Sec Connected #S. See Connected #S.
2690 2691	Rachel Maldo mado Rachel Monte mayor	1/19/2023 3/6/2023 Da R d	Email Email	Do not widen, no build General Support Public transportation dal transportation	In bod T occ. Geographic Geological growth control processes from the bodies of the origination origination or the origination of the origination origination or the origination or the origination or the origination or the origination or the origination or the origination or the origination origination or the origination or the origination origination o	See Connected #S. See Connected #S.
2691 2691 10 2692	Rachel Maldo malo malo Rachel Motte Morayor C N Rachel Roth	1/19/2023 3/6/2023 Da R d 1/13/2023	Email Email	Do not widen/to build General Support Pedia: Service Market	The Control Co	Sec Connect #5 See Connect #3 See Connect #3 See Connect #3 See Connect #3 See Connect #3 See Connect #3 See Connect #3 See Connect #3 See Connect #3
2690 2691 10 2692 2693	Rechel Lock Rechel Lock	3/6/2023 3/6/2023 De R d 3/13/2023	Email Email S Email	Do not widen/ho build General Support Proble: trans/6/4/2777 General Support General Support General Support General Support Laten/6/4/277 General Support Laten/6/4/277 Laten/6	Securing CS only juris make build; course, the lightway reads to reg jurising the 135 trough Auto is one of the securing course of the graph of commensures. These just for engaging text 135 trough Auto is one of the securing course of the securing cour	See Connect #3 See Connect #3 See Connect #3 See Connect #3 See Connect #3 See Connect #3 See Connect #3 See Connect #3 See Connect #3 See Connect #3
2660 2661 10 2662 2663	Rechall Makin Maki	3/6/2023 3/6/2023 De R d 3/13/2023	Email Email S Email	Do not widen/ho build General Support Finals: Some of Support Trans General Support General Support General Support Finals: Support General Support General Support General Support General Support Finals: Support General Support	Explored Color. Court Colormon Bog and Commissioners These just the recipiting that 135 irregs, Audit is are of the most congenier continue supports in the State of Texas. As this services of this register of the significant continues to the State of Texas. As this services of the significant continues to the State of Texas. As this services of the significant continues to the State of Texas. As this services of the significant continues to the State of Texas. As this services of the significant continues to the significant continues to the State of Texas. As this services of the significant continues to the State of Texas. As this services of the significant continues to the significant continues to the significant continues to the significant continues to the significant continues to the significant continues to the significant continues to the State of Texas. As the services desired the significant continues to the State of Texas. As the significant continues to the significant continues to the State of Texas. As the services desired the significant continues to the State of Texas. As the services desired the significant continues to the State of Texas. As the services of State of Texas. As the services of State of Texas. As the services of State of Texas. As the services of State of Texas. As the services of State of Texas. As the services of State of Texas. As the services of State of Texas. As the services of State of Texas. As the services of state of Texas as the services of State of Texas. As the services of state of Texas as the services of State of Texas. As the services of state of Texas as the services of State of Texas. As the services of state of Texas as the services of State of Texas. As the services of state of Texas as the services of State of Texas. As the services of state of Texas as the services of State of Texas. As the services of state of Texas as the services of State of Texas. As the services of state of Texas as the services of State of Texas. As the services of state of Texas as t	See Connect #8 See Connect #8 See Connect #8 See Connect #8 See Connect #8 See Connect #8 See Connect #8 See Connect #8
2660 2661 10 2662 2663	Rechall Makin Maki	3/6/2023 3/6/2023 De R d 3/13/2023	Email Email S Email	Do not widen/ho build General Support Proble: trans/6/4/2777 General Support General Support General Support General Support Laten/6/4/277 General Support Laten/6/4/277 Laten/6	Exploration (Contraction Contraction Contr	See Connect #3 See Connect #3 See Connect #3 See Connect #3 See Connect #3 See Connect #3 See Connect #3 See Connect #3 See Connect #3 See Connect #3
2600 2601 0 2602 2603 2604	Rechall Maria Rechall Rechall Maria Rechall Rechall Lock Rechall Lock Rechall Maria Rechall Maria	3/6/2023 3/6/2023 De R d 3/13/2023	Email Email S Email	Do not widen/his build General Support Finish: trans (Addition transport Support General Support General Support General Support Lawrence Support General Support General Support Comment Support Commen	Executing CSI original results carees, the lightway media to ring principle the middle of the dry purpose. These we letter delay and media of the dry purpose. These we letter delay and media of the dry purpose and the second original results and the first displaced from the companing that 135 fromgs Audit is near of the media original entering segment in the State of Texas. As this amounts produced member as when companing the middle of the dry purpose and the second original to the second original t	See Connect #3 The Connect #3 See Connect #3 See Connect #3 See Connect #3 See Connect #3 See Connect #3 See Connect #3 See Connect #3 See Connect #3 See Connect #3 See Connect #4 See Connect #4
2600 2601 0 2602 2603 2604	Rechall Maria Rechall Rechall Maria Rechall Rechall Lock Rechall Lock Rechall Maria Rechall Maria	3/6/2023 3/6/2023 De R d 3/13/2023	Email Email S Email	Do not eviden/hor build General Support Topic Topic General Support Connect Support C	Explored Section of the section of t	Se Connect #5 See Connect #3 See Connect #8

2698	Rafael Silva	3/7/2023	Freat	Community Alternatives	M FOOT POOT	San Correct \$4.
2020	Total Street	3/1/2023	Cital	Juliania America	Me TuCOT TuCOT, Expension will some traffic and many other problems, including air, water, and noise pollution; health impacts; healt skiend impacts; and crashes. I prefer the option described by Recornect Austin	
2699	Raini Gomez	3/7/2023	Email	Do not wider/no build		See Comment #S;
2099	roam comez	3/1/2023	Email	Do not wider/no build	MadningS Program Manager Tomery Arrago. Lama nesident of Trivials county living, sorting and utilizing within the I 35 cornidor everysity. White I lonor we have a horrific traffic proteinn, TuDOTS proposal of expension of QS is not this answer. I oppose this procession.	Date Lotterant #0:
					to a proposation.	
						See Comment #S
2700	Ram Krishnamurthy	1/29/2023	Email	General Support	Due Chairmen Bug and Commissioners: Think you for recipiting that 135 froming Audion is one of the most composed reading supports in the State of Teach. As this surriculary solidated reading is discussed in the State of Teach. As this surriculary solidated reading is discussed in the State of Teach. As this surriculary solidated reading is discussed in the State of Teach. As this surricular solidated in the State of Teach. As this	See Comment #8
					Accordingly, I aim writing (looky to express my compate support for the I-35 Capital Express Central design as proposed by TxD01. Thank you bir your consideration of this request. Sent from my thorax	
2701	Ramakoti Reddy Vaddula	1/27/2023	Email	General Support	Date Charmen legg and Commissioners: Thesis you for recigiting that 135 through Audit is one of the most congested readiney segments in the State of Teams. As this services you defined readiney is offered. Ascribed, it is uniformative to the segment of the 145 Segment for the 145 Segm	See Corrnant #8
					Accordingly, I am writing flooling to express my complete support for the I-35 Capital Express Central design as proposed by TxDOT. Thenk you for your consideration of this request. Chem., -Ramabell, Elber from my Papelplagers powered Emmaphornal)	
2702	Ramsey Foster	2/23/2023	Email	Do not widen/no build	No TaCOT TaCOT, Don't turn Judin into a conglisidat highway city by sepanding IN-35. Principles will, sepandinate and behaviour streets, browsering highway lave count will result in more conglission and more pollution.	See Comment #5
					Prioritize safe, walkable and bleasble streets. Increasing highway lane count will result in more congestion and more pollution.	
2703	Randall Guillory			Bike/ped safety	Mr TADOT TADOT, Wide polluting highways through town are not what I want for Austin. I want safe, pleasant, and walkable streets.	See Comment #30
					The patients of the patients o	
				Community Alternatives	I want community alternatives to expansion, including Reconnect Austin and Rethrink35, to be fully studied.	See Comment #4
				Air quality/noise	Expansion will worsen traffic and many other problems, including air, water, and noise poliution; health impacts; healt island impacts; and crashles.	See Comment #34
2704	Randall Lucas	2/23/2023	Email	Latent/Induced Demand	Mr Ispot tscot,	See Corresont #18
					We Note Tract! There have been been been been been been been be	
					content is going to make traffic worse not better in the long run - not to mention the hornfor 3+ years of stated out cers in the model of the city during construction phase. So underground:	
2705	Randellino P	1/30/2023	Email	Emergency services	Dear Chairman Bugg and Commissionens: Please also consider that this (35 renovation) plan should include funds to enforce traffic on the proposed HDV lanes, as many drivers will likely feel entitled to	See Comment #463
					Dear Chairman Bugg and Commissioners: Please also consider that this (35 recovation) plan should include funds to enforce staffic on the proposed HOV lines, as many drivers will likely feel entitled to use these larnes consisting the same congestion. Traffic WiLL be much worse, if there is no enforcement of HOV larnes. That's you for your consideration of this request. RP	
2706	Randy	1/31/2023	MyCapEx Website -	Regional connectivity	We need a high speed rail link between Austin and San Antonio. Ideally, From Austin to Dallas and Houston as well. The forthcoming economic opportunity from this project is too much to pass up on.	See comment # 1.
		, , , , , , , , , , , , , , , , , , , ,	Comment Form			
2707	Randy G. Speer	2/8/2023	Email	General Support	Dear Chairman Bust and Commissioners: Thank you for recomming that i-35 through Austin is one of the most consisted readney segments in the State of Toosa. As this seriously outstand readney is often	See Comment #8
					Our Chairment hogged commissioners: Thank you for recognizing field 155 through Audits is one of the record congested readway suppress; in the State of Texas. As this surricus) evident readway is often. Ascentised, it is entired planty in segment recognizing plant 155 through Audits is a rest of the recognizing of	
					Sent from Mail for Windows	
2708	Randy Washington	1/30/2023	Email	General Support	Chairman Bugg and Commissioners: Think you for recigiting that 135 through Audit is one of the most composed readowy segments in the State of Teas. As this seriously outdined readowy is often and the seriously outdined readowy in other and the seriously outdined readows and the travel of information artis is readowy that all accommodate the regular of immess growth was are experiencing in our great State. According, it is married budget to expens any compass support for the 155 Capital Express Center design as proposed by 1600°. These you for poor consideration of this support. The seriously outdoor is a support to the 155 Capital Express Center design as proposed by 1600°. These you for poor consideration of this support. The seriously outdoor is a support to the 155 Capital Express Center design as proposed by 1600°. These you for poor consideration of this support. The seriously outdoor is a support to the 155 Capital Express Center design as proposed by 1600°. These you for poor consideration of this	See Comment #8
2100	name was in got	2/30/2023	Linai	Garriera Support	cells Challenge or age and consistent was a Teaches should call for both and decision the section to transport median challenge of inflammation of inflammation or included by the section of the section	and Contracts to
					request. Randy Wishington	
2709	Raquel Estevez			Do not wider/no build		See Comment #5
2709	Haquel Estevez			Do not widen/no build	Mobility35 Program Mariager Tommy Abrego, Lama resident of Audin. (100905E NCDT) plants for 1-55.	See Comment 45
					Lornous: Income against text as a significant scan in highway to get to my sisters broase or to be able to take my kids to visit their grandparents. IH-35 is scary enough as it is. Keep the premises you already made the Texasis, get the trucks out of Doen town. Help build a 9.05TANABLE infestructure, not just one that will pusse the problem for a few years, and help keep our kids and community health and safel	
					Keep the promises you already made the Texans, get the trucks out of Down town. Help build a \$5.05TAINABLE infrastructure, not just one that will pause the problem for a few years, and help keep our kids and community health and safel	
				latent/Induced Demand	Time and time again across our nation cities have proven that adding more laines to highways JUST MAKES MORE TRAFFIC (I am thinking of Houston here).	See Comment #18
				Public transit/Multimodal transportation	The only thing that actually takes cars off the road is functioning public transit Transit that is where people need it, not where third party interest want it to be. Public transit also has the benefit of reducing air pollution. As a more of a 3 year old with aisthma this is a huge concern to me and my family.	See Disment #13
				reroute to 190	I thought Yeas taxes went to building out SH-190 with the promise that it would get 18 wheelers that where passing through out of the heart of our object	See Dimment #3
2710	Requel Hazzard	3/7/2023	Email	Public transit/Multimodal transportation	MobilitySS Program Manager Tommy Atrego. Please please please opt for public transportation instead. This will benefit more people, reduce your city's emissions, and help improve transportation for years to come.	See Disment #13
2711	Raquel Ortega		MyCapEx Website - Comment Form	Do not widers/no build	Please do not expand 135. Study after study shows that increasing times is a short term fix and extremely expansive band-aid. More times increases pollution, decreases safety for volverable road users, and they simply do not world.	See Comment #5
				east/west connectivity Reroute to 130	Please do not run more panisand or create additional barriers between the east side and downtown communities. Please divert pass-through vehicles around the perimeter of the city.	See Comment # 20 See Comment # 3
2712	Orah distant	1/27/2023	ford	General Support	Presses divert pass-drivings vertices artural the partition of the city.	See Comment # 5
2112	Magneti Islami	1/21/2023	CHAI	CARRIAN SUPPORT	Phase dark plays frough without amount of the product of the day. On Channel Bags on Amount of the Channel Bags of the Channel Bags of the Amount of the Channel Bags of the Amount of the Channel Bags of the Amount of the Channel Bags of the Amount of the Channel Bags of the Amount of the Channel Bags of the Amount of the Channel Bags of the Channel Bags of the Amount of the Channel Bags of the Channel	AND CONTRACT TO
					Accordingly, I am writing loosy to express my companies support for the I-SS Capital Express Central design as proposed by TxDDT. Thank you for your consideration of this request. "Risched bities	
2713	Rasmussen George	3/7/2023	Email	Business/residential displacement	Mr NDOT TADOT, Austin has lost so much character over theyears wiping out the businesses in the path of this distruction is just more concrete to get hot in the summer and make this city bake.	See Comment #21
2714	Ray Almgren	2/8/2023	Email	General Support	Date Chairman Bugg and Commissioners: Thank you for ecopying that 1.55 through Audin is one of the most congested roadway segments in the Date of Texas. As this seriously outsided roadway in other control than 1.55 through Audin is one of the most congested roadway segments in the Date of Texas. As this seriously outsided roadway in other control than 1.55 through Audin is one of the most congested roadway in the an accommodate than 1.55 through one was experienced in our great 5 takes. Accordingly, it are mitted policy to be species on provision support of the 1.55 copying begons begons a prospected by Took I have you for your advisionable of the species of the 1.55 through you provided in the provision of the 1.55 through you for the	See Comment #8
					Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request.	
2715	Ray Colgan			Do not wider/no build	Mobility35 Program Manager Tommy Abrego, The proposed explansion will not solve Austin's traffic problems. 10 years of invasive construction for what? Nothing positive for the city.	See Disment #5
	1		Ī	Business/residential displacement	It will negatively impact historic neighborhoods and local businesses.	See Commant #21
	1		Ī	Reroute to 130	Interestate traffic should be looped away from downtown like in Dallas and Mouston.	See Comment #3
				Do not wider/no build	MobilityS5 Program Manager Tommy Arragio. Tacks it making in opposition to higherly-separation through Austin. The better purpose would be to convert it into a bouleviet. Algain me fully opposition project and support to boulevier did yit that it would ACTHALT remote can from the made to our trude could not introduced. Algain me fully opposed to project and support to boulevier did yit that it would ACTHALT remote can from the made to our trude could not introduced. Algain me fully opposed to project and support to boulevier did yit that it would ACTHALT remote can from the made to our trude could not not smoother.	See Comment #5
					Again we fully oppose this project and support a boxievard style that would ACTUALLY remove cars from the road so our trucks could run smoother.	
2716	Ray McElroy			latent/Induced Demand	I own and operate a small distribution company that services Texas with a team of 30 bot trucks. My team is constantly faced with Traffic no matter the amount of fares within the readway.	SSE CONTENT # 25
					have not purposed a varied distribution company that enrolle focuses that was and \$10 ten trade. If you have not conscribed price of the "Visit" or in some the manufact of these with the case of the manufact of the company of the company of regions that their visits are used in the sufficient forms back bearred once and be and of the company of regions that their visits are used in the sufficient forms back bearred once and bearred for concept of frictions demand. Now if the consequence would be distributed by the company of the company o	
					Trou was de crewing more trains; myst my teams sits in and weste time in. Instead, if it was a boulevand their would be more businesses along it that we could service and self to.	
		Da R d	s			R p
10				Public transit/Multimodal transportation	Our distribution company warth more businesses and less traffic and the only way to do that is by getting people out of cars via rail, bus, land use changes, zoning changes. So that the road network can be for us distributors and others forced to herris in their car."	See Dimment #13
15						
15						
2717	Ray Santana-Linares			Do not widen/no build	Mobility S Program Manager Tommy Adrego. 1.0007 project (and operament as a whole) in flawed. As a resident of East Austin (127h/Webberville), the proposed plan would be detrimental to my community.	See Comment #S
2717	Ray Santana-Linares			Do not widen/no build	Model)(\$50 Program Manager Tomory Gorgi). 1600') page and Manager Tomory Gorgi). 1600') page and Manager Tomory Gorgi). 1600') page and Manager Tomory Gorgin (Manager Tomory Gorgin). 160	See Comment #5
2717	Ray Santana- Linares			Do not widen/no build	ModingSF Program Manager Tomory Auregs. TACOTS program Manager Tomory Auregs. TACOTS program Manager Tomory Auregs. TACOTS program man to be promitted as whole) in Heade. As a resident of East Audios (12th) (WaldersHe, 1 be proposed plans would be delinerable to my community. TACOTS program man to be promitted presentation and through heaft for the expense of Audion Mandersh. Exempt city council to represent residents of Audios, who overwhelmingly appose TACOTS plan.	Sea Comment #S

1	1	i .		Community Alternatives	i am for alternative solutions, such as those proposed by Rethins 35.	See Comment 3-4
2718	Ray Zombie			Do not widen/no build		Jac Comman 3-5 Sac Comman 8-5
2718	Ray Zombie			Do not wider/no build	MobilitySS Program Manager Tommy Abrego, Halfo, my name is Ray Pacheco.	See Comment #5
					The been living in Austin for the past decade and I vehemently oppose the plans for (35 and its expansion.	
				latent/Induced Demand	Explanding the highway ignores historical evidence, from literally everywhere, that this does not work. It's naive and idotic to think that a highway expansion works. It's time to stop thinking like idicts and start thinking about the future.	See Comment #18
					Section and the state of the st	
				Community Alternatives	The RethinfoSS proposal is a much better plan than a 10/20 year construction project that will lead us to larger traffic problems. Not only that, but you fail to consider that reads need upkeep, something you are well aware will not be done in any meaningful way. Take care of what we have now, and avoid custing future problems for this city.	See Comment #4
					are well aware will not be done in any meaningful way. Take care of what we have now, and avoid classing future problems for this city.	
			-	Public transit/Multimodal	I don't want to use an intensiate highway for my trips. I want to walk, I want reliable public transportation. I want trees, grass, I want nature. I expect TxDOT, Austin City Council, and other representatives to	See Comment #13
				transportation	stand up for me.	
2719	Reagan Stuart	3/7/2023	MyCapEx Website -	Do not widen/no build	You basitands are trying to destroy our city. No logical person thinks this highway expansion is a good idea. Wilde of money, waste of space. I hope you all choke on the furnes.	Sau Comment #5
2125	reagan Joseph	3/1/2023	Comment Form	DO NO. WIGHTY TO DOING	Tool seasons are uping or userup our Cop. For regions partial contractions in a grown programmer or a good contraction or any contraction or a good contra	JOHN CONTROL TO
2720	Heagen Ward	(soluni		Do not widen/no build	was incom Tunifor. The former growing reported for CS separation are not connect for Austin, so I must finance no expension. We need more safe roads that are consiste by everyone, not more innecessate issues. This is a beautiful oily and I don't want it to become like LA.	See Comment 45
					We need more safe roads that are useable by everyone, not more interstate lanes. This is a beautiful city and I don't want it to become like LA.	
				Community Alternatives	I urgle that you instead pause to consider options that are good for the city and its population, like Reconnect and Rethink35.	See Comment #4
2721	Rebecca Campos	1/28/2023	MyCapEx Website -	Regional connectivity	San Antonio needis a rail transit.	See comment #1
2722	Rebecca Elisworth			Do not widen/no build	MobilitySS Program Manager Tommy Abrego. I DIPPOSE TxXXVI palars for I-SS and I DIPPOSE expansion.	See Comment #5
					TUPPOSE DISOTS plants for 1-30 arest CMPCOSE department.	
				Community alternatives	I am for the Rethink35 proposal Don't put cars over peoplet!	See Comment #4
					Robecca Elsworth	
2723	Rebecca Harlowe	3/7/2023	VOH	Latent/Induced Demand	Studies show that increasing lanes induces increased traffic, often on a perfect 1:1 basis - saving no one time and increasing emissions. My only comment is to encourage planners to focus on creating more	Sau Comment #15
	1				Studies above that increasing funds induces increased buffile, other on a perfect 1.1 basis - saving no one time and increasing ensistions. My only comment is to encourage plannes to focus on creating more thoughful destinages with other scale, include conflicting movement that cocci is in a morter of areas, and allow for increate movement creater, for signal disting more lained that will only fill basis up. We want to clean the pipe, not make it bigger. Increasing connection integrated that is a first to encourage planness to the signal remains an approximation of the pipe in the pipe in perfect the pipe in contract and provided process. Let distint the subdessed develops, which would provide in many lands.	
	1	1			comfort that this was an acknowledged factor by the planners.	
					Enths Author	See Comment #25
					Email Copy: Good Morning, Attached is the Department of Interior's comment letter regarding the PHRA and TxDOT 135 Central Express Central Project DBS. Sincerely,	See Contract # 4.29
					Backy Collins The complete POF is located in the public hearing summary: The proposed road project will impact Land and Water Conservation Fund (LNCF) assisted alters the Edward Rendon Sr. Plank and the	
2724	Rebecca L Collins	3/7/2023	Email	Cooperating and Participating Agency	The company Of '8 is based in the public having summer. The proposed read project all impact Land and their Conservation fund (JUCF) assisted size the Canal Revision S. P. Pis and the Market Bases in Pass and section between 5.5 and the size of their Revision S. Pis and the Market Bases in Pass and section between 5.5 and 5	
					Endangered Species Act (ESA) impacts, if any for the effected 6(f) areas.	
2725	Rebecca Williams	1/31/2023	MyCapEx Website - Comment Form	Regional connectivity	Suggesting a rail system with multiple stops from Lando to Dallas and Houston. This will allow more travelers to go through various city's increasing economic opportunities for those major city's and smaller areas. Traveling (by which is still an option but you could have more travelers giving from one obstination to another at a faster rail. The biggest opportunity is connecting the greater San Antonio and Austin/Roundrock area.	See comment #1
			Comment Form		areas. Traveling by vehicle is still an option but you could have more travelers going from one destination to another at a faster rate. The biggest opportunity is connecting the greater San Antonio and Austin/Roundrock area.	
					Email Coor: Dair 135 Santal Eurosia Central Project Feam. There you for the opportunity to provide comment on the Brait	See Comment #34
					Email Copy; Davir ASS Capital Express Central Project, Fram. Thank you for the opportunity to provide comment on the Draft Environmental Impact Stutement for the I-SS Capital Express Central Project. Please consider this email, its body and all links and attachment, as a formal comment by Recomment. Austin on the Draft ES to be included in the public record for this project.	
					The parts. All Billion Market, 2013 Janeth Inspect Assemen. Tops://eine.gogis.com/files/11960/02sphgjs.ndc1s00/files/1960/02sphgjs.ndc1s00/fi	
					Ar matrix missauts_coulty_matrix migrar_collaboration_coll	
					NC_ACALOUP - mirrature.cg/www mspc//urne-googsecom/msy d/ inc/spepte> Z.ValcE2255655bbb.184/wiew Z.ValcE225565bbb.184/wiew	
2726	Reconnect Austin	3/4/2023	Email	Air quality/noise	https://drive.google.com/file/q1.in/tric225(kth2x4Tp.kth7xysbpt)-U.MoT/viee https://drive.google.com/file/q1.in/tric225(kth2x4Tp.kth7xysbpt)-U.MoT/viee https://drive.google.com/file/q1.in/tric225(kth2x4Tp.kth7xysbpt)-U.MoT/viee https://drive.google.com/file/q1.in/tric225(kth2x4Tp.kth2x4Tp.kth2xysbpt)-U.MoT/viee https://drive.google.com/file/q1.in/tric225(kth2x4Tp.kth2x4Tp.kth2xysbpt)-U.MoT/viee https://drive.google.com/file/q1.in/tric225(kth2x4Tp.kth2xysbpt)-U.MoT/viee https://drive.google.com/file/q1.in/tric225(kth2xysbpt)-U.MoT/viee https://drive.google.com/file/q1.in/tric225(kth2xysbpt)-U.MoT/viee https://drive.google.com/file/q1.in/tric225(kth2xysbpt)-U.MoT/viee https://drive.google.com/file/q1.in/tric225(kth2xysbpt)-U.MoT/viee https://drive.google.com/file/q1.in/tric225(kth2xysbpt)-U.MoT/viee https://drive.google.com/file/q1.in/tric225(kth2xysbpt)-U.MoT/viee https://drive.google.com/file/	
					https://drive.google.com/life/dr_1800\L0ge\pfice(pfi-20CPE@P4VGT\Lgg\/view Reconnect Austin The complete OPES are located in the public hearing summary, appendix F. The complete OPES are located in the public hearing summary, appendix F.	
2727	Reconnect Austin	3/7/2023	Email	Community alternatives	Email Coor: Please see the attached "Reconnect Austin letter re. DES 2-2023 combined cell" for Reconnect Austin's comments on the I-SS Cao Ex General DES. The other attached file: "Smart Mobility	See Comment #4
					Email Copy, Please see the statished "Recomet Audin Intelle re_DES 2:0023 combined gdf for Recomed Austin Nation and Section 2015. The other attached file, "Smart Mobility Report Valid Modeling of the 3-55 Capits Express Central Project pdf is referenced in the Recomet. Audin Nation. Recomed Faults recommendation from The Audin Reference Audin Nation.	
					Reconnect Austin reconnectaustin.com Twitter @ReconnectAustin Facebook @ReconnectAustin The complete PDF is located in the public hearing summery, appendix P:	
2728	Rehan Zaman	2/16/2023	VOH	General Support	Please. Into and this done ASAP, As someone who realizers uses I-35 for business and leisure, it is long overdue.	See Comment #5
2729	Reid Wittliff	1/31/2023	Email	General Support	New Challenge Bart and Commissioners That is not for condition that 150 beauth facility is one of the court conducted manhors continued in the Philas of Toron. As this conjugate, and the court conducted manhors is offer	Sax Correspont #S
2125	THE WILLIAM	1/31/2023	Lines	онина оброт	selfer Chaldest range and Control Security (Control Security (Cont	JOHN CONTROLL PER
					Due Claimme fining and Commissioners Them you for recognizing that 135 through Auril is a resid fine most companied receiving segments in the State of Tissue. As this seriously outsided readway is driven. Associated, is a writing shady in exposure, or companied great that the state of tissue. As the seriously outsided readway is driven. Associated, is an writing shady in exposure, or companied appear for the 135 Caylaid Expose Central design as proposed by FCOT. These you for your consideration of this. Associated, is an writing shady in exposure, or companied appear for the 135 Caylaid Expose Central design as proposed by FCOT. These you for your consideration of this.	
2730	Rena Stone			Bike/ped safety	It will be a further blight on Austin - unlike, for example, adding safe bike larses to existing roads. Austin deserves better than this. Do better. Rana Stone	See Connect #30
				Air quality	MobilitySS Program Manager Tommy Abropo, This expansion will result in increased traffic, further congestion, additional pollution.	See Comment #558
					Taxana and an angent and an annual and an an an an an an an an an an an an an	
2731	Rene Barroso		MyCapEx Website - Comment Form	Bury/tunnel	We should have more caps (bury the freeway in longer segments so we truly create connections between east and west). TXDDT should pay for the project not tax payers.	See Comment #25
	1	1	Comment Form	Air quality	We need greater measurements of air quality during this "envisormental" review.	See Comment #558
	1	1	1 - 1	Public transit/Multimodal	We should have direct BUS ONLY on ramps and off ramps so that transit gets a priority over one parson one vehicle. We should have bus only lanes but we need PREFERRED transit options. Put public transportation first, as in basis and trains vibration. Can see not the future. We need to reduce our actions floating-land the highway more accessible to buse and trains vibration.	See Comment #13
	1	1		transportation	transportation first, as in buses and trains/shuttles. Cars are not the future. We need to reduce our carbon footprint, Make the highway more accessible to buses and trains/shuttles.	
				Water quality	Engineers should study ways to treat the water rundf (currently it goes directly into the lake - our drinking water source)	See Comment #125
2732	A E	41401000			Engineers should study ways to treat the water runn't (currently it glees directly into the lake - our directing water source) Let's see some serious rail service between San Antonio and Audintif Reduce freeway demand by offering more options like rail!	See Comment #225 See comment #2
2732	Rene Echávarri	1/19/2023	MyCapEx Website - Comment Form	Regional connectivity	Let a see white service on the service and Artonio and Adoptic record intensy defining more options like full	
	1	1	1 7		As 40 year plus residents of Austin and native Texans and 30 year plus residents of the North Loop neighborhood, we appreciate the opportunity to provide comments on the dealt Environmental Impact. Statement for the Capital Express Central Project. After careful consideration, we urge TuDOT to choose the No Build Alternative because the benefits of Modified Build Alternative 3 do not justify the costs and impacts on the community or the	See Comment #S
	1	1			5996	
					Please consider these factors: If InCOT continues with the planes to widen the highway as shown in Modified Build Alternative 31, we urge you to work with the City of Austin to ensure that adequate east-west crossings are included as outlined by the 2/23/23 Austin City Council Resolution. Is particular.	
	1	1		Do not widen/no build	Missistant has all consequent between 51st and US 200 are at grade. "Unknown that all consequent between 51st and US 200 are at grade. "White will resignate his basis and use of the second of the	
	1	1		Lio not woert/no build	Revising the project to more closely align with the needs of Austin and its communities who live along I-35 will result in better outcomes over the decades to come. Thank you for your consideration.	
	1	1				
2733	Renee and David Orr					
		1	1 1	latent/induced demand	The purpose all sounts belief and registered to the purpose due to construction, on under what the possible bounds after comparing. The data beloaded Bounds are sequenced with DT of long proposed and to construct proposed. The data purposed belief graded to an extraction of the construction of the purpose of the purpo	See Comment #1B
					Your agency's projected traffic growth and commuting times are greatly exaggerated, as people will change their driving patterns as more alternatives come available, as, for example, Project Connect is realized. Vehicle courts have remained.	
	1	1			search stime. Further, predictions of 3 fo hour commute times are ludicous. People will change employers or felecommute risther than spend hours per day getting to and from work.	
	1	1	1 }	Air quality/noise	The project would encourage the use of single use whicles and promote sprawl at a time that that is the last thing our environment needs as we undergo continued issues with climate change.	Sas Correnat # 34
	1	1			The project, as planned, would take land from businesses and residents in the ROW, disproportionately impacting small businesses and minority communities.	See Contract 621.
	1	l	ı l		and the state of t	

1	1	1	ı	racial justice	The project would perpetuate and worsen the divide in our chy between communities on either side of the intensists.	See Comment #3
2734	Renee Lopez	2/20/2023	VOH	General Support	This programmed programme and more and the distribution of any decrees commissions of the minimization. I AM INTERESTED IN THIS PROJECT	See Comment 8 B
		2/20/2023	VOH			
2735	Renee Sima			Do not widen/no build	No hoof Ind.C. Takken may around the same of the same	Sas Cormone #5
				Lower Speed Limits	This would both allow for safer streets with lower car speeds	See Comment #305
				Air quality/noise		See Comment #34
				Community alternations	Comment that Recognity that Recognity Australia and Balain SE	The County of
				Community anamatives	"Anaport profession are reached to control and to recommend." Thanks, you for reading, and I hope you reconside your plants. Thanks, you for reading, and I hope you reconside your plants.	JOB CONTRACTOR TO
					was pollution from case Language projects the Resourcest Austre and Restreat 26. Thinke you for realizing, eard Toping no inconsider your plants. Reason Silms, consensed readout et Austreation Silm	
					I believe that TsDot should instead be expanding public transit options and make changes streets to allow for a safer walking and biking experience.	See Comment #13
				Public transit/Multimodal transportation	I celevire tract laud securio missian de expanding guissic frantis opcions and make changes serencis to allow for a samer vessing and diving expansioning.	Data Contracti # 2.5
2736	Reynaldo Ortiz	1/31/2023	MyCapEx Website - Comment Form	Regional connectivity	Car's get a raid equitions from Sain Antonics to Austin rating. Anything wealch alleviales that tradific	Sea connected #1
2737	Rhett B	3/7/2023	Email	Do not wider/no build	Makista Shingan Masaga Taminy Atraga, 1 09902E 100715 plans for 155 and 109902E expansion.	See Comment #5
ID					e e	
2738	Riarna Bickham	2/8/2023	Email	General Support	Our Charmon Bogg and Commissioners. The May not for receipting that 15 Strength, which is not with fire most companied receiving segment in the State of Fees. As the survivals ordisted receiving with the state of	Sou Contravel 4 B
2739						
2739	Ricardo Gorzalez			Do not widen/no build	Materials Progress Manager Training America. Law modeling severals in growing for the progress of the 125 highway. While I understand the need to address traffic congestion in the area. I believe that this expansion will come at a great cost to the communities and buildings into the cost. The cost of th	Sea Communit #5
				Business/residential displacement	Expending the highway will require the deditudion of many homes and businesses in the area, displacing families and disoupting tool economies. This will have a deveatabling effect on the communities that have given and thinked in this area for generations. Additionally, the construction process beaf will cause significant disruption to the daily less of those who leve and work in the area.	Sex Connect #21
				latent/induced demand	Moreover, the expansion of the histhway will not necessaidly solve the traffic problems in the area. Studies have shown that expanding histhways often leads to induced Demand, where more people are	See Comment #15
					Decrease the experience of the highest yell not reconstraint years to staffic potention in the seas Staffic bear shown that expending highests of the highest of the highest contract, where more people are executaged to see the hand, budget as seen more selfs congestion in the large term. This could result in an even greater need for further expension of the highests in the future, creating a visious option of distriction and disreption.	
				Public transit/Multimo dal transportation	Totals of experience the figures is registered to consider administration and constructions and the construction of the constr	See Contract #13
2740	Ricardo Roque	3/6/2023	Email	Latent/Induced Demand	Nacinity St Program Manager Tominey Abregis. This is invaried to thirst this is extually a proposal. We don't work to turn into the next Houston, Bigger lanes will just attract more treffic.	See Comment #15
2741	Rich Berman	1/12/2023	Email	General Support	The Channel Bogg and Commissioner, This is, so for registering that 2.55 records during the channel segment of the State of Times. As for I Time. As for I T	See Comment #5
						Sea Comment #5
2742	Rich Heyman	3/7/2023	Email	Do not widen/no build	Comments on 15 Signate Operand Control Propins Data Discoverance in page Statement Control Statement C	
					I support Modified Build Alternative 3	See Comment #8
2743	Richard Davis	2/21/2023	VOH	General Support	Lapport New York or Annual Park Microsophic State (September 2) and the Contract of the Contra	
2744	Richard deVarga	2/23/2023	Email	East/west connectivity	Its ToOT LOSS. Cut and log to reconnect East and West Austro. Prince if you can't lead then get out of the way.	See Comment #20
2745	Richard DeVerge			Do not widen/no build	Mr hoot hoot,	Sau Comment #S
					I oppose widening I35. We want buildings and not 20 lanes. It is now apparent you can't lead so get out of the way.	
1	1			Bike/ped safety	We wart bike and pedestrian options.	See Comment #30
				Caps/deck plazas	Out and coap per City of Austin recommendations. Austin wants to stitch East Austin back together with West Austin. We want purks and a boulevard.	Sue Commant #42
27.46	Richard Heyman	3/7/2023	MyCapEx Website - Comment Form	Cirnate change	Comment on \$1.5 Court Open Search Procurements in Section Search Court Income and \$1.5 Court Income Court Inc	So Contract #1
2747	Richard Kissinger	1/31/2023	Email	General Support	Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested readway segments in the State of Teas. As this seriously cutdated readway is often	See Correlat 48
					Due Chairmen bugg and Commissioners: Their you for recigiting that is 50 morally Audit in one of the most composed readway segments in the State of Team. As this seriously outsided readway is offer countries the search of the secretary that will accommost that he registed or immens genome we are segmenting in our years State. Accordingly, I are writing study to uppress on compose any compose as export for the 155 Captus Cyreas Central design as proposed by 1000°C. This key you for your consideration of this request. Sett from my Phone secretary of the setting states.	
2748	Richard Knopf	2/6/2023	Email	General Support	Date Chairmon Bugg and Commissioners: Toke living in Audio. Driving on 155 between the White and U of Teas is the only thing I has doing in this city. Please support the 135 Capital Express Central design proposed by LOCI. There you very much for considering this request. Science, Robert Roopf	Sac Connect #8

2749	Birbant Kooris	191,000	VOH	Business/residential displacement	Earn the research of the historier at 501 North LSS. Disse those connective. Till are serve to see that the forestee read that currently remotes in his recess to our hadron in heiner removed and necleared by refu	See Comment #21
					I am the owner of the building at 552 North 33.5. I have three comments: 1) am sorry to see that the formage read that currently provides public access to our building is being removed and replaced by only a "Davied Kasses Pollway for Supplies and polarization." The removal of the readeby will we wak considerable hebeling in our business and that of the learnin in the building. It does not seem to be increasing for the success of the overall plan. Deprinting the many parts businesses and property owners on the east and to 35.6 of weet and whether considerable hebeling to access terms to be articles. Earlier this long the readeby and the second of the overall plan. Deprinting the many many and screenants troughliss. Earlier this long the readeby and the second of the overall plan.	
				Caps/deck plazies	2) like most other segates of the design but I hope that InCOT works closely with the COA to licelitate more areas of "capping" of the lowered machine; These valuable areas, remnants of the old East Assura, should be restored and started to this community for use, I I have now of the Committee Coals in responsible for the design and installation of the large motal fries' under 135 between 50th and Egypti Shows. Topic present contributions, start for the Co.Co. and the sproposed elements.	Sas Comment #42
2750	5 i c	1/9/2023	MyCapEx Website - Comment Form	Reroute to 130	In concess the first first of 125 Through, do not blook for filters for filter first	Se connect #3
2751	Richard Petersen			Do not wider/no build	Mobility55 Program Manager Tommy Abrogio, Plases also weeking billions of dollars on legithway expensions that don't improve long term traffic conditions,	Sea Comment #5
				Climate change	and result in enormous diminal damaigs. Romard Peterson	See Comment #51
2752	Richard Russell	3/6/2023	VOH	Bike/ped safety	Please up the full-way and make as much fine space and bits lance as possible. We will need more believe in the future and this is a great opportunity to make the objected to need good. The lived in the exact date for 15 years and these are to many case and net exactly usey very to cross the lightness per for bits. Think you	See Connect 430
2753	i i i	3/2/2023	Email	Cooperating and Participating Agency	Count Copy of the Programs and Machine Species. See A Section of Section And Section and Section Section Species. Section of Section And Section And Section	ToOT has a multi-model transport consequency resemble; sectioning them reversers from the City of Austra, Capitions and Project Connect to waven the Capital Egyesia Central project aligns with other transportation proper grant for the City of Austra, ToOT response a multi-model transportation system and will confirm to central profess and had consequency resemble.
2754		3/7/2023	Email	Cooperating and Participating Agency	formit Copy Clair Mr. Feginan and Mr. Addiny Rigions. On half of the free Austral City Manager More Class, places find statuted a larger with the City of Austrin's staff response to the 1-35 Cupital Express Central Project Circl Environmental Impact Statement, Places accordingly register filter manufactures and the City of Austrin's staff response to the 1-35 Cupital Express Central Project Circl Environmental Impact Statement, Places accordingly register from the City of Confeder and City of City of City of City of City of City of City of City of City of City of City of City of City of Cit	160T has also held several cross-agency meetings including beam members from the City of Audio. Cupletes with Project Connect to vessure this Capital Express Central great aligns with other transportation project goals for the City of Audio. 100T supports a multimodal transportation system and will continue to other public Nechada and host cross-agency meetings.
2755	Richardson Irvine				Maked of the general belongs Tromy Record. Security of the se	The Communit ets
				Do not widen/no build Multimodal transportation	The money would be better spent expanding other modes of transportation such as increasing and improving this lanes and expanding train service.	See Comment #20
ID	C N	Da R d	S	Topic	c	R.a.
2756	Rick Nunes	3/7/2023	Email	Do not wider/no build	Making Shington Manager Tomory Arrays, for an exapport the current plans for ISS organisms, there is too much waste. Like expanding 32nd sheet and adding entrances and exits when influentionars already exits at 155 and Airport. The plan is not well thought call and resets to be settled,	See Connect 85
2757	Rick Whiteley	2/7/2023	Email	General Support	Such Channels Bell, Edit Channels Channels and Application (Channels Channels	See Connected 48
2758	Riley Church	3/7/2023	Email	Do not widery/no build	Modelpids Program Monager Tremps Mon	Sax Comment #S
2759	Riley Hamilton	3/7/2023	Email	Do not widen/no build	Modify\$5 Program Manager Tommy Kingson, seek a finding registrate of Assist seeking towns on the Section of Section Assists the contraction, here a deviding fine in the dry, 1 con the city in ball and series as a bod for contract suggraphics. Mybrary seek a finding registrate of Assists seeking before the Section Assists seeking the Sec	So Comment #5
2760	Rtley Ruchti	Kontorer	MyCapEx Website -	Regional connectivity	I am all for a commuter rail system. Expanding I-35 ultimately will not solve the traffic issue.	See Comment #1
2761	Rio Tomin	1/18/2023	Comment Form	Public transit/Multimodal transportation Do not wider/no build	A padd it heregoristics uption that is efficient and effortables with	Sec Comment #3 Sec Comment #5
2761	No Tomin	1/18/2023	MyCapEx Website - Comment Form		Place on or wind 15th Disruph Audio. Minimize the impact and goal the nucleon has through the heart of Audio. Place buy and cay it. The less forginns and impact it has to daily life and disording Audio has been forginned. When the course is the course of	Sectionment 6
2762	Rha Ahearn Keena n	3/8/2023	Email	General Support	One Channess high get Commissions. The Commission of the Commissi	Sec Comment 65
					Tags data 1.00TF purious parks to \$2.0 th and they delivered and institution of cases \$1.00 throw on the flowers the laws of breast plants and the control of the control o	Sea Comment #S
2763	Rita Scher	3/6/2023	Email	Do not wider/no build	reach to be officed to any other of an executing feature of the great in the contracting feature of the great in the contracting feature of the great in the contracting feature of the great in the gre	
2763	Rita Scher	3/6/2023	Email	Do not widen/no build Co not widen/no build	Index and for the sing est in suits to classes, and extreme can be set of any of the commence and any of the commence and the commence and the Copy of Austic? What is the 1000 jain for minimizing them to this communities and the Copy of Austic? What is the 1000 jain for minimizing them to this communities and the Copy of Austic? What is the 1000 jain for minimizing them to this communities and the planned of the copy of Austic. What is the 1000 jain for the Copy of Austic, when must conclusive end discusses and communities the classes death to classes. Additionally the Copy of Austic, when must conclusive end discusses and communities the classes death to classes. Additionally the Copy of Austic, when must conclusive end discusses and communities the classes death to classes. Additionally the Copy of Austic, when must conclusive end discusses and communities the classes death to classes. Additionally the Copy of Austic, when must conclusive end of Copy of Austic, when must conclude end of Copy of Austic, when must conclude end of Copy of Austic, when must conclude end of Copy of Austic, when must conclude end of Copy of Austic, when must conclude end of Copy of Austic, when the Copy of Austic, when the Copy of Austic, when the Copy of Austic, when the Copy of Austic, when the Copy of Austic, when the Copy of Austic, when the Copy of Austic, when the Copy of Austic, when the Copy of Austic, when the Copy of Austic, when the Copy of Austic, and the proof to Copy of Austic, when the Copy of Austic, when the Copy of Austic, and the Copy of	See Convent 45
		3/6/2023	Email		Modeling S Program Manager Tremmy Morage. The base in its Mustam need of CS years and TDOOT and government basedors have had planty of time to closel with the congestions, they already west world it's bas had and appoint binders places. There is no way to put in a new higheapy without descript the entirement, and we thinking the entirement, and we thinking the entirement of the strangers of the plant the representation of the strangers of the plant the strangers of the plant time they are stored, it's already and the strangers of the plant time they are stored, it's already functionally observed. These does not consider the plant time they are stored, it's already functionally observed. These does not consider the plant time they are stored, it's already functionally observed. These does not consider the plant time they are stored in the plant time they are stored in the plant time they are stored in the plant time they are stored in the plant time time the plant time time time to be a stored in the plant time time time time time time time tim	Sa-Contract S
	Ritia Sinyder	3/6/2023	Email	Do not existen/mo build Personal to \$20 Pulson beauty Multimodal Transportation	Section 25 Suppose Notingly Terminy phosps. The first in the Audit or and the Eligent work 1000 first glovernment basins have held planty of forest before with the conspector, they show, wast with IT to be law and the growth fooders plane. Then's on any lay of a a new highway without defining the environment, they was decaying the body and of the surrounding range without declining the environment to the environment of the environment to the environment of	See Comment #3 See Comment #33
		3/6/2023	Errai	Do not walken/no build Person's to 1,30 Put for severy/Microsophia soverpression Do not walken/no build	Washing St Program Manager Turneys Arrange. The States in this Audit is made for 62 years and 1500°F and government baselines have had printy of free to solar with the congession, they already wast wold 15° but has and the growth holders plane. There's no very to put in a new highesy without changing the contracting the program of the contracting the printy of the total printy of the total printy of the total printy of the total printy of the but the type and to put the total printy of the total printy of the total printy of the time they are an analyzed to the contracting the printy of the total printy of the time they are an analyzed total printy of the contracting the printy of the time they are a less of the time they are a less of the contracting the printy of the contracting the co	See Comment #3 See Comment #3 See Comment #5
2764	Ritia Sinyder	3/6/2023	Erral	Do not existen/mo build Personal to \$20 Pulson beauty Multimodal Transportation	Substig 55 Program Startupgs Training places, Addings 5 Program Sta	Sea Comment #3 Sea Comment *3 Sea Co
2764	Ritia Sinyder	3/6/2003		Do not walken/no build Person's to 1,30 Put for severy/Microsophia soverpression Do not walken/no build	Modergia Pringers Manager Trenny Manage. The Bear HISR Author area for ES parameter Section Section 1 and a place of the to dear with the congestion, they always next writt it is business and the growth broders place. There is no way to put as a new highway without containing the property of the prop	See Comment #3 See Comment #3 See Comment #5
2764	Noa Shyder Noar Stuhm		Ernal MyCayE- Websita - Connier Form	Do not widen/his build Reveals to 330 Public served (Malfredd Streen) Conference to the Streen Streen Streen Streen Streen Streen Streen Streen Streen Streen Streen Streen Streen Streen Streen Streen Streen Streen Streen	Substig 55 Program Startupgs Training places, Addings 5 Program Sta	See Connect #3 See Connect #3 See Connect #4 See Connect #4 See Connect #4 See Connect #4 See Connect #4 See Connect #4

2767	Rob Hudock	1/13/2023	Email	General Support	Our Chammes Bugg and Commissioners: Thesis you for recognizing that 135 intrough, shadin is me of the most congrated reaching suppress in the State of Texas. As this seriously outsided reaching is other control that Main Short of Texas, as Texas should not find state of excision action to be tenderen this critical shade of the short-off texas, as Texas, as Texas, as Texas, as Texas, as Texas, as Texas, as Texas, as Texas, as Texas, as Texas, and the short of texas, as Tex	See Comment 48
					Mobility55 Program Manager Tommy Abrego,	See Comment #5
				Do not widen/no build	Addroxy5 Program Manager Transmy Array, My reas as No MICCR and I can a scora service, cluster member, expiger of offers and brinking, a reprince, excess, and a brother in this community, have been the only of Audito are set for swill represent the reprincipant of the section are represented by the common of the section are represented by the section are represented by the section are represented by the section are represented by the section are represented by the section are represented by the section are represented by the section are represented by the section are represented by the section are represented by the section are represented by the section are represented by the section are represented by the section are represented by the section are represented by the section are represented by the section are represented by the section are also are also are represented by the section are also are	
2768	Rob McCabe			Public transit/Multimodal transportation	The critical of Audit visible to fuch Project Connect back in November of 2000, and I was so happy to see the criticals of this great city waking up to the reality that offering alternative modes of transportation will be the only way to solve the issue of traffic congestion.	See Connect #13
				Air quality/noise	The among legal was growed many a found. The latest that dispropried many a found to the dispropried many and the disprop	See Contract SM
				Business/residential displacement	Not to mention the displacement of former, business, and communities of other that papered during this process. 1,000 hornes and businesses will be destroyed on that we can expand 35 and we know that expansion will make traffic wome and not better.	See Communi #21
					Date Chairmen Beig end Commissioners: Thank you for recipioning that LSS strongly Audion is one of the most congested readway suppress; in the State of Teaux. As this services) solidated readway is that in the services of the recipion of the services of the recipion of	See Comment #6
					Accordingly, I am writing today to express my complete support for the 1-35 Capital Express Central design as proposed by TxOOT. Thank you for your consideration of this request. Best, Rob Paviolf Financial Analyst Multifamily Capital Markets NEIMARK	
2769	Rob Payloff	2/7/2023	Email	General Support	SINCE. This man reason part any attachments are introduct unity for the use of the intended recipient, and may contain information that is confidential, printaged and exempt from discharace under applicable law. Figu. are not the intended required, may are not permitted to the law. Since discharace in the law of the intended recipient, may be a present to describe the intended of the law of th	
2770	Rob Timm	1/12/2023	Email	Do not wider/no build		The Commut 45
2771	Robbie Dante	2/11/2023	VOH	Do not widen/no build	Don't expand at all. Don't expand north of i-35.	Sau Comment #5
2772	Robbie Ketch	2/7/2023	Email	General Support	Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congisted nodways segments in the Date of Texas. As this seriously outdated roadways ordan control of the co	See Comment #8
					The Thomas Bag and Commissions. This is no fire recognizing this LSS Straigh Audit is not if they not not any particul auditor in years in the State of Table. As his surround included and the state of	
ID	C N	Da R d	s	Topic	c .	R p
2773	Robert Barnes	3/6/2023	MyCapEx Website - Comment Form Email	Bike/ped safety General Support	35 seeks a generation conduct. The substititing is brand in the dargenous along the main reads, sidewides are too they. Data are congested across the error need charing need parts of the day. Please consider a read spottine given missed of a bandland condition.	5sc Comment #5 50 Sec Comment #5
2774	Hobert Barnes	1/15/2023	Email	General Support	her Channes Bagg and Commissioners. Printing in the completing that ICS Strongs Audit is now of the main congression studies, superplant in the State of Feas. As it is serviced in collection control and the state of Feas. As it is serviced in collection control and the state of Feas. As it is serviced in collection control and the state of Feas. As it is serviced in collection control and the state of Feas. As it is serviced in the state of Feas. As it is serviced in the state of the serviced in the state of the serviced in the state of the serviced in the state of the serviced in the state of the serviced in the state of the serviced in the state of the serviced in the state of the serviced in the state of the serviced in t	Sec Communi #5
2775	Robert Belfiore	1/19/2023	Email	General Support	Due Chairman Bug and Commissioners. Their you for recigitaling that 135 incorp. Auch in a me of the most congoined readway segments in the State of Texas. As this seriously soldined medium you will be selected from a "Figure Security Conf." and the selected from the State of Security Securi	See Contrasted 48
				Do not wider/no build	1000 Copt Audio Name. New Journal of Section (1997) Audio Name Sectio	See Contract #5
				Latent/Induced demand	wested real entire & local tax opportunities.	Se Commet #18
2776	Robert Baler			Air quality Community alternatives	A wider highway encourages more driving and womens congestion, as well as causes significant air, water, and noise pollution. Please endorne the city's and flother/SS's requests to TxOOT to incorpose the warous changes requested near-unerimously by Austin city council on File 23. More crossings. More "capped" blocks.	See Comment #588
					Reportable water nurfl disposal. This is a rona-in-all generation appreciately to bail of this right. Please, but I had the way in modern transportation development.	
				Public transit/Multim dal transportation	counting time is "busines inglessor" between the research of the counting for the counting time is a counting directly business and beginning the counting for	See Contract(#13
2777	Robert Ceccoli	3/7/2023	Email	Do not widen/no build	MobilityS Program Manager Tommy Arage, The enter world is now clear on how demapting fully-lawy operation projects are. Texas has no excess to make this sind of middles, and blior nor wealth on a failed transit concept.	See Connect #5
2778	Robert Crump	3/1/2023	Email	Do not wider/no build	ModitySS Program Manager Econy Anago. Audio contituent Critica amount the country are sealing the window in removing intervalent highways. We should join them.	See Comment #5
2779	Robert Crump	3/8/2023	Email	Do not wider/no build	Ne hooft hoof. This expension will develop the Audit community and cost a ridiculous amount of money meetly to temporarily convenience a fee people.	See Connect 65
2780	Robert Farago	2/27/2023	Email	Air quality/Noise	If fully support the treatment of water run off from the highway, I strongly advise the DOT to provide this service for my community and the health of the environment. Then you	San Connent #8
2781	Robert Foster		Phy sica	Do not widen/no build	I strongly oppose this build. As Austin works towards reducing pollution and car dependency TLOOT is working against us. 10 Foot wide shared use paths is not incline with best practives.	Suo Correnant #5
2782	Robert Gilliand	205000	Co	Bike/ped safety East/West Connectivity	We need side 3UPs. Also bits and paid crossing on the divergent diamonds seem to dangerous. What is the design speed for automobile? The crossings should be raised! Me 'hOOT 'hOOT,	See Comment #30 See Comment #30
2102	Packet Carried For				Ober 1-DOT, The proposed expension of 1-35 wit only further divider East Audin and the rest of Audin.	See Comment #558
				Air quality	It will scores point on in the city, it will not make 1-35 any safer and so do nothing to help restora traffic featation. This is a flavoragion and aboust be abondowed. This is a flavoragion and aboust be abondowed.	pas Currinus 4500
2783	Robert James	3/4/2023	Ernail	Do not widen/no build	In Section 2007. Once of Publishin. Fairs 4.0 per resident of General Austin and white is colored and the IMSS has serious owners issues. I find it mind begging that trucks traveling from Mancasto Chicago dines this the contrar of the Chy. This sequences is its received and will make all the Chicago	The Comment 45
2784	Robert	3/7/2023	Email	Do not widen/no build	Me ToCOT LCOT. Please don't regard IRSS. It needs to be refocated custicle the City of Austin.	See Comment #5
	31183				· · · · · · · · · · · · · · · · · · ·	

					Das Chairman Bugg and Commissioness: Thank you for recognizing that 1.55 through Austin in one of the most congested made by a serior size of the serior size outside the Main's Spreed of Resus. As this seriorasis outsides condenses outside the Main's Spreed of Resus as fall and of the results of the Spreed of Resus as fall and of the results of the Spreed of Resus as fall and of the results of the Spreed of Resus as fall and of the Results of the Spreed of Resus as fall and of the Results of Results o	See Comment #S
					Note Charman Registed Commissioners. Notice in the comparing facility of 15 frough shorts in our of the notice register devices aspective minimal to the comparing facility of	
2785	Robert Lee	2/7/2023	Email	General Support	distribution or taking action in relation of the contents of this information is strictly prohibited and may be unliavely. This email has been scanned for viruses and malware, and may have been automatically archived by Minnocast, a leader in email security and cyber resilience. Minnocast integrates email defenses with brand protection, security evareness training, web security, compliance and other essential capabilities. Minnocast helps protect large and small organizations from	
					makicus activity, turnia error and before dut from which the movement toward building a more resilient world. To find out more, wisit our website.	
2786	Robert	2/24/2023	VOH	Carps/deck phages	White anything is better then what we have today, the preferred alternative does not do enough to blunt the impact of ISS in downtown Austin. The state, not city, should cover the entire freeway through	See Comment #42
2100	Martin	2/24/2023	von	Capay Caco plantas	time any year of a chains with time terrane buyer, be present extended extended to the control of the control o	JAME CONTRACTOR THE
2787		3/1/2023				See Comment #25
2/6/	Robert McAndrew	3/1/2023	MyCapEx Website - Comment Form	Bury/tunnel	Istrargly support burying as much of 135 as possible through downtown Austin. The original placement of 135 in the center of Austin was a terrible decision and it about the final. We should make infrastructure work for people and reclaiming the space that the current highway occupies will make a better downtown for people. There are many examples around the country and the world where highways have been removed from downtowns	DAN LOTTERITY #,23
					and the improvements are dramatic. I was recently in Boston and the downtown space redeveloped from burying the old highway has transformed downtown and created people-focused spaces for business, entertainment, and recreation. Please follow other successful examples; bury I-35 and recreate a downtown for people.	
2788	Robert Moreno	1/20/2023	MyCapEx Website - Comment Form	Regional connectivity	As one of the largost and most visuant reage regions in the world, the Housers, Callias, Audin, San Actors training would have a high speed rail retends. The most giving juid embersaring laid of streams in between Actor and San Arctors in the service was a service of the serv	See comment #1
2789	Robert Nusbeum	3/6/2023	Email	General Support	Date Chairman Bugg and Commissioners: Law nitrig today to express any comprise support for the 1-35 Capital Express Central design as proposed by TsDOT. Thank you for recognizing that 1-35 through Austin is one of the most congested readway segments in the State of Tenas. Thank you for you conditionation of this respect.	See Comment #8
					Thank you for your consideration of this request.	
						See Correlat #S
					One Chairmen begg and Commissioners: Them you for recogning that 155 through Audin is one of the most congraind makesy segment in the State of Tours. As this seriously additiond residency is when considerable in the commission of the state of Tours. As this seriously additiond residency is when most congraind the state of Tours. As the seriously addition of the state of Tours. As the seriously addition of the state of Tours. As the seriously addition of the state of Tours. As the seriously addition of the state of Tours. As the seriously addition of the state of Tours. As the seriously addition of the state of Tours. As the seriously addition of the state of Tours. As the seriously addition of the state of Tours. As the seriously addition of the state of Tours. As the seriously addition of the state of Tours. As the seriously addition of the state of Tours. As the seriously addition of the state of Tours. As the seriously addition of the state of Tours. As the seriously addition of the state of Tours. As the seriously addition of the state of Tours. As the seriously addition of the state of the seriously addition of the state of the seriously addition of the state of the state of the seriously addition of the state of th	See Comment 45
					Accordingly, I all Writing Good you be specified an exploration for this Los Cuprian Explores Curried Conference Conferen	
2790	Robert Ofarrell	2/7/2023	Email	General Support	For more information about how LL processes your personal data, please clock here. This email is for the use of the information about how LL processes, your personal data, please clock here. This email is for the use of the information explaint() or the processes, 'you have recorded this email in error, please notify the sender immediately and then delete it. If you are not the inference recipient, you must not keep, use, disclose, copy or distribute this. This email is for the use of the information explaint() or the processes. 'you have recorded this email in error, please notify the sender immediately and then delete it. If you are not the inference description, you must not keep, use, disclose, copy or distribute this.	
					small introduct the authors. For per permission, the mixed users precisionally accounted to the authors of the	
					electronic messages from us in the future then please respond to the sender to this effect.	
2791	Robert Wooten	2/7/2023	Email	General Support	Dear Chairman Bugg and Commissioners: Thank you for recognizing that 1-35 through Austin is one of the most congested readway segments in the State of Texas. As this seriously outdated readway of commissioners: Thank you for recognizing that 1-35 through Austin is one of the most congested readway segments in the State of Texas, As this seriously outdated readway outdated readw	See Comment #8
					Cased the when cover or leave, an exams should call an or once and onceware account to transcorrections street or immarried your and incoming once and international or internat	
L	<u></u>	<u> </u>	<u></u>	<u></u>		
2792	Roberta Wright		MyCapEx Website -	Do not widen/no build	First, I 35 runs through the heart of the city and we need less traffic and fewer roadways there, not more. I oppose the Ts Dot plant	See Comment #5
			Comment Form	East/west connectivity	Second, our city is finally coming together, east & west, and the expension of the intentate would destroy this unity.	See Comment #20
				Business/residential displacement	Third, my grandshidten attend Escuelita Del Alma, a unique and valuable blingual preschool which could not afford to relocate.	See Comment #21
2793	Roberto Flores			Do not wider/no build	Mobility35 Program Manager Tominy Abrego, Multo my name is Robarto Flores I am a resident of Round Rock Texas and a personal injury lawyer. Expanding 35 will just cause more traffic, destroy the community, and cause MORE CAR WRECKS.	See Comment #5
					Tento by series at Faceton to the fair at tenton to a reason to receive the series and a personnel series and a personnel series and a	
				Multimodal transportation	If you don't want to support plaintiffs leavyers like me we need a public triansportation first system in Austin. We need rail and busines from Georgistown to Austin all the way to Buda. If we want Austin to grow we need to plain for it now not stop jacs like more streets.	See Comment #20
					we need to plain for it row not stop gaps like more screeds.	
2794	Robin	2/12/2023	MyCapEx Website - Comment Form	Business/residential displacement	You can't let this happen and close down my family's business and potentially our apartment too.	See Comment #21
	Chapman		Comment Form			
2795	Robyn Hendrix			Do not wider/no build	MobilitySS Program Manager Tommy Atrego, 1 am a resident of Travis County and I am adamatrly opposed to the planned expansion.	Sas Comment #5
					The second of th	
				Bike/ped safety	Instanct, I would prefer if TxXXII listened to the people and tooled towards implementing pedestrian, cyclet,	See Comment #30
				Latent/induced demand	Expanding highways and adding additional laines does nothing for decreasing traffic and it is disingenzous for TuDOT to continue with this project insisting that it does. Additional laines simply add additional	See Comment #18
					congestion to the pre-existing congestion you claim to be trying to remedy.	
				Public transit/Multim	and public transportation criented projects when it comes to major expansions on the city. The issue is not the size of the highway. It's the culture that public individual car ownership over the notion that cities	See Comment #33
				dal	can and see designed around allowing people to walk and use public transportation to get where they read to go. It's better for the environment and better for people's health and wellbeing to be able to have access to their city without being stranded of they find thereafters without a vertical. Inc'DI should book more on finding other ways for people to be able to get around the dox, such as putting more recovers into sequenting the healthy individual opublic transportation, system instead of watering missors of keeping collection on no-solutions.	
				transportation	resources into equinating the meaning transformation operation operation and the state of template colories on non-sections.	
				Do not widen/no build	Dear 1:001 decision malkers,	See Comment #5
					The just used of Mother in Central Austin - walking distance from 135 and close enough to hear it most times of day. Lam glad hat 150°CT is planning to unpaide the contral segment of 135 to make it safer, However, I carnot support a prian that 150°CT is planning to unpaid the contral segment of 135 to make it safer, However, I carnot support a prian that 150°CT is planning to unpaid the contral segment of 135 to make it safer, However, I carnot support a prian that widens the freeway further, adds lanes, and gobbles up a chursk of my neighborhoot and forly reviewood on the satisfact.	
					neighborhood and Cherrywood on the least side.	
				Air Quality/Climate Change	Circular change is already intensifying weather disasters and shaping how we live, and inducing demand for more gas powered our travel will accelerate this crocess. In recent wars. The heard about more	See Comment #10
2796	Robyn Ross				Climate change is already internallying weather diseators and shaping how we live, and inducing demand for more gas-powered our travel will accelerable this process. In recent years, the heard about more and more oblis serrousing or right-sizing freeways. We should be taking this approach, and thrinking iss creatively as possible about how to reduce demand for cur travel on 135, rather than expanding the fineway.	
				Caps/deck plazas	Toward subsidial 198 that from the color incomplishing manufactor furnished to be considered for the forces in	See Comment #42
				Capa/catox pracas	Lapport is wholehold of 3.55 that from the least feet, issues without appearing to the following in the foll	
					something to look forward to – for generations – on the other side of the difficult years of construction.	
ID	C N	Da R d	S	Topic		The second secon
				Bike/ped safety	Finally, I want to point out that if the pediabrian, bike crossing at Arport utilisately includes a burnel, many people won't use it for transportation; others may use it for shafter from the elements, I would feel unrawle grow growing in turnel of any larget in that location. Please prioritize an indigredar crossing or, if absolutely necessary, an elevated pedestrian crossing. Think you, Rhoph the state of the period	See Comment #30
					-	
					shaftair	
2797	Rochelle Robinson	2/21/2023	VOH	General Support	I support the I-35 redesign. It is important that we figure out a plan. I commute from San Marcos to Austin three days a week. It always takes me an hour or more to get to work (300 W. 6th St) due to the	See Comment #S
2191	PACHERI PODITION	2/21/2023	vun	General Support	I support that 1-32 reclasingh. It is important that we figure out a pain. I command tentor saw histories the author three days a week. It always takes me ain hour or move to get to work, (200 W. 6th 30) due to the composition into Austin. The hours and househild people have to sit in staffic is just one of the reasons why? believe 1-25 should be reconfigured. Yes, it will take time and probably many many detours, but in the long run at will be beenfalled. It most lawly will not be finished in my time, but to thirth that it will help for ungenerations is why is any YES.	The Control of the Co
					time roung roun it will be deministed, it most sweey will not be installed in my time, but to think that, it will help future generations is why I way YEST	
2798	Rocio Sigler			Do not widen/no build	Please, do not move forward with the expansion.	See Comment #5
				Latent/Induced Demand	Not only would the expansion of ISS have severe environmental impacts, but it would compound traffic issues in the future.	See Connent #18
					This change has not only significantly decreased local air pollution, but also the concentration of CO2 and other green house gases emitted by the transportation sector. Instead of expending a major highway and making way for even more vehicles, I think the city should seriously consider funding a better rail system as well as making public transportation free, personally spend =\$200/mo for cir insurance and payments, in an environment where	See Comment #18
				Air Quality/Climate Change	Text Congress and any opplicating decreased trace or political, but can be be constructed of CEC and the gene house game entired by the transportion settler. In broad of expending a very player, and changing a contract contract trace or political political contract trace or political p	
					temperature inversions due to the increasing amount of concreta.	
				Public transit/Multim	MobilitySS Program Manager Tommy Abrego, There have been numerous cities throughout the world that have funded free public transportation. I have done a case study in free public transportation and I am happy to share my data. Free and reliable public transportation (funded either	See Comment #13
				dal transportation	privately by companies, publicly through government funding, taxes, or a combination) would significantly reduce dependence on vehicles putting money in critizens pockets which in turn can stimulate the economy.	

Part							
March	1 7					Dair Chairman Bugg and Commissionners: Thanks you for recognizing that 150 through Audin is one of the most congested modelings registered in the State of Texas. As this seriously outstand recitably is often called the N	See Operated #8
March						Accordingly, I am writing today to express my complete support for the 155 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request. Red French Commercial Examiner Heritage Title Company of Auditor. Notice Nature 1999 (1999) (1999	
March						Audit, Inc. 1747-16 Hentage Titlechastin.com WHITE HEALD WARNING. 2 James 2001. A part of the first by wire friend, Heritage Title Company must send Wire Instructions by encrypted e-mail only. Our Wire Instructions DO NOT CHANGE so consider	
March						any communication to change them as frautiver. Please call your dozing team to confirm the Wire Instructions before wirring. Further, Please your funds, as soon as possible to avoid funding delays. Thank you. COVID-19: Heritage Time. Company respects your confirming girly/delays to be used. In made, Makela see no longer requirement to enter a Heritage Fiftie. Just see word funds are a mask! You be written. Please DO 2017 VISTO DUC POPICES you are Company you to be ween a mask if you have NOT been vaccinated. Please DO 2017 VISTO DUC POPICES you are	
March	0700		0.7.0000			feeling if or if you know you have been exposed to anyone exhibiting COVID-19 symptoms. If you are unable to attend ordining, please contact your excrew team to arrange a member closing option. Costs associated with a remote closing option will be assisted through to the painty recognising same, proceedings are precisely associated to the painty recognising same, professing out or privilegal information of hermans if the	
March	2/99	Hod French	2/1/2023	Email	General Support	Company of Austin, for, and/or ins cleans, stay, confidentially or privilege is not washed or foot because this email has been sent for any flow are not the insteaded recipions, you are heathy notified that you have received this email in email. And that you have received the privilege is not washed or foot because this email in email. And that the privilege is consistent to privilege is not washed or foot because this email in email. And that the privilege is not washed or foot because this email in email. And that the privilege is not washed or foot because this email in email. And that the privilege is not washed or foot because this email in email. And that the privilege is not washed or foot because this email in email. And that the privilege is not washed or foot because this email in email. And that the privilege is not washed or foot because this email in email. And that the privilege is not washed or foot because this email in email. And that the privilege is not washed or foot because this email in email. And that the privilege is not washed or foot because this email in email. And that the privilege is not washed or foot because this email in email. And that the privilege is not washed or foot because this email in email. And that the privilege is not washed or foot because this email in email. And that the privilege is not washed or foot because the privilege is not washed or foot because the privilege is not washed or foot because the privilege is not washed or foot because the privilege is not washed or foot because the privilege is not washed or foot because the privilege is not washed or foot because the privilege is not washed or foot because the privilege is not washed or foot because the privilege is not washed or foot because the privilege is not washed or foot because the privilege is not washed or foot because the privilege is not washed or foot because the privilege is not washed or foot because the privilege is not washed or foot because the privilege is not washed or foot because the pr	
March						destroy all copies and any attachments. Thank you for your consideration.	
No. 1965 1							
No. Control							
No. Control							
March Marc	2800	Rodolfo Yanez	1/31/2023	MyCapEx Website - Comment Form	Regional connectivity	1 support the creation of a commuter/passenger rail line linking San Antonsio and Austin. The only way to relieve congestion on 35 is to remove whicles, not adding more lanes.	See comment #1
March Marc							
March Marc	2801	Rodrigo Malta	2/15/2023	VOH	Do not widen/no build		See Comment #5
March Marc	2802	Rodrigo Sanchez	2/6/2023	Email	General Support	Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often	See Comment #8
March Marc						Cased by Melan Drafter (1 villes, as it rectains into control case or to each or decided according in a decided according in a control cased by the cased by the cased	
The color						request case, recorging santerinez	
March	2803	Roel Dablo	1/23/2023	Email	Unrelated comment	Sood day! I am with Dodge Construction Network; we would like an update on the current status of this project. At your convenience, please answer the following questions or confirm the following project	Unrelated comment
March Marc						details: Re: 135 Capital Express South Address/Site: 135 bitween SH 71/Ben White Boulevard and SH 45 Southease. Project URL: https://my35capes.com/projects-overview/south-project-plans/	
March Marc	2804	Roser Borsett	1/27/2023	McCapEx Website -	General Support	Dear Chairman Bust and Commissioners: Think you for your support to address I-35 through Asath in a commissioner manner. This stretch of histhese is nationally ranked as the 15th worst for traffic	See Comment #8
March Marc				Comment Form		congestion and the worst in the status. 1.55 through Austin is control for improvements to meet the current and future needs of a growing aging not arrange our focal and state economy can continue to thrive. I write in support of the I-35 Capital Express Central of the VDOT. This is in a cupic threshold on bright the Section	
March Marc	2905	Books Booksit	2/9/2022	M.Cooke Website	Connect Connect		Section 18
March Marc	2003	riuger burgeri	2/4/2023	Comment Form	deline a dopport	sees of tensions budge and out-hosteded-with a trained you by the support of interpretability or the contract of the contract	AMIL DOCUMENTS BUT
March							
March				MyCapEx Website - Comment Form		Dear Chairman Bugg and Commissioners: Thank you for your support to address 1-35 through Austin in a comprehensive manner. This stretch of highway is nationally ranked as the 15th worst for traffic congestion and 3rd worst in the state. I-35 through Austin is overdue for	See Comment #S
March	2806	Roper Powers	3/6/2023		General Support	Improvements to meet the current and future needs of a growing region to ensure our focal and state economy can continue to thrive. It write in support of the I-35 Capital Express Central design as proposed by TsDOT. Thank you for your dedication to serving the citizens of Yesis.	
March 1976 Mar		- Lander					
March 1976 Mar							
Part	2807	Roger Cauvin			Do not widen/no build	Mobility.35 Program Manager Tommy Abrego, Please choose the 'no build' option and do not expand i-35 through Central Austin.	See Comment #5
March Marc			1				
March Marc			1		Air quality		
March Marc			1		Latent/induced demand	and it would fail to address mobility challenges due to Induced Demand.	See Comment #18
March Marc						Todgio America	
March Marc			1		Community alternatives	Instead, develop options based on the community-proposed vision at Rethink-35.com,	See Comment #4
March Marc					Reroute to 130	which calls for transforming the stretch of I-35 into a boulevard, and rerouting through traffic to SH-130.	See Contrient #3
March Marc	2808	Rohan Jaisimha	3/8/2023	Email	Do not widen/no build		See Comment #5
Mark San 1,000 Mark San 1,000 Mark San 1,000 Mark San Mark Sa		Rohan Jaisimha		MyCapEx Website -			See Comment #5
March Marc				Comment Form			
March Marc	2810	Rohan Thaper	1/18/2023	Email	General Support	Dear Chairman Busin and Commissioners: Think you for recognizing that \$35 through Audin is one of the most competed readway segments in the State of Tesas. As this seriously condition condition and the second second sec	See Comment #S
Set Set Services Set Set Services Set Set Set Set Set Set Set Set Set Set						called the Main Extent of Teacs, all Teachs should call for bold and decisive action to pransform this critical detects of inflastructure too a routway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordinate, Lawrelline Office immenses incrementale in second for the LaSS Chamble Extenses Descripted Indiation as incremental actions of this extenses. The Tradition of this extenses. The Tradition of this extenses. The practice action of this extenses. The Tradition of this extenses. The Tradition of this extenses. The practice action of this extenses. The Tradition of this extenses. The Practice Description of the Extenses of the Practice Description of the Extenses of the Tradition of this extenses. The Practice Description of the Extenses of the Practice De	
Second Part	2011	Bubit Upodbuo	1/14/10019	M.Cooke Website	Stational consensativity	Many high-processor control of an analysis and high processor of the first source of the control of the control of the first source of the control of t	
Part Part	2022	None, openings	2/24/2023	Comment Form	regular connectely	which is dispressed as with future expension of intra-city to state. Let us so the let up count is applicable and applicable a	AND LOCATION OF L
Part Part							
Part Part	2812	Roland Pena	1/16/2023	Email	General Support	Dear Chairman Brugg and Commissioners: Thenk you for excepting that 1.55 through Austin is one of the most congested readways againsts the Main State of Teaus. As this seriously outdated readway is often contained by the Main State of Teaus. As this seriously outdated readway is often contained by the Main State of Teaus. As this seriously outdated readway is often contained by the Main State of Teaus. As this seriously outdated readways is often contained by the Main State of Teaus. As this seriously outdated readways is often contained by the Main State of Teaus. As this seriously outdated readways is often contained by the Main State of Teaus. As this seriously outdated readways is often contained by the Main State of Teaus. As this seriously outdated readways is often contained by the Main State of Teaus. As this seriously outdated readways is often contained by the Main State of Teaus. As this seriously outdated readways is often contained by the Main State of Teaus. As this seriously outdated readways is often contained by the Main State of Teaus. As this seriously outdated readways is often contained by the Main State of Teaus. As this seriously outdated readways is often contained by the Main State of Teaus. As this seriously outdated readways is often contained by the Main State of Teaus. As this seriously outdated readways is often contained by the Main State of Teaus. As this seriously outdated readways is often contained by the Main State of Teaus. As this seriously outdated readways is often contained by the Main State of Teaus. As the Main State of Teaus. As the Main State of Teaus. As the Main State of Teaus. As the Main State of Teaus. As the Main State of Teaus. As the Main State of Teaus. As the Main State of Teaus. As the Main State of Teaus. As the Main State of Teaus. As the Main State of Teaus. As the Main State of Teaus. As the Main State of Teaus. As the Main State of Teaus. As the Main State of Teaus. As the Main State of Teaus. As the Main State of Teaus. As the Main State of Teaus. As	See Contract #S
Bild Marian Mari						Accordingly, I am writing today to express my complete support for the I-SS Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request. Roland Pena	
Bild Marian Mari	2813	Roland Pena	1/16/2023	Email	General Support	Dear Chairman Bugg and Commissioners: Thank you for recognizing that 135 through Austin is one of the most congested readway segments in the State of Teass. As this seriously outdeted readway is often	See Comment 48
Bild Marian Mari						called the Main Street of Teace, all Teaces should call for bold and decisive action to transform this critical stretch of infestives under a contract with a contract of the street of	
Action of the following process of the followi							
Committy intervalves Decided Processing Committy intervalves Decided Processing Committee Decided Processing Committ	2814	Homan Cortas			Do not widen/no build	Mobility's Program Marager Tommy Arregio, Creatings,	See Comment #D
Market M						1 strongly OPPOSE TxDDT's plans for i-35 and I OPPOSE expansion. This plan is deeply flaved and if it is carried out we will all regret it. We need our representatives in government to STOP THIS PLAN, for the future of our city.	
Market M							
Market M					Community alternatives	Instead, I support more forward-trinking plans like The Rethink35 proposal. Bast, Román	See Comment #4
Agency amonatory Agency amona						Román Cortisa	
Agency amonatory Agency amona							
Agency amonatory Agency amona	2815	Romeo Ismael Curierrez	1,00,000	MyCapEx Website -	Latent/Induced Demand	1-35 expansion plans need to be reconsidered as they will create more demands for reads. Traffic will return to previous levels and pollution will increase. Current plans for pedestrian walkways and bike	So. Comment #18
Region constitution with the second control of the second control of control			1	Comment Forth		general public as opposed to communing on a reliable method of public transport that is not subject to peak traffic itself (e.g. Via buses).	
And believe to the control of the second part of the control of th					Regional connectivity	We need rail connections between major crises like the proposed Lone Star rail district. We should be investing in commuter rail during peak hours to help curb pressure roads. We are over-reliant on roads as	
Commonly Abstraction Associated and Resources Associated or the Resources Associated and Resources Associated Associated and Resources Associated and Resources Associated and Resources Associated and Resources Associated and Resources Associated and Resources Associated and Resources Associated and Resources Associated Associated and Resources Associated Associated and Resources Associated Associated and Resources Associated and Resources Associated Associated and Resources Associated Associated Associated Associated Associated Associated Associated Associated Associated Associated Associated Associated Associated			1			in States.	
Commonly Abstraction Associated and Resources Associated or the Resources Associated and Resources Associated Associated and Resources Associated and Resources Associated and Resources Associated and Resources Associated and Resources Associated and Resources Associated and Resources Associated and Resources Associated Associated and Resources Associated Associated and Resources Associated Associated and Resources Associated and Resources Associated Associated and Resources Associated Associated Associated Associated Associated Associated Associated Associated Associated Associated Associated Associated Associated	2816	Ron Baker	497,000		Do not widen/no build	It feets like the leadership still has its head buried in the send, not learning from years of poor traffic planning. I see it on simple projects along 620 and this is appears to be another example of old thinking.	See Comment #5
Regional connectionly and plant for a foliant legist and injustion Management (and in a foliant legist and injustion Management (and injustion) and plant for a foliant legist and injustion (and injustion) and plant for a foliant legist and injustion (and injustion) and injustion of the foliant legist and injustion (and injustion) and injustion (and injustion) and injustion) and injustion (and injustion) and injustion) and injustion (and injustion) and injustion (and injustion) and injustion) and injustic (and injustion) and injustion) and injustic (and injustion) and injustic (and injustion) and injustion) and injustic (and injustic) and injustic (and injustic) and injustic (and injustic) and injustic (and injustic) and injustic (and injustic) and injustic (and injustic) and injustic (and injustic) and injustic (and injustic) and injustic (and injustic) and injustic (and injustic) and injustic (and injustic) and injustic (and injustic) and injustic (and injustic) and inj						Ron Baker	
Regional connectionly and plant for a foliant legist and injustion Management (and in a foliant legist and injustion Management (and injustion) and plant for a foliant legist and injustion (and injustion) and plant for a foliant legist and injustion (and injustion) and injustion of the foliant legist and injustion (and injustion) and injustion (and injustion) and injustion) and injustion (and injustion) and injustion) and injustion (and injustion) and injustion (and injustion) and injustion) and injustic (and injustion) and injustion) and injustic (and injustion) and injustic (and injustion) and injustion) and injustic (and injustic) and injustic (and injustic) and injustic (and injustic) and injustic (and injustic) and injustic (and injustic) and injustic (and injustic) and injustic (and injustic) and injustic (and injustic) and injustic (and injustic) and injustic (and injustic) and injustic (and injustic) and injustic (and injustic) and injustic (and injustic) and inj					Community Alternatives	Ris-evaluate the Reconnect Austin or other plans that remove this city blight	See comment #4
2217 Red Base And Control 150 Direct electric bodies Financial to 150 Direc							
Prototo is \$100 Storag \$1507 See Comment #3 See Comment #3 See Comment #4 See Com	2817	Bori Boar					
Prototo is \$100 Storag \$1507 See Comment #3 See Comment #3 See Comment #4 See Com	-34		1			Data shows that experiding a highway is not going to make traffic move more quickly, nor will it be safer! We don't want to use an intensiate highway to travel through our town. This is terrible for the environment!! I expect TuOT. Audit Clin Council, and other representatives to stand up for me.	
Community statemation. The Septiment in Refine ASS programs for the Refine ASS program						The state of the s	
Community statemation. The Septiment in Refine ASS programs for the Refine ASS program					0	DOCUMENTS OF THE PROPERTY OF T	
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Are quality The some lenses, the more unblock, the row publisher, the solver from publisher, the solver from publisher. The solver from the great of commences them to the solver from the great of commences them to the solver from the great of commences them to the solver from the great of commences them to the solver from the great of commences them to the solver from the great of commences them to the solver from the great of commences them to the solver from the great of commences them to the solver from the great of commences them to the solver from the great of commence great the solver from the great of commence great the solver from the great of commence great the solver from the great of commence great them to the solver from the great of commence great the solver from the great of commence great the solver from the great of commence great them to the solver from the great of commence great the solver from the great of commence great the solver from the great of commence great the solver from the great of commence great the solver from the great of commence great the solver from the great of commence great the solver from the great of commence great the solver from the great of commence great the solver from the great of commence great the solver from the great of commence great the solver from the great of commence great the solver from the great of commence great the solver from the great of commence great the solver from the great of commence great the solver from the great of commence great from the great of commence great from the great of commence great from the great of commence great from the great of commence great from the great of commence great from the great of commence great from the great of commence great from the great of commence great from the great of commence great from the great of commence great from the great of commence great from the great of commence great from the great of commence great from the great of commence great from the great of commence great from the great of comme					Community alternatives	I support the Methenk25 proposal Roni Beer	See Comment #4
2818 Rate And Garda 1,713,2023 Ental Comment Sugar Commanders Floars you for recognising that 135 through Audin a new of the next composed consistive agreement in the State of Floars. As this sectionally addingly conduct receiving up distinct			1				
D C N Ds R d S Topic C 2813 Nasaeren Trenthil Curret wintry to build 1099082 Scyptanion 1-55 and 1099082 Scyptanion 5 Sand						The more laines, the more vehicles, the more pollution, the slower traffic moves. How about better transportation?	
D C N Ds R d S Topic C 2813 Nasaeren Trenthil Curret wintry to build 1099082 Scyptanion 1-55 and 1099082 Scyptanion 5 Sand	2818	Rose Ann Garza	1/31/2023	Email	General Support	Dear Chairman Bugg and Commissioniers: Thank you for recognizing that 1-35 through Austin is one of the most congested readway segments in the State of Texas. As this seriously outdated readway is often called the Main Street of Texas, all Texas should call for bold and decisive action to transform this critical streets of infestructure into a readway that will accommodate the rapid and immense growth we are experiencing in our great State.	See Comment #8
D C N Ds R d S Typic C 2813 Nasseren Trentiti D to not widen/no build 1000000 100001 sparse for 15 S and 1000000 notices Do not widen/no build 1000000 notices agreement of the sparse for 15 S and 1000000 notices agreement of the sparse for 15 S and 1000000 notices agreement of the sparse for 15 S and 1000000 notices agreement of the sparse for 15 S and 1000000 notices agreement of the sparse for 15 S and 10000000000 notices agreement of the sparse for 15 S and 1000000000000000000000000000000000000						Accordingly, I am writing today to express my complete support for the I-SS Capital Express Central design as proposed by TxDDT. Thank you for your consideration of this request. Rose Arm Garza, SPHR, SHRASCP. Chief Human Resources Officer. Kerbey Lane Cafe.	
2812 Reasones Truntill Do not widen/to bould 109900E Robotins for 155 and 109900E appealant, Sent will to use an invalidable grown for a fine part will be a fine of the sent will be							
I such vaset to some an investment forming for any load strap. Heapert TACOT, Austin City Councet, and other representatives to stated up for rea. Researces Therefull	ID	C N	Da R d	S	Yopic	•	A P
I expect 10007, Audio City Council, and other representatives to stand up for me. Researces Threntiti	2819	Roseanne Thombill			Do not widen/no build	I OPPOSE TACOT'S plants for 135 and I OPPOSE expansion.	See Comment #5
Are qualify-mass: Mading \$35\$ Program Manager Transprisings, and the program of			1			Leopect TxCOT, Austin City Council, and other representatives to stand up for me. Rosearene Thorrhill	
Ar quality/make Multity/35 Program Manager Transmy Single, Issue a manifest and owner in Compressed. By employated and a gaing to be adversary programd error than any other area with more built, pollution, noise. Expanding a highway brings more care. Traffic needs to be mediented, not increased? Note: The compress of the compression is not as any other area with making friending, and the exponentiation options beyond throng. If you was discontinuous or the compression is not as any other area and easiler pollution, salings, and the exponentiation options beyond throng. If you was discontinuous or the compression is not as any other area and easiler pollution, salings, and the exponentiation options beyond throng. If you was discontinuous or the compression is not as any other area and easiler pollution. If you was not an exponentiation option is beyond throng. If you was not a support the compression is not an exponentiation option is beyond throng. If you was not a support the compression is not a support through the compression option is not an exponentiation option is beyond throng. If you was not a support the compression is not as an exponentiation option is beyond throng. If you was not a support the compression is not a support that the compression is not a support to the compression is not a suppo							
I are a vesider and own or a Chargewood, by engight online of an age to be advantage impacted own than any other areas with more suffic, publisher, moine. Equality of a lightway bring, more cars. Teaffic reads to be numbersal, not increased flythings and common control of the			1		Air quality/noise	Mobility35 Program Manager Tommy Abrego,	See Comment #34
10 years of construction for just a few years of construction for just a few years of construction final NOT worth it.			1			Lam a resident and owner in Cherrywood. My neighborhood is going to be adversely impacted more than any other area with more braffic, pollution, noise. Expanding a highway brings more cars. Traffic needs to be redirected, not increased! Highway expansions DONT work. They worsen congestion (as we saw with the Kity Frieway), air recise and water pollution, safety, and transportation options beyond driving.	
			1			10 years of construction for just a few years of conglistion relief is NOT worth it.	
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4		'n				
				Latent/induced demand	1ACOT's proces in this project is fareact it (grows induced Demand, construction impacts, puriculate master publish from from tweet, the failure of almost all highway equinions, the success of ferency removals, and its braffic recoking is fixed.	Sea Comment #18
				Reroute to 130	I am FOR redesigning another highway such as \$51.30 as an intension, a boulevard going through town, a public trained first project.	See Comment #3
2820	Rosemary DeSentis			Do not widen/no build		3ee Commant #5
					Manifest Paragrain Manager Transpr. Storage Transport Trans	
					Visitors will appreciate the access to an inviting boulevand to imprice many areas of the city.	
				Reroute to 130	To alleviate the unhealthy effects of pollution, please add metro alternatives like mass trainst values and period. 150 to be an interstate that will circumvent the city of Assim. ISS needs to be a beautiful and innting boulevard for its citizens to use to bravel by foot, bink, bus or to well to an intracity toain station.	Sae comment #3
2821	Roshan Chacko	1/30/2023	Email	General Support		Sin Commant #8
2821	Hosnan Chacko	1/30/2023	cmail	wernerer Support	Our Claims Ring and Commissioners. These year for recognizing that INS through Justice is used of the meat compand markets as prepared in the State of Eleva. As this servicely outsided markets is within the state of the state of the state of the state of the state of the state of the indirect of the i	Penn (POTESTRIA AR)
					nequest.	
2822	Ross LyBrand	2/8/2023	Email	General Support	Date Chamman Bugg and Commissioners: Their you're recognizing that 155 through Audin is one of the most congusted readiney segments in the State of Texas. As this services deposited readiney is offered and the service of the service of the State of Texas. As this services about car for the State of the service of the State of th	See Comment #8
					Accordingly, I am writing today to express my complete support for the NSS Capital Express Central design as proposed by TxDOT. Ross Ross LyGrand	
					Dear Chairman Bugg and Commissioners: Thank you for recogniting that I-35 through Austin is one of the most congested readway segments in the State of Texas. As this seriously outdated readway is often called the Main Street of Texas, all Texas should call for bold and decisive	See Correint #8
2823	Ross Sabolcik	2/10/2023	Email	General Support	Note Channel high grad Commissioners. In this paper of Commissioners are contained from the control congrued readous pagements in the Data of Texas. As this services's published readous yet with a called the Main Deser of Texas, at Texas should call for bold and decisioners action to southform the citizen desert of the control control congrued from the commission of the control control congrued from the control contro	
					Dear Chairman Bugg and Commissioners: Thank you for recognizing that 1-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated readway is often	See Comment #8
					One Chairmen begg and Commissioners: Them you for recogning that 155 through Audin as one of the most congessed madesy segments in the State of Teas. As this services) adultion residency is then the state of Teas. As the services in the State of Teas. As the s	
2824	Ross Wilson	2/7/2023	Email	General Support	Zent from Mall for Windows This e-mail my contains information that is confidential, privileged, or subject to copyright. If you are not the intended recopient, please advise the sender by return e-mail, do not use or disclose the contains, and delete the message and any attachments. Unless stated otherwise, this e-mail does not constitute advise or commitment by the sender or any entity that the sender represents.	
2825	Rowen Youngs			Do not widen/no build	Mobility 25 Program Manager Tommy Abrego,	See Comment #5
					MobilityS Program Manager Tommy Arrage, 10PH028 TXOTT: plans for 135 expansion.	
				Bike/ped safety	There lived in our beautiful city for 26 years, and I know ceaseless expension is not the answer. We should instead invest our money into better public transportation, more walkable neighborhoods, and stronger communities.	Six Comment #30
				Community alternatives	I am FOR The Rethins5 proposal and faelone we should invest our time and money into large-scale, transformative solutions. Thinks you! Resear Youngs	See Comment #4
					rounds roungs	
2826	Rushil Pingali			Do not widen/no build	Please put this project on hold and consider the RethinkSS plan. Reals Regula	Sau Comment #5
					Ruskii Proguli	
				Community alternatives	Mobility55 Program Manager Tommy Alrego, Although I am not an Austin resident, I have enjoyed visiting the city in the peat. However, I was struck by how car commic and freeway oriented Austin is, an attribute that my one of Allesta nearestably shares I was resourced to learn than TV.	See Comment #4
					Mathitist's Program Manager Temmy Allow regions. Manager Temmy Allow regions and the second of the	
2007	0	4 104 1000			Rail is needed between Austin and San Artonio Please add a railread. Thanks	See comment #1
2827	Russ	1/31/2023	MyCapEx Website - Comment Form	Regional connectivity	Trans in temperature reason and anni America Philippe (Philippe 1923 of Pattyring). Therefore	Jam Motorson v A
2828	Russell Coleman	Kodomi		Do not widen/no build	Nello ToCIT. Please, do not go through with the plain for the 1-SS expension. I have leved in Austin all my life. 1-SS is the worst part about the city. It is a scar throughout it that separates the east and west, and the historical and main disconstitutions of the highway must be dearly with. Widering the highway will not get us where we need to be 1-SS should be dentified and turn up, and replaced with a	San Comment #5
					west, and the indictical and recall connotations of the highway-must be dealt with. Widening the highway-will not get us where we need to be 1.35 should be demolshed and storn up, and replaced with a surface level park, and the city should be reconnected. No tapapyer money should go to adding a single lane on that road. We need fewer lanes, not more.	
				Reroute to 130	Any staffic passing through the city should be revenued to SH 130. Traffic within the city can proceed on the surface streets. What we need is a way to redirect this tappayer money toward an expansion of Project Connect, there should be a new train line, bits party, and valeing path along the present alignment of 35. We can't led 35 turn into another Karly freeway, and we can't let Audin become another traffic codes do not in the streets. See Table 13 turn into another Karly freeway, and we can't let Audin become another traffic codes do not in these See Table 13 turn into another Karly freeway, and we can't let Audin become another traffic codes do not in the street with the See Table 13 turn into another Karly freeway, and we can't let Audin become another traffic codes do not in the street in the str	See comment #3
					The state of the s	
				Community alternatives	The only way to solve traffic for real is through providing genuinely visible internatives to driving. I know the state aiready has a plan for what it wents, and all these metrics that incertificial highways and more driving, and I hope that you will pusse and genuinely consider the distable your constituents have for this plan as opposed to just tokeing the concerns aside and cortificing as usual. Best, -Based Coleman	San Comment #4
2829	Russell Zotz	1/31/2023	MyCapEx Website - Comment Form	Regional connectivity	Facility make it knows that myself and my family fully support a rail network between 5as Antonio and Austin. This fulfic between the two and expectably in the cities have gotten much worse to the point that it were fine-45 min to get to Antonio ower and hour row. In big contribution, and make it easy for communities, two odds suggiout we make this rail a resulty, it would be most tog got on a brain, relate for 45 minutes and serior. And not have to worry about fulfic, according, purpling for also on 0.5 to the contribution govern burnt, but the person burnt, but they are becoming a POW. See a becoming a POW. See	San comment #1
2830	Rusty Editor	2/7/2023	Email	General Support	worry about failth, accidents, paying for gist, and so on. Both these crises have grown so much, that they are becoming a DRV. SA.A) Date Chairman Russ and Deversion ones. That is very for preventions that 1.5% through Auditin is one of the worst propagate mentions are managed in the Propagate and Auditin in the Propagate mentions are the propagate mentions and the propagate mentions are the propagate mentions and the propagate mentions are the propagate mentions and the propagate mentions are the propagate mentions are the propagate mentions and the propagate mentions are the propagate mentions and the propagate mentions are the propagate mentions and the propagate mentions are the	Sai Comment #8
2630	nusy Edger	2/1/2023	Little	General Support	Date Chairman Bugg and Commissioners: Them, sur for recognizing that 1-55 through Audin is one of the most congested markery segments in the State of Tosas. As this seriously additional readers is other contact and the Tosas and the Tosas and the State of Tosas. As this seriously additional readers is other than the Contact of Tosas. As the State of Tosas. As this seriously additional readers is other than the Contact of Tosas. As the State of Tosas. As this seriously additional readers is other than the Contact of Tosas. As the State of Tosas.	
2831	Ruth Burskirk		VOH	Do not widen/no build	Since trucks are the main treffic slowdowns, we should not do the expansion	See Comment #5
				Reroute to 130	and should instead give trucks a pass on the toll reads to keep them off IHSS.	See Comment #3
2832	Ruth Casarez	2/18/2023	VOH	Do not widen/no build	States the Virtigal presentation on 2 (2012 A Statement that ALS is being from the statement and statement and the medium of this is quarted from the Conference of the Confer	See Commint #5
2833	Ruth Fischer	3/7/2023	VOH	Business/residential displacement	No to removing Neighborhoods for 135. Think again	See Comment #21
2834	Ruth Jarsia		Phy sica	General information request	Where will the construction workers park. Hopefully not our neighborhood streets, Will Doval 3, Red River etc. become major bypasses during construction? Where will all the construction material from 2nd deck be put in landfill? What landfield. The noise and pollution from more cars on LSS?	Ganeral information request - information will ne provided to stakeholder as these details are worked on the project
			Co	Water Quality	Various turnels that need to drain at Lady Brid Lake and Below Longtom to Colorado need to make sure water is "Celan." Need more pelsetrian and take bridges once 1.35 ex. Mostler area	San Comment #225
2835	Ryan Blake		ent	Water Quality Do not widen/no build		See Comment #5
					No ENDTOCK CONTROL OF THE PROPERTY OF THE PROP	
					week to get to my you. Nuture is proposed plain for relocating (152 would make all of those problems, and therefore life fiself, that much worse for the people living in direct proximity to the highway.	
				Bike/ped safety	Turgs you to written and consider advantation that enterings and facilities waiting. Sprinting and travel one. Red Longing up TDCP or consider and underside the proposed advantation that of one of waiting the longing effected by the environce project to bits and with their neighborhood without Reportful, (Inc.). Reportful, (Inc.).	Saw Comment #30
				Community alternatives	But istrongly urgin TDOI to consider and undertake the proposed alternatives that will not only enable the local residents affected by this enormous project to bike and walls their neighborhood without residing the fewer cars on the road.	See Comment #4
				Business/residential displacement	As a resident of 38th 1/2 Street who lives a half mile away from I35 in the Cherrywood neighborhood that will be enormously impacted by loss of horres and businesses from TIDDT's proposed I35	Sau Comment #21
					As a resident of 380 1/2 Street with less a fail risk easy 5xm135 in the Comprosed register/cost fast will be extremosly repeated by one if homes and businesses from DSCFs proposed 135 in the Comprosed register of the cost	
2836	Ryan Brooks			Do not widen/no build	MobilitySS Program Manager Tommy Atrego, The writing to say that I OPPOSE the TDDot plan to expand the I-SS highway system through austin. This plan goes against the latest understanding on how obles can become strong with community and be	Saic Comment #5
					strong in revenue.	
				Community alternatives	I support routing traffic intended to bawel past Austin to go AROCIND austin and not TMRU austin. I support rethrink35's recommendations on what that alternative, human-centric transportation can be	See Comment #4
					helitikut. ryan brooks	

				Latent/induced demand	This highway would further diside walls, generate more health risks, and increase the amount of mantenance highly the cty. It would also generate more tertific given the known phenomenor of induced Command.	Sas Connect #18
				Public transit/Multimodal transportation	Taupport afternative transportation options that focus on moving trumers, not moving care.	See Comment #13
2837	Ryan Culver	1/31/2023	MyCapEx Website - Comment Form	Regional connectivity	Executed Sever Pikell Trainest from Stein Antonio to Austion	See comment #1
ID	C N	Da R d	S	Topic	с	R p
					In a sweeter of the Chiesco 2 heigh behavior absorbed association and a City of Auction resident than less within 1000 of 133 of the interaction at August Black 1 wanted to make any quision become and part of the efficiel except. In august the removed of the super class, and the superior of the super	Sec Comment 45
				Do not widen/no build	**Apping the Personal Ric connection 1 to the Debased Sneighborhood. **Improving the walkfolly of the mead	
2838	Ryan Holoombe				**crossing the number of corrections **corosite the Chy of Austra and NCMC (North Central) 35 Neighborhood Cualifors. **corosit the lightway in line with the proposals from the Chy of Austra and NCMC (North Central) 35 Neighborhood Cualifors. **Corosite Charles (North Corosite Charles Char	
				Community alternatives	registed 55 with a trainet and potentiam friendly Great Develo buckward, similar to the original East Avenue that it replaced, Or if 150 cannot be removed, left observed. At Lieses through the entire Capit. Central corridor, so it can be capped and placed. The cannot be removed, left observed through the entire Capit. Central corridor, so it can be capped and placed. The cannot be removed. In the observed through the entire Capit. Central corridor, so it can be capped and placed. The capital corridor is a long overdue opportunity to reduce righter than expland bross divides.	Sas Commut #4
2839	Ryan Jacobson	2/7/2023	Email	General Support	One Channess begg and Commissioners: Thesis you for recognizing that LSS though duction is now of this result congrated coultiesp supports in the Store of Texas. As this services) unbitted creatives of which coulties the Mile Showed if creas, all Texas should call for bold and decides a date to be servicement or creative or the analyses of the accordance of the service or coulties that will be serviced in the service or coulties that the service or could be serviced in the service or could be serviced in the service of the service or could be serviced in the service or consideration of this service. In the service or consideration of this service or consideration of this service or consideration of this service or consideration of this service or consideration of this service.	See Commert #8
2840	Ryan Johnson			Do not widen/no build	No. NO.COT COC. Togogian the propose dependent of 35 through Audit, and sign 1-COT to get to the "to-build" alternative. Include the Cycle of Audits's tax bad by questing an invest-to-one of 20°C to get to the "to-build" alternative. Include the Cycle of Audits's tax bad by questing an invest-to-one of 20°C receive MTI in direct conflict with tool mode with guide, support economically and enformmentally unsudainable great developments on the froign of the notice seems with the propose conflict proposed to the conflict of the seems and togogian the Conflict of the seem and lang tax. In the conflict of the conflict of the seem and lang tax.	The Commert #S
				Business/residential displacement	The other proposed alternatives, including the "preferred" atternative: unnecessarily destroy homes and businesses;	See Commant #21
				Community alternatives	As a bridge, duction and flow, it is given to the registration, the surround processor being an extended upon find processor to be page, and consider two factors from the action of the section of the s	See Comment #4
2841	Rysn Kim	3/8/2023	MyCapEx Website - Comment Form	General support	Succ Claims thing and Commissioners. When the property of the	Se Comercial
2842	Ryan Kompare	3/7/2023	Email	Do not widers/no build	MANAGE Program Review Towns; Program Annual Review of the Common Security was the 15 for such and pleasure; LOYOSE (2007) planned expension of 155. Highway expensions on 105 word to relies competition on the long time. It is contract inconsisting energy and program an	See Comment #5
2843	Ryan Lang	3/6/2023	Email	General Support	Data Chairm Begg and Commissions: All the Commissions of Commissi	See Comment #B
2844	Ryan Lowther			Latent/Induced Demand	Modity55 Program Manager Tommy Abregio. If you build move lates, you will create move traffic. It's called induced Dermand.	See Connect #18
				Business/residential displacement	you will also deathly forms and businesses on both sides, but mostly deathly those on the each side, which is already undersared as it is, massive highways aren't supposed to go THROUGH clies, they're supposed to go AROUGH bem. Not should 105 foruigh. Audin as a safe, well-ade, bisable note.	Sas Comment #21
				Do not widen/no build	Material Progress Manager Treatment Great State (1994). An analysis of the second progress	See Commert &
2845	Ryan Mcconnell	3/7/2023	Email	Do not wider/no build	Assigned through through former shores. The community this community was not in consideration for this growth and what sell bis lost is for more valuable than what will be glaimed. The community was not in consideration for this growth and what sell bis lost is for more valuable than what will be glaimed. The community was not in consideration for this growth and what sell bis lost is for more valuable than what will be glaimed.	See Connect 45
2846	Ryan McLagan	2/8/2023	MyCapEx Website - Comment Form	General Support	Date Chairmen begg and Commissioners: Bears you for your apport to address 155 though Audin in a competitioners manner. This sheet of highway in additionally sended on the 15th word for traditional control of the said of 15th years of the said in 15th years (and you will not sended for transport of the 135 Capital Chairmen and the sended of the said in 15th years (and you will not sended for transport of the 135 Capital Chairmen and your sended for the said in 15th your endeather to said you be in chairmen and your sended for the said you reference the said your sended for the said your endeather to said you be interested in the said of the said of the said your endeather to said you be interested in the said your endeather to said you will be said of the said your endeather to said you be interested.	See Comment 48
2847	Ryan Nill	3/7/2023	MyCapEx Website - Comment Form	Reroute to 130	interestate shalf-class not being in directions Audin. We should allow the current 135 to reach it's useful and of life and remove it and remote traffic to highway 130.	Securine(83
2848	Ryan O'Connor			Do not wider\/no build	Management from principle from princ	Se Connect 65
				Community alternatives	The Michael Sh Proposal is an excellent excepted placing that puts the needs of the people first, and it is much more likely to address road congestion in our city, i expect 100Tf, Austin City Council, and other experienced to able to address for the and others lake in.	Set Commet 64
					These plans would ravege a number of vibrant community centers, restaurants, and neighborhoods.	See Comment #21
2849	Ryan Paul	\$ on our		Do not widen/no build	Se facil facil. Suppose regarding 9.55.	See Comment 45
				Air quality/noise	Expension will worsen traffic and many other problems, including air, valor, and noise polithors; health impacts; head salend impacts; and create and continued to those decord Audition on an intentable highway, whether is a car of by saleing or brighting.	Sas Commet #34
				Bike/ped safety	Twent staff, presented, and missister and delivation around. In owned SEEF, EFERRADE, ANY ORDINATE Anni WICCEPTEGO Public Transportation NOVE Reser Paul	The Comment #30
		+			J	I

					The expension of 135 regressions a generational apportunity to correct a historical repolice, to require the fidors of diseaschess, and to review in the follow great and safely of our significant behalf to the fidors of the second production. See the fidors of the second production is the second production. See the fidors of the second production. See the fidors of the second production of the	See Comment #5
					property owners, an ext that destroyed businesses and generational wealth, with funds confiscand from lazappear, its episation will be made possible by further destruction of wealth generating businesses and homes, and it will permanently destroy-valuable propriety in one of the reaction states growing clinical states growing clinical states growing clinical states growing clinical states growing clinical states growing clinical states growing clinical states growing clinical states growing clinical states and businesses. This is not merely shortalightedness. It is willful brindness on the part of INDOT to the destruction it is chosing to inflict upon the capital	
				Do not widen/no build	and the proper who law, ever, and not where. Explaining (3.50 will invokably make halfer everis. The amplicat control to congression or Teach's highways in not to speed untited bitinisis on more agreed but to this will be made congressed extensive the highways for many and not be provided in a second to the provided as at the statement and be provided by the three is a low core, but we have a second to explain the three is a low core, but we have a second to explain the statement will be a second to explain the second the	
2850	Ryan Puzycki	4,46,0608	MyCapEx Website - Comment Form		I would create a high emount of developable, tauble land in the city's core, and it would represent an investment in safety, welkability, and bleability in the capital of the state that leads the nation in traffic fatalities. ToO'T has a generatorial opportunity to invest in the four	
				East/West Connectivity	It will instead deprive downthern of valuable real enable to build much-needed housing. It will widen and deepen the scar that severs and segregates devertown from East Austin, and it will further tear apart an urban fabric that was slowly starting to heal.	See Comment #20
				Bury/tunnel	And included of being a deady cost center, a new underground tolled 135 would generate income and reduce congestion through the beauty of market pricing.	See Comment 425
				Latent/Induced Demand	The expansion of 135 is senseless. TuDOT knows from its previous highway expansion projects—rotably the so-called Katy "Expressway"—that adding more laines will only induce further demand.	See Commant #18;
				Do not widen/no build	Madity 55 Program Managor Tiomny Abrego, I am a maister of Ausdor, T. X. "On The Control of Ausdor, T. X.	See Comment #5
2851	Ryan Sonnenberg				law FOR. The Methin XS proposal, redesigneding another highway such as Sh 130 as an intendata, a bouleawid going through town, or a public transit First project. TACOTs process in this project is fassed 1	See Comment #4
				Latent/induced demand	It glornes induced Demand, construction impacts, particulate marker postution from fire wear, the failure of almost all highway expensions, the success of freeway removals, and to straffic modeling in flawed. Highway expensions 50NY work. They worsen congestion (as we saw with the King-Freeway).	See Comment #18
ID	C N	Da R d	s	Topic	c	**
				Air quality/noise	air noise and water pollution, safety, and transportation options beyond driving,	See Comment #34
					ar now and water printers, selfer, self to represent our options beyond shone; "supplied of by your and contraction for least few years of composition waife in NOT worth it, I expect 1000?, Austin City Council, and other representatives to stand up for ms. (30 NOT 00000) 355. The state. The selfer. "Self-Schoolings" (30 NOT 00000) 355. The state. The velocity of the self-self-self-self-self-self-self-self-	
2852	Ryan Steglich	2/14/2023	VOH	Business/residential displacement	Please degrees the road as much as possible and up and leave room for future caps to be added. Minimize right of way takings through the central area. Consider using steptights on consequent to improve energing that have been accessed on other highways.	See Comment #21
					Date Chairman Bugg and Commissioners: Thank you for recognizing that 1-35 through Austin is one of the most congested readway segments in the State of Texas. As this seriously outstand readway is often	See Comment #8
2853	Ryan Therrell	2/8/2023	Email	General Support	Due Coulom to Big and Commissions in the study of the completing field 2.5 foreign facility in the control companies analyses operation in the Study of Time. As a first insteady adulated manking of the control companies and the companies and the control companies and the contro	
2854	Ryan Walkem	1/26/2023	MyCapEx Website -	General Support	Due Chairmen begg and Commissioners. This is not for pare support to actions 155 through leads in a comprehensive mover. This should of trighney a nationally scaled as the 15th worst for triaffic composition and of bit work in the stand, 155 through leads in sover-late of improvements to most the common and stand reads of a group registror in evenue and could not deliberate controlling and according to the 155 Capital Express Central codages a processor [150]. This is a proce	See Comment #8
			Comment Form		congestion and 5rd work in the sides 1,55 through Audin in overside the improvement to ment the current and future needs of a growing region to ensure our local and state economy can continue to thrive. I write in support of the 135 Capital Excess Central single as proposed by 1001. This is a public transportation project that is MLCH ACOT countries. These you for your dedication to serving the others of	
2855	Rylee Pluta			Do not widen/no build	No TubOT hDDT. The proposed project to expand 135 will not make traffic flow better or quicker.	See Comment #5
				Latent/induced demand	The theory of indused Demand states states that for every increase in supply, there is an increase in demand. In Tresportation, we call this indused traffic This means that for any gain in supply, the capacity see increased at the same state of a city increase its needs apacity by 10%, the amount of driving will also increase 10%.	See Comment #18
				Bike/ped safety	Highway expension does not improve congestion. Additionally, the move towards a welkable city takes a backsout as biters and waithers will no longer feel safe to use existing designated lanes/sidewalks. These Puts	See Comment #30
2856	S. Rogers	Colonia			Year proposed pixel of adding additional lines to the investig every congressed 35 cornion in Austria meety a "Teard eld" file at best. On your homework, stop making excise after excise, and file the problem, There lived in Austria every early 2009 and have only seen truffic excise as the excises confirms.	See Comment 45
				Latent/Induced Demand Reroute to 130	Numerous studies have shown such an ill conceived idea will only lead to Induced Demand. Consider of his way on Goodship appear industrial of Schools studies this industrial popular when the property of the studies and the studies are studies and the studies and the studies are studies and the studies are studies and the studies are studies and the studies are st	See Comment #28 See Comment #3
				PRESSUR SO 2.20	Coulder the reason facility options solding in presenting discharies foods are allered received and the sold received and the country option or earth (e.g., using 130) and encountage other drivers to discharies while sealing tell displays to have allered and most to be seal amounting an inachinesistic effort of played Country During Sold Country Solding So	as volume s
				Do not widen/no build	TIXDOY,	See Comment #5
					I am a concerned Austinite who is deeply worried about the proposed expension of (35. As a someone new resident of Austin, I am committed to doing my part to protect the environment and promote sustainable living, Unfortunately, I do not drive due to a disability and have to rely on public transit. As you can imagine, not driving in a car-centric city, makes me particularly volnerable to the negative effects of this expension.	
					flowed as to a dealbally set have to replace from a finish process of the community set of the process of the community set of the process of the community set of the immediate action to protect the environment and the well-being of all residents, perficielly flower also are submerciate due to disability. It is the to work lagsifiest to create a batter flower performance of the set of the community set of the immediate action to protect the environment and the well-being of all residents, perficielly flower also are submerciate due to disability. It is the to work lagsifiest to create a batter flower performance of the set of the community set of the immediate action to protect the environment and the well-being of all residents, perficielly flower are set visiting. These well-being residents are submerciated as to disability. It is the to work lagsifiest to create a batter flower performance of the set of the performance of the p	
2857	Sabrina Fuller	210,000		Air quality/noise	The proposed expension of CS would cause writed demage to the environment and worsen air and revise publishers. As a pedestrian, I am particularly valuesable to these harmful effects, and I am worsed that my hallow will be further compromised as a result of the expension.	See Comment #34
				Public transit/Multimo dal	Assemble, the proposed experience oil make is a term before for make of the objected proper to get exercise for the collection of the coll	See Comment #23
					As concerned resident of Austin, Teas, who cannot drive due to a disability, I am writing to strongly oppose the proposed expansion of ISS and to urge you to consider sustainable and equitable transcortation solutions that soch for all residents.	See Comment #5
					composition in details the set of our statement of the set of the statement of the set of the statement of the set of the statement of the set of the statement of the set of th	
					As a responsible department, it is your duty to choose the most sustainable and effective solution that works for all residents. Therefore, I urge you to reconsider the proposed expansion of ISS and instead prioritize investment in public transit and other sustainable transportation solutions that, will benefit all residents, including those who cannot drive.	
				Do not wider/no build	i improve you so neam no me vorces or mill community and take immediate action to protect the enveronment, promote sustainable living, and create a transportation system that works for all Teams, regardless of their ability to drive.	
2858	Sabrina Fuller	4-values	VOH			
				Public transit/Multimo	Indiand, I urge you to invest in public transit and other sustainable forms of transportation that will benefit all residents, including those who cannot drive due to a disability. Expanding public transit will help reduce traffic congestion, improve an equality, and make transportation more accessible and affordable for all residents. By prioritizing sustainable transportations solutions, we can create a more equitable	See Comment #13
				dal transportation	and Indusive clip that works for everyone.	
2859	Sabrina Heath	1/31/2023	MyCapEx Website - Comment Form	Regional connectivity	I am from Round Rick but have lived in San Antonio for nearly a decade now. My family and I vould love to have a rail system convecting San Antonio and Austin to make transportation between the too close sealer for getting tagether without having to drive, especially with how difficult cone be with the perpetual construction on 1.55.	Se connect #1
					Mishing55 Program Manager Tommy Atrops, 11 is PTENDRFV version that solah shiftights have or a hidway or great risk responses even traffic nerve annihistor, and word of all nerve districts. In supporting the amelication of the alego-in-monager o	See Comment #5
					signing the unnecessary death warrants of a significant number of your vetex and constituents. As well you will only create more demang, less productive shared as people are lated and your depth warrants of a significant number of your vetex and constituents. As well you will only create more demang, less productive such as people are lated and you got product the many by coaled more and you are lated and	
				Do not widen/no build	time sitting in traffic which his over and over been studied and peer reviewed so many times thus proven to cause physiological and mental harm to any and every human subjected to it. People will lose their jobs for a few minutes if bardiness so many days straight for the next ten years of construction and for the increased long term traffic from the additional lane	
2860	Sabrina Rizzo				Maniput Manage Tempo Manage Tem	
				Community alternatives	The according for the large of	Sea Comment 44
2861	Sadie Evans			Do not widen/no build	to NOOT NOOT. Ason is up of 160s who bee and appreciate nature. If this is the case, we cannot allow such a bildnet move against our environment to go forward. This is the first reason (appear expension of 1-35.	See Comment #5
				Public transit/Multimodal transportation	Bocause of this, I believe public transportation should be revorked,	See Comment #13
				transportation		
1	. '					·

1				Bike/ped safety	Furthermore, I believe there are more community centric, exo friently alternatives to address the influx of travelers and transplicts to the city, bike later about the enhanced, and side realise should be selfer and more accessible. All of these acts could be put into action in place of an 155 experision as we work highfart towards a bother, cleaner Austria.	See Comment #30
2862	Saffron Brown	3/7/2023	Email	Water quality	I record like to see a study of water diversion in the event of a flood. Thank-you,	See Comment #125
2863	Sage Flowers	1/24/2023	Email	General Support	Our Claimes Bug and Commissions: Thesis you for recognizing from 155 Design, Marin to war of the most composition candway segments in the Bud self of Seas. As this salvaries youthout revisions you design and the Seas of Seas. As the salvaries you design and self-our seasons of the Seas of Seas. As the salvaries you design and commissions the segret design and commissions of the Seas of Seas. Accordingly, I am writing today to sepress my complete support for the I-SS Capital Express Central design as proposed by TiCOT. Thesis you for your consideration of this request.	Sac Comment 48
2864	salva khataw	1/18/2023	Email	General Support	Date Chairman Bugg and Commissioners: Their you for recogniting that 135 through Audin is one of the most congented modeway segments in the State of Tease. As this seriously outdined modeway is offered coulted by the Man Down of Tease, at Tease should on the Tease and Tease and the Tease at Tease should on the Tease at Tease and Tease at Tease	See Comment #8
					NEQUEST.	
2865	Sam Baird	3/7/2023	Email	Do not widen/no build	No InCOT 1. Exporting (3.5 seption) (3.5 Seption) (3.5 Exporting (3.5 seption) (3.5 Septi	Sia Dimmet #5
2886	Sam Cawood	1/30/2023	Ernail	General Support	Our Claimmen bagg and Commissioners: Then's you for recognizing that 135 through Audit is one of the most congusted enables; supports in the State of Times. As this seriously produced considers yet when contains that will be State of Times. As this seriously produced considers yet will be contained that the State of Times. As this seriously produced and the state of Times. As this seriously produced and the state of Times. As this seriously produced and the state of Times. As this seriously produced and the state of Times. As this seriously produced and the state of Times. As this seriously produced and the state of Times. As this seriously produced and the state of Times. As this seriously produced and the state of Times are the state of Times. As this seriously produced and the state of Times are the state of Times and Times are the state of Times and Times are the state of Times a	See Connected 48
2867	Sam Henderson	2/8/2023	Email	Селегаі Зыррот	Due Clarame Bag and Commensioners. The lay not for required feet 15 St Prengh Andre is now of the most compared notices agreement in the Basin of Fees. As it is surroundy obligate motions are sent and the state of the second to the state of the second to the state of the second to the state of the second to the state of the second to the state of the second to the state of the second to the state of the second to the state of the second to the state of the second to the state of the second to the state of the second to the state of the second to the state of the second to the state of the second to the state of the second to the second to the state of the second to	See Comment of B
					Hi My name is Simi Law and I am a resident of £ 38th 25 less than a block away from 135 currently. And I want to start my comment by noting that the draft environmental impact stalament table about how the Teas Superiment of Transportation has been considering this project since the 2000 as Austin has grown and the current 135 becomes more unbraisful review, it censes that in the already can be the start of the about the considered Teas Department of Transportation has not continued by usy to be then transportation research! value it is a partial effect. The proposition research value is a partial of the National Academy, called Cosing the	See Current 45
				Do not widen/no build	Tably some plant can write the extra	
ID	C N	Da R d	s	Yopic	c.	R p
2868	Sam Law	\$10,000	Voi	Reroute to 130	So, I my personal feeling is that this whole process should be individually, and individual of expending the highway which we broom from extensive research will actually not calve the problems and in further extension the devisions between East Audian and the resid Audian save also increasing smills; not public dependency, I thin that "I reaso Department of Transportation should resoult 355 while cannot Audian and consistion and the result pulsars to the next certification (355 high cannot Audian and consistion and the result points in the Transportation should resoult 355 while cannot Audian and consistion and the result points in the Transportation should resoult 355 while cannot Audian and consistion and the result points in the Transportation should resoult 355 while cannot Audian and consistion and the result points in the Transportation should resoult 355 while cannot Audian and consistion and the result points in the Transportation should resoult a 255 while cannot Audian and consistion and the result points in the Transportation should resoult 355 while cannot Audian and consistion and the result points in the Transportation should resoult 355 while cannot Audian and consistion and the result points in the Transportation should resoult 355 while cannot Audian and consistion and the results are also as a second of the Consistion of the results are also as a second of the Consistion of the results are also as a second of the Consistion of the results are also as a second of the Consistion of the results are a second of the Consistion of the results are also as a second of the Consistion of the results are a second of the Consistion of the results are a second of the Consistion of the results are a second of the Consistion of the results are a second of the Consistion of the results are a second of the Consistion of the results are a second of the Consistion of the Resource of the Consistion of the Resource of the Resource of the Consistion of the Resource of the Resource of the Resource of the Resource of	See Comment #3
			mai I		water or in charact devices the character of the characte	
				Bike/ped safety	Think there should be further separation between the shared case puths and the prognosed shared use puths and the highway. I think that the bike lainer should be physically separated through some sort of barrier from builf to improve selling and crosses usage, and I think that it is not in the should be a sound barrier all the way strug.	See Comment #30
				Air quality/noise	Fit conserved that by \$500 sheet three's not sound believe, but convering theirs is a list of sound, I also an conserved about dish in particular matter being publishing, and three being publishing, and think that there's further -publing a highway through the control of a city suppositive by highway but has a list of through shaffic desent make sense and I brink that for safety of reducing risk of storals, mouse generating problems, settlines - I think that the highway should be removable around.	Sac Comment & A
				Latent/Induced Demand	And to which the last in Equations is no process of professions are not below the state of the s	Sac Comment #18
2869	Sam Mayer			Do not widen/no build	Math/MS Angus Marger Emmy Asyra. The property of the property	See Comment of S
				Community Alternatives	down the sead white making residents suffer through a seedlessly long construction period Alternative proposals like public transit-first options or the proposal put forth by flutheristS are better options to the naïve approach of expanding \$35.	See Comment #4
				Reroute to 130	designating 50:130 as an interestate Audin has the density to benefit from a greater focus on public light rail and other transit plans that will not lead to the same induced Demand that a highway expension causes.	See Comment #3 See Comment #18
2870	Sam Owen	1/26/2023	Email	Latent/Induced Demand General Support		See Connent #18 See Connent #8
25/5	Jan Oven	2/20/2023	Diam.	German Joppont	The Channes beginned Commissioners have just to require of each 25 from just in see of the road congraind unders a significant value of the set of the second of the secon	de somme se
					Dear Chairman Bugg and Commissioners: Thank you for your support to address 135 through Austin in a comprehensive manner. 135 through Austin is overdue for improvements to meet the current and future needs of a growing region to ensure our local and state economy can	Sec Comment #8
2871	Sam Swinbank	3/6/2023	MyCapEx Website - Comment Form	General Support	continue to thrive. I write in support of the 135 Capital Express Central design as proposed by 1x00ff. The plan is good, and it is time to move forward. Thank you for your declication to serving the citizens of Tesss.	
2872	Samantha	1/24/2023	MyCapEx Website - Comment Form	Regional connectivity	Very interested in real that can down 1-351 have one child in college in Pt Worth and the other in Audin. I would be so rice to have them use real instead of driving formed if only it could go to Lubbook, as well	See connect #1.
2873	Samentha borek		MyCapEx Website - Comment Form	Recial Justice	1-35 is instancially a highway that has segregated the only between white affluent families of the west and low income POC in the wast, extending this road is not only perpetualing inequality but distributing what makes audin baseful — to trails, writing, and flows.	See Comment #3
				Do not widen/no build	This is the kind of poor investment in our city that will deatray it. Studies also show that more highway does not equal traffic elevation, it only makes MORE traffic.	See Comment #5
2874	Samentha Foster			Do not widen/no build	Mobility55 Program Manager Tommy Abrago, I appose the "LOO's ylares for 155 and 1 09YOSE organisms.	See Comment #5
				Reroute to 130	i am for redesignating another highway such as SH 130 as an intendate.	See Comment #3
2875	Samentha Haynes		MyCapEx Website - Comment Form	Caps/deck plazas	Please provide COA funding to pursue cap and stirct projects. Idom's support this highway expension but understand that ToOO's in the business of creating more car infrastructure than investing in alternatives. Providing funding to COA is the least that can be done to help offset the negative impacts of an 135 expansion.	See Comment 442
				Latent/Induced Demand	Induced Demand will see however many laines you add fill up.	See Comment #18
2876	Samantha Krause			Do not widen/mo build	MobilitySS Program Manager Transmy Aragin. MotingSS Program Manager Transmy Aragin. My manua Sa an Installated and Tread and Tread And And And And And And And And And An	Sea Comment #5
				Community Alternatives	The support is fulfilled Sproposed and inapport collect highers such as \$15.50 is an invention. Note consists the opposition and such collection of the coll	Nat Comment A4
2877	Samantha Meyer			Do not widen/no build	Madding55 Program Manager Tenniny Abragis, 1 am a 1 Minima resident of the Audio serse, and a current resident of Hydin Parks. Legopour 1500°Fs plans for 1.55 and specifically Legopour expensions of the intendent.	See Comment #5
				Community Alternatives	I support the Rethink35 proposal. I support a plan that gives first thought to public bransit, pedestrians, and reducing environmental impact.	See Comment #4
				Latent/Induced Demand	TuDOT's plain for this project has ignored factors such as Induzed Demand,	See Comment #18

1	1 1	I	1	Air Quality/Noise	construction impacts, particulate matter pollution from tire wear, the failure of almost all highway expansions, and the success of freeway removals. Additionally, its traffic modeling is flawed. Research has shown that highway expansions don't work, and in fact they make congestion worse (e.g., Kally freeway), and increase air, noise, and water pollution. They also increase safely concerns, and they content	See Comment #34
					shown that highway expansions don't work, and in fact they make congestion worse (e.g. Katy feeming), and increases iir, noise, and water postution. They also increases safety concerns, and they center driving as the cety mode of transportation rather than promoting other transportation replication, walking, etc.).	
				Racial justice	This project will somet conditions during construction and women conditions APTR construction as well. It will more deeply inscribe divisions in Austin and will displace an untenable number of people and total business price historically record divisions and displacement, respect 1007, Munic (P) count, and other respectations to statical or point constituents and latent to what their constituents were.	See Comment #3
					Tables, No. 1, Parent City Colors, and Order Typesensor to demis up over construents and asset or mini, over conscious to ment.	
					Dear Chairman Bugg and Commissioners: These worker wousepings that 150 means budge is one of the next operated and except the first the first and another in the action of the next operated and design the next operated and design the action of the next operated and design the action of the next operated and design the action of the next operated and design the action of the next operated and design the next operated and design the next operated and design the next operated and design the next operated and design the next operated and design the next operated and design the next operated and design the next operated and design the next operated and design the next operated and design the next operated and design the next operated and design the nex	See Comment #8
					Our Common beginned Commonwerse. As the Commonwerse of the Commonwers	
2878	Samantha Smith	2/8/2023	Email	General Support	Samarinia Smith	
					Mr hoot hoot.	See Comment #8
					Mr hoof hoof, Lappose the expansion of 125 in Austin in the strongest terms. I value my ability to walk and take throughout the city, I almostly feel as though certain areas of the city are difficult to access as a pedestrian or biker and the expansion of 125 would require his strong to the country from his almost to the city of a hour report for the city and a hour report from the city of a hour report for the city of the city	See Contract #8
2879	Samantha Smith	3/6/2023	Email	General Support	The experience of St. in Admin in the administration that is administration of the Admin	
					Sam	
2880	Samuel Baker				Mobility 25 Program Manager Traininy Albregis. Though its counterpressable and the less refigures Operational row income an ECOT, wasks to lors put another expension ingless project on a Feast object. Though its counterpressable and the less refigures Operational row income an ECOT, wasks to lors put another expension ingless project on a Feast object. As a reducted Feas, and when the ECOT does the larger, reduced of adolessing as preject than the cut all billions of delines, been the quality of this for Automatic sections, and fell at its assistant despenses of making compensation. Once the service of the proposed project, it seems that ECOT has settle as beauty free typing by the Septime of Teach or a feet of the Septime of Teach or a feet of Teach or a fee	See Comment #5
					We have seen this before with the Killy Freeway, the famously measure portion of 1-10 outside of Houston, and I don't doubt that Austin's 1-35 will see a similar false of gridook. As a resident of Texas, I demand that ThDOT dream bigger, instead of sticking to a project that will cost billions of dollars, lower the quality of life for Austin residents, and fail at its stated objective of reducing congestion!	
					Given the sheer size of this proposed project, it seems that 5.007 has taken the saying "everything is bigger in Texas" far too iteratily. So what thes, should be bigger in Texas" Friendy, our heart. This project oppose this notion because it is hearthests or heapting generations of Texas to a life of constant commuting from far away, stock in traffic. This is not inevitable; yet, TOO TO TOO TO TO TO TO TO TO TO TO TO TO	
				Do not widen/no build	The communities that make you'll be appointed becoming the second of the communities that the second of the communities that the communities that the second of the communities that the communities t	
					expensive machines for the basic necessities of life? Through this proposal, TxDOT is making a grave mistake which will hurt the city of Austin for decades to cores.	
				Community alternatives	I amptions 10.001 to reconsider this proposal, and, instead, consider the flethink 35 proposal or the proposal to redesignate highway 130 as 135. In the long-run, these projects would cost far less and do the most for making Austin the guidest city in the world and making Teads the best state in the country!	See Contract 4-4
					If TXOOT wants to fruly earn its name as a Department of "Transportation", rather than simply a Highway Department, then I implore it to do better!	
						See Comment #5
2881	Samuel Comer			Do not widen/no build	Mr TaCOT TaCOT, Lam writing to express my opposition to the expansion of HSS in central Austin.	See Contract #5
					It is making a higher you through the middle of development, and is a relative facilities and even more so today now that these are some of the most highly valuable tota in the entire object. Highers in the not through the size account terrestrobus bearins to brangeration source, click with their in circ, but, but do not not and the plains to equant IndS do not adequately address the size of the source o	
				Community alternatives	I saik that the alternatives to the expansion of this highway brought forward by Rethink 3S and Recconnect Austin be fully studied and implemented as an alternative to this backwards expansion of IH3S.	See Comment #4
2882	Samuel Ferwick	2/23/2023	Email	Caps/deck plazas	Mr TADOT TADOT,	See Convent #42
					Please cap and sign. Niyde Warren in Datast	
2883	Samuel Ferwick	3/3/2023	Email	Caps/deck plazas	Mr 1600115001, Please cap 1-351	See Comment #42
2884	Samuel Haas	1/20/2023	MyCapEx Website -	Regional connectivity	Highway operation is only efficitive when pointed with alternative forms of transportation. This is a well researched and documented topic gaing back nearly a contruy roor. Please stop requesting the emission of our periods and principarents. Commuter and media to be implemented between Austra and San Antonio. There core was a proposal for the Lone Start Rail project, please environ these pleas and give our Tesses options.	See Comment #1
			Comment Form			
2885	Samuel Heinz	1/31/2023	Comment Form MyCapEx Website - Comment Form	Regional connectivity		Sea comment 41
2885	Samuel Heinz	1/31/2023		Regional connectivity	of one prevention and gradiquests, Communication and reads to be implemented between Audion and plan Antonia. There excess as a proposal for the Lone Star Rail project, please review these plans and give our Tevenin options. Tended this ToO'T to create as high quoder self in the between blook informs and Audion. I recall dute the ToO'T to implement highway review entitigation between for residential areas next to highways. house published in domaining and all should be considered in all highway designs.	See comment 61
2885 ID	Samuel Heinz C N	1/31/2023 Da R d		Торіс	I head like ToOT to prote a high specific of the between Size Arteries and Audio. I would also like TAOT to implement highway notice mitigation baseless for residential areas and to highways. Notice proteins to including and should be considered in all highway designs. C. C.	A.e.
2885 ID	Siemual Heinz C N	1/31/2023 Da R d		Торіс	I head like ToOT to prote a high specific of the between Size Arteries and Audio. I would also like TAOT to implement highway notice mitigation baseless for residential areas and to highways. Notice proteins to including and should be considered in all highway designs. C. C.	See commet 4.5. See Commet 4.4.
2885	Samuel Heinz C N	1/31/2023 Da R d		Торіс	I head like ToOT to prote a high specific of the between Size Arteries and Audio. I would also like TAOT to implement highway notice mitigation baseless for residential areas and to highways. Notice proteins to including and should be considered in all highway designs. C. C.	A.e.
2885	Siamusal Heinz C N	1/31/2023 Da R d		Теріс	Insect like ToOT to create a high speed and line between bias Antonia and Audio. I would after the ToOT to imprement highway create critiquities berriars for recoderation areas need to highways, hotel profition in dismanging and all social for considerant in all highway dusigns. 2. 2. 2. 2. 2. 2. 2. 2. 2.	A.e.
ID.	C N	Da R d	MyCapEx Website - Comment Form	Теріс	Insect like ToOT to create a high speed and line between bias Antonia and Audio. I would after the ToOT to imprement highway create critiquities berriars for recoderation areas need to highways, hotel profition in dismanging and all social for considerant in all highway dusigns. 2. 2. 2. 2. 2. 2. 2. 2. 2.	A.e.
2885 10	Samual Heinz C N Samual Lynaugh	3/33/2023		Теріс	Insect like ToOT to create a high speed and line between bias Antonia and Audio. I would after the ToOT to imprement highway create critiquities berriars for recoderation areas need to highways, hotel profition in dismanging and all social for considerant in all highway dusigns. 2. 2. 2. 2. 2. 2. 2. 2. 2.	A.e.
ID.	C N	Da R d	MyCapEx Website - Comment Form	Теріс	I head like ToOT to prote a high specific of the between Size Arteries and Audio. I would also like TAOT to implement highway notice mitigation baseless for residential areas next to highways. Notice proteins to including and should be considered in all highway designs. C. C.	A.e.
ID.	C N	Da R d	MyCapEx Website - Comment Form	Теріс	Insect like ToOT to create a high speed and line between bias Antonia and Audio. I would after the ToOT to imprement highway create critiquities berriars for recoderation areas need to highways, hotel profition in dismanging and all social for considerant in all highway dusigns. 2. 2. 2. 2. 2. 2. 2. 2. 2.	A.e.
ID.	C N	Da R d	MyCapEx Website - Comment Form	Теріс	Insect like ToOT to create a high speed and line between bias Antonia and Audio. I would after the ToOT to imprement highway create critiquities berriars for recoderation areas need to highways, hotel profition in dismanging and all social for considerant in all highway dusigns. 2. 2. 2. 2. 2. 2. 2. 2. 2.	A.e.
2860	C N Sarrosi Lynaugh	Da R d	MyCapEx Website - Comment Form	Topic Community Alternatives	I would like 150°T to create a high speed and line between the Antons and Audio. 1 would also be 150°T to imprement highery reaso mitigation between for extended areas and to highways, holes profition is desirately and of a shall be considered in all highway designs. Common 150°C common for the common fo	R p See Constant A4
ID.	C N	Da R d	MyCapEx Website - Comment Form	Теріс	Insect like ToOT to create a high speed and line between bias Antonia and Audio. I would after the ToOT to imprement highway create critiquities berriars for recoderation areas need to highways, hotel profition in dismanging and all social for considerant in all highway dusigns. 2. 2. 2. 2. 2. 2. 2. 2. 2.	A.e.
2860	C N Sarrosi Lynaugh	Da R d	MyCapEx Website - Comment Form	Topic Community Alternatives	I lead to 1se ToO's to create a high yeard and inn between their Antonia and Audio. I would also the ToO's to implement highway notes mitigation between for venderated areas and to highways, horse publishin is desiringly and all social the considered in all highway designs. 2 of 155 Capital Express Contrat, Des 15 Contrated the Section of the Contrated Institute of the	R p See Constant A4
2860	C N Sarrosi Lynaugh	Da R d	MyCapEx Website - Comment Form	Topic Community Alternatives	I lead to 1se ToO's to create a high yeard and inn between their Antonia and Audio. I would also the ToO's to implement highway notes mitigation between for venderated areas and to highways, horse publishin is desiringly and all social the considered in all highway designs. 2 of 155 Capital Express Contrat, Des 15 Contrated the Section of the Contrated Institute of the	R p See Constant A4
2860	C N Sarrosi Lynaugh	Da R d	MyCapEx Website - Comment Form	Topic Community Alternatives Community Alternatives Community Alternatives	I would like 1607 to create a high speed and line between the Antonia and Audio. 1 would after the 1607 to imprement highesy reason entitigation between for excellential areas and to highespa. Notes profition is desirately and of audio the considered in all highesy designs. Common 150 Capital Express Central, that Commonweal impact Systemets And 150 Capital Express Central, that Commonweal impact Systemets And Commonweal and the third Explains, ToOT Commonweal impact Systemets And Commonweal and the third Explains, ToOT Commonweal impact Systemets Files and Alfrenomy Andread in the third Explains, ToOT Commonweal impact Systemets Files and Alfrenomy Andread in the third Explains, ToOT Commonweal impact Systemets Files and Alfrenomy Andread in the third Explains, ToOT Commonweal in the Antonia Systemets Files and Alfrenomy Andread in the Antonia Systemets Files and Alfrenomy Andread in the Antonia Systemets Files and Alfrenomy Andread in the Antonia Systemets Files and Alfrenomy Andread in the Antonia Systemets Files and Alfrenomy Andread in the Antonia Systemets Files and Alfrenomy Andread in the Antonia Systemets Files and Alfrenomy Andread in the Antonia Systemets Files and Files and Antonia	See Comment 64 Sau Comment 65
2860	C N Sarrosi Lynaugh	Da R d	MyCapEx Website - Comment Form	Topic Community Alternatives Community Alternatives Do not widen/ino build Bits one widen/ino build Bits one widen/ino build Transportation	I would have followed by the control of the control	See Communit #4 See Communit #5 See Communit #5 See Communit #50 See Communit #50
2860	C N Sarrosi Lynaugh	Da R d	MyCapEx Website - Comment Form	Topic Community Alternatives Community Alternatives Do not widen/to-build Bacynel widen/ Do body widen/to-build	I model that ToO'd to create a high speed and into between their Antonia and Audion. I would also the ToO'd to imprement highway notes mitigation between left residential areas and to highways, holes produced in a considered and highway designs. 2 of 10 Scapital Express Central. No. 15 Scapital Express Centra	San Comment #5 San Comment #5
2860	C N Sarrosi Lynaugh	Da R d	MyCapEx Website - Comment Form	Topic Community Alternatives Community Alternatives Do not widen/ino build Bits one widen/ino build Bits one widen/ino build Transportation	I would have followed by the control of the control	See Communit #4 See Communit #5 See Communit #5 See Communit #50 See Communit #50
2860	C N Sarrosi Lynaugh	Da R d	MyCapEx Website - Comment Form	Trajec Community Alternatives Community Alternatives On met existen, him build Bits op met existen, him build Bits op met existen, him build Stranger distant Air qualify (noise)	I reset that ToO's to create a high speed and into between their Antonios and Audios. I would also be ToO's to impresent highway notes mitigation between for resolution areas sent to highways, horse products in consideration and highway designs. 2 2 2 2 2 2 2 2 2 2 2 2 2	Two Comment #4 Two Comment #5 Two Comment #50 See Comment #50 See Comment #53 Two Comment #53
2886	C N Sarrosi Lynaugh	S- R d	Succepts Website Comment Form 5	Topic Community Alternatives Community Alternatives Do not widen the build Bit April and widen Public resempt Alternative Transportation Alt qualify/notes Community alternatives	I could tae 160°D to create a high yeard and into between flow interests and Ausin. I would also the 160°D to imprement highway notes mitigation between for residential areas sent to highways, horse publics in desempty and also sold the considered in all highway disagree. 2 of 200 TS Capital Express Contrat, Des Express Contrat, and the Contration of	The Comment #4 Saw Comment #5 Saw Comment #50 Saw Comment #50 Saw Comment #51 Saw Comment #54 Saw Comment #54
2880	C N Served Lynnigh Duriny Read	S- R d	Succepts Website Comment Form 5 Ernell	Topic Community Atherselves Do not ender, his build Blacy ped subory Public search Multimodul transportation All quality/motes Community afternatives General Support	I model that ECOT to create a high speed and into between their Assistance and Audion. I would also that TOOT to imprement highway notes militagions bereins for residential areas and to highways, hotel products on considered and highway designs. See An ISA Capital Express Control. An ISA Capita	The Comment #4 See Comment #5 See Comment #50 See Comment #30 See Comment #30 See Comment #34 See Comment #34 See Comment #34 See Comment #34 See Comment #34
2886	C N Sarrosi Lynaugh	S- R d	Succepts Website Comment Form 5 Ernell	Topic Community Alternatives Community Alternatives Do not widen the build Bit April and widen Public resempt Alternative Transportation Alt qualify/notes Community alternatives	I model that ECOT to create a high speed and into between their Assistance and Audion. I would also that TOOT to imprement highway notes militagions bereins for residential areas and to highways, hotel products on considered and highway designs. See An ISA Capital Express Control. An ISA Capita	The Comment #4 Saw Comment #5 Saw Comment #50 Saw Comment #50 Saw Comment #51 Saw Comment #54 Saw Comment #54
2880	C N Served Lynnigh Duriny Read	S- R d	Succepts Website Comment Form 5 Ernell	Trajec Community Albertratives Community Albertratives Do not solday to build Bits year addry Public travery full internation for year of guildry freedom Community albertratives Community albertratives Community albertratives Community albertratives Community albertratives Community albertratives Community albertratives Community albertratives Community albertratives Community albertratives	I would have 100°D to create a high speed and into bottome flow interests and Audio. I would also the 100°D to imprement highway notes mitigation between for residential areas sent to highways, have produced as a high speed and the considered in all highway daught. 2 of 200 T 30 Capital Express Central. 3 h. 35 Capital Express Central. 3 h. 35 Capital Express Central. 3 h. 35 Capital Express Central. 3 h. 35 Capital Express Central. 3 h. 35 Capital Express Central. 3 h. 35 Capital Express Central. 3 h. 35 Capital Express Central. 3 h. 35 Capital Express Central. 4 h. 35 Capital Express Central. 4 h. 35 Capital Express Central. 5 h.	The Comment #4 See Comment #5 See Comment #50 See Comment #30 See Comment #30 See Comment #34 See Comment #34 See Comment #34 See Comment #34 See Comment #34
2880	C N Served Lynnigh Duriny Read	S- R d	Succepts Website Comment Form 5 Ernell	Trajec Community Albertratives Community Albertratives Do not solday to build Bits year addry Public travery full internation for year of guildry freedom Community albertratives Community albertratives Community albertratives Community albertratives Community albertratives Community albertratives Community albertratives Community albertratives Community albertratives Community albertratives	I would have 100°D to create a high speed and into bottome flow interests and Audio. I would also the 100°D to imprement highway notes mitigation between for residential areas sent to highways, have produced as a high speed and the considered in all highway daught. 2 of 200 T 30 Capital Express Central. 3 h. 35 Capital Express Central. 3 h. 35 Capital Express Central. 3 h. 35 Capital Express Central. 3 h. 35 Capital Express Central. 3 h. 35 Capital Express Central. 3 h. 35 Capital Express Central. 3 h. 35 Capital Express Central. 3 h. 35 Capital Express Central. 4 h. 35 Capital Express Central. 4 h. 35 Capital Express Central. 5 h.	The Comment #4 See Comment #5 See Comment #50 See Comment #30 See Comment #30 See Comment #34 See Comment #34 See Comment #34 See Comment #34 See Comment #34
2880	C N Served Lynnigh Duriny Read	S- R d	Succepts Website Comment Form 5 Ernell	Trajec Community Alternatives Community Alternatives On met existen, into build Bits op met existen, into build Bits op met existen, into build Date of existen, into build Community alternatives Community alternati	To an in a consistent in 100° to create a high speed and into between the Antonia and Audio. I would also that 100° to impressed high speed and seek and to highways freely design. 2. Comment of the Co	Tax Comment #4
2880	C N Served Lynnigh Duriny Read	S- R d	Succepts Website Comment Form 5 Ernell	Trajec Community Albertratives Community Albertratives Do not solday to build Bits year addry Public travery full internation for year of guildry freedom Community albertratives Community albertratives Community albertratives Community albertratives Community albertratives Community albertratives Community albertratives Community albertratives Community albertratives Community albertratives	To an in a consistent in 100° to create a high speed and into between the Antonia and Audio. I would also that 100° to impressed high speed and seek and to highways freely design. 2. Comment of the Co	Tax Comment #4
2880	C N Served Lynnigh Duriny Read	S- R d	Succepts Website Comment Form 5 Ernell	Trajec Community Alternatives Community Alternatives On met existen, into build Bits op met existen, into build Bits op met existen, into build Date of existen, into build Community alternatives Community alternati	Local State (2007 to create a high speed and into between flow interests and Audion. I would also the ToOT to imprement highway notes mitigation between for residential areas end to highways, horse products in all surgicines and an extension of an all springly design. 2 On 15 Capital Express Central. 3 No 15 Capital Express Central. 3 No 15 Capital Express Central. 3 No 15 Capital Express Central. 3 No 15 Capital Express Central. 3 No 15 Capital Express Central. 3 No 15 Capital Express Central. 3 No 15 Capital Express Central. 3 No 15 Capital Express Central. 3 No 15 Capital Express Central. 3 No 15 Capital Express Central. 3 No 15 Capital Express Central. 3 No 15 Capital Express Central. 3 No 15 Capital Express Central. 3 No 15 Capital Express Central. 3 No 15 Capital Express Central. 3 No 15 Capital Express Central. 4 No 15 Capital Express Central. 4 No 15 Capital Express Central. 5 No 15	The Comment #3 The Comment #3 The Comment #3 The Comment #3 The Comment #3 The Comment #3 The Comment #3 The Comment #3 The Comment #3 The Comment #3 The Comment #3 The Comment #3 The Comment #3 The Comment #3 The Comment #3
2880	C N Served Lynnigh Duriny Read	S- R d	Succepts Website Comment Form 5 Ernell	Trajec Community Alternatives Community Alternatives On met existen, into build Bits op met existen, into build Bits op met existen, into build Date of existen, into build Community alternatives Community alternati	Local State (2007 to create a high speed and into between flow interests and Audion. I would also the ToOT to imprement highway notes mitigation between for residential areas end to highways, horse products in all surgicines and an extension of an all springly design. 2 On 15 Capital Express Central. 3 No 15 Capital Express Central. 3 No 15 Capital Express Central. 3 No 15 Capital Express Central. 3 No 15 Capital Express Central. 3 No 15 Capital Express Central. 3 No 15 Capital Express Central. 3 No 15 Capital Express Central. 3 No 15 Capital Express Central. 3 No 15 Capital Express Central. 3 No 15 Capital Express Central. 3 No 15 Capital Express Central. 3 No 15 Capital Express Central. 3 No 15 Capital Express Central. 3 No 15 Capital Express Central. 3 No 15 Capital Express Central. 3 No 15 Capital Express Central. 4 No 15 Capital Express Central. 4 No 15 Capital Express Central. 5 No 15	The Comment #3 The Comment #3 The Comment #3 The Comment #3 The Comment #3 The Comment #3 The Comment #3 The Comment #3 The Comment #3 The Comment #3 The Comment #3 The Comment #3 The Comment #3 The Comment #3 The Comment #3
2880	C N Served Lynnigh Duriny Read	S- R d	Succepts Website Comment Form 5 Ernell	Trajec Community Alternatives Community Alternatives On met existen, into build Bits op met existen, into build Bits op met existen, into build Date of existen, into build Community alternatives Community alternati	To an in a consistent in 100° to create a high speed and into between the Antonia and Audio. I would also that 100° to impressed high speed and seek and to highways freely design. 2. Comment of the Co	The Comment #3 The Comment #3 The Comment #3 The Comment #3 The Comment #3 The Comment #3 The Comment #3 The Comment #3 The Comment #3 The Comment #3 The Comment #3 The Comment #3 The Comment #3 The Comment #3

				Air quality/noise	Making35 Pagean Manager Transp Managi. The Torm You Repub Managis Pagean Manager Transp Managis. The Torm You Repub Managis Pagean Manager Man	Sus Connect #34
2890	Sandra McCallum	3/3/2023	Email	Bury/tunnel	Institution would look be at the loci copy of grace to broad in this secure, we have already paid functioned of thousands of define on these paid studies, everyone that suggested transling was a function of the secure of the s	Sea Connect #25
					The control of the co	
2891	Sandy Dochen	3/2/2023	VOH	General Support	Author of the Author for Newton's Opposition I, region and approximate your printing and contract deposition of the IP 35 representation region, the Author of the IP 25 representation region, the Author of the IP 25 representation region and opposition in the IP 25 representation region and opposition in the IP 25 representation region and opposition in the IP 25 representation region and opposition in the IP 25 representation region and opposition in the IP 25 representation region and opposition in the IP 25 representation region and opposition in the IP 25 representation region and opposition in the IP 25 representation region and opposition region and opposition region and opposition region and opposition region Sex Comment #8	
2892	Sandy	3/1/2023	VOH	General Support		Su Connect 48
	Sandy Hentges Guzman				Laugorit to glorieral desentivo. Geory harages Gursson	
2893	Sania Shifferd	3/8/2023	MyCapEx Website - Comment Form	General Support	Aux Chamma higg and Commissioners. In this pile for pursuing the action 15 forming Austin in a comprehensive manner. This sherted of highway is notionally residued as the 15th worst for traffic congestion and 3nd worst in the about 155 frough Austin is a weerbar for improvements to travell. The contract and future can residue of a participation were sense on board and data economy can continue to thrick. The contract is required to 150 chapted breaves come or deep sense proposed by 1000. There's you for immorting local statewhaters There you for your decidation to severing the colores of Teach The contract is a se	The Communit et al.
2894	Santos Cruz	3/7/2023	Email	Do not widen/no build	Maked 55 regions. Manage Tramps Region. In the Manage Tramps Region of Manage Tramps Region. In this Manage Tramps Region Manage Tramps Region. In this Manage Manage Tramps Region Manage Manage Tramps Region. In this Manage Manag	The Comment 45
2895	Sara Barge	3/7/2023	VOH	Do not widen/no build	I want to be able to not why on my car to get to places amound the day, I'm in my 20s and plan to live here for the next of my life, I want our dity to focus on subtrainable growth and that does not include the expension of highways and displacing businesses and forms.	See Comment 45
2896	Sana E Orozco	1/31/2023	MyCapEx Website - Comment Form	Regional connectivity	A commuter sail system between Audin and San Antonio would ease straffic and have second and third order effect occurrance benefits, I strongly support this inflative.	Second f1
2897	Sara Ibarra	2/7/2023	Email	General Support	Data Channe Bugg and Commissioners. These you for recognizing states (AS Energy) Audion is over of the result or regulant marking separate in the State of Energy As the Energy And As the security and before you have added in As Marking State of Energy As the Commission and the Association (As As the security As Association State of Energy As Association (As Association State of Energy As Association State of Energy Ass	Tae Comment et 8
2898	Sara Merrell	1/4/2023	Email	Do not widers/no build	And the demands recognition of the demands recognition of the demands of the dema	Se Connect #5
2899	Sara Roman	1/31/2023	MyCapEx Website - Comment Form	Regional connectivity	Adding high speed rail will cut travel times out of and into the state and cities like San Antonio may have more opportunities for counts and business travel.	Secondari 41
2900	Sarabith Lewis				Taking to Prompt Tolerage. Through Tolerage States of the Williams of Association of State States of the Williams Association of State States of the Williams Association of State States of the Williams Association of State States of the Williams Association of States of the Williams Association of States of the Williams Association of States of the Williams Association of States of the Williams Association of States of the Williams Association of States of the Williams Association of States of the Williams Association of States of the Williams Association of States of the Williams Association of States of the Williams Association of States of the Williams Association of States of the Williams Association of States of the Williams Association of States of States of the Williams Association of States of the Williams Association of States of the Williams Association of States of the Williams Association of States of the Williams Association of States of the Williams Association of States of the Williams Association of the Williams Association of States of the Williams Association	See Comment 65
				Community Alternatives Reroute to 130	I am CPC the Michini 25 proposal redosignating enrother highway such as 591 130 as an interstate, a boulevard going through home, or a public transit-first proper.	See Comment 44 See Comment 43
2901	Sarah Andersen	2/10/2023	Email	Do not wider/no build		See Comment #5
					Assertions to the list of the 155 experience in large of the 1	
2902	Sarah Arvey	2/9/2023	Phy sica I Co	Do not widen/no build	fall not wart this project to happen. We do not need to meet in more lanes on 135. We need better future forward solutions. I cannot believe we see having this conversation. Please do not let this happen.	Se Connect#5
2903	Sarah Beck			Do not widen/no build	Making Sharper Manager Tramps Register Tramps	Sac Comment #5
			-	Latent/Induced Demand	It encourages more driving and worsens congestion,	Sau Comment #128
				Public transit/Multimo dal	Public beamst systems are a much more worthwhile investment. My social circles and I do not use 125 for local beamst. A highway expension does not support local residents, it makes it hander for us to get to work and takes space away from more conductive amentions and green spaces. Think you.	See Commert #13
		Da R d		Air quality/noise	as well as clauses significant air, water, and noise pollution, all of which disproportionately impact low income communities and people of color.	See Comment #34
2904	Sarah Beck	Da H d	MyCapEx Website - Comment Form	Topic Do not wider/no build	C H, I am a resident in Transi Courty, Reside don't proceed with the proposed 1-35 expansion. Author is similarly imming this a concrete vesions and expanding highway diseast work, all of which disproportionality impact tow income communities and people of color.	R p See Comment #5
			Comment Form	Latent/Induced Demand	Autor is already furning into a concrete species and expending highways desert work. all of which disproportionable impact the income communities and people of order. This proposal is not include and not finder thinking it is a temporary quick first that is going to lead to more and larger problems.	Se Comment # 15
			-	Air Quality/Noise	It encourages more driving and wongers consistion, as well as causes significant air, water, and noise pollution.	San Comment #34
				Public transit/Mutimo dal transportation	Adds treat operans are a much more wortherhall innocement. My social arches alred for not use 135 for local should. A highway equalisation does not support local resolvers, it makes it harder for us to get to flowing the more worthold a sentitive and gener spaces. That you, South Bods.	See Connect #33
2905	Sarah Bentley	200,000		Do not wider/no build	I appose expending 1-35.	See Comment #5
				Latent/Induced Demand	Mr TADOT TADOT, House, on safe routes to school initiatives and we know from the data that more lanes means more traffic and less safe conditions for everyone, especially those most vulnerable.	See Comment #18
				Air Quality/Noise	Not only would expansion worsen trailfic, but it will lead to more problems including air, water, and noise pollution; health impacts; heat island impacts; and crashes.	See Comment #34
				Public transit/Multimodal transportation	This project will discoverage walking and bryoting and transit use. Wide polluting highways through town are not what I want for Austin. I want safe, pleasant, and walkable and bleache streets.	See Comment #33
2906	Sarah Brooks		MyCapEx Website - Comment Form	Air Quality/Climate Change	Please consider candully the incredible opportunity to improve transportation and leasen the negatives of I-35 in Austin and Tease by doing the following: 12 more environmental studies of air coality:	See Comment #18
					Resea consoler confully the investibles apportunity to improve transportunities and leases the explaines of 1.55 in Audits and Taxas by during the University (1) more want conformation dates of ar casisty (2) represed variety conformation dates of a resistive (3) represed variety conformation dates of a resistive (4) point of ord of prior edicularly best and consecuted. (4) point of ord prior edicularly best and one consecuted of the conformation of the conforma	

1						
				Multimodal transportation	Sets dated by the properties interpretation profession and properties are not provided as the contract of the profession and the properties are not provided as the properties are not provided as the properties are not provided as the prov	See Comment #20
					improve on what we have, not just keep putting lipstick on the pig. Thanks for rending and 1 hope you do consider thinking jetout how much batter you could make all of our lives.	
2907	Sarah Caine	1/19/2023	MyCapEx Website - Comment Form	Regional connectivity	We need high speed rail, not more laines of traffic. Expending 135 without better infrastructure for non-car modes of trainst will only delay the inevitable cluster of traffic. At the very least, the Lone Stair Rail between San Antonio and Austin should have regular service throughout the day and all week.	See comment #1
			Comment Form		between San Anterso and Austin should have regular service throughout the day and all week.	
					Mobility55 Program Maragor Tommy Abrogo,	See Comment #18
					Making SS, Program Making Primory Allowy. The Making Primory Allowy. The Making Primory Allowy. The Making Primory Allowy. The Making Primory Allowy. The Making Primory Allows and I fed standy but plants to expend 1/5 or taking fundam. In the error gift rection. This is a reporting growing cay with an eccomeration (i) the history of two 21-bits and 1/5 the Making As a lower for t	
					internation in fight way splitting this heart of the city — to span 458 Billion to expedit and supply and a special splitting part of the city — to special splitting	
					would be better to incentivize long-distance drivers to take attender crosse, like 183, that avoid the document area. In particular, it was disappointed to see the very limited evaluation of air pollution impacts of the 153 operation plan. Although Austin meets federal regulations for fine particulate matter air pollution (PAZ-5) measured at the two monitoring to the control of	
2908	Sarah Chamblisa	3/7/2023	Email	Air Quality/Climate Change	sizes located distant from the highway, concentrations along 155 are likely much higher, And, importantly, there is no safe loved of PM2.5 Any increase will have detrimental health effects for those living enait the highway, and increasing the number of livings report will attriat a higher volume of traffic than under offerance in the processing of the number of livings and increases will have detrimental health effects for those living enait the highway, and increasing the number of livings enaited in high processing of the number of livings enaited in high processing of the number of livings enaited in the number of livings enabled in the number of livings enaited in the number of l	
	Janan Chambrid	.,,	Linai		dispose facilities, exposing children ja particularly vulnerable population) to a range of traffic related air pollutants including black carbon, oxides of nitrogen (NA, NCC, NOs, fine and coarse particularly materials and pollutants including black carbon, oxides of nitrogen (NA, NCC, NOs, fine and coarse particularle matter, and volatile organics. However,	
					the only air pollutant evaluated in the reveremental impact assessment was carbon monoder. The evaluation of or further exposure of vurienates or marginalized communities. That its simply insufficient, I eithor the request of the city council to incide or engine monitoring of professionars, including PM2-5, near 1-53 and around construction adulties, as a necessary such as officient, 1984 to protect the health of Austin resident of Austin Resident of Austin Resident of Austin Resident of Austin Resident of Austin Resident of Austin Resident of Austin Resident of Austin Resident of Austin Resident of Austin Resident of Austin Resident of Austin Resident of Austin Residen	
					I hope my concerns are taken seriously in the next planning stage.	
2909	Sarah Cheatham			East/West Connectivity	MobilitySS Program Manager Tommy Abrego,	See Contribut #20
					Makes (52) Projects Making or Emiry Surgery. The lives lives a set, the first SSS of Junes and or gloppindows of the greatly impected by 19th expension. 25 has making and first SSS of Junes and or gloppindows of the greatly impected from memory and are could plan wast Audit and Recording of the SSS of SSS o	
					35 has interiously divide the east side and the vest side. I would fow for it to be scaled down immersely and we could join weet Austin and bacome part of central. 39 has interiously divide the east side and the vest side. I would fow for it to be scaled down immersely and we could	
					school, go to work or the grocery I will need to cross a 20 lane hey. This project kill our downtown scene and destroy our neighborhood.	
			l f	Community alternatives	Please consider infing the toti on th 90, making 35 a boulevand and connecting back to 35 south of town. Thank you for your consideration.	See Comment #4
					Think you for your consideration	
2910	Sarah Dieringer			Do not widen/no build	Mobilitid5 Program Manager Tommy Abreto,	See Comment #5
					Mobility35 Program Manager Tommy Arrago, Lam a readered of the Justin seas and work in south Austin. 10900E TuDOTs plans for 135 and 10900E expansion. Aginous operations of profit with They worked content congestion (see we saw with the KAS) Friends, air cose and values profition, safety, and transportation options begand driving, 10 years of content costs of content costs of congestion relief in NOT	
					regimes to the control of the contro	
					Righow generations COVT with. They were completed pie we are with the King Treeway, air noise and water pollutions, safely, and transportation options beyond driving, 2.0 years of conduction for just a few years of completion relief in NOT example. The contraction of the contrac	
			-	Community Alternatives	Tam FOR: The Rethink3S proposal,	See Comment #4
				Reroute to 130	reducing another highway such as SH 130 as an intensitia, a boulevard giring through town	See Comment #3
				Latent/Induced Demand	I also believe that the toil roads if made public would help relieve the congestion along the 35 comisor. Once the road is paid off just make it a public road. ThDOT's process in this project is flawed: It ignores induced Demand, construction impacts, particulate matter pollution from tire wear, the failure of almost all highway expansions, the success of freeway	See Comment #15
					removels, and its traffic modeling is flawed.	
			-	Public transit/Multimodal transportation	a public transit first project.	See Comment #13
				transportation		
2911	Sarah E. Camobell	3/7/2023	Email	Reroute to 130		Sw.comment 63
2911	Sarah E. Campbell	3/1/2023	Email	Mercute to 130	My comments apply to the entire Audin Express project. Nat T-COT considered a multi-month brial of routing through braffic that does not need to also pin Audin or need to access Certral Audin to \$511,007 Yes, the talks would have to be superaided or pariely 5 to Federal. Such as brill might show that 1.55 doesn't need all the experience converting planned for it. 6 \$511.50 were to become the 144.55 doesn't need and the experience converting planned for it. 6 \$511.50 were to become the 144.50 to pain or minim conflox, leaving the converting planned for it. 6 \$511.50 were to become the 144.50 to pain or minim conflox, leaving the converting planned for it. 6 \$511.50 were to become the 144.50 to pain or minim conflox, leaving the converting planned for it. 6 \$511.50 were to become the 145.50 to pain or minim conflox, leaving the converting planned for it. 6 \$511.50 were to become the 145.50 to pain or minim conflox, leaving the converting planned for it. 6 \$511.50 were to become the 145.50 to pain or minim conflox, leaving the converting planned for it. 6 \$511.50 were to become the 145.50 to pain or minim conflox, leaving the converting planned for it. 6 \$511.50 were to become the 145.50 to pain or minim conflox, leaving the converting planned for it. 6 \$511.50 were to become the 145.50 to pain or minim conflox, leaving the converting planned for it. 6 \$511.50 were to become the 145.50 to pain or minim conflox, leaving the converting planned for it. 6 \$511.50 were to become the 145.50 to pain or minimal planned for it. 6 \$511.50 were to be converting the 1551.50 were to be converting planned for it. 6 \$511.50 were to be converting the 1551.50 were	See comment #3
					35 through Austin as the Business Recta. All the money that TADOT has for its very unpopular (and totally traditional, boring and proven ineffective) plans for this project could go toward retiring the debt on SH 130. It seems like irresponsible obtaining the could go toward retiring the debt on SH 130. It seems like irresponsible obtaining the could plan to this. Can you couldn'll Thank you could not seem to see the seems like irresponsible obtaining the could plan to this. Can you couldn'll Thank you could not seem to see the seems like irresponsible obtaining the could plan to this. Can you could not have the seems like irresponsible obtaining the could plan to the fluid plan to the seems like irresponsible obtaining the could not be seen to see the seems like irresponsible obtaining the could not be seen to see the seems like irresponsible obtaining the could not obtain the seems like irresponsible obtaining the seems like irresponsible	
					planning to not do this. Can you explain? Thank you. p.S. Please close Woodland Ave I	
2912	Sarah Essertieu	1/19/2023	MyCapEx Website - Comment Form	Regional connectivity	Highway expansion can only accommodate so much. ThOOT should consider sail options connecting TX major cities including reviving the Lone Star Rail proposal to connect San Antonio and Austin to provide efficient, tow-en	See comment #1
			Comment Form		efficient, Jos-emission options for Years to move between the metros.	
2913	Sarah Fitzgerald	2/9/2023	-	Do not widen/no build		See Comment #5
2913	Seneri Progenard	2/9/2023	sica	Do not wastyno build	less. A fining quotified the does have been been as block from the SEE forting present SEE and project. These more drives a cert funder to been a moneypring order to make the contribution of the SEE forting present SEE and an approx. These more drives a cert for an approx and a second order to the second	DAN LOTTERATE #5
			Co		there by: of the monatosisty that is 3:50. I appreciate that this project is adding some pedestrian improvements but I worry that it is just bringing more traffic to a comport that has too many people lessing more proving here, and without any reasonable alternatives that don't involve during, I don't see the way additional lateral-even HPU provinces—will improve threat this late.	
			mm ent			
2914	Sarah Galloway			Do not widen/no build	Mobility35 Program Manager Tommy Abrego, The expansion of 1-35 would not benefit our community in any way, I am very opposed to the expansion of 1-35 would not benefit our community in any way, I am very opposed to the expansion of 1-35.	See Comment #5
					The department of the desired the Committee of the stage and the supplemental of the September of The Septem	
			-	Public transit/Multimodal transportation	There is a large need for improvement in our public transit system and that would be the best way to improve transportation in our city.	See Contraint #13
				transportation		
				Air quality/noise	and would make pollution (chemical, sound, and light) far worse in Austin.	See Comment #34
2915	Sarah Gerson	Solom		Do not widen/no build	This project will directly contribute to Austin Iosing its charm and magic. Please do NOT expand 35	See Comment #5
	1			Bike/ped safety	Mt TsDOT TsDOT, This project will discourage walking and bicycling and transit use.	See Comment #30
	1					
2916	Sarah Harbert			Do not widen/no build	Mobility35 Program Manager Tomny Abrego, Please work to make a safer and more equitable Austin by not expanding 35.	See Comment #5
					Please work to make a safer and more equitable Austin by not expanding 35.	
				Bike/ped safety		See Comment #30
				Bike/ped safety	I am a resident of Austin, 35 runs less than a mile from my home. There are people, there are businesses, there are schools, all closer to the freeway than my home. Expanding 35 will only encourage recibies driving that has been more and more common in Austin, putting people at risk.	SAN LOTTERINE SO
2917	Sarah Jeter			Latent/Induced Demand	ModifySS Program Marager Tommy Azrego, Holio,	See Comment #18
					My name is Sarsh and I am an austin resident. I am so proud to call this city my home, but disappointed my representatives are considering an expansion that ignores the facts. It ignores induced Demand, construction impacts,	
					Names is Surais and I am an austin resident. I am so proud to sail this city my home, but disappointed my representatives are considering an expansion that ignores the facts. It ignores bedund Demand, construction impacts, It is given be failured at immed at other inflying expansions is to say "**" you." be Austin residents. We need belter transportation solutions, like more resources to the bus spiteme, light speed prains, etc. Please make me proud to live here, not disapported in the inderentity.	
				Air Quality/Noise	poliution from tire wear, and the failure of airroad all highway expansions.	See Comment #34
L						
2918	Sarah Jo Wagner	1/20/2023	MyCapEx Website - Comment Form	Regional connectivity	I'm wetring to ask that TXDOT not expand 155 and inclused review the Lone Star Mail proposal. Evidence shows that expansion of highways does not decreased rutific and congestion, and is a highly expansive venture with no revient. Improving trainint via a railway will discrease traffic and polision and can act as a means to increase funds variable for future trainint projects through ticket sales. Thank you for your time and support.	See Comment #1
2919	Sarah K Warnise	1/27/2023	Email	General Support	Datar Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested readway segments in the State of Tesas. As this seriously outdated readway is often called the Main Shreet of Tesas. As Tesans should call for bold and docume action to brandom this critical shretch of infestructure into a readway that will accommodate the rapid and immunes growth we are experiencing in our great State.	See Comment 48
	1				called the Main Sheet of Texas, all Texass should call for bold and doction action to transform this critical sheets of infrastructure into a road-say that will accommodate the rapid and immense growth we are experiencing in our goal State. Accordingly, I am writing tokey to express my complete support for the 155 Capital Express Central diseign as proposed by TuCOT. Thank you for your consideration of this request. —	
					Request. —	
2920	Sarah Larocca			East/West Connectivity		See Comment #20
2920	Serefi Lárocca			East/West Connectivity	Mr TxDOT TxDOT, You all already are doing so much diamage on Oak Hill. I oppose expanding I-35. East-west crossings should be at least every 1/4 mile.	SAN LOTTERINE # JU
				Lower Speed Limits	All non-high speed readways in Austin should be designed for 25mph and be selfe for all read users.	See Comment #305
				Air Quality/Noise	Eparasion will worsen traffic and many other problems, including air, water, and noise pollution; health impacts; had island impacts; and crashes. I don't want to travel around Austin on an interstate highway, whether in a car or by walking or bicycling, I want sale, pleasand, and walkable and bleable streets.	Sas Comment #34
					highway, whether in a car or by washing or tocycning, I went safe, pleasaint, and walkabbi and bleasbile strees.	
			-	Community Alternatives	I want community attenuatives to excursion, including Recomment Austin and Rethins 35, to be fully studied. I was a commenced only which feels safe for those not in cars.	See Comment #4
				,	I want community alternatives to expansion, including Reconnect Austin and Rethink35, to be fully studied. I was a connected only which feels safe for those not in cars. Thank you for your consideration,	
			Email	Do not widen/no build	ModellySS Program Marrager Tommy Attrego. Highway expansions DDNT vox. Furthy of cities have tried and every highway expansion is a case study for why not to do them. I am certain those deciding to expand have seen the research! There is only one reason such a flawed plain would	See Comment #5
2921	Sarah London	3/7/2023	l l			
2921	Sarah London	3/7/2023			wer come to frustion. 20 years of construction as a LDT of TAX PAYEN MOINT's government contributors and substitution say and the substitution as a LDT of TAX PAYEN MOINT's government contributors are substitution. This is not logic or the substitution and interest in the substitution and the substitution are substitution. It was not interesting the substitution and the substitution are substitution as a LDT of TAX PAYEN MOINT or substitution. The substitution are substitution as a LDT of TAX PAYEN MOINT or Substitution as a LDT of TAX PAYEN MOINT or Substitution are substitution as a LDT of TAX PAYEN MOINT or Substitution are substitution as a LDT of TAX PAYEN MOINT or Substitution are substitution as a LDT of TAX PAYEN MOINT or Substitution are substitution as a LDT of TAX PAYEN MOINT or Substitution are substitution as a LDT of TAX PAYEN MOINT or Substitution are substitution as a LDT of TAX PAYEN MOINT or Substitution are substitution as a LDT of TAX PAYEN MOINT or Substitution are substitution as a LDT of TAX PAYEN MOINT or Substitution are substitution as a LDT of TAX PAYEN MOINT or Substitution are substitution as a LDT or Substitution are	
2921	Serah London	3/7/2023			Making Sing Sings Making From Sings (From Sings) (From Si	
2921	Sarah London	3/7/2023			war come for white the control of th	
2921		3/7/2023	93	Topic .	we creat is funded. To jess of contribution is a LDT of LDT REPORT OF the power and contribution of the LDT of LDT	

2922						
	Sarah Luck			Do not widen/no build	MobilitySS Program Marager Tommy Abrego, 1am a resident of Cherrywood in Austin, TX	See Comment #5
					OFFICE EACH plant for 1.55 and 1970/05 experience. An interest of angain the plant	
					It's the 21st century and whatever the outcome of 155. It's girts to impact the city long after I am gone. We need to plan for the fully might and not just play "catch-up" highway expensions do not alleviate traffic. They only bring more writin. Lat's put as secole first. Whow the thrus traffic to the outsiders. Show principles is for the outsiders in Secondaries 1.55 outside in 55 expensions for 155 expensions for 155 expensions.	
					•	
				Air Quality/Noise	bringing with it all kinds of pollution, unsafe conditions, unsafe to an an analysis of all, dividing our city,	See Comment #34
				Reroute to 130	This traffic should be diverted around this great city instead of cutting through it,	See Comment #3
				Community Alternatives	Let Austin recomment itself and heal the scar of I-35. I'm in favor of a local boulevard in place of I-35.	Sau Corresent #4
				Public transit/Multimodal	A place that offers more of what could make a chyshine in the 21st certary; public transit options, given space, restaurants, shops, housing, pedestrian friendly zones, bicycling. Just to name a	Sec Comment #33
				transportation	feer. besically things that enhance our quality of life.	
2000	Acres Mad	1/18/2023	for the same	General Support	Our Classman Ring and Commissioners Than you for recogning that 135 Groups Audin is one of the nost composed resolviny segments in the Store of Team. As this sentously outlined resolviny is drive. Associated, it is entered to be a sentously outlined in the second of	See Comment #8
2923	Sarah Migl	1/10/2023	Email	General Support	Make Challent Dougland Controlled States in later you for controlling that is 3-bit record or the make congruence with the controlled that the controlled States is should use of the controlled that the cont	Sau Contractit #0
					Accordingly, I am writing today to express my compiles support for the I-35 Capital Express Central design as proposed by TaDOT. Thank you be your consideration of this request. Registral design as proposed by TaDOT. Thank you be your consideration of this request. Registral design as proposed by TaDOT. Thank you be your consideration of this request. Registral design as proposed by TaDOT. Thank you be your consideration of this request. The proposed by TaDOT. Thank you be your consideration of this request. The proposed by TaDOT. Thank you be your consideration of this request.	
					I vesical file to express my concern over dosing the Woodland convection at 135. It is not uncommon for the State of the S	See Centreat #238
					40° mpt on a residential street. Periodality if there is an accident or read-each on the LSS feather road that causes drivers to become impatient and/or frustrated with back up from the light at Riverside. I ballete that clining the Woodland connection will had to backed our break and LSS interestable mid-ball between the content on the light and to backed our break has no substantials or bits laters and on secret burners. Carp capt will not be connected on the light and to backed our break has no substantials or bits laters and on secret burners. Carp capt will not be connected on the light and to backed our break has no substantials or bits laters and not secret burners.	
					sides and the road curses, so visibility is already insidence in parts. There are a number of sidenty and small children who live on Sement Street, I am concerned the increase of selfic will pose a these to the sidely of my family and neighbors. Additionally, our religiborations is correctly accreted another fines helitable Sementary. This school is an immortant era of our community environmental transfer and selficing a constraint of the side of	
2924	Sarah Miracle	3/7/2023	MyCapEx Website - Comment Form	Woodland	Named has a segment or control over directly the Named of Control of the Named Associated as a cost trought to avoid the control of Named Associated as a cost trought to avoid the control of Named Associated as a cost trought to avoid the control of Named Associated and 135. This not control of the State of the control of Named Associated and 135. This not control of the State of the control of Named Associated and 135. This not control of the State of the control of Named Associated and 135. This notice of Named Associated and 135. This notice of Named Associated and 135. This notice of Named Associated and 135. This notice of Named Associated and 135. This notice of Named Associated and 135. This notice of Named Associated and 135. This notice of Named Associated and 135. This notice of Named Associated and 135. This notice of Named Associated and 135. This notice of Named Associated and 135. This notice of Named Associated and 135. This notice of Named Associated and 135. This notice of Named Associated and 135. Thi	
					Transfer por or saving and strain to common united activities and a approximate you recover assume to resource to recover assume to resource to the control of the control	
2005	On only Manager			A		
2925	Sarah Nowlen	1		Do not widen/no build	MobilityS Program Manager Tommy Abrego, Have in east, Audits and Lopouse a total explanator plan for ISS. Chrisology I's going to be a nightness of construction for many years, and will decimated neighborhoods and businesses in the process. Further diving the city and adding more congestion activatory the animan. Let's fail without way.	See Comment #5
		1			congisition is clearly not the answer. Let's find another wey!	
L				Reroute to 130	I recommend lifting the total on ah 130 so through traffic can go around, in fact requiring thru traffic and trucks to go around would solve most of the problems we have today.	See Comment #3
					Lact Column Bagg and Commissions. As the Second Sec	See Comment #S
					action to transform this critical stretch of infristructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State. Accordingly, I am writing today to express my complete support for the I-SS Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request.	
2926	Sarah Railey	3/6/2023	Email	General Support	, man to per or per or per or representation of the contract o	
2927	Sarah Simmons	1/6/2023	My35Constructi	Public	What is the plane for entiging spelfic issues during construction? These of a third is self of 35 are second about contain congruins, expectably such twos the area has been built up applicantly but the self-indicated by the second about	See Comment #13
		1	My35Constructi on Website - Comment Form	Public transit/Multime dal transportation	reservely evaugrer; never not cauget up. I would prefer to see a significant, investment in public transportation. Further, 18 wheelers should no longer be allowed on 35 through Austin. They should be forced to exit, to the tollway if they are driving through and not stopping in Austin. There have been 2 truck accidents in the last couple months that completely shut down 35. The congession would be a lot better if	
				transportation	they weren't allowed to fewel through.	
2928	Sarah Simreon			Do not widen/no build	Mobility's Program Manuage Tomer Alexan	See Comment #5
2320	Sanan Simpaon			DO HAL WIDELY HO DOING	Mobility35 Program Manager Tommy Abrogio, The I-35 expansion plan is based in dated, erroneous traffic design and should be discarded. This is a fraudulent use of tax payer dollars.	Jan Controller S
				Latent/Induced Demand	New / more lanes will only generate more traffic.	See Comment 418
						Sau Contracti e 10
				Public transit/Multimodal transportation	Texans want freedom of choice and these funds need to be reinvested in actual transportation choice such as public transit and active transit.	Sao Contract #13
2929	Sarah Spitz	3/6/2023	Email	Bike/ped safety	MobilityS 5 Program Marager Tommy Abrago, Our object priming and changing. This means row is the time to set it up for future generations. Please make austin a city people walk about, not drive through, by considering pedestrians in the 135 plan. This will have an impact on our eccountry, and the half had in shippiness direct current and future obtains.	See Centrel #30
					and the health and happiness of our current and future citizens.	
2930	Sarah Spofford			Do not widen/no build	Mr TOOT TADY.	See Comment #5
					This project is indiculous. Expanding the highway through auxilin will worsen congession, but property values, and make the tax base less profitable. Dividing east and west auxilin does nothing for the city and only makes it easier for through builtir. Having to take an interstate highway to get around the city is hornfole for the city.	
				Community alternatives	I want community atternatives to be fully studied (including rethins 35). At the very least, don't make it worse by expanding, I know that these emails don't mean anything and to-dot will do what it wants, but making my voice heard is the least I can do. Stop runing our city with highways, give us a nice place to live instead.	See Comment 4
					making my voice heard is the least I can do. Stop running our city with highways, give us a nice place to live instead.	
2931	Sarah Stockton					
				Community alternatives	Mr Tx00T Tx00T,	Sau Comment #4
				Community alternatives	the NoCOT NOCOT, Place, As a person than to beest of the s.55 consider in South Austin, 1 murging you to hold off on expending the highway until community alternatives to expension can be fully studied.	See Connect #4
				Community atternatives	Helio.	Sac Connect 44
				Community alternatives Air quality/noise	habb. As a pureer sho lives off the 1.35 comdar in South Audits. This urging you to half off on expending the highway until community alternatives to expension can be fully studied.	Son Construct #4
				Air quality/noise	Helds. As a parent who loses off the 1-35 condor in South Audits. (Tim urging you to had off on expending the highway until community alternatives to expension can be fully studied. Freeway expensions have been shown to be a wealth of time and resources, and furthering freest's relations or cars in a backwards move, given the resilines of dimets change and publish.	Sea Commet EM
				Air quality/noise	Helds. As a parent who loses off the 1-35 condor in South Audits. (Tim urging you to had off on expending the highway until community alternatives to expension can be fully studied. Freeway expensions have been shown to be a wealth of time and resources, and furthering freest's relations or cars in a backwards move, given the resilines of dimets change and publish.	
				Air quality/noise	habb. As a pureer sho lives off the 1.35 comdar in South Audits. This urging you to half off on expending the highway until community alternatives to expension can be fully studied.	Sea Commet EM
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2932	Sarah Sweeney			Air quality/noise Public tarrial/Multim dal tarroportation	halls. As a parent who less off the 1-35 contains in South Audits. Fin upping you to hald off on expending the highway until community alternatives to expension can be fully studied. Processor expensions to be a washed from and resource, and furthering Texas's reliance or can't be absoluted from a processor or can't be absolute	Sea Commet EM
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2023 2034	Serah Wasaif Sanoranan Kganbasan	V-12/2003	Ernal	Ar quelly/reise Public Public Brown (Multimodel and Control selection (Multimodel Public transf) (Multimodel Public transf) (Multimodel Public transf) (Multimodel Public transf) (Multimodel Public transf) (Multimodel Public transf) (Multimodel Public transf) (Multimodel Business) (Multimodel Business) (Multimodel Business) (Multimodel Business) (Multimodel Public transf) (Multimodel Business) (Multimodel Business) (Multimodel Business) (Multimodel Business) (Multimodel Business) (Multimodel Business) (Multimodel)	Name As a power to the second to the SE contains in Studies Audit, in reciping to to had off or expending their highway write community absentiates to expension can be fully studied. **Preserve expensions have been chosen to be a weath of time and resources, and beforing Texas's relience or can be a belowated to rose, given the resident of dispass designed and price highway to the present of a power to the spending point to the present of a power to the present of a power to the present of a power to the spending point to the present of a power to the prese	Sec Connect #33 Sec Connect #35 Sec Connect #35 Sec Connect #35 Sec Connect #35 Sec Connect #35 Sec Connect #35 Sec Connect #35 Sec Connect #35 Sec Connect #35 Sec Connect #35 Sec Connect #35 Sec Connect #35 Sec Connect #35 Sec Connect #35 Sec Connect #35 Sec Connect #35 Sec Connect #35
2933		1/12/99029	Enal	Ar quelly/reise Public Public Brown (Multimodel and Control selection (Multimodel Public transf) (Multimodel Public transf) (Multimodel Public transf) (Multimodel Public transf) (Multimodel Public transf) (Multimodel Public transf) (Multimodel Public transf) (Multimodel Business) (Multimodel Business) (Multimodel Business) (Multimodel Business) (Multimodel Public transf) (Multimodel Business) (Multimodel Business) (Multimodel Business) (Multimodel Business) (Multimodel Business) (Multimodel Business) (Multimodel)	AND, As a poset de to los self the 155 contair in South Audin, the upping pos to haid off or equanding the legislavay until community plantwarken to expension can be fully studied. **Secure operations have been chosen to be a sold of firm and resources, and furthering "trans" relations in case is a backwards from plant to community plant to community plant to community plant to community plant to community plant to community plant to community plant to compare and publicity. **Securing a power that appead only quit to biom over relations on community and community plant to compare and publicity. **Securing a power that appead only quit to biom over relations on community plant to community plant to compare and publicity. **Securing a power that appead only quit to biom over relations on community plant to compare and publicity. **Media (255 Program Manager Tomery Adole). **Media (255 Program Manager Tomery Adole). **Media (255 Program Manager Tomery Adole). **The value of the specified plant specified plant plant to community to the compare and publicity of the compare and publicity. **The value of the community of general device plant showly of sovering the security of sovering of compare and publicity. **The value of community of general device plant showly of sovering the security of sovering the security of the public to compare and publicity. **The value of community of the complete of the compared on community to the compared on community to compare and publicity. **The value of community of the complete of the compared on the compared on community to compare and publicity. **The value of community of the compared of the compared on the compared on the compared on compared on the compared on th	Sec Connect #33 Sec Connect #35 Sec Connect #35 Sec Connect #35 Sec Connect #35 Sec Connect #35 Sec Connect #35 Sec Connect #35 Sec Connect #35 Sec Connect #35 Sec Connect #35 Sec Connect #35 Sec Connect #35 Sec Connect #35 Sec Connect #35 Sec Connect #35 Sec Connect #35 Sec Connect #35
2023 2034	Serah Wasaif Sanoranan Kganbasan	5/12/2003	Erosi	As quality-value Public Local (Multiprison del Local (Multiprison del Local (Multiprison del Del not walken) vice build Public to wardy Multiprison To representation Latery (Volume Demend Businessa (value) del deplacement Carriera (Volume Demend Del not walken) vice build Public to wardy Multiprison Del not walken) vice build Public to wardy Multiprison Del not walken) vice build Del not walken vice build	Name As a power with other office in State 155 contrain in State Name As a power with other office in State 155 contrain in State Name As a power with other office in State 155 contrain in State Name Associated in State Name Associated in State Name Associated in State Name Associated in State Name Associated in State Name Associated in State Name Associated in State Name Associated in Name	Sec Connect #33 Sec Connect #35 Sec Connect #35 Sec Connect #35 Sec Connect #35 Sec Connect #35 Sec Connect #35 Sec Connect #35 Sec Connect #35 Sec Connect #35 Sec Connect #35 Sec Connect #35 Sec Connect #35 Sec Connect #35 Sec Connect #35 Sec Connect #35 Sec Connect #35 Sec Connect #35
2023 2034	Serah Wasaif Sanoranan Kganbasan	1/12/2023	Erical	Ar quelly/reise Public Public Brown (Multimodel and Control selection (Multimodel Public transf) (Multimodel Public transf) (Multimodel Public transf) (Multimodel Public transf) (Multimodel Public transf) (Multimodel Public transf) (Multimodel Public transf) (Multimodel Business) (Multimodel Business) (Multimodel Business) (Multimodel Business) (Multimodel Public transf) (Multimodel Business) (Multimodel Business) (Multimodel Business) (Multimodel Business) (Multimodel Business) (Multimodel Business) (Multimodel)	Name As a power to the second to the SE contains in Studies Audit, in reciping to to had off or expending their highway write community absentiates to expension can be fully studied. **Preserve expensions have been chosen to be a weath of time and resources, and beforing Texas's relience or can be a belowated to rose, given the resident of dispass designed and price highway to the present of a power to the spending point to the present of a power to the present of a power to the present of a power to the spending point to the present of a power to the prese	Sea Connect #3 Sea Connect #3 Sea Connect #3 Sea Connect #3 Sea Connect #3 Sea Connect #3 Sea Connect #3 Sea Connect #3 Sea Connect #3 Sea Connect #3 Sea Connect #3 Sea Connect #3 Sea Connect #3 Sea Connect #3 Sea Connect #3 Sea Connect #3 Sea Connect #3 Sea Connect #3 Sea Connect #3

		1	Г	Reroute to 130	rerouting current streets, etc.	See Comment #3
2936	Sasha West		VOH	Do not widen/no build	I are against the current plan for ±35.	See Comment 45
				Air quality/noise	have a secure of but the energy will engine set fill security of the square of the energy of the engine set of the entir	Se Comment 634
		1,00	-	Business/residential displacement	Above not seem event it to use enriend domain to move dentities and husbreaus, to earn many enrisone in building, to tigonic great entourits of money, and further double-down or inefficient homepristion with negatif but this plan will even hop the one thing a premise to traffic.	See Comment #21
2937	Saurabh Agrawal	1/27/2023	Email	General Support	hard Channess Reg. and Commissioners. Notice price in recognition that 155 freezy due to me or direct recognition dueloners appears to the State of Files. As it is not accomplished markets as other and the state of Files. As it is not recognition to the state of Files.	See Connect #8
2938		3/7/2023	MyCapEx Website -	Do not widen/no build	I'm begging you, do not add lanes to 135. It will NOT improve traffic and we know this for a fact:	See Comment #5
	4 4 7		Comment Form		In highing you, since and the least to 15 A will Cell represent former or the new test fixed. The fixed fixed from the fixed f	
2939	Sayuri Kamiki	1/31/2023	MyCapEx Website - Comment Form	General Support	Total this would be a great data. I have held in San Adorso since just before Cool and there are so many tourists approx and local feverhas I have experienced here. I want to do the same with other crise in Teas. I have Acute is beautiful soit would lose to go there not.	See Comment #8
2940	Schuyler Costello	3/7/2023	Email	Do not wider/no build	TROOTS park for the appealment of 3.50 is. Clarical Aution in an huge missale that was will regard for decades. This plan will do nothing that large more sears bits our day in the same griddeniant large. The Not that a	See Connect #5
ID.	C N	Da R d	8	Treir		
2941	Schuyler Costello	500,000		Do not widen/no build	M-TADOT TADOT,	See Comment #5
					Tappose the experience of 1.5 See of the relevancy of the 1.55 right of way transplace control. Assists. Expected by Englange the Charge (fine the sea Charge (fine the year for the control professor or the charge (fine the charge (fine the charge)). The control professor of the charge (fine the charge) of the charge (fine the charge) of the charge (fine the charge). The charge (fine the charge) is a territor to place the charge (fine the charge) of the charge (fine the charge) of the charge (fine the charge).	
			İ	Latent/Induced Demand	More lanes will only encourage additional traffic that will once again be just as congested within a few years.	See Comment #15
				Community alternatives	Alternatives that modernize I-35 without expanding the RDW, such as Reconnect Austin, are a fair better solution, and Reconnect Austin has identified a smart way to help cover the cost of the project by repurposing some of the existing RDW for residential and commercial development.	See Comment #4
				Bike/ped sefety	I want to travel through Austin on safe, colessant, esililable and bleadile streets.	See Comment #30
2942	Schuyler Costello	201000	VOH	Do not widen/no build		See Contrast #30
2002	Scrippe Connero		Voli	Do not within the control	Region to requirement (1.5) and the resemble of the 1.5% right of any principle central Austria. Separating support with the through clinics are controlled through clinics are controlled to the controlled through clinic are controlled to the controlled through clinic are controlled to the controlled through controlled through controlled through the controlled through controlled through controlled through controlled through controlled through the controlled through	
			-	Latent/Induced Demand	More lanes will only encourage additional traffic that will once again be just as congested within a few years.	See Comment #18
				Community alternatives	Alternatives that moderation 155 without expanding the IROW, such as Reconnect Audin, were a fair better solution, and Reconnect Audin has identified a smart way to help cover the cost of the project by aspurposing some of the existing ROW for residential and commercial development.	See Comment 44
			-	Bike/ped safety	I maint to travell through Austin on safe, pleasant, welfeable and bihasible streets.	Suchment #0
2943	Scot Friedman	3/7/2023	MvCapEx Website -	Wishin	Phases sink 1-35 in Central Austin, making it below grade. And please do NOT join E. 41st St. to Wilshine Stvd. That would ruin our neighborhood. Thank you.	San Comment #9
			MyCapEx Website - Comment Form			
2944	Scot Krieger	3/6/2023	MyCapEx Website - Comment Form	General support	Such Claims thing and Commissioners. When you for your regulation and such as 35 through Audin in a comprehensive manner. This shretch of highway is nationally selected as the 55th word for suffic congestion and 3rd word in the date. 155 through Audin is oversible for improvements to ment the current cell future made of a positive region to enser our total and date accounty one continues to thrink. I with in support of the 155 Capital Express Central disage is proposed by ToOT. Thank you for your declariation to serving the obtainer of Texas.	See Commert #8
2945	Scott	1/20/2023	MyCapEx Website - Comment Form	Regional connectivity	I support a risil service between Sen Antonio and Austin, TX. Widening roads without a reliable public transportation option is not a long term solution.	See Comment #1
						Sur Domest #R
2946	Scott Bradfield	1/31/2023	Email	General Support	Please proceed with the improvements as planned. The current i 35 is a congested rightmane that is inadequate for today's vehicle load. Sent from my iffnone	See Contract #8
2947	Scott Chapman	2/12/2023	MyCapEx Website - Comment Form	Do not widen/no build	Please "do not." expend 135 past 45th., Aution is already overcreeded, and the demotition of small businesses along the highway would deventate the city's cultural	See Comment #5
2948	Scott Exier	3/7/2023	Email	General Support	Date Charmon Bug and Commissioners: These, poir recipioning that 128 maps, Mustin is mare of the most compation receiving segments in the State of Team. As this serviced published receiving is often collected the Main Desert of Team, all Teams should call for bold and decisive author to travelline the same are and of decisional calls in a state of the same are as	See Connected 48
2949	Scott Exler	3/7/2023	Email	General Support	Once Cleans thing and Commissioners. All this point in Companies (15 Strongly, Audits in one of the most composed readiny segments in the State of Years, As it has enturely national readiny in Audit collection for the control of the most composed readiny segments in the State of Years, As it has enturely national reading to the control of the most composed to the following the segment of the	See Comment #8
2950	Scott Francis	1/18/2023	Email	General Support	Deer Chairman Bugg and Commissioners: Thesis you for recognizing that 135 through Justin is one of the most composited readway segments in that State of Teass. As this seriously codation drawbay is often coaled to Made Tower of Teas, as I man should call for held and doction action to be serious in the colorisal stream of the commission of the register of the commission of the commission of the register of the ST-SC-English August Composition of the commission of the register of the ST-SC-English August Composition of the Commission of the Commis	See Comment 48
2951	Scott Furnesis			Do not wider/no build	Address Engages Manager Terrors (design.) Togother equal (see Spirit (2010)), marrier (see Spirit (100)), marrier	Sec Connect 45
				Community Alternatives	I like Reconnect Austin's idea of a boulevard.	Sax Commant #4
				Public transit/Multimodal transportation	Add much needed public transit on top with effortable housing which Austin sonely needs. We need to reconnect the vibrant East side to downtown. We should sink 135 underground and/or cut and cap.	See Comment #13
				Reroute to 130	Security (3.5 along 13.5 is along a printy good risks and securitying to their airco. Audio: would be search age and risk could not discretions of 3.5.5, it down Taking from and never did.	Sea Comment #3
2952	Scott Gray	1/9/2023	MyCapEx Website -	Do not widen/no build		See Comment &
			Comment Form		Their gipent SCOTs gives to expand OS, and displace hundreds of businesses for stoppf and nuffective HOY leves. Try busines. This work sales the problem. The cost to the public level work leves that only this few can account.	
2953	Scott Harris	1/31/2023	MyCapEx Website - Comment Form	General Support	This project would be a step forward in connecting the 2 major other as increasing population grows in the "Austinories" area.	See Commet #8
2954	Scott Hendrix	2/24/2023	VOH	General Support	Top profit or designs of 1.5 must be letter accommodation of earth-point sensitive print, transplanted and the print print of the printing print of the lighting and closely accommodate and control accommodate a	See Connect 65
	1					

					Dear Chairman Bust and Commissioners:	Sec Comment #S
2955	Scott Martin	3/7/2023	Email	General support	Such Common Register Commonweave. When you for recognition of Short published in Short p	
2956	Scott McElwein	207,000	VOH	Do not widen/no build	We need to make sure we get the central business district and core downtown area done right. The density and consection in this area creates a need for a more walkable and bike-friendly emisonment. In	See Comment #5
					We need for select some seg the control learness didn't and not one destination was observed; in the control learness didn't and not one destination was observed; in the control cont	
				Reroute to 130	We need to incentival sermits and travelers not stopping in Austin to take SH-190 to relieve the congestion - adding a couple lanse is going to do little to help and it will cause even more congestion. The goal should be to reduce the number of cars, I wook traveling through Austin, and incentivate the people that it wis in Central Austin to take alternative forms of transportation. The failure to do this will make Austin	See Comment #3
					Induced be for induced the symbol of costs, I have breaking through Austin, and incontinuous the people that the or Central Auditor to be alternative forms of transportation. The lature to do this will make Audit a see desirable place to low.	
2957	Scott Menzies			Do not widen/no build	Please do the right thing for our city.	See Comment #5
				Multimodal transportation	No TuCOT TuCOT, We need all member bereportation inflastructure in Audin. Steam bike laines, extual train transport and commuter lines, and less decentry on the car. Science has preven that adding laines does not help release suffic competition.	See Comment #20
					Our 15 Capital Express Control. As 15 Capital Express Control. And Theoremental Impact Statement for a second Control of	Sea Comment #18
					Statisty that has been done of the Terminal Control of	
					- Austin is headed to non-attainment for PM 2.5 and that will directionly change the way see do transportation at the CAMPO level.	
					- Mo Castle requirement to last at 1911, E. 19 ML, and 10 NL. 10 Cell and requirement Control is easy to taking and the forms the possible distance in the control of the c	
					that wisdering this freeway will cause. The model must be able to analyze the cumulative climate emissions outcomes of variable atternative investment scenarios, travel behavior assumptions, and regional growth alternatives, or it is somewhat meaningless.	
					makinglips. This was they pure globidies in day care at Growing The Preschool, just one blook from the highway, I am well assess of the your air quality they live with every day due to the existing conditions, and regardless I must voice my support for the No fluid alternative until a plant can be developed that appropriately meets the readed my children's day of torrorme and of the next 50 years. We have one chance to get this right, and the current proposed falls well after.	
2958	Scott Morrison	3/7/2023 Da R d	Email	Air quality/dimete change		
ID	C N	Da R d	S	Topic	•	R p
					Date 135 Cupital Express Central, Re: 135 Cupital Express Central, Date Environmental Impact Statement Thinks by on the transformative work over the last seward years at the Texas Department of Transportation to adopt a safe systems approach and sentously work toward the Road to Zero goal of cutting traffic deaths in half by 2035 and to zero	See Comment # 2.0
					The Texas Transportation Commission Minus Order 115481 directs TiDOT Austin to "work toward the goal of reducing the number of deaths on Texas readways by half by the year 2035 and to zero by the year 2050. The Commission acknowledges a majority of motor vehicle creakes can be prevented, thereby reducing flatelines, it is further ordered that the divisions and districts of the department shall develop and irrodement strategies required to reduce the number of	
					destins on Texas readways by half by the year 2053 and to zero by the year 2050.* I am concerned that the Dull Effortmental Impact Seasons with year 2050.* I am concerned that the Dull Effortmental Impact Seasons with exement does not include meaningful analysis that could help optimize the project toward this specific Road to Zero goal. While reaching zero traffic deaths by 2050 will require massive	
					In 2001. Column are researably more important than conjustion and column by special of the Admin special more - using featured administry column down and creates mentionable pit correspons to transact Man Programmer Columns and Administry Columns and A	
					No project should move forward without a reasonable expectation that the project will result in meeting the Road to Zero goal to cut wiffic deaths in half by 2035. Thank you for all that TxDOT is doing and will do in the further development of this project to end traffic deaths.	
2959	Scott O'Flaherty		VOH		For on support the expension of GS, particularly through discretions. The amount you can be compared for support the expension of the congrision on see today. Let be a compared for the congrision on see today. Let be a compared for the congrision on see today. Let be a compared for the congrision on see today. Let be a compared for the congrision on see today. Let be a compared for the congrision on see today. Let be a compared for the congrision on see today. Let be a compared for the compared section. While it is better the meriting it the best option in the discretion seed for the compared for the com	See Comment #5
					While cities across the country (and world) are revitabling downtown by retroving poorly placed and discriminatory/divisive highways, the I-35 expension is a shortsighted step in the wrong direction that will impact generations to come. In short, I do not support the I-35 expension in downtown Audit.	
				Do not widen/no build		
				Public transit/Multimodal transportation	The right biring to do is not add more lanes. Futfer, the right way to accommodate population growth in Austin is to create and support more public branst options such as busses, brains, this lanes and more.	Das Comment #13
				Business/residential displacement	Furthermore, this expension will force the removal of multiple business and lead to a loss of jobs in the area. It will also further divide an already divided city, cutting one section off from the other with a 20 lane highway blocking one side from the other.	See Comment #21
2000	Scott Pastor	\$90,000		East/West Connectivity	Mr hoot hoot,	Na Dimensi 20
2300	SLOW PRINCES			Community alternatives	I am concerned that TX dot is too focused on trucks and care passing through downtown Austin and not enough about downtown residents going east wext.	See Connect 44
					1 fields rather authoritaries to not include studies that consider community studies. Houston his been adding lanes to I 45 for decades. Please don't repeat.	
2961	Scott Ryder	3/7/2023	MyCapEx Website - Comment Form	Reroute to 130	Increasing the size of 135 through the middle of Azatin is not the best approach, we should be diverting traffic around the city. As Yeas population grows, there will be steadily increasing domaind on traveling the 155 male. We need to think about 20 years from row, not 20 years.	See comment #3
2962	Scott Schneider	2/7/2023	Email	General Support		See Comment #8
2902	Jost schneider	2/1/2023	Email	General Support	Dear Chairman Bugg and Commissionners: Thank you for recognizing that 1-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated roadway is often called the Main Street of Texas, at Texas should call for bold and doctive action to treatform this critical sheets of inflastructure into a mankway that will accommodate the rapid and immensing growth we are experiencing in our great State. Accordingly, I am will regist to approve any complete expert for the 75 departs approved from a fine special state of texas and a state of the special special state of texas and a state of texas	Jan Commun. Bu
					nequest.	
2963	Scott Senese	2/8/2023	Email	General Support	Dear Chairman Bugg and Commissioners: Thank you for recognising that 1-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outsized roadway is often	See Comment #8
					Our Column Bogg and Commissioners Thank you for recipitating from 1.58 frough funds in one of the most competent makes separate in the flate of forms. An in assession subdistrict refunds you determine the flate of forms. The secondary column column forms of the flate of forms of the result of the flate of forms of the result of information even in results when the flate of forms of the results of information even in results when the flate of forms of the results of flate of forms of the results of flate of forms of the results of flate of flate of the results of flate of f	
2964	Scott Struby	2/7/2023	Email	General Support	Dear Chairman Bugg and Commissioners: Thank you for recognizing that 155 through Audin is one of the most competed roadway segments in the State of Texas. As this seriously outdated readway is other called the Main Street of Texas, all Texas should call for bold and duckies action to transform this critical sheeth of infestructive into a readway that will accommodate the rapid and immense growth we are experiencing in our great State.	See Comment #8
					Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxCoT. Thank you for your consideration of this request. Scott Struby	
					Day 1.55 Carital Ferrosc Carried	See Comment #5
					That is Copular Septical Septi	Manufacture (M
					I wish I did not have to drive as much as I have to drive as much as I have to drive today. Driving is one of the most dangenous way to travel in Tesas, (be it here in my home of EI Paso, or when I travel to other Tesas Obies, including Audin), with riding the bus being the most safe method, and walking being the second most safe way to travel. I wish that I had the freedom of a safe padestrian, personal mobility device (including bicycles), and public transit travel options, but I don't.	
					The travel demand models that only seek to optimize this project to slightly speed up long distance single occupant vehicle travel do not represent my needs and desires or the vest majority of the reasons that I need safe, mutrimodal access in the Justim region. The regional growth forecasts that project a future with the vest majority of residents living in card-dependent sub-orban housing situations is not the future that I want and does not willed the history of my community or the	
					Idealy that it wasts to low. These bod an examplical model to be able to understand two efficient alternative transportation investment consists on life reside, multimodal access for each neighborhood in the Audin region. This situated analyzes how many pitos people from each centura tractor transportation analyzes zone can example access that it is not bod, alternative 2, modified alternative 3, MithinSS, and Recordant Audin scenarios. This examples should use multiples about designation installate where I Audin scenarios. This examples should use multiples analyzes into the second internative that is exampled to the second and examples that the second internative that is exampled. The second examples that the second examples and examples that the second examples and examples that the second examples are second examples and examples and examples are second to the examples and examples are second to the examples and examples are second to the examples are second to the examples are second to the example and examples are second to the examples are second to the examples are second to the example and examples are second to the examples are second to the example and examples are second to the examples are second to the example and examples are second to the example and examples are second to the example and examples are second to the examples are second to the example and examples are second to the example and examples are second to the example and examples are second to the example and examples are second to the example and examples are second to the example and examples are second to the example and examples are second to the examples are second to the example and examples are second to the example and examples are second to the example and examples are second to the example and examples are second to the example and examples are second to the example and examples are second to the example and examples are second to the example and examples are second to the example and examples are second to the example and ex	
					Austin scenarios. This analysis should use multiple reasonable future growth scenarios including the equitable Transit-Oriented Development scenario that was made available to the Texas ASM Transportation Institute when they were	
					deadurging analysis for this project. Makes optional as young to this project, and the project across the Audit, or that one rigid, for all mode, including cars and trucks, but also waking, opting, and taking transit. When populated our future travel modes with long distance unplu occupant which they appeal, in it the tot four modes with multimodal iscenarios. The project is a first to the project was desired to long the project was included issues the first distance, the project was included issues the size of the project was included issues the size of the project was included issues the size of the project was included issues the size of the project was included issues the size of the project was included in the project was included in the project was included in the project was included in the project was in the	
					Thanky you for all that TxCOT is doing to improve safe, multimodal access for all. Sinciprely, Scott White	

					Sout 15 Copied Exposes Connex. 18 SE Copied Exposes Connex. And the Outcommental Impact Statement These year for the supervision is comment on the proposed 150 cent from connected impact Statement and for the includent of an exposition in connected connected impact Statement and for the includent of an exposition in the STATE Connected Connec	See Comment #5
					Thank you for the opportunity to comment on the proposed 135 Dark Environmental Impact Statement and for the inclusion of all review quality and climate change analysis in the DBS. **However, I do not believe that the size quality and climate change analysis as in the DBS. **Surface Surface	
					- Air Quality analysis must bol at PM 2.5, PM 10, and NDx. TxXXV or only analysed CO which is easy to study and they know they would clear. - Auxilia in Sheeded to non-extrainment of PM 2.5 and this valid installably image the way we do transportation at the CAMPO level.	
					And parties missessment for Mr 2.5 and of the residence of the Mr 2.5 is a first and in disastable of the process of the proce	
					- Greenhouse gas emissions analysis is incomplete, it only looks at construction, not long term. Also, the models are based on the CAMPO regional growth forecasts, which assume the expected effects on housing and other real estate decisions that widely receive the models of the control of t	
					making its and any quality recentings, modeling is blasted and back just in enjoyand plan. The demonstrates the result impacts of the project we need maximigal and quality recentings all using the \$3.50 control or Audit to Cooline data beginning ones, during construction, and after. Medi if any project we are quality process havened indexeds, DCDT must seek to insight the false in memoritarily, this town transportation havely impacts or air quality. On these we actually record and study the data to all the proper the arcsine of the mediage for the memoritarily with the mediage for the memoritarily with the mediage for the memoritarily with the mediage for the memoritarily with the mediage for the memoritarily with the mediage for the memoritarily with the mediage for the memoritarily with the memoritarily with the memoritarily memoritaril	
					construction, and after. And if at any point the six quality exceeds harmful standards, IXDOT must work to mitigate the harm immediately. We know transportation havely impacts our air quality, it's time we actually record and study the data to either prove the accuracy of the modeling, or to demonstrate why the modeling does not work.	
					Thank you for all that TxDOT is doing to improve the health of all the people of the Austin region and reduce the heavy negative health impacts of our transportation system.	
						San Connent #S
					Date 1-35 Capital Express Central, Ret 3-55 Capital Express Central, Date Environmental Impact Statement Thinks to 50 Chapital Express Central, Date Environmental Impact Statement Thinks to 50 Chapital Express Central, Date Environmental Impact Statement Thinks two for the transferrable work over the last several years at the Toss Descriment of Transcortation to adopt a safe sections accorded and seriously work toward the Road to Zero soal of cutting traffic deaths in half by 2005 and to zero	See Correnat #5
					Thank you for the transformative work over the last several years at the Texas Department of Transportation to adopt a safe systems approach and sensorally work toward the Board to Zino goal of confing traffic deaths in half by 2005 and to zero by 2006. Chashes are measurably more important than congestion and cost the people of the Austin region more – using National Safety Council costs of crashes are measurably more important than congestion institute congestion methodology.	
					accromologies in reporting of motor vehicle crashes can be prevented, thereby reducing fallatifies. It is further ordered that the divisions and distincts of the department shall develop and implement shallagies required to reduce the number of clears on release readways by leaf to the year 2003 and to accomply any other prevented to accomply any other prevented and the prevented or develop and implement shallagies required to reduce the number of clears on release readways by leaf to the year 2003 and to accomply any other prevented and the prev	
					and consortinate into the Lett controllation in impact scalariation in project	
					neum mon trantraggoodsy raving fram gase, are telep purposed arise from the contract research or the project will result in meeting the Road to Zero goal to cut traffic deaths in half by 2035. Please add this goal to the Purpose and Needs of the project to ensure safety is	
					The Teach Transportation Commission Mission does 115445 dents 1000 A Marith - Year Search Sea	
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2005	Scott	1		Do Not Widen/		
2385 ID	C N	Da R d	ŝ	No Build Topic	c	R p
					Dater 1-35 Capital Express Central,	See Comment #5
					Ric 135 Capital Express Central, Draft Environmental Impact Statement Daar Governor Abbott and other Elected Officials, TuDOT Commissioners, Staff, and Consultants,	
					Successful and one factors of other School (Section 1) and the School (Sect	
		1			The control of the co	
					the most dangerous alternative. I thought the Nutrient Environmental Protection Act required TxDOT to meaningfully consider meaningful alternatives, but that appears not to have been done in this draft EB. There is clear community support for both the ReThrist3S and	
					Reconnect Austin proposities, including various levels of elected officials asking TxDDT to seriously consider meaningful alternatives. While the TTI study was interesting, it in no way is a replacement for thoroughly analyzing ReThink35 and Reconnect Austin in the ES and TxDDT failed to provide any reasonable argument for why it indused to meaningfully consider these alternatives.	
					Please m. the rigrous analysis found throughout thousands of pages of ES on the RifflinkSS and Recomment Austin proposals - after all, it is very meaningful, public input Thank you for all that TXOOT is doing to provide safe access and mobility options with materiands and encoded seven in the through communities of the Austin region.	
2966	Sean	1/31/2023	MyCapEx Website - Comment Form	Public	I support public mass transit. Any natroad would reduce the number of cars on the road and save many millions by reducing the need for road expansion projects, especially along 35z	See Comment #13
			Comment Form	transit/Multimo dal		
2967	Sean Clark	2/12/2023	VOH	transportation Do not widen/no build	Do not expand the freeway. We don't need more roads. We need more public transportation and take laines	See Committ 45
2968	Sean Faulkner			Latent/Induced Demand	Mobility55 Program Manager Tommy Alregio,	See Comment #18
					Mobility\$5 Program Manager Commy program. This is a precedent that using the same flashed approach to solving traffic, which is just adding more lanes. Wile home by now that adding lanes only temporally induces built for perhaps a year or two, before it's back to the same levels of traffic organization are transported for the program of the suggested or two processes of the suggested or two processes or two processes or two processes or two processes or two processes or two processes or two processes or the suggested or two processes or two pro	
					solutions, but will add years of construction delays and inconveniences,	
				Air quality/dimate change	add more pollution and car traffic through downtown Austin, and encourage more car-centric urban sprawl.	See Comment #18
				Air quality/direate change	add more pollution and can traffic through downtown Audin, and encourage more car contric urban spraid. The only effective means of exclude parties (compation in an urban senting are those of them modes of trains.) The billions spent on this if advised highway expansion would be much before spent on expanding trainst access, specifically Project Comment but is now in large parties gapes, to profice of all reconsider the project on extensive parties gapes (any policy of all reconsider the project on extensive parties gapes (any policy of all reconsider the project on extensive parties gapes) and of policy and reconsider the project parties and policy of a reconsider the project on extensive parties gapes (any policy of all reconsider the project on extensive parties gapes).	See Comment #18
				Air quality/direate change	at one public and or write filting the contents before an extraction of the contents before a content of the public and or write filting and the contents and t	
				Air quality/dimate change	The preferred design and its dealt environmental impact statement are worldly deficient and poorly executed. Specifically, the impact to the north central region is profoundly negative, while the preferred	Sea Comment #35
				Air quality/dimate change	The preferred design and its dealt environmental impact statement are worldly deficient and poorly executed. Specifically, the impact to the north central region is profoundly negative, while the preferred	
2000	000	3/7/00/2			The preferred design and to short encommental report distingence are sensibly platimate and purely executed. Specifically, the impact to the north control region is preferred pregions, while the preferred administration and the exemption which can be made of a whole the exemption of each of the exemption of the	
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2969	Sean Griffin	3/7/2023	νон		The preferred design and its dealt environmental impact statement are worldly deficient and poorly executed. Specifically, the impact to the north central region is profoundly negative, while the preferred	
2989	Sean Griffin	3/7/2023	VOH		The preferred design and to short inconveniental impact distances or an working shoftward and pointly securities. Specifically, the impact to the work centred region is producedly regions, while the preferred advantages were all of the preferred regions by producedly regions, while the preferred advantages were all of the preferred regions by producedly regions, while the preferred regions by the preferred regions between the preferred regions by the preferred regions by the preferred regions between the preferred regions by the preferred r	
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2989	Sean Griffin	3/7/2023	VOH		The preferred design and to short inconveniental impact distances or an working shoftward and pointly securities. Specifically, the impact to the work centred region is producedly regions, while the preferred advantages were all of the preferred regions by producedly regions, while the preferred advantages were all of the preferred regions by producedly regions, while the preferred regions by the preferred regions between the preferred regions by the preferred region	See Convent #20
2969	Sean Griffin	3/1/2023	VOH		The preferred design and in final environmental impact distanced are would by distance and purely secondard. Specifically, the impact to the world center region is professorily regions, while the preferred debunders were sufficient for minimal to the preferred debunders were preferred to the contract of the preferred debunders were preferred to the preferred debunders were preferred to the preferred debunders were preferred to the preferred and of the preferred debunders were preferred to the preferred debunders and preferred to the preferred debunders are specified from the preferred debunders are specified from the preferred debunders are preferred to the preferred debunders are preferred to the preferred debunders are preferred to the preferred debunders are preferred to the preferred debunders are preferred to the preferred debunders are preferred to the preferred debunders are preferred to the preferred debunders are preferred to the preferred debunders are preferred to the preferred debunders are preferred to the preferred debunders are preferred to the preferred debunders are preferred to the preferred debunders are preferred to the preferred debunders are preferred to the preferred debunders are preferred to the preferred debunders are preferred to the preferred debunders. The preferred debunders are preferred to the preferred debunders are preferred to the preferred debunders and preferred debunders are preferred to the preferred debunders and preferred debunders are preferred to the preferred debunders and preferred debunders are preferred to the preferred debunders are preferred to the preferred debunders and preferred debunders are preferred to the preferred debunders are preferred to the preferred debunders and preferred debunders are preferred to the preferred debunders and preferred debunders are preferred to the preferred debunders and preferred debunders are preferred to the preferred debunders are preferred to the preferred debunders are preferred to the preferred debunders and preferred debun	See Convent #20
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2969	Sean Griffin	3/7/2023	VОН		The preferred design and in final environmental impact distanced are would by distance and purely secondard. Specifically, the impact to the world center region is professorily regions, while the preferred debunders were sufficient for minimal to the preferred debunders were preferred to the contract of the preferred debunders were preferred to the preferred debunders were preferred to the preferred debunders were preferred to the preferred and of the preferred debunders were preferred to the preferred debunders and preferred to the preferred debunders are specified from the preferred debunders are specified from the preferred debunders are preferred to the preferred debunders are preferred to the preferred debunders are preferred to the preferred debunders are preferred to the preferred debunders are preferred to the preferred debunders are preferred to the preferred debunders are preferred to the preferred debunders are preferred to the preferred debunders are preferred to the preferred debunders are preferred to the preferred debunders are preferred to the preferred debunders are preferred to the preferred debunders are preferred to the preferred debunders are preferred to the preferred debunders are preferred to the preferred debunders are preferred to the preferred debunders. The preferred debunders are preferred to the preferred debunders are preferred to the preferred debunders and preferred debunders are preferred to the preferred debunders and preferred debunders are preferred to the preferred debunders and preferred debunders are preferred to the preferred debunders are preferred to the preferred debunders and preferred debunders are preferred to the preferred debunders are preferred to the preferred debunders and preferred debunders are preferred to the preferred debunders and preferred debunders are preferred to the preferred debunders and preferred debunders are preferred to the preferred debunders are preferred to the preferred debunders are preferred to the preferred debunders and preferred debun	See Convent #20
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2970	Sean Haney		Ernal Graph Motors	Ensigned correctivity Do not value (no build Review (no build R	The professed design and in South environmental impact distillment and exactly distillurate and purity rescaled. Specifically, the impact in the north centred region is professed regions, which the professed absolute on any other can reflect the control of the	San Connect 42 San Connect 43 San Connect 43 San Connect 43 San Connect 43

2974	Sean McMains	1/19/2023	MyCapEx Website - Comment Form	Regional connectivity	Please twice assemination of regular communities are service between the Actions and Audits, by include New Sharefuls, Sen Marcos, Figh, Buds, etc. Simply increasing med appects processes assemblered and find to take advantage of the new apports, In the bud formed Sen Marcos to Audits for years surroll Toxas State and CARTS shart down that service, and would still two to see some violate communities option between Sain Action on these rates in the state's captor. Thank you for your attention and considerations.	Second #1
2975	Seetha Shivas warny	3/7/2023	MyCapEx Website - Comment Form	Do not widen/no build	Please Ox NOT mitigate traffic for the proposed 41st Street extension to Wilstire Bod. That would likely increase traffic significantly as a cut-through to Arport in a 200% residential neighborhood.	Se Commet 45
2976	Sergio Vargas	3/7/2023	Email	Do not wider/no build	Association Program Manager Homes (long). The limit Monthson, and they expendent on the contract of the second of the first in Monthson, and they expendent on the contract of the first in Monthson, and the second of the first in Monthson (long) of the first information of any black displayed expendent in Monthson (long) of the first information of the first informatio	See Comment #5
					Lague vedering is necessary. But spend the additional \$500 millions and over some or all of it. Losk at the addition and boilton and biblish Mase-warm Dishlet. We need to give finds a reason to come to Audio 13 years from now, when Audio will be just like every offer oilty in America with self buildings. Think you.	See Connect #25
2977	Seth Hathaway	3/7/2023	MyCapEx Website - Comment Form	Bury/tunnel		
2978	Seth Lake	2/8/2023	Email	General Support	her Chames Budg and Commonwers. That has you're required budget of the Commonwers o	Sea Comment #8
2979	Seth Laffue	3/7/2023	Email	Do Not Widen/ No Build	MANINGS Program Manager Trump sharps, Linux in ord fall, and in represent by Table (2015) thought assessment for the earth of producing percent of the public agency sharps taken only the alternative continue per reducing them is worth be distinct to an appropriate agreement of the public agency and take percentage or reducing percentage or r	The Communit 4'S
ID	C N	Da R d	s	Topic	С	R p
2980	Swith Swith			Do not wider/ho build	Nation(3.5) Projects Missage Moreo (Margo). In an infligation of the principle of the project (see a special or of the principle of the princ	See Connect #5
				Community Alternatives	we cannot dwight the past, Ling Piles. Journal and large pasts and the hardest large of these planners. Journal and large pasts are the past of the hardest large of the past planners are the past of the past planners are the past planners a	Son Contravel of 4
2981	Sorth Silvesky			Do not widen/no build	As a solar five term from term from term from term from the properties of the proper	Sea Contractor 9.5
				Do Not Widen/ No Build	Turgi TxCOT is choose the No Build Alternative because the benefits of Moofed Build Alternative 3 would not justify the costs and impacts on the community. As noted by many well-informed members of our community:	Sea Comment #5
2982	Seth Singer	3/7/2023	Email	Public transit/Multimodal transportation	MobilitySS Program Manager Tommy Narego. Less highway, Mono trains, and before use of lands.	See Connect #13
2983	Shean Davis			Latent/Induced Demand	Association Program Minorger Thermip Solvings. As a resident of Audit in the Market Solving of Audit of 25 first South I have seed this freeze pressy many Solving. Colors I don't have a chance Expectably as a former solvine of UT Audit. 25 is the only wayn and soil. Why is their Offinity on we extensionably provided corn one properly the seed of 25 first South I have been done in the control happen operation has done and the lasting effects of this. What we we doing as a chance of proposed or the control happen of Profits are and the is a benefit to the lasting effects of this. What we we doing as	See connect #38
				Air quality/direate change	Share this gaut. What I don't share is the approach, which should be date, people and environment of how. If we use this approach, the most efficient, eco friendly and people first approach is to invest in public treat to get care OFF the mat. If we had to the cities cannot be gibbs as a mode for if the bind of ofty that is suited for dimate design and will resist in insour invess unrecessary death, one that everyone can use with ease. I understand that fees is a car and to the stand out or of these and earlies of the fronties and congruent or feeders for fronties and congruent or feeders.	Sea Comment #18
				Reroute to 130	Ixan for making 29-130 the intendate instead. Diverting that pass through halffic away from our only will also allevable congestion while maintaining a valuable according round for intendate and international commerce. I hope that Council and my elected representatives will stand up for me and all Austrinities in opposing this expansion and coming up with visible alternatives.	Sea Comment #3
2984	Shana Merlin	6-01,0448		Do not wider/no build	The NOOT CASE?. It requires expending 255 effects data including taking, walking, and other options to connect the people of Audio. First free? 25 years and live close to 135.1 Selece frenly in the Vision Zero problem that would make on only better and selection.	The Communit 45
				Community Alternatives	I want community albernatives to expansion, including Reconnect Austin and Rethink 35, to be fully studied. Please find a better solution.	See Comment #4
2985	Shandala Brown	2/7/2023	Email	General Support	Due Chairman Bogg and Commissioners: Thesis you for recognizing that LSS through Audrin is one of the root conglished coult-way sugments in the Solat of Texas. At this seriously adultation receives a state of the Solat American Solat	See Contract #8
2986	Shane		MyCapEx Website - Comment Form	Racial justice	teses of the proposal from TOOT does not compete that of contribution to the contribution of the contribut	Se Comment 63
				Reroute to 130	leads revolut 155 native of the city center, purhaps along \$1.150 for missions, and then take the current route of 1.55 and \$18 in it, bringing basis the city blocks that ever destinated to hald the engined reveney. In course of the terms of the country of the	Seconnet43
2987	Shane Attaway	1/30/2023	Email	General Support	Oser Chamma Rogg and Commissioners: Thenk you're recognizing that 155 through Audin is now of the med congeated machiney augments in the State of Feas. As this serrously audinoid related as it is not a few med congeated machiney is supported by the State of Feas. As this serrously audinoid related and decisive action to transform this critical stretch of influent-tumes into a randway that will accommodate the region and immense growth we are experiencing in our great State. According, it is writing they because any complete support for the 155 Copiest Operas Central design as proposed by ToOT. Thesis you by your consideration of this requires. Street Attainsy	See Contract #8
2988	Shane Boasberg	3/7/2023	MyCapEx Website - Comment Form	Do Not Widen/No Build	Against 1-55 expansion.	See Connect 65
2989	Shannon Dodson	3/7/2023	MyCapEx Website - Comment Form	Do not wider/no build	Affair, m as Audion resident in oldy council district 7.1 communite to work on 155 to disvertion every day, 1 don't think the current project for "impriving" 155 a going to improve much at all. 1 sounds like it is going to bill any and any of the interest. And the art less we we will push to left with a massive, algo, disappease highways to the middle of an ever expectably Audion. Adding lesses to highways down't do. Traffic problems. It just makes room for more traffic problems to valued valuely any EVO 150°C to though only one problems and only to rever traffic problems. It just makes room for more traffic problems, valued valuely any EVO 150°C to though only one problems and only to provide only the problems. It just makes room for more traffic problems, valued valuely any EVO 150°C to though only one problems and the problems. The problems are the problems and the problems are the problems and the problems are the problems. The problems are the problems are the problems are the problems are the problems. The problems are the problems are the problems are the problems are the problems are the problems are the problems. The problems are the p	See Comment #5
2990	Shannon Doyle			Do not wider/no build Community alternatives	In EXCOT. Total C. It is writing by any between my opposition to the 35 againsters. Empirical evidence suggests that adding more largest to highers only attacks more care and leads to more conjugation. This increased use leads to more air and name and the second of t	See Comment #5 See Comment #4
				Actionship assertation	which we described the second point of the control	

2991	Shannon May	3/7/2023	Emak	Do hal Wales, No Build	The third for the first because of a financial control of the first because of the following execution. - EACH projected buffly growing control of the first because of the following execution. - EACH projected buffly growing control of the first because of the following profession as alternative become more available or formation. - EACH projected buffly growing control of the first buffly growing of the following project of the first buffly growing growing growing growing growing growing growing growing growing growing growing growing growing growing growing growing growing growi	So Comment 5
2992	Shannon Peterson	1/13/2023	Email	General Support	have Chemical Bodg and Commissioner. Notice by the reporting of the 12 Strongly and the 1 see of the nation register clearly angle of the 12 Strongly and the 1 see of the nation register clearly angle of the 1 see	So Contract #3
2993	Shannon Vaughan	2/7/2023	Email	General Support	The Character Stage Continues are as This age for requiring the CLS Straigh Audit is not of the reaction plant of before a few fines and the continues and t	Sea Comment # 8
2994	Shanta Tyrone	1/30/2023	MyCapEx Website -	Regional connectivity	Executed like to see mone train service and light rail services to help with congestion of out highways instead of expanding them.	See comment #1
	_and your	2/30/2023	Comment Form	regional unincursy	A compared to the great of the compared to the	
ID	Č N	Da R d	S	Yopic		R p
2995	Sharon Baker	3/7/2023	Email	Do not widsen/no build	All convey flowings hadron is degree to the relative of the con- lease struction gas from the section of the con- lease struction gas from the control of the con- putation of the control of the control of the con- putation of the control of the control of the con- putation of the control of the control of the con- putation of the control of the control of the con- putation of the control of the control of the con- putation of the control of the control of the con- putation of the control of the control of the con- putation of the control of the control of the con- putation of the control of the control of the con- putation of the control of the control of the con- trol of the control of the control of the con- trol of the control of the control of the con- trol of the control of the control of the con- trol of the control of the control of the con- trol of the control of the control of the con- trol of the control of the control of the con- trol of the control of the control of the con- trol of the con- trol of the control of the con- trol of the con- con- trol of the con- trol	Sea Comment 45
2996	Sharon Lynch			Do not widen/no build	Assertist's regiment forcing from; process, and the second of the second	See Communit 41;
				Reroute to 130	which was in reproducted in this is badford Phones in one in receivable that is described by the production of the produ	See Comment #3
2997	Sharon Mackenzie	2/6/2023	Email	General Support	Date Chairmen Bugg and Commissioners: Thinky you're recognizing that 155 through Audin in one of the most congusted mostlessy sugments in the 20st of fessal, As this seriously audinated mostlessy in their collect in Nation Develor (Fessal, all times about of the 10 both and develor excitor to trainform than collect in Nation Develor (Fessal, all times about of all to both and develor excitor to trainform than collect interface when the resolution than resolution that is received plant all sections are provided in the resolution of the resolution	Sea Comment #8
2998	Sharon Tan	3/7/2023	Email	Do not wider/no build	MobilitySS Program Manager Tommy Azergo, H. my rames in Zhareon Ten. a resident of Austin for 15+ years, and 11-ve in 19223.109YOSE ToCOT's plane for 1-SS and 109YOSE apparation.	Sea Comment #5
2999	Shawrital Brown			Do not wider/no build	Mobility35 Program Manager Tommy Arrago. The expansion of 1-35 should not happen.	Sec Connect #5
			-	Business/residential displacement	Audio confirmacily displaces individuals and comparies from their homes and businesses and thrus, expanding the highway is not a great valution to improve brillic. Other options should be considered that allows the citizens of Audio to have an opinion on the changes happening to this oily, I cannot enclose this change based on the consequences of the expansion.	See Connect #21
3000	Shella Morris	2/9/2023	Phy sica I	Business/residential displacement	Concerns duer access to business for customers. "Questions regarding access range, proposed HOV lane and notes" Cleauses to early writering range.	See Comment #21
3001	Shella Morris	2/9/2023	Verbal Comment	Business/residential displacement	Questions and concerns, just to access of the property aird my brainness, 2401 South IH-35. Questions regarding access names, closures to exit, entraince, for business purposes, And also concerns about the proposed HOV lains and noises that will now actually be raised and level to the access read where the business is located.	See Comment #21
3002	Shella Pharis			Do not widerynin build	ModifySh Program Manager Tomory Acregis. 1 Special Exchanger Tomory Acregis. 2 Special Exchanger Tomory Acregis. 2 Special Exchanger Tomory Acregis. 2 Special Exchanger Tomory Acregis. 2 Special Exchanger Tomory Acregis. 2 Special Exchanger Tomory Acregis. 2 Special Exchanger Tomory Acregis. 2 Special Exchanger Tomory Acregis. 2 Special Exchanger Tomory Acregis. 2 Special Exchanger Tomory Acregis. 2 Special Exchanger Tomory Acregis. 2 Special Exchanger Tomory Acregis. 2 Special Exchanger Tomory Acregis. 2 Special Exchanger Tomory Acregis. 2 Special Exchanger Tomory Acregis. 2 Special Exchanger Tomory Acregis. 2 Special Exchanger Tomory Acregis. 2 Special Exchanger Tomory Acregis. 2 Special Exchanger Tomory Acregis. 2 Spec	See Convent 45
				Latent/Induced Demand	TACOTS process in this project is fareed. If ginnes indused Demand, construction impacts, particulate matter publics from five wear, the failure of almost all highway equations, the success of freeway removals, and its buffer modeling is flaved.	See Comment #15
				Public transit/Multimodal transportation	Earn POR a public transitions project, etc.	See Comment #13
3003	Shelby A. Shockley	2/6/2023	Email	General Support	Sections begand Commissions. This part or requiring fact ISS Strengt Austra is and of the real recognition studies, suggested to the Section of Section of Section As a section of Section As a section of Section As a sec	One Constant #8
3004	Shelby Frye			Do not wider/no build	No facilities. Expending 55 is not a good law for our community.	Se Connett 45
			-	Air Quality/climate change	Makeshifty a consistently above to be imported for the weaderts of our community, and this will not only discovrage waking and belong but our environment of the out below to save our community from the word efficient of climate change.	See Connect #15
3005	Shelby Garcia	1/31/2023	MyCapEx Website - Comment Form	General Support	Esupport and would like to see a raid system in San Antonio.	See Comment #8

2000	00.00.00			Do not widen/no build	To a service of	Sec Comment 65
3006	Shelby M			Do not widen/no build	Mr TubOT TubOT, If arm writing to you to express my opposition to 1-35 expansion. These issues should be top of mind for TubOT planners. Yet, road expansion is the only solution that has been proposed despite proven failures	See Comment #5
					across the state.	
				Latent/Induced Demand	Empirical evidence suggests that adding more lanes to highways only attracts more cars and leads to more congestion.	See Comment #18
				Air quality/dimete change	This increased use leads to more air and noise pollution, creates heat, Islands (in an aiready hot enough objd, and has adverse health impacts in the community.	See Comment #18
				Community alternatives	PLEASE must in a reimagined future where community alternatives are accessible, affordable, and even preferable to individual car use. We need community alternatives to expansion, including Reconnect Austin and Retrini35, to be fully studied and invested in. Thank you,	See Commant #4
				Public transit/Multimodal transportation	As Austin resident, I wait investment in other forms of transportation such as public busies, trains, bitting public, or sidewalds. All of which reduce pollution and congestion. While these projects are long term, copial intensive, and necessitate a transformation of our infrastructure, these occumulations are not much different from the proposed expension.	See Comment #13
				transportation	term, capital intensive, and necessitate a transformation of our infrastructure, these circumstances are not much different from the proposed expansion.	
						See Comment #5
					15 Shally a bing time Austin resident and lifeforg Texan. I'm writing to urge you to reconsider wasting billions of dollars on a pointless highway expansion that no one in Austin wants or needs. the leat thing we need is a decade of pointless	
					construction. This will do nothing to ease traffic, it will cause many businesses to close, housing to be lost, and is not considering the future of our city. We need more investment in public transportation, not More high speed lanes outing right though downsteam.	
3007		3/7/2023	Email	Do not widen/no build	downtown. Do not move forward with this, please.	
					Onkey	
3008	Shelby Oney	5-16,000		Do not widen/no build	Helfo, Thank you for your consideration preserving the uniqueness that these businesses, such as West China Tea, bring our city.	See Comment #5
					Think you for your consideration preserving the unrequeness that these businesses, such as West China Tea, bring our ofly.	
				Business/residential displacement	I am opposed to the proposed expansion of I-35 due to the displacement of over 100 local businesses and the negative effects that would have on our communities here.	See Comment #21
3009	Shelby		Phy	Mitigation	As minimum this plan needs more nature mitigation. To make up for the lack of climate smart proposals no more roadways could help mitigate the impact on our migratry monanch. Sand barries can be derine weightation.	See Comment #2398
	Shelby Orme		sica		dense vegetation.	
			Co	Do not widen/no build	Oversill 1 think this project is at best a band aid on our extreme transit issues and at worst a glant waste of bapayer dollars that we will have to turn around and repeat in 10 years due to unprecedented	See Comment #5
			ent	DO NOT WORK (110 DOILG	opposition from the project can be desired as the second and the second as the second	JOB CONTINUE TO
	1	1			Appenies modern current and common annual control to activities goals and annual annual contact.	
	1	1				
	1	1		Air Quality/Noise	have price distance. Exceptionally conserved about engine in which is not in about any interest in a point of price and in a conserved in a conserved in a point distance and in a conserved in a point distance and in a conserved in a point distance and in a conserved in a cons	See Comment #34;
	1	1			projected to double in 20 years. Noise barriers are also an unesthetic response to the increase in noise. The mitigation plan for the impact on the hike and bike trails is proposed as during final design or during construction, these are vital response to our only and should not be in affect to unit.	
					то ретримент не негоду, стоя негоду не негоду него негоду на 1188 1884 1884 1884 I MAN ТОР ИН ВЕРИКО ПО ТОР ИН ВЕРИКО ПО ТОР ИН ВЕРИКО ПО ТОР ИН ВЕРИКО ПО ТОР ИН ВЕРИКО ПО ТОР ИН ВЕРИКО ПО ТОР ИН ВЕРИКО ПО ТОР ИН ВЕРИКО	
3010	Sheldon J Sandbekkhaus	1/29/2023	MyCapEx Website - Comment Form	Do not widen/no build	I oppose I-35 expansion. More laines will just cause more traffic and separate downtown from east austin.	See Comment #5
	Sandbekkhaug		Comment Form			
3011	Shelly Dick	1/12/2023	Email	General Support	Dear Chairman Bugg and Commissioners: Think you for recognizing that I-35 through Austin is one of the most congested readway segments in the State of Texas. As this seriously outditted madway is often	Sax Comment #8
	1				Date Chairman Bugg and Commissioners: Thank you for recognizing that 135 through Audit in a one of the most competed readway aggreets in the State of Texas, As this seriously contained readway is often coaled be fished. Showed of Texas, as I fear instruction and one of the coaled be fished to the seriously contained readway in the most commissioners and incremental proof in we see expension of the page 1886. According it is not might gold so because or prompted support for the 1985 Captual Expension and the design as proposed by FOSCT. This you for you provides support to the seriously contained design as proposed by FOSCT. This you for you provides support for the young the seriously contained design as proposed by FOSCT. This you for you provides support to the seriously contained to the ser	
	1	1			And the second standy and proposed by section to the second section of the second section of the second section of the second section	
3012	Sheryl Mackey		MyCapEx Website - Comment Form	East/west connectivity	This is regarding the planned changes for 155 between 2005 and they 71.1 is m very happy to hear the upper docks will be removed and the road-key will be lowered. However I think we are missing an amount groportunity for better inhage between east and sest.	See Comment #20
				Bike/ped safety	If even a small portion of the below ground level could be a tunnel, then additional green space could be added above and it would be more inviting to pedestrians and bicyclists. Additional green space would also improve air quality.	See Comment #30
					and a state of the	
					Dear Chairman Bugg and Controssioners:	See Comment 38
					Duc Claims Bugg and Commissioners. It has you for recognition but 25 frough, Auditin in one of the most congenter insidesy segments in the State of Texas. At this seriously additional readway is offere called the Main Shreed of Texas, all Texas should call for total and decisive section to be contact section of individuous into a caskway that all accommodate the region and reminisses growth are semplement in our great State. According, It is mit rightly between any completion from the SS State (see Central degrees any section ST ST STATE AND STATE	
3013	Sheryl Scott	3/6/2023	Email	General support	Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDOT. Then's you for your consideration of this request.	
3014	Shikhar Shah			Do not widen/no build	MobilityS Program Manager Tommy Arrago, 14 Tim a resident of Central Austin, near of Compus, 1 do NOT west 35 to be expanded in my dry, Expansion of interestant highways NEVER solves anything, Stop making the same ministakes over and over again. Adding sames DOES NOT help tending congradors. These excondess studies and experiments and lisecone from Instancy that grow this. Expansion is a WAST of money, Sport that money in a better	See Comment 45
					traffic congestion. There are countless studies and experiments and lessons from history that prove this. Expansion is a WASTE of money. Spend that money in a better	
				Public transit/Multim	Focus on public transportation. TRAIN's solve traffic. We need to get people OFF the road, not give them more space ON it. Build a network of public transport so people don't need to use the road. We can use buses. We don't need more times.	See Contract #23
				transit/Multim dal	use bates. We can use busies. We don't need more larses. Those my representatives do that it don't need more larses. Those my representatives do that it don't need more larses. Those my representatives do that it don't need more larses. Those my representatives do that it don't need more larses. Those my representatives do that it don't need more larses. Those my representatives do that it don't need more larses. The property of the more largest that it don't need that it don't need that it don't	
				transportation		
					MobilityS Program Manager Tommy Abreto.	See Comment #5
	1	1			Mobility55 Program Manager Tommy Abrego, We've seen what becomes of close but go down the path of more lanes and more highways. We should not sucrifice what makes Audin great just to end up like these other close that are dissectors for insability. We should be discussing forward intelligent products to the assempte of the nor a region city can move from car dependency to one with viable transportation options. With the growth this city will see over the coming years, we don't want to see more lanes and more congestion.	
				Do not widen/no build	Investing in attenuatives to car travel will ease the load our reads are already researing under. For being such a forward this length, we have an opportunity to not fall in the same downward spirals of traffic, compaction, and greater car december on the law of the care of the law of the load of the law of	
3015	Shon Shabari	3/7/2023	Email	Do not widen/no build	The second section is the first analyzed first an employed process of the contract of the cont	
	1	1			у политите и пот перенине у принери на нешени и нешени и нешени и нешени и М. Межени и менену вып. и до моге неи неи неи не	
	C N	Da R d				
ID.	C N		s	Topic		R p
3016		1/29/2023	Email	General Support	Date Chairman Bogg and Commissioners. Think you for recogniting that 155 through Austin is one of the most congested modeusy superests in the State of Teaus. At this seriously outsided modeusy is offer coaled by the State Office of Teaus and Teaus should can be found to food and coaled and the state of the State Office of Teaus and Teaus should can be found to food and coaled and coaled and the state of Teaus and Teaus should can be stated for the State Office of Teaus and Teaus should can be stated by the State Office of Teaus and Teaus should can be stated by the State Office of Teaus and Teaus should can be stated by the State Office of Teaus and Teaus should be stated or the State Office of Teaus and Teaus should be stated or the State Office of Teaus and Teaus should be stated or the State Office of Teaus and Teaus should be stated or the State Office of Teaus and Teaus should be stated or the State Office of Teaus and Teaus should be stated or the State Office of Teaus and Teaus should be stated or the State Office of Teaus and Teaus should be stated or the State Office of Teaus and Teaus should be stated or the State Office of Teaus and Teaus should be stated or the State Office of Teaus and Teaus should be stated or the State Office of Teaus and Teaus should be stated or the State Office of Teaus and Teaus should be stated or the State Office of Teaus should be stated or the State Office of Teaus should be stated or the State Office of Teaus should be stated or the State Office of Teaus should be stated or the State Office of Teaus should be stated or the State Office of Teaus should be stated or the State Office of Teaus should be stated or the State Office of Teaus should be stated or the State Office of Teaus should be stated or the State Office of Teaus should be stated or the State Office of Teaus should be stated or the State Office of Teaus should be stated or the State Office of Teaus should be stated or the State Office of Teaus should be stated or the State Office of Teaus should be stated or	Sae Comment #8
3017	Sidney Smith (Sam Austin Group	1/4/2023	Email	Reroute to 130	It will be good to reduce level during and after construction by designating \$54.45 to \$51.05 to \$1.30 as 13.55 for through traffic. The existing 1.55 through Audits should be reclaimed until 2.55 for local traffic. Redesignation of 1.55 was done during the reducting of 1.55 through control San Actions in the 8th Sch Sach Show 1.55 was a non-connect with 1.50 through 1.57 through traffic in connectation zone. Screensy, 5.50 thr Sach Action Storage Sach and Sach Sach Sach Sach Sach Sach Sach Sach	See connent #3
		1			Securely, Std The Sam Austin Group Sent via the Samsung Galaxy S20 FE SQ, an AT&T SG smartphone Get Outbook for Android	
	1	1				
3018					I .	See Comment #5
	Sierra Miranda			Do not widen/no build	Mobility35 Program Manager Tommy Abrego,	
3020	Sierra Miranda			Do not widen/no build	MobilitySS Program Manager Tommy Abrego, Widering DS Strough-Austin is NOT the right solution to the traffic problem.	
3020	Sierra Minanda					
3020	Sierra Miranda			Do not wider/no build Public transit/Multimodal transportation	Making St Regions Manager Training Yangs. Mistering SS Regions Manager Training Yangs. Mistering SS Regions Manager Training Yangs. Mistering SS Region Manager Training And SS Regions	Sea Comment #13
3020	Sierra Miranda			Public transit/Multimodal transportation	Girt is broad, the project is or the bond the follows of Audin, it is benefit on bond there had no so the bond to be the bond to be project on the bond to be the bond to b	See Convent #13
3020	Sierra Miranda					
				Public transit/Multimodal transportation Laters/Induced Demand	Let's be hower, this project is not the benefit the occurrent Austin. It's is benefit on board shares that leve is not diversely but risk. The billions of dislaws proposed for this project are benefit and execution below the benefit of the contraction of the let's form of the contraction of the let's form of the let'	See Comment #13 See Comment #18
3019	Sierra Miranda Sierra Miranda Simei Carrizales	1/20/2023	MyCapEr Website - Comment Form	Public transit/Multimodal transportation	Girt is broad, the project is or the bond the follows of Audin, it is benefit on bond there had no so the bond to be the bond to be project on the bond to be the bond to b	See Convent #13
		1/20/2023	MyClagEx Website Commerc Form	Public transit/Multimodal transportation Laters/Induced Demand	Give to broad, this project is set the beautif the climan of Audio, it is to beautif one boar driver that have to set through or day, the bitters of defaus proposed for this project are beautiful extensions to the control of the co	See Comment #13 See Comment #18
		1/20/2023	MyCapEx Website - Commerc Form	Public transit/Multimodal transportation Laters/Induced Demand	Give to broad, this project is set the beautif the climan of Audio, it is to beautif one boar driver that have to set through or day, the bitters of defaus proposed for this project are beautiful extensions to the control of the co	See Comment #13 See Comment #18
		1/20/2023	MyCapEx Website Commerc Form	Public transit/Multimodal transportation Laters/Induced Demand	Let's be hower, this project is not the benefit the occurrent Austin. It's is benefit on board shares that leve is not diversely but risk. The billions of dislaws proposed for this project are benefit and execution below the benefit of the contraction of the let's form of the contraction of the let's form of the let'	Sea Contract #13 Sea Contract #18 Sea Contract #18
3019	Simel Cerrizalos			Public transit/Matrimodal transportation Laters/induced Demand Laters/induced Demand Laters/induced Demand	Give to broad, this project is set the beautif the climan of Audio, it is to beautif one boar driver that have to set through or day, the bitters of defaus proposed for this project are beautiful extensions to the control of the co	Sea Contract #13 Sea Contract #18 Sea Contract #18
3019	Simel Cerrizalos			Public transit/Matrimodal transportation Laters/induced Demand Laters/induced Demand Laters/induced Demand	With broads this project is not the based fine officers of Justice. It is to benefit one board thread to the too of through our sity. The biffers of distinct proposed for this proper are board queries of administration of the based of the	Sea Contract #13 Sea Contract #18 Sea Contract #18
3019	Simel Carrizalns		VOH	Public transif Multimodal transportation Latent/Induced Demand Latent/Induced Demand Dayshamed	With broads this project is not the based fine officers of Justice. It is to benefit one board thread to the too of through our sity. The biffers of distinct proposed for this proper are board queries of administration of the based of the	Sea Contract #13 Sea Contract #13 Sea Contract #13 Sea Contract #13 Sea Contract #13
3019	Simel Carrizalns		VOH	Public transif Multimodal transportation Latent/Induced Demand Latent/Induced Demand Dayshamed	Call to hereal, this project is not the iswerf the claiment Audie, it is to benefit one sout offices that less than 10 of through or zip. The litters of datus proposed for this project are head querie or advanced to the control of	Sea Contract #13 Sea Contract #13 Sea Contract #13 Sea Contract #13 Sea Contract #13
3019	Simel Carrizalns		VOH	Public transif Multimodal transportation Latent/Induced Demand Latent/Induced Demand Dayshamed	Carbon browned. This project is not the based filth ordinated Audios. It is to benefit can board those that be able to set through part and in the able to the through part and the able to the through part and the able to the through part and the able to the through part and the able to the through part and the able to the through part and the able to the through part and the able to the through part and the able to the through part and the able to the through part and the able to the through part and the able to the through part and the able to the abl	Sea Contract #13 Sea Contract #18 Sea Contract #18 Sea Contract #18 Sea Contract #18
3019	Simel Carrizalns		VOH	Public transif Multimodal transportation Latent/Induced Demand Latent/Induced Demand Dayshamed	Carbon browned. This project is not the based filth ordinated Audios. It is to benefit can board those that be able to set through part and in the able to the through part and the able to the through part and the able to the through part and the able to the through part and the able to the through part and the able to the through part and the able to the through part and the able to the through part and the able to the through part and the able to the through part and the able to the through part and the able to the through part and the able to the abl	Sea Contract #13 Sea Contract #13 Sea Contract #13 Sea Contract #13 Sea Contract #13 Sea Contract #14 Sea Contract #14 Sea Contract #14
3019	Simel Carrizalns		VOH	Public spaint/Matimodal transportation United Systems of Comment Laters/Induced Demand Laters/Induced Demand Demand Demand Demand Demand Demand Demand Demand Demand Demand Demand Demand Demand Demand Demand Demand Demand	Contact Note and the section is the learner for the section for section of the se	Sea Contract #13 Sea Contract #13 Sea Contract #13 Sea Contract #13 Sea Contract #13 Sea Contract #14 Sea Contract #14 Sea Contract #14
3019	Simel Carrizalns		VOH	Public transif Multimodal transportation Latent/Induced Demand Latent/Induced Demand Dayshamed	Contact Note and the section is the learner for the section for section of the se	Sea Contract #13 Sea Contract #13 Sea Contract #13 Sea Contract #13 Sea Contract #13 Sea Contract #14 Sea Contract #14 Sea Contract #14
3019	Simel Carrizalns		VOH	Public spaint/Matimodal transportation United Systems of Comment Laters/Induced Demand Laters/Induced Demand Demand Demand Demand Demand Demand Demand Demand Demand Demand Demand Demand Demand Demand Demand Demand Demand	Carbon browned. This project is not the based filth ordinated Audios. It is to benefit can board those that be able to set through part and in the able to the through part and the able to the through part and the able to the through part and the able to the through part and the able to the through part and the able to the through part and the able to the through part and the able to the through part and the able to the through part and the able to the through part and the able to the through part and the able to the through part and the able to the abl	Sea Contract #13 Sea Contract #13 Sea Contract #13 Sea Contract #13 Sea Contract #13 Sea Contract #14 Sea Contract #14 Sea Contract #14

				_			
					Air Quality/Noise	Many in the area have proposed alternatives to the current plan. Again, let's be clear on what that plan is: more traffic, not less; more pollution, right in the middle of the dry, more collusions and fatalities, a problem that gets worse and worse every year thanks to the distracted driving fostered by phone use in cars, even hands-free, which has no protective impact; more pedestrians and cyclests run over by trooks so tall that drivers can't even see	Sau Corrent #34
						have, to be any love proposed distinctions to the control (in. Agric. No. in the control in. Agric. No. inches or with the distinct of the control in. Agric. No. inches or with the distinct of the control in. Agric. No. inches or with the control in. Agric. No. inches or with the control in. Agric. Agric. In the control in. Agric. No. in the control in. Agric. No.	
3022	Simon V	Waxman	6.00/0004			In traditation,	
					Latent/Induced Demand		See Comment #1S
					Laterty Induced Demand	And the benefits of urban highways? Note. Traffic vorsers. We have 70 years of data now, considerely showing that urban highways and highway separators do not reduce congestion. Put the highway away from the dense urban core. Dub. This is obvious.	See Lottrant #10
					Rosiness/sesidential displanement	But there are befor wood to mean member arrived if that do not involve notice a head and headly evenings read through the pean of the rite disolating horses and heads can feetbe recruming a course	Ser Comment #21
						But there are better way to move people around it that do not incolve cutting a hoge and hugely expensive road through the heart of the city, displacing homes and businesses and further occupying a space that about the available for people to live in and otherwise use. 135 should be reroated onto ring roads, and	
				ł	Public transit/Multimodal	ToOs should invest in mass transit and more-mobility, to get people as many as possible off of reads. That is how you reduce traffic as population increases. We need density and automobile alternatives, and we need them X54P Two, the region continues to grow, and it is important to plan for the local trainst needs. I support that strongly.	See Contrast #13
					transportation		
3023	Simone	Selloum		MyCapEx Website - Comment Form	Do not widen/no build	It is in Charywood, a neighborhood that is just east of 155 and my child attends Sucveits del Alma on the 155 access read. This is just one of the reasons i oppose the expansion without a cup through downtown and past the university to Alsport.	See Comment #5
				Comment Form			
					Business/residential displacement	The proposed pass will first Excustic to close or indicate, Excusting has been an indication in Austric for years and a questing and of Austric community, Dupcares instrained have been hit fourthly cond and more a workforce crisis. Excusting has been from the force of the pass developed and in the second pass and in the pass of	See Comment #21
						Austin will have an errormous negative impact on hundreds of families. Daycare spots are hard to come by in curtral Austin and I remember the stress of not being sure if we'd have a spot when it was time to go back to work. Covernor Abbott claims to wart to support families with children in Tesas but fails to support affordable daycare. Real estate in Austin is	
						not cheap and escuelita may have to shut its doors permanently.	
					Caps/Deck Plazas	Failure to have a cop up through the Apport wit will also serve to cut off Chernywood and the neighborhoods further east from downtown and UT. A cap make it easier for many people to commute to work and reduce traffic. Howe personally has a cap would allow my laminy to boke to most places we go without needing to drive. Please encorreider the design as they impact Chernywood and Exceedis. Please consider a cap to better with the Establish of his comment of the Chernical C	See Comment #42
						CONSIDER & CISP TO DOTTER MET'N THE CARGODIC OF AUGUST.	
3024	Sinan D	Dogramaci			Do not widen/no build	Mohitri45 Penasan Managar Tenner Ahada	See Comment #5
3024	Jananio	Agrana.			DO NO. WIMELY TO GOING	Mobility35 Program Marrager Tommy Atrego, Please, for this low of god and logic and all that is good, do not expand the highway, do not increase the car demand and the cer traffic	
					Air quality/dimate change	do not contribute to the destruction of the planet and the degradation of our city.	See Comment #18
				-	Community Alternatives	Please listen to the proposal from the ReThink organization.	Sax Comment #4
						About For day. A beautiful da	See Comment #5
						The first step for a huge project as required by federal liew is a purpose and need statement to justify what they always intend to do. The published "purpose and need" statement by TxDOT has one metric: seconds seved over long distances. When in reality, metrics of a community should be based on enhancing the quality of life. For instance, metrics could consider lives NOT lost in the LSS corridor, property values NOT diminished by the noise pollution, installactual development.	
						nou compromises by positions from 1-25, recovering amo strong into strong in a strong into	
						he review) and capping it through downfrom, the Medical District, and the University of Texas, and by combining access date to a civilized urban bouleand thereby creating a human-scale, walkable, mixed-use PAROWAY, Austin would enjoy several billion distance of enhanced but bears for the cap with a bas incomment bone. That bone could provide for all forms of	
						community enhancement: pairks, playgrounds, schools, and Great Streets. Urban Design First	
						Destination of particular control of the control of	
					Do not widen/no build		
						Missing The Point #1 THE U.I Report contained a number of good ideas, already recommended by RECONNECT AUSTIN.	See Commint #4
						using it is no new and in new the contract of good blass, sineady recommended by RECONECT AUSTIN. - First, in it is an increase if amoning our positioner (FI)? - Council, it is expected a contract financing our positioner (FI)? - Council, it is expected a positioner because for first in the following the contract financing our positioner (FI)? - Council, it is expected a positioner for section (FIOT where values range from 50 distinct currently to billions in the following.)	
						- Third, use the expanded TP zone over the existing Walter Creak TP to pay off the original bond used to create the Walter Creak tunnel. Neewer, here are a number of issues missing with the ToO(TUC) proposed. There is no Information at all negarining the structural systems configuration of the two-remaining proposed "alternatives" despite their claims to have "fully balked plans. RECONNECT LISTANT divides year as expenses despite their claims to have "fully balked plans.	
						jame. MECONECT AUTHOR has got are imprise underton MLA spructural condition. Author [as has been provided from the control and all the solution has been provided from the control and an activation to the control and an activation has been provided from the control and an activation to the control and an activation has been provided from the control and activation to the control and activation to the control and activation to the control and activation to the control and activation to the control and activation to the control activa	
						RECONNECT AUSTIN has a simple straight forward solution to mitigate the traffic problems resulting from the rebuild process. RECONNECT AUSTIN recommends following an earlier TsDOT proposal which was to switch designations between I-35 and SH130 free for the decade of construction.	
						Arrong other issues not even mentioned by the TxDOT "alternatives", are air and noise pollution, dimate change, safer speeds, vision zero, and flood mitigation. RECONNECT AUSTIN addresses all these issues and more. TxDOT only pays tip service to padestrian and bicycle	
					Community alternatives	TACOT is unable to listen to or respond to any suggestion regarding a better confider. They have their philosophy from the 50s and their playbook of tricks from the 60s and 70s. Otios around the country have suffered untold negative	
						Administration from the Color of the Section of the Color	
						Parks. Deality? ThDDT shows us photos of Khole Warren Park in Dallas, which they were totally unaware of one year, after it opened, in hoose that you would screenlow be thrilled. There are at least two catch 22's First, case shown by ThDDT will need to be paid.	See Comment #150
					Parks	Parks. Assign: Of those approach of high filteres Puck in Dollar, which they were stally unseer of one year, other it queens, in layon that you said demelors in trivial. There are at least to code 22°s, Fox, caps above by ToO's of meet to be part of the puck	
					Parks	"service roads" i.e., access roads there will be no access to the so called "parks".	
3025	Sinclair	r Black	Da R d		Wests		
ID	c	N	DE H d	- S	Topic	Care dough Dar Way, and Counts. In 2007 points hard a zero flow analogopation in value 10% has 25 to 20 tones, w. to suppose and large part on an orientation protein. The Counter of Counter of Section 10 to 20 tones, w. to suppose and large part on an orientation. Any size demands and 2007 point in Section 10 tones and 2007 point	R p Sax Comment #5
						Commerce, which has usually behaved responsibly in the past, and the real estate occur in R.E.C.A., which has never been on the right side of history, have joined shared. Acting as cheenfacture, highing a few friends and ThOOT push the unaccessible excessed history and the real estate occur in R.E.C.A., which has never been on the right side of history, have joined shared. Acting as cheenfacture, highing a few friends and ThOOT push the unaccessible excessed history and the real estate of units of the regular and the real estate of the	NOTE OF THE PROPERTY OF THE PR
						diferrms. The tappayers lose if TxDOT is able to push their unicoopstable proposal forward, we the critains will then be faced with another 70- year diseater like present-day 155, only it will be wide, fister, and a more designed barrier. On the other hand, we are offered the "no build option" where we continue to live with the horrors of the past and have to wait another generation and critains will be forced to fight the same battle to protect our city from a recidesa agency and the	
					Do not widen/no build	uninformed cheerleaders, again. Imagine the wasted goodwill, time, energy, and money that follows. Several great middle-ground proposals that salve the city's current 155 dilamma without destroying the city have been put forth by concerned observa, but TxDOT simply will not listen nor learn, and the cheerleaders simply do not bother to understand what is at stake. While it is not possible to mention all the wrong-headed thinking of TxDOT, the strached paper (The PDF is located in	
						The public hearing summary, appendix F) is a complication of a few of the most agregious failures. Regards, Sinclair Black FAA.	
							See Comment #5
						The ability to achieve any community benefit you can imagine could be attained with the community wison, Recented Justin. It represents a cross-to-a Motime opportunity. This chance to control our own fate has been denied for the last. TO years. We will not have this golden opportunity again in our lifetime. 1.PROPERTY VILES AND TAX EASES.	
						1.55 has depressed the value of every property adjacent to it, and every property within a half of a mile. Reconnect Austin will reseablish time-seated, local land, values relative to their use.	
						rigit of law (4.55 sees in Income.) (4.55 sees in Income.) (4.55 sees in Income.) (4.55 sees in Income.) (4.55 sees in Income.) (5.55 sees in Income.) (6.55 sees in Inc	
						Inscrince can seem strongsport, the region, the project on sibilitizing the oily due to NDOT's damage pays for itself through tax increment financing. 2. AFFORDABLE HOUSING AND MARKET-RATE HOUSING. 8. Extended in housing have amended us a significant priority for the City of Losin. Become financing will replace 4.000 or provide an advantage of the second of 195. To be 1,000 of those value of 195. To be 1,000 of those value of 195. To be 1,000 of those value of 195. To be 1,000 of those value of 195. To be 1,000 of those value of 195. To be 1,000 of those value of 195. To be 1,000 of those value of 195. To be 1,000 of those value of 195. To be 1,000 of those value of 195. To be 1,000 of 195. To b	
						Affortable is couring has emerged as a significant priority for the City of Austin. Reconnect Austin will create 4,000 or more housing units in the downtown stretch of 135. Up to 1,000 of those units could be affortable. Those units would be located adjacent to the primary by creating center in the region. Creating density through waitable unbinsmi leads to a healthy process that reduces spread and the congestion that results from it. Many families that there been forced to leave Austin for connect receives coded without to this control.	
					Do not widen/no build		

				Reroute to 130	These was a promous propose in 1000 and for switch the designation between 1.5 and 59 1.00. It is switched to the foreign to the foreign to the switch the switch the switch that the switch t	Sa Connect #3
				Climate change	Date the result is City of Audion satempted to write the problem or order to the eap unless had. The Recorded problem we much greater than assumed when that decision was made. The Recorded Audion concept includes keeping the Recorded proporated by 35 white the therease concept. The Recorded problem is a provided by 35 white the Revenue concept. Audion of the Recorded Problem is a second or the Recorded Problem is a seco	See Contrast #53.
				Community afternatives	4.TOMOST ALTOMOST Control of the control only proposed to prove the control by his hereof of give one only yeal to beautiful fine for the sides if the greater protein of historical region of the control of the contro	See Communit #4
3026	Sincleir Black	£44,000		Do not widen, his build	Now they are Proposed by Steiner Bend and Propose A second Second	See Comment #5
				Do Nat Wales, Flo Build	The nonemus latinum of the LL visual horseps, and by one clearly discontensed. From the seasily restricted location of the LD visual horseps, and by one clearly discontensed. From the seasily restricted location of the LD visual horseps, and the location of the LD visual horseps, and the location of the LD visual horseps, and the location of location of the location of location of the location of location of the location of the location of the location of the location of the location of the location of th	Sea Comment #5
3027	Sinclair Black	5-25000		Do not widen/no build	The resolution came out today which expresses the opinion of what seems to be the majority of the council. Several key points are addressed:	See Comment #S
				Reroute to 130	Moving the trucks to 5H 130, since it is obvious that they will need to move somewhere during 10 years of construction.	See comment #3
				Caps/Deck Plazas	Paping for a full cap from just morth of the river to Hey 153 by creating a tax increment financing mechanism. The accream that is done, the better, toressed connectivity which is ultimately only achieved with a full cap.	See Connect #42
3028	Sincleir Black	2/14/2023	Email	Community Albirnatives	ToOT reside the Recoveracy pair for 15% is the respective and that is the FIX been based cod. First attached my finding regarding the code analyses of both ToOT's years for the relocated and Recoveract Audion's. Please have a local act the attached paper for information regarding this very important project.	See Comment #4
				Community Englighment	After much articipation, clines of Audits were bedring for an opportunity to have questions and comments answerd at what is said to be one of the lad public engagement seasons with 1.000.1 Me, we were presented with a pre-excelled prospectable pions using sating the decision was supposed to be a public engagement where 1.001 communicated with the community and was available to answer questions. Not, no one was present to do any of this. Where is the community involvement at this could print in the process?	Sex connect #250
				General information request	No commercia in appealing the constanting from that was brind by the City of Audit to collaborate with 1.0007 on the 1.35 contain. We have freed inching from this world-class consulting from, what is their reput on the alternatives proposed? Why haven't the community haven from them?	General information request
1D 3029	C N Sinclair Black	Da R d 2/20/2023	S Email	Topic	C SHART ST DOE CODE? ALTOOT most add as excord contribution of 35 access point in disentation, south of Clear Chains. The principle place for this is to provide access to the LSS main larves was the flyour bridge that is already in the place, to be built between theily and	R p Sai Comment #118
				Construction	Coor Dearwise diseased and control sections with control services in 15 State of an insect or section control to the grade and regards off also, or code in surrounding sease. "ECOT must consider rounding sease." ECOT must consider rounding sease. "ECOT must consider rounding sease." ECOT must consider rounding sease. "ECOT must consider rounding sease." ECOT must consider rounding sease. "ECOT must consider rounding sease." ECOT must consider rounding sease and sease and sease and sease and sease in present consideration. The sease and sease and sease and sease and sease and sease and sease and sease and sease and sease and seases and sease and sease and sease and seases an	
3030	Sinclair Black	2/27/2023	Email	Renoute to 130	INCOMENDED OF THE WARY. COUNTY SHIP of the receives working were significantly and the second price of th	Se Connect #3

						Sectorment 65
					How Much of Your Tax Money Can ThCOT Waste with Their Bod Ideas? Witten by Spicial Black FMA is no emproyed, which are the comments of succession regarding the future of 1.55 evalved into ideas about no inventing the 1.35 confort, the Downtown Austin Alliance (DAN) invited the Urban Land Institute (ILI) technical assistance team to advise the no employ CON, when the comments of succession regarding the future of 1.55 evalved into ideas about no inventing the 1.35 confort, the Downtown Austin Alliance (DAN) invited the Urban Land Institute (ILI) technical assistance team to advise the no employ CON, when the comments of succession regarding the future of 1.55 evalved into ideas about no invited the Urban Land Institute (ILI) technical assistance team to advise the no employ CON, when the comments of succession regarding the future of 1.55 evalved into ideas about no invited the Urban Land Institute (ILI) technical assistance team to advise the no employ CON, when the comments of succession regarding the future of 1.55 evalved into ideas about no invited the Urban Land Institute (ILI) technical assistance team to advise the no employ CON, when the comments of succession regarding the future of 1.55 evalved into ideas about no invited the Urban Land Institute (ILI) technical assistance team to advise the no employed technical assistance team to advise the comments of the Institute (ILI) technical assistance team to advise the normal assistance that the comments of the Institute (ILI) technical assistance team to advise the normal assistance that the Institute (ILI) technical assistance team to advise the normal assistance that the Institute (ILI) technical assistance team to advise the normal assistance that the Institute (ILI) technical assistance that the Institute (ILI) technical assistance that the Institute (ILI) technical assistance that the Institute (ILI) technical assistance that the Institute (ILI) technical assistance that the Institute (ILI) technical assistance that the Institute (ILI) technical assis	See Comment #5
					in early 2020, when the community discussion regarding the future of 155 evolved into ideas about re-inventing the 155 corridor, the Downtown Audin Alliance (DAI) invited the Urban Land Institute (ULI) technical assistance team to advise the community on both transit in first the provistor. Many even of this original in community of the control of the provistor of the provistor and provided in the provistor and provided in the provistor and provided in the provistor and provided in the provistor and provided in the provistor and provided in the provistor and provided in the provistor and provided in the provistor and provided in the provistor and provided in the provided in the provistor and provided in the p	
					community on best practice for the corrisor. Many good things came out of that effort, including a recommendation by ULI to implement a TIF zone over the ROW and adjacent land. In 2021, the Fears Transportation Institute (TIT) school writer one in Fears to calculate the school in the school word of exercising a copy, finding in Commenting a copy, find in Commenting a copy, finding in Commenting a copy, finding in Commenting a copy, find in Commenting a co	
					In 2022, DODG created Modified Alternative 3, their version of a "boulewisd" by combining the basil/West frontage roads. In that Alternative, they have located a two-way frontage road on the west side of the FOW, reserr	
					1. Where are flyourisr placed, and how will one move from the bookevard on the west side to East Austria? 2. Why is the "bookevant" of a bookevant" or a local control process in a single process of the process of the foreigner and "bookevant" or in and, rather than on the cap, ThDOT is removing the Chy's	
					2. Why is the "boulevest" not placed on top of the cap, directly over the main tarso? This configuration would not require any additional ROW. By placing the floratage road "boulevast" on land, rather than on the cap, "LOO" is removing the City's ability to maintain development potential on land that is with in a LOO (Inc.). The value of road it and forest that directions reachly in the complete of the complete	
					5. Why social any entity chrosses to turn developative latria at a water of \$1,000/y2q, fr. Into a findingly road occurrence, when it has been casenly shown that any coolaware count on placead on a cap, change for a traction of the code at \$3,10/yq. ft. If the property of the code at \$3,10/yq. ft. Into a findingly road occurrence when the property shows the property of the code at \$3,10/yq. ft. Into a findingly road occurrence when the property shows the property of the code at \$3,10/yq. ft. Into a findingly road occurrence when the property shows the property of the code at \$3,10/yq. ft. Into a findingly road occurrence when the property shows the property of t	
				Do not widen/ o build	r and a second s	
				o build		
					Table Davig 3.5 Committee have Block Proposed By State Block Block PAS. On any state of trafficiary incommittee in property recipitation by the continuing traffic seen for a limited time becomes a major concern and cost consideration. TASOTs alternatives for this 135 related streen in solutions for this major problem. It 6. Deventable to the recognition of the contract of the con	See Comment #5
3031	Sindair	2000000			Proposed usy autocast contact room. On highway re-occustruction project navigating the continuing traffic even for a limited time becomes a major concern and cost consideration. TxDDT's alternatives for the I-35 rebaild show no solutions for this major problem. It	
3031	Black				isn't even mentioned in their published plans. 6. Demolish the temporary feeder/access reads and return that land to the city of Austin.	
				Community alternatives	Sourced facility the community expected observation on the other band that an interior	See Comment #4
				Community anamatives	Reconnect Audio, the community-generated alternative on the other hand has an interior substant for the inheritative disruption, an inflowed. 2 Wildow the foreign small set 4 or 5 lanes with no connection to the elevated, only a five furniserounds to access the other side. 2. Description the events in highly year inchalled a little systems and notice.	SHE CONTROL & W
					S. Demotion the elevated highway and rebuild all utility systems and flood tunnels to the lable.	
	1		1			
				Bike/ped safety	Build all the siderealite, bite lanes, and transit stations and plant 4,000 trees in the 3.8	Sax Comment #30
				, ,,	1. Subset with the productions, Control basis, American State Control basis of the Control ba	
			1		1	
				Caps/deck plazes	5. Construct the argenize cap, the "foculenate" with connections to the existing East/West city streets that serve as the regional access/distribution system.	See Comment #42
			1		any animona uses, animon animo	
				East/West Connectivity	Rebuild the main lains below grade quickly with direct connect portals to the East/West	See Comment #20
	1		1	and the contraction	girls.	
			1			
				Reroute to 130	Follow through on TaDOT's proposal made years ago to switch the designation on I-35 and SH130 requiring trucks to use SH130 sto free.	See Comment #3

					As the community has previously expressed on many occasions, the I-35 rebuild needs to be "No Wider, No Higher,"	See Comment 45
					As the community has previously expressed on many occasions, the 135 includin needs to be "No Wider, No Higher." The implications of visioning the carried through the heart of Audin do not align with the orly of Audin's goals to be more compact and connected nor will more laines reduce the congestion that is plaguing this oby- hegands, forcid:	
3032	Sinclair Black	3/1/2023	Email	Do not widen/no build	regions, orticist	
					SERVING A COMMUNITY CHEATED ALTERNATIVE Stort puregraph to describe the problem & opportunity to reinvent 1-35 Proposed by Sinclair Black Faller Place Policy (See Comment #4
					Short paragraphs to describe the problem & opportunity to reinvent FSS Proposed by Sinclair Black Falled Public Policy	
					Purpose in Need is a formal statement baled into the federal policy of the Department of Transportation (DDT). This statement is used to justify every highway project placed into the project mill. This statement always says the same thing, "this shallow his part of the project mill be project mill. This statement always says the same thing," this subtance has provided in the project mill be project mill. This statement always says the same thing, "this subtance has provided in the project mill be project placed into the project mill. This statement always says the same thing," this subtance has provided in the project mill. This statement always says the same thing, "this subtance has provided in the project mill." This statement always says the same thing, "this subtance has provided in the project mill." This statement always says the same thing, "this subtance has provided in the project mill." This statement always says the same thing, "this subtance has provided in the project mill." This statement always says the same thing, "this subtance has provided in the project mill." This statement always says the same thing, "this subtance has provided in the project mill." This statement always says the same thing, "this subtance has provided in the project mill." This statement always says the same thing, "this subtance has provided in the project mill be provided in the project mill." This statement always says the project mill be provided in the project mill be provided in the project mill be provided in the project mill be provided in the project mill be provided in the project mill be provided in the project mill be provided in the project mill be project mill be provided in the project mill be provided in the project mill be provided in the project mill be provided in the project mill be provided in the project mill be provided in the project mill be provided in the project mill be provided in the project mill be provided in the project mill be provided in the project mill be project mill be provided in the	
					Faint About Nergy Ampson is Need to a formed adament based into the identify palicy of the Department of Transportation (DDT). The adaments is used to justify very highway project placed into the project mill. This adament always says the same thing, "this highway has professed, and the results of the post of the pos	
					Names truster. There is no problem any only in the world has that is not the direct result of failed public policy." Children: Purpose and Need	
					Closur for Propries and Nated ARM/DEE Enternet for Security and Asset (Security Conference of the Security Security Conference of the Security Sec	
					MEAYS: Depress the main lanes, narrow the ROW, and reconnect the city grid with EAST AVENUE PARKWAY. All of this can be achieved with the creation of a tax increment finance zone and a new special purpose Development Commission.	
				Community alternatives		
3033	Black					
	1		1			
				Do not widen/no build	Total Copy in watered their Mediciny or vision the underlying Family. This group provides the most advanced mathematical modeling available, (The PCP is located in the public hearing aurmany, regressed in 1 the analysis potes and the flavor is 1001's traffic analysis. State of the Copy of the analysis of the flavor is 1001's traffic analysis.	See Comment #5;
	1		1		appendix F.) Their analysis points out the flaves in TxOO's traffic analysis. Newton's.	
			1		Sercial Black FAIA	
	1		1			
				Do not widen/no build	Enail coor. This is a constitution of information (The PDFs are located in the public hearing summan, aspendix F) resenting the barrier that was constructed in the 1950s-the 135 control was have an	Saw Correspont #5;
				and the state of t	Email copy: This is a compliation of information (The PDFs are located in the public hearing summary, uppendix P ₁ regarding the barrier that was constructed in the 1950s-the I-35 condor. We have an opportunity of a lifetime, where we can use this highway rebuild opportunity to revite something better NOT biggier for the community of Austin.	
ID		Da R d			e contraction of the contraction	
3034	Sinclair Black	3/6/2023	Email		Reconnect Austin hopes to create a humanized public space that connects our city and doesn't create more harm than has already been done. The right project, one with the community of Austin at the heart of it, will be able to enhance local and regional transportation, boost economic development, and improve the quality of tile.	See Comment #4
				Community alternatives	on it, will ow also to entrances uscus sent regional transportation, boost economic development, and improve the quality of affe. Regards, Single-	
				Community anarragives		
			1	Do not widen/no build	TxCOT relies even today on 50-year-did dogma, lack of information and misinformation. Sinctair	See Comment #5;
	1		1			
				Air quality/dimate change	For instance, no real mention of climate change including the potentially deadly effects of heat island. TACOT's should not proceed until this environmental concern along with many other environmental issues are addressed adequately.	See Comment #18
			1		Issues are a differenced adequately. Regards,	
	1		1			
				Do not widen/no build	Since TOOT is detarmined to rains a totally unacceptable highway down Austin's threat, the community has very few options. Among those options, the one that seems most promising would be to stop all research of the Control raise. work!	See Comment #5;
			1		Size 16OT is determined to care a stably swacospitable highway down Audin's threat, the community has very few options. Among those options, the one that seems most promising exocit be to bidge all persual of the 16OT plane verit. **All swarfdown change was be appointed with no involvement whatevore by 16OT or to bc (by a contact office.) **The world case consultant team in their baskers the council on the bask greated passable solution to the involvement of the 13S contact that to down has been bottled up by dry bursecorate, needs to be hared. It would be a community which which their filter interest and preparate.	
	1		1		time womo crans communant searm mend to advalue the council on the best possible solution to the nemwer/ben of the 1-35 conridor that to date has been bottled up by city bureasurate, needs to be heard. It would be a circuit to procedule without their full attention and expertise.	
			1			
	1		1			
	1		1	Community alternatives	 The citizen group made of up technical, inconincipacities professionals collaborates with the world class consulting team (APLP) until an acceptable community alternative is defined. Regulars. Sonciar Basic FAIA 	See Comment #4
			1		Sercial Black FAIA	
	l l					

Part Part		1				See Comment #5:
March Marc					TADULT laste tar very own makes to pay or train very even unmessage projects to be obtained without make seven or market very own makes to pay or train very even unmessage projects to be obtained without make seven or market very own makes and an advantage of the makes to pay or train very very five the train of the projects of the payment of the projects of the payment of the p	Date Contracts etc.
And the second s					Rogards, Sinchir Black FAIA	
April						
April						
March Marc	air Black			Do not widen/n	Earl Char More and Found	Sto Council St.
March Marc				o build	As you are well ensert. TAOCT refuses to consider paying for a full cap, or any cap for that matter. This raises the central question: if the city has to pay for it, where does the money come from? The obvious answer is tax increment finance. This	JOHN CONTRACTOR DAY
March Marc					norm or position restricts an elementation as a lout for instanting, within that for instanting, and the position restricts of the instanting and instanting of position restricts on the instanting position restricts or instanting and variating of position restricts or instanting position restrict	
Part					Chicago, and even our neighboring chy San Antonio are interested in pursuing utilizing a TF zone to enhance their city's tax base.	
Part						
Part						
Part				Public	The I-SS corristor represents an incredible opportunity to invest in Austin's future. Very few TIF/TIR2 zones start with over 136 acres of underveloped land valued at zero as the starting point. The accrual of	See Comment #13
Part				transit/Multimo dal	value, therefore, its exponential. The first order of business would be to pay for the full cap, including the reconnection of the UT carrepus and the Charrywood neighborhood. The implementation of a TIF district over the entire corridor and beyond was additionally accommended by UL on behalf of the Denotron Audion Alliance.	
The state of the s			_	transportation Community observations	No attributed concert interesting and informational encourage (The BMG is based in the unitial benefit common, executed BMHz and it has been an about these was and here to add by these	So Connect #1
A TOTAL PROPERTY OF THE PROPER				Community anamatives	properly. No service could a TREZ/TH zeros be a great source of economic development for the job could a treat the service of the service could be a service of the service	SHE CONTROL & W
A TOTAL PROPERTY OF THE PROPER					Rogards, Sinchir Black FAIA	
Part						
Part						
Part			-		To whom it may concern,	See Comment #5
Part					The creation of the urban boulevard directly above and in the same 80W as the surken lanes plus the incorporation of CD lanes with the underground highway creates 4 low-speed access roads as opposed to the 2 high speed/dangerous access roads as opposed to the 2 high speed/dangerous access roads are consistent of the constant of the	
Part				Do not widen/no build	Regards, Sindair	
Part						
Part			L	B-10-1-1-1-1-1-1-1-1-1-1-1-1-1-1-1-1-1-1		
Part Part				ruciic transit/Multimodal transportation	unny dustarrig on tree iamo proeserny woosoo dy tree current, exclusis nisid haid been suggested.	Date Contract # 73
Part Part						
Part of the control o				Community alternatives	There are no community alternative suggestions for building on top of the underground highway, just for distribution.	See Comment #4
Part of the control o					TxDOT Cornvissioners, Staff, and Consultantic	See Comment #30
Part					I am and IP bace resident with travells frequently to Austrin for business. I have stayed for extended periods, including living in East Austrin within waiting distance of the Capitot. I've experienced 35 as a driver and as a pedestrian. I've read extensively about the protect and virus corrosals.	
Part					You've heard a lot about health, selfey, and other factors. Those comments must be addressed. I add my voice to unge you to use this opporturity to build better, not simply bigger. Thank you.	
Part				Bike/ped safety	El Paio, Touas	
Selection of the property of t						
Part						
Part				Multimodal transportation	TADOT's plan to widen the highway may be well-intentioned, but does not match the moment for Austin, one of the fastest-growing crises in the country. This growth requires a visionary and comprehensive	See Comment #20
Part					approach that coordinates a refresh of roads and streets that can accommodate motored and human powered wheels, walking, and fixed transit. Thus far, 1-35 planning has followed the previous century's roads building most instead of creating a new model.	
According to the state of an image lives to see and of an image lives to s						
Part Part						
Figure 1. Sept. 1. Se	ostello *******	204,044		Do not widen/no build	I appose the expansion of 1-55 and the widening of the 1-55 right of way through central Austin. Expending highways that cut through clinic is a costly and shot sighted with or adversa congression in urban areas. More larnes will only encourage additional traffic that will once again be just as congested within a few years. This is a wester of	See Comment #5
Comment of the control of the cont					Pelacurals. St. thereaft not nich is a tertifica belancy to lasce our sists.	
The Section of the Control of Section 1 and						
The standard of the standard o						
The standard of the standard o				Community Alternatives	Alternatives that moderation 155 without expanding the RDW, such as Reconnect Austin, are a fair better solution, and Reconnect Austin has identified a smart way to help cover the cost of the project by recurrenative for	See Comment #4
Part Part						
Part Part			-	Air Quality/Noise	I do not want to travel through Austin on noisy, congisted, polisting highways.	See Comment #34
See See See See See See See See See See			-			
Since Since					Torontal in a series that YNY and a series to talk for the series of 151 from abstract to Militing But which all income to Military the analysis to the series of the seri	
And State					Appendible in a 100% residential area.	SHE CONTROL OF
And State					I requised a longition at that inherescoon that would require a left-hand turn and route people directly to Arport Sivd, within seconds. Thank you, Slaam McLain	
See See See See See See See See See See	Sinan					
Do not colorately followed to colorate the colorate of the col	McLain 3/7/2023	7/2023	Email	Wishire		
Do not colorately followed to colorate the colorate of the col						
Do not colorately followed to colorate the colorate of the col						
Do not colorately followed to colorate the colorate of the col	Selfa 3/7/2023	7/2023	Fmail	Multimodal transportation	Mobility/S Program Manager Tomers abreats	See Correct #20
Do not colorably by best formation of the colorable of th	Shapir	,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,			The 155 expansion would be devisibling for the future of our city. It will hurt the environment and it won't actually reduce traffic. Please help us create a plan that actually would help increase public	
Sold State Section 1 - Point's work to use an interestinal spelling for my load Spin. - Point's work to use an interestinal spelling for my load Spin. - Point's work to use an interestinal spelling for my load Spin. - Point's work to use an interestinal for the proposal and interestinal spelling for my load of the arthur speed for meaning quality to spelling for the arthur speed for meaning quality to spelling for the arthur speed for meaning quality to spelling for the arthur speed	0				такторитисти, мажилистис, ило въжениту от оит отку ило вое в такжи вът гладами се ототит глудитици.	
Sold State Borner Point valled by see of the second of temperatures Comment of temperatures						
Sold State Section 1 - Point's work to use an interestinal spelling for my load Spin. - Point's work to use an interestinal spelling for my load Spin. - Point's work to use an interestinal spelling for my load Spin. - Point's work to use an interestinal for the proposal and interestinal spelling for my load of the arthur speed for meaning quality to spelling for the arthur speed for meaning quality to spelling for the arthur speed for meaning quality to spelling for the arthur speed				Do not widen/no build	MobilityS Program Manager Tomery Abrego.	See Comment 45;
Sold State Section 1 - Point's work to use an interestinal spelling for my load Spin. - Point's work to use an interestinal spelling for my load Spin. - Point's work to use an interestinal spelling for my load Spin. - Point's work to use an interestinal for the proposal and interestinal spelling for my load of the arthur speed for meaning quality to spelling for the arthur speed for meaning quality to spelling for the arthur speed for meaning quality to spelling for the arthur speed					TADOT's process in this project is flawed: It (growns induced Demand, construction impacts, particulate matter politicals from the ways of a stress all lives of a stress all lives of a stress of a s	
Sold State Borner Point valled by see of the second of temperatures Comment of temperatures					TEMPORAL PROPRIES AND ASSESSED	
Polici Lawary Multimodal Polici Lawary Multimodal Polici Lawary Multimodal Polici Lawary Multimodal Polici Lawary Multimodal Polici Lawary Multimodal Polici Lawary Multimodal Policy Multimodal Policy Lawary Multimodal					worth It. Cent's wort to use an interstate highway for my local trips.	
Soft Suphus Bouser Format Form	ia Benner					
Soft Suphus Bouser Format Form						
SSEL Name Survey Applies Berow Applies Standard Convented from Public Sprawing Applies and the standard process of the standard process of the standard process of the standard process. Social Sprawing Applies Sprawing Spraw				Public transit/Multimodal transportation	As my state department of framsportation, I implier that you start investing in intercity transit, whether it is a state of the art bus rapid transit on existing asphalt roads or high speed rest.	See Comment #13
Orders from Consent For Policy Search State Consent For Search State S						
Orders from Consent For Policy Search State Consent For Search State S	ia Benner	MyCap	pEx Website -	Do not widen/no build	Please do not expand the highway. We've known for decades wideling roads induces demand. With the amount of money the IHSS proposal will cost you could invest in transportation for a better future.	See Corresent #5
Solid Seption Name II Solid Seption Name II		Com	mment Form			Saw Correspont #13
SOUL Serving Scriouscal Models General support Comment And This trap comment And This Residence And Exercises 3 to the 155 capital area sequencies. 1 to 500 the ward of the comment coulded doos of 155 read 311/2 downs, close energing to have the comment of the Comment And This Residence And This R				transportation		
SOUL Serving Scriouscal Models General support Comment And This trap comment And This Residence And Exercises 3 to the 155 capital area sequencies. 1 to 500 the ward of the comment coulded doos of 155 read 311/2 downs, close energing to have the comment of the Comment And This Residence And This R						
SOUL Serving Scriouscal Models General support Comment And This trap comment And This Residence And Exercises 3 to the 155 capital area sequencies. 1 to 500 the ward of the comment coulded doos of 155 read 311/2 downs, close energing to have the comment of the Comment And This Residence And This R	soprile Nowell 2/6/2023	0/2023	email	General Support	sear-turnmen rouge on unerressensivit. This is you for recognizing that 1-30 through scales in one of the most congested routiness (seleption in the 20st of Focus, 4 this seriously outside routiney) is offered considered the American Seriously outside the American Seriously outside the Focus Seriously outside	Same Contrastit # 6
Capa-times places In control to further provide support therefore is a few and reduced for the COST provide for capacy, foods on the footh Center of ages, but no Mean Place of the Cost of Cost of the Cost of Cost					According), rain writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request.	
Capa-times places In control to further provide support therefore is a few and reduced for the COST provide for capacy, foods on the footh Center of ages, but no Mean Place of the Cost of Cost of the Cost of Cost						
Capa-times places In control to further provide support therefore is a few and reduced for the COST provide for capacy, foods on the footh Center of ages, but no Mean Place of the Cost of Cost of the Cost of Cost	nya Srimiyasan	МуСар	pEx Website -	General support	This is my comment about Proposed Alternative 3 to the 1-35 capital area expansion. Time 500 feet west of the current double decks of 1-35 near 38 1/2 street, close enough to hear the constant hum of	See Comment #8
Sold Search Chape Do not willow hold Making Shappen Manager Tommy Anago, I am a septem of Audion and oppose are equation of 15% as all expension plans non counter to the City of Audion's many goals and strategies in protect people and the environment. Community Alternatives The Reference Special and all anternatives asked from 500T loaning on action. See Comment 44 Security.		Com	mment Form		trattic on the infamiliate. I appreciate that TxDOT has incorporated community feedback in proposing the lanes be below grade, as this will help to reduce noise and air pollution.	
Sold Search Chape Do not willow hold Making Shappen Manager Tommy Anago, I am a septem of Audion and oppose are equation of 15% as all expension plans non counter to the City of Audion's many goals and strategies in protect people and the environment. Community Alternatives The Reference Special and all anternatives asked from 500T loaning on action. See Comment 44 Security.			<u> </u>	Caps/deck plazas	In order to further provide support towards a less car-dependent moter. It is essential that TDOT provide for page/decks in the North Calenda resize, from Marror Rout to direct Rout for direct Rout These are on many	See Comment #42
Sold Search Chape Do not willow hold Making Shappen Manager Tommy Anago, I am a septem of Audion and oppose are equation of 15% as all expension plans non counter to the City of Audion's many goals and strategies in protect people and the environment. Community Alternatives The Reference Special and all anternatives asked from 500T loaning on action. See Comment 44 Security.					vibrant neighborhood braineasses, residents who rely on at grade crossings, and community life to be stained in these areas. Providing a deal with crossings is much with orthin and a staffic safety and a	
It am a resident of Audin and oppose any experience of 135 as all expension plans on counter to the City of Audin's namy goals and be environment. Community Nameralivas The British 25 plan is the most lagical of all all					potent mercy nameques, until a serious OF PROBETIAN CHARGES.	
Iam a souther of Audits sect oppose any expension of 155 as all expension plane on countrie to the City of Audit's Samp gash and strategies by protect people and the environment. Community Namerativas The Retrieva 55 plan is the most lagical of all allimentives aside from 1,0001 taking no action. Sec Comment 84 Discree;						
Community bitamethors The Relative 20 plan is the most signal of all attenuations audit from 1000' taking to audion. Security.	per Dunan			Do not widen/no build	MobilitySS Program Manager Tommy Abrego,	See Comment #5
access.					a resource in control and supplementation to the side disciplement participation plants can countrie to one cay or Assert is many gains and surregignes to protect people after one environment.	
accorp.				Community Alternatives	The RuthirkSS plan is the most logical of all alternatives aside from TsDOT slaling no action.	Sue Commant #4
3058 \$ 37/2022 Enail Do not widen/not build Maning\$2 Program Manager Transp Valvage, about program pro					Sincerely,	
Accompany regions recognize comply accompany accompany accompany comply accompany acco	0.00.000	2/2022	Emot	Do not widen (* - 2 - 2 -	Mahiri Sanna Manay Yang Anga	For Comment III
cests more must fairnity former, or vasibables restal and commercial space. Once again, please consider not expending the 15S contribut.	3/7/2023	1/2023	Email	Do not widen/no build	recounts or reguen manager commy carego. Mease do not expend 15 3 The 15 Separation although on paper seems like a good idea, would only allowiste traffic for a short period of time, and in only a few short years bit cospecty. A better idea, I believe, would be to invest funds into a park,	Date Contract #2
	1				create more musti-samely homes, or walkaste retail and commercial space. Once again, please consider not expending the 135 comidor.	
D C N Dank e S 1990 C	N Daft d	R d S	S	Topic	c	K p
55 Surgery 1, 25, 200 Per Advanced Topics of Surgery 1, 25, 200 Per Advanced Topics of Surgery 1, 25, 200 Per Advanced Topics of Surgery 1, 25, 25, 25, 25, 25, 25, 25, 25, 25, 25	St. George's 2/9/2023	9/2023	Phy	Ardenwood	repaist - obtaing Anderswood removing traffic through neighborhood North bound traffic from church will go south to 38 1/2 or turn left on airport (e/o traffic light) These are 171 students plus staff corning to	TaCOT has met with the \$2, George's Episcopic church representatives on several occasions to discuss the 135 Capital Express Central project and to gather input on this connection. Currently, the irreprovements do not maintain the connection, the project team has developed additional options, which have been discussed with \$0. George's leadership, but there are design and environmental constraints associated with each.
To counting work entering grow	unatell		SICA I		And the state of t	THE PROPERTY OF THE PROPERTY O
			Co			

					Dear Chairman Bugg and Commissioners: Thank you for recognizing that 1-55 through, Audin is one of the most congested manked you against in the State of Texas. As this seriously outstand readway is often called the Main State of Texas and State of Texas as the Called Texas as the State of Texas as the State	See Comment #8
					These Continues to Sign of Continues are No. Which are Not among the Sign of S	
					W 6th Sheet Suits 1600 Assist, N. 7870.1 Merkaga FindedAudin.com Wile 1990.0 Months of the Company must send Wile Instructions by encrypted e-mail ontry, Our Wire Instructions DO NOT CHANGE to consider any communication to obtainge them as indeedder. Please communication of surge others as indeedder. Please communication of surge others as indeedder. Please communication of surge others are supported e-mail ontry. On the communication of the co	
					Instructions before wiring your funds. Please wire your funds as soon as possible to avoid funding delays. Thank you. COVID 19: Heritage Tife Company respects your continuing right/desire to wear a mask. Masks are no longer required to enter a Heritage office, but we would encourage you to wear a mask. If you have NOT been vaccinated. Please DO NOT VISIT OUR OFFICES if you are feeling it or if you know you have been exposed to anyone exhibiting COVID-19 symptoms. If you	
3047	Stacey Dunn	2/7/2023	Email	General Support	we value shared casing places central crops were to describe a present casing glance. Clean accordant with a revent casing glance and the passed from plan to the paster questing team. Present for the paster questing team. Present for the paster question plan to the paster questing team. Present paster present paster	
					This errait has been sen't to you in error. If you are not the infrarides recipient, you are investigated that you have received this errait in error and string all opposes and exceptions, discheritation, d	
3048	Staci Sprayberry	1/12/2023	Email	General Support	Date Chairman Rists and Connectionary: Think are for several lists that 15% broach Acotto is one of the most consisted markets severals in the State of Texas, As this serious/condition markets in other	See Comment #8
3040	Glaci Sprayonity	2/12/2023	Linai	Gallania Support	Dear Chairman Bugg and Commissioners: Thank you for recognizing that 135 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously-outfained readway is often called the Main Sheet of Texas. As Thomas should call for bold and decisive action to branchor this critical whether of indistructure less to a readway that will accommodate the report and immense growth we are experiencing in our great State. Accordingly, it amenting double processing comprehensive processing and accordingly in among topic operating double processing comprehensive processing and accordingly and accordingly state processing double processing state of the state of texas and the service of the state of texas and the service of the service of the state of texas and the service of the service o	James Constants Published
					request.	
					Dear Chairmen Bust and Commissioners: Thank you for recommising that 135 through Austin is one of the most completed southear segments in the State of Teas. As this seriously outlined readway is often	See Comment #8
3049	Stacy Armito	1/29/2023	Email	General Support	called the Main Street of Texas, all Texas should call for bold and decisive action to transform this critical shetch of inflastructure into a routewhy that will accommodate the rapid and immense growth we are experiencing in our great States. Accordingly, it am writing today to experience my completes experient or propriet for the SS Capinal Experse Scartfurd exispers and the States. Accordingly, it am writing today to experient my completes report for the SS Capinal Experse Scartfurd exispers and the States. Accordingly, it am writing today to experient my consideration of this request. States, Armipi. 3601 Listens, Texas RSTS1.	
3049	Stacy Armijo	1/29/2023	Email	Garneral Support	have Chemise Bagg and Commissioners. Printing in the recipility of the 15th Weight below in our of the notice organized recibine agreement in the State of Fees. As this section printed modes are printed and the section of the secti	
					agent responsive to dervering the massage to the mission recipient, is promoted.	See Comment #5
					I've lived in Austin for over 20 years but if given up in Houston. I choice to have kids here in this city because it wanted them to grow up in a place with less crime and more art, more beauty. When we put down roots here we did so believing that Austin wood grow senters, gove them. Everything we value in this city is at less right now because it dearw are and a capacity in regards and a capacity in regards.	
					Let me be clear—I'm not anti-growth. I love the energy, culture, food and diversity of an urban environment. After college I lived in Boston briefly, and I can honestly say that experience changed my life. For 7 months I lived without a car and did not miss it one bit. I knew having a car in Boston would be cost prohibitive and inconvenient. If the state of Massachusetts buildcoard historic buildings in Boston to build a 20 liane highway, we'd think they were insane. Yet someone thinking	
				Do not widen/no build	about drong in Austin makes serior? This would he a step backward for a city that his gennered a reputation the world over as a progressive, educated city, Aid the people of froution if windering their highways alleviated their faultiful process. Expending (15) and the people of froution if windering that it wild in the people of the found in the people of the found in the people of the found in the people of the found in the people of the found in the people of the found in the people of the found in the people of the found in the people of the found in the	
3050	Stacy Evans				capital city can be contentioned at times, but Audition is your MMP-point cut of your ness elegible your face. Let's redirect boursess traffic or 15 Com reads registered to be legiple grade not be legiple grade in the face of the face	
					Abdition 50 regions between Everyon Everyon (Paring). The control of the control	
				Public transit/Multimodal	There is only one way to fix this and that is by investing in rail, investing in the infrestructure to make walking SAFE and PLEASANT so that people will gladly choose to walk over driving-for the health	See Comment #33
				transportation	benefits, the vibrant street file and the savingst	
3051	Stefan Jakimovski	2/11/2023	VOH	General Support	I support the I-35 Chipital express central project. The congestion is I-35 will just get worse with all the people moving to Austin. Please move forward with this project as it would significantly improve	See Comment #S
					commute times.	
3052	Stefan Rothe	3/7/2023	Email	Do not widen/no build	MFTADOTTADOT,	See Comment #5
					In ToOT LOOT, Bigger noted obsent some infrastructure problems we need a believey or toop like Houston Sain Antonio or Callaia. And NOT make one road wider in topes it will fix the traffic operation in this child	
3053	Stefan Sinclair	2/9/2023	Phy	Do not wider/no build	These gas to approving the features are considered from the constraint of the constr	See Comment #5
			I Co		contact and a supplication of the supplication	
			mm			
3054	Stefanie	2/5/2023	MyCapEx Website -	Caps/Deck Plazas	There needs to be Cape in the area from this street to Riverside. There is so much current walking traffic from east to west going to Rainey street, lady bird lake, 6th street, etc. The park space would make it more enjoyable and accessible and similar to a zilker park on the east side of town.	See Comment #42
			Comment			
3055	Stefanie Bulland	3/7/2023	Email	Do not wider/no build	MobilitySS Program Manager Tommy Atrago, Please Istem to the people of your city of Austra and everyone taking the time and concern to write to you, I oppose ISS expansion, please help increase trainsit ridership inclead of more traffic and other problems!	See Comment #5
3056	Stefanie Taylor	2/14/2023	MyCapEx Website - Comment Form	Business/residential displacement	Do not expand I-35 north of 45th street! It is detrimental to several small businesses that are vital to the community	See Comment #21
					Dear I-SG Castrial Eurones Central.	See Comment #5
					Rer L95 Canital Evrope Central Draft Environmental Impart Statement	See Comment 45
					Thank you for the trensformative work over the last several years at the Toos Department of Transportation to adopt a safe systems approach and seriously work toward the Road to Zero goal of costing Yaffic clearly in India	
					The Teas Transportation Commission Missue Order ±15483 directs BOOT Austin to Novic toward the good of reducing the number of deaths on Teas creations by the year 2005 and to one by the year 2005 and to one by the year 2005. The Commission of the	
					The final Experiment of the commission for the commission of the c	
3057	Stephenie Bazan	3/7/2023	Email	Do Not Widen/No Build	shifts in individual behavior and technology, ensuring that this project is on target to meet the 2035 goal to cut deaths in half is completely deable and within TuOOT's greap, based upon the design of the facility and various choices that would result from unambiguously having this goal as the top purpose and need of this project.	
					No project should move forward without a reasonabble expediation that the project will result in meeting the Road to Zero goal to cut traffic deaths in half by 2035. Thank you for all that TaDOT is doing and will do in the further development of this project to end traffic deaths.	
					Mobility's Pressum Manager Yomers Ehradon	New Command AS
					The Section of The Se	
3058	Stephenie Belt	3/7/2023	Email	Do not widen/no build	TNDOT is making so many mistakes when it comes to this issue. It doesn't consider induced Demand, the impacts of construction, ALL HIGHWAY EXPANSIONS END UP FALING, and the model of traffic is completely flawed. I used to live in Katy, and all the expansion did was vorsen the traffic and others' selfer, I DO NOT went to use an intensiate highway to travel within Austin limbs. This will ruin all the appeal to Austin. I pay PLENTY of taxes and I expect the people at ThDOT, Austin City	
					Council and others to stand up for what I balleve is right.	
					Mobility35 Program Manager Tommy Abrogo,	See Comment #5
		1	1		Manifest Program Manager Entropy Storage (an August Entropy Storage (an Aug	
		1	1	Do not wider/no build	short term congestion gains would encourage more people to drive until congestion was as bad or worse before. When TbOOT violand Houston's Katy Freeway to 23 lanes, average peak congestion times rose by 40%. Expect a similar result in Austin. Indiabad, we need to invest in more scalariable and equitable modes of transportation, such as public trainst, billing, and walking infrastructure.	
3059	Stephanie Borel	1	1		The summandary, are prospured requirement that code compayers criteris or occurs, area money would be content apent on aniermative transportation solutions that will have a greater positive impact on the community and the environment.	
		1	1	Public	In conclusion, I urge you to reconsider the proposal for expanding I-SS highway in Austin. We need to prioritize the well-being of our communities, invest in sustainable transportation solutions, and find ways	See Comment #13
				transit/Multim dal	to torduce our reliance on cars. I hope that you will take my concerns seriously and make the right decision for the people of Austin.	
3060	Stephanie Charon			transportation Do not wider/no build	MobilitySS Program Manager Tommy Abrogo,	See Comment #5
					Notices or regular harrager in immy screep. Or immy screep. Or immy screep. Or immy screep. Or immy screep. Or immy screep. Or immy screep. Or immy screep. Or immy screen in this project is flaved: it ignores Induced Demand, construction impacts, particulate matter pollution from tree wear, the failure of introd. All highway expansions, the success of freeway removals, and its traffic modeling is flaved. Highway expansions DONT work.	
				Air quality	They worsen congestion (as we saw with the Kerly Freeway), air noise and weter pollution, safety, and transportation options beyond driving.	See Comment #558
				Reroute to 130	I get so annoyed by 35 already bc of the construction don't add more and ruin austin!! I expect TuCOT, Austin City Counci, and other representatives to stand up for me.	See Comment #3
					Company commence and processing and Marine High Statement West and Address Age and commence and	
3061		1/31/2023	MyCapEx Website - Comment Form	Public transit/Multim	We need better public transportation in Tesas.	Sea Commont #13
3062		3/7/2023	Fmad	dal transportation		Sus Comment #20
3062	Stephánie Hall	3/7/2023	tmail	Multimodal transportation	Association from the region of the properties of	SAN CONTRIBUTE #AU
3063	Stenhanie Warre			Do not widen/no build	Austin and Dallas allike. We need to think long term- public transportation and reliable metros between these oby trubs. Mr hzdo't hzdot.	See Comment #5
3063		1	1	Marine widel/110 build	their control of the	
		1	1		I strongly oppose expanding (1-55. This proposed project will worsen pollution, not make travel around Austin any safer, and it will serve to discourage the use of mass transit, which is what Austin REALY needs. Stop contributing to climate change. The massive amount of hard surfaces will create hot spots when what we actually need are more green spots.	
			1			
				Community alternatives	You need to consider alternatives to this plan, like Reconnect Audin. Intentials highways should never go through a town, especially bisecting it.	See Comment # 4
3064	Stepha	2/6/2023	Email	General Support		See Comment #S
	Stepha nie L. Russell				Duer Chairman Bugg and Commisconers: Thank you for recignizing that LSS strough Audit is one of the most congested naidway segments in the State of Tessa. As this serously outstand readway is often usual for the Main Street of Tessa. As Times should use for both and accesses action to benefine this critical selected, or fellow-curves are an extensive control of the serously and and immense growth was are experiencing in our great State. According, it is merely dough sequences or process proportion. The STOR years for your considerance of these according is set of the second sequences provided by the process or reconsists proportion 1955. They are for your considerance of the second of the second years of the second years of the second years of the second years of the second years of the years of the second years of the second years of the	
					request.	
		D) 8 4	s	Yoric	c	Rp
ID		55 K 6				

11					Mobility35 Program Manager Tommy Atrego, Hello,	See Comment #5
					Yearne is Disphanie Maddamma and I am a resident of City Council District I in Audio, TX. Th writing because I deeply oppose the current plan for the "EOO" expansion of 155 through downtown Audio. Addressing the congestion issue first, I don't this file departing the highesy beauport more individual vehicles as height to surp just of the city don't thin the highesy host. Sure, you night release some cognision from these 2 believes one to have an order to the preceding of the highesy beauport or more individual vehicles as height to see that the preceding of the second of the highest preceding as least the second order to the second order to the second order to the highest preceding as least the like feeting that many man exhibitual vehicles not be the where purising as leastly as less than 150 feeting that many man exhibitual vehicles not be the selection or the vehicle as the second order to the high second order to the like feeting that many man exhibitual vehicles not be the vehicle preceding as a consideration of the vehicle as the second order to the second order to the second order to the high seco	
				Do not wider/no build	do not contribute deplacing the agricultural project will create in the electing relative to the contribute project will create in the electing relative to the contribute project will create in the electing relative to the contribute project will create in the electing relative to the contribute project will create in the electing relative to the contribute project will create in the electing relative to the contribution of the contribution or project will create in the electing relative to the contribution of the contribution or project will create in the electing relative to the contribution or project will create in the electing relative to the contribution or project will create in the electing relative to the contribution or project will create in the electing relative to the contribution or project will create in the electing relative to the contribution or project will create in the electing relative to the contribution or project will create in the electing relative to the contribution or project will create in the electing relative to the relati	
					stretched to a maximum with the current population (which continues to grow).	
					Administration is extracted of energy de superage and while in the residence of the company of t	See Comment #3
					ABSOLUTE YOR IN any parties with a positive injuries or injuries you a socious or in an arrange and a socious or injuries or i	
3065	Stephanie				about how harmful this construction was to non-White communities and that the highway still stands as a physical behavior of segregation today. Then, immediately after stating this, it is proposed that this barrier is to become far larger and more visible present in our city? And this is meant to be a solution to this shameful part of our city's history? Shabelety atherier of is on a solution, on this sin andret to a solution to this shameful part of our city's history? Shabelety atherier on is not a solution, on this sin andret to a solution to this shameful part of our city's history? Shabelety atherier of segregation today. The shameful part of our city's history? Shabelety atherier of segregation today. The shameful part of our city shameful part of our shades and the shameful part of our sha	
3003	Maddamma			Racial justice	Stating that it is supposed to be halpful. Black this is supposed to be halpful. Black this is supposed to be halpful. Black this is not been supposed to the halpful. Black this is not the most observed this is not observed the property of the most observed to see the property of the most observed to see the property of the most observed to see the property of the most observed to see the property of the most observed to see the property of the most observed to see the property of the most observed to see the property of the most observed to see the property of the most observed to see the property of the most observed to see the property of the most observed to see the property of the most observed to see the property of the most observed to see the property of the most observed to see the property of the most observed to see the property of the most observed to see the property of the proper	
					Thank you for your time and your consideration.	
				Community alternatives	A better solution would be to pour more of these funds into redirecting non-local and passently triffic out of the heart of the city (similar to what is proposed in the Rethink 35 proposed)	See Comment #4
				Public	and also to oper such funds into making a more robust oublic transcontation votern within the city. The amount of consection that can be reduced if we have more opened noting busins into the city would be	See Comment #13
				transit/Multim	and also to poor such funds into making a more rotused public bransportation system within the city. The amount of congestion that can be reduced if we have more people inding boses into the oily would be for more beneficial them expecting the highway to incorporate more windows. In order to incurring two people to take it to be above, our system reads improvements and likely more windows so that boses on marking but any or more as an assessment weap increment (2.5) indinned bears below. In order of the more people inding boses into the oily would be for more locally assigned in order or people indinned to the oil of the order to indinned to the oil of the order. On more consisting so and order or people indinned to the oil of the oil order to order to order to one of the oil order to order t	
				transportation	Cast reach stops along their rooms at a reaccessors enough increment (5-13 minutes occessed bases instead of 30 minutes to an inour).	
3066		1/12/2023	Email	General Support	Due Chairman Bugg and Commissiones. Think you for recognizing that is 35 through Justin is one of the most composite read-up segments in this State of Teas. As this seriously obtained read-up is offer could be taken Drent of Teas. As this seriously obtained read-up is offer could be taken Drent of Teas. As this seriously obtained read-up is offer and accommodate the register and interesting one of the seriously obtained to the read-up in a seriously obtained to read-	See Comment #8
		1			Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request.	
						Ne Company 45
		1			Dear Chairman Bugg and Commissioners: Thank you for recognizing that 1-55 through Austin is one of the most congested readway segments in the State of Texas. As this seriously outsided readway is other called the Main Street of Texas, all Texas should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State.	See Comment 4/5
3067	1				cases the water sheeting received as a terminal sheeting case or to calculate executed to transmiss measure or the case service or interactivation and as a recommendation of the service or the case of the case	
3067	1	2/7/2023	Email	General Support	phase reply with "unsubscribe" in the subject line. The information presented is not an offer or contract, is subject to change without notice, and does not arrend any approximation customer agreement, the terms of which govern and contract.	
		1			plake net you the fundation of the subject line. The information presented is not an offer or combact, a subject to change without notice, and own not amend any applicable customer agreement, the forms of which govern and control. Plakes mell, as adjusted by the pertinent pricing schedule, customer agreement, and/or disclosure for additional dutalls or pricing. All products/services are subject to terms and conditions and may be subject to qualification requirements, conditionage or additional dutalls or pricing. All products/services are subject to terms and conditions and may be subject to qualification requirements, conditionage or additional dutalls or pricing. All products/services are subject to terms and conditions and may be subject to qualification requirements, and/or disclosure for additional dutalls or pricing. All products/services are subject to terms and conditions and may be subject to qualification requirements.	
3068	Stephanie	_	My	Multimodal transportation	change. Internal bise This plan is hurfful to all of Austin. The city needs to find a solution that discourages our use, encourages public transportation, and doesn't take away homes and businesses.	See Convenut #20
	Saulmon		Cap Ex	East/West Connectivity	kinits together the east and west parts of bown	San Ocerement #20
3069	Stephanie Thomas	2/11/2023	We MyCapEx Website -	Do not widen/no build	Please do not expand north of 45th street.	See Comment #5
3069	oxeprianie Thomas	2/11/2023	MyCapEx Website - Comment Form	uo not wiset/no build		Same Control of the
L		1				
3070	Stephen Bedell	2/7/2023	Email	General Support	Our Chammer Beg and Commissioners: There you for excepting (Sel 135 Straigh Audit is a real fine most congained readings separem in the State of Texas. In this services published readings is shown and to take a service of the service from the service of the ser	See Comment #8
					Accordingly, I am writing today to express my complete support for the 155 Capital Express Central diseign as proposed by ToOO. These you for your consideration of this	
					геррияс скерпия сисии	
			MyCapEx Website -		Dear Chairman Bugg and Commissioners:	Sax Gerenant #8
		1	Comment Form		Name - Listenine rouge on commissional recognition of the Section of Section 2 and Sec	
3071	Stephen Bedell	3/7/2023		General Support	The Willes in support of the 155 capital Depose Central deligns are proposed by TheO.Thanks, you of your dedication to be enviring the citizens of Tesis. When in support of the 155 capital Depose Central deligns are proposed by TheO.Thanks you of your dedications to be enviring the citizens of Tesis.	
	and an executive					
					Dear Chairman Bugg and Commissioners:	See Comment #8
3072	Stephen Brkich	3/7/2023	Email	General support	Data Chairman Ring and Commissioners. When you for recognition 15 Strongly Audion is over of the most composed readway segments in the State of Teas. As this servicedy audited readway in their collect his Man Street of Teas, all Teams should call for fall and decidive action to branching their collect intends of teas and their state of teas, all Teams should call for fall and decidive action to branching their collect intends of teas and teas the state of teas and teas their collect intends of teas and teas their collect intends of teas and teas their collect intends of teas and teas their collect intends of teas and teas and teas their collect intends of teas and teas	
	SAPIREI SINCI	4,7222	Lines		Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TXDOT. Thank you for your consideration of this request.	
						See Comment #5
					Table 150 Age of the largest freezy f	DAN CHITMENT #D
					shortcornings of this highway. Simply put, 1 opposes 15xOT's plan for the future of 1-25, and I verhamently oppose expansion of 1-35. Asing previously level in Hostonic, The searn first hand how the expansion of the Kasty Freeway before ever to hope communities, more risky larse changes, endiess construction—all without alleviating traffic in any meaningful way. The process by	
					which TADOT has approached this project for ISS has been flawed from the start, and it has ignored very significant consmirtly. The deeply concerned about construction and traffic noise (which will directly affect me and my family for ISS to promit in more represent that TADOT has prevent that becomes if Khan to determine the VERS to promit in more represent that TADOT has prevent that becomes of Khan to determine the source in the control of the traffic invarient of this owner.	
					integral job-creators in my community. And I'm concerned about the connectivity and safety of alternative modes of transportation across the I-SS corridor.	
				Do not widen/no build	Takes into specific or seat of the best solution.	
				Do not widen/no build	I don't went to marge onto a massive interstate highway to make local trips downtown or to south Assim. I don't went to marge into the MPU limits to make a short trip jost a few miles down the mad. In Dallac, Houston, Denney, and across the country I have been this traitle justice more with the making people in commit diagraps and violent acts of read regal. I don't wint to make a few miles down the mad. In Dallac, Houston, Denney, and across the make the making people in the property of the making people in the property of the making people in the property of the making people in the making people in the property of the making people in the making peo	
3073	Stephen Duke				These basis deportunity based the extinct for if the works in building a commonably that provides interportation options for everyone from the product in touching a commonably that provides are supportuned in the product in the pro	
					Texas is a leader in so many areas, and I believe that we have the opportunity to get this right, to choose alternatives to 1-55 expansion that dever intensists traffic around the city and provide opportunities to build generation, generate East/West. Correctives, and public transportation options that actually work for the commentally. Let's step up, which harder, are continue to lead this country forward, not becaused by trying the same publices that any failed time and there again.	
					Collecting, and points of any operation opposed that accounty soft not the controlling. Let a supply grant control, and controlling contro	
				Reroute to 130	Delieve we should designate SH-130 as an intenstate and allow intenstate traffic to pass around central Austin. This will create ample opportunity for TxDOT and local officials to focus on East/West	See Comment #3
	1			Reroute to 130	1 believe we should designate 95+320 as an internative and allow interstate traffic to passe around certral Audin. This will create ample opportunity for TuOT and local officials to focus on East,*West Connectives, building usable local shreats and boulevers in the 135 corridor, and increasing the safety of 135 in certral Audin.	Sax Comment #3
				Reroute to 130		
				Reroute to 130		See Comment #3 See Comment #21
3074						
	Stephen Fisher	2/17/2023	Email	Reroute to 130 Business/residential displacement	Tolkins we what disaggues the CSE in an intermolous at this remains until the pass send crime to what. The air remain angle apportunity for 100T and found infinites to those on East "Need Commonthing, building shallow both what and out-bounds in the 155 contrate, and onceasing the safety of 155 in contral Auditor. Annie. A	
	Stephen Fisher	2/17/2023	Email			
	Stephen Fisher	2/17/2023	Email		Note. May now to Supplied Profest and I am an add proposed of filled Coins Tain books and their community services. He reactions of the 125 feetings as any more offering proposed by the day and in not considerate of the ordity, integral business services and readents asks. I plead you to refound from expending the Seesay and relating the second of the ordity integral business services and readents asks. I plead you to refound from expending the Seesay and relating the Seesay and	
3075	Stephen Fisher Stephen Gonzalez	2/17/2023	Email VOH		Note. May now to Supplied Profest and I am an add proposed of filled Coins Tain books and their community services. He reactions of the 125 feetings as any more offering proposed by the day and in not considerate of the ordity, integral business services and readents asks. I plead you to refound from expending the Seesay and relating the second of the ordity integral business services and readents asks. I plead you to refound from expending the Seesay and relating the Seesay and	
3075		2/17/2023 conse		Business/residential displacement		
3075		2/17/2023		Business/residential displacement. Do not widen/no build	This content of the c	
3075		2/17/2023		Business/residential displacement	Note. May now to Supplied Profest and I am an add proposed of filled Coins Tain books and their community services. He reactions of the 125 feetings as any more offering proposed by the day and in not considerate of the ordity, integral business services and readents asks. I plead you to refound from expending the Seesay and relating the second of the ordity integral business services and readents asks. I plead you to refound from expending the Seesay and relating the Seesay and	
3075		2/17/2023		Business, residential displacement. Do not widen, his build Placed Jactice	Note: Supplied finder and less an add proposed of filed Coins Tax house and their community services. He requirement of the 125 feetings as a very more offering proposed by the object is not considerate of the widthing of the object is not considerate of the widthing of the object is not considerate of the widthing of the object is not considerate and readers asked. I plead you to reduce from expending the freeze and readers asked. 13.55 appealent is executed we must provide complete suitable recognition from earthcated by the opposition. Read Coins Tax house is a sensitively of participated appealent and SECOND SECULIARS That's a perfecting pool fraging and professing pool fraging and provide provide and provide considerate and the consideration of the consideration of the consideration of the consideration of the consideration asked the consideration of	See Comment #3 See Comment #3 See Comment #3
	Szephen Gonzalez	2/17/2023		Business, residential displacement. Do not exiden/no build Placial justice Personis to 330	No. Note: The second properties of the China Star house and the commonly arrians. No process the properties of the China Star house and the commonly arrians. No process the China Star house are the properties of the China Star house and the commonly arrians. No process the China Star house are the commonly arrians. No process the China Star house are the commonly arrians are the commonly arrians are the commonly arrians are the commonly are the china Star house are the commonly are the china Star house are the commonly are the china Star house are the commonly are the china Star house	Sea Connect #22 des Connect #3 Sea Connect #3 Sea Connect #3
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	Szephen Gonzalez	2/17/2023		Business, residential displacement Do not solder, his build Racial justice Record wider, his build Do not solder, his build	Name is Supplied Production and a person and adjresporance of the Colors Tax house and their controllar and views. Name is supplied to the person of the colors of the Colors Tax house and their controllar and the colors of the only integer fluorises conven and receivers shift. (plead poss to refer home person of the person of the colors of the only integer fluorises conven and receivers shift.) ### Stay of the Colors Tax house of the colors of	Sea Comment #52. Sea Comment #5 Sea Comment #5 Sea Comment #5 Sea Comment #5 Sea Comment #5
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	Szephen Gonzalez	2/17/2023		Business, residential displacement Do not wider, via build Recital justice Florande to 130 Do not wider, via build Later/Tritical Domaid	New Yorks (a) Supplies finder and I am an add prognount of filled China Tea house and their community services. My reas to Supplies finder and I am an add prognount of filled China Tea house and their community services. If you was a supplies for the only a religious to the community of the community and the compartment of the working of the only a religious to the community. It is good to be form the filled to the community of the community of the community of the community of the community. It is good to search the community of the communit	See Comment #3 See Comment #3 See Comment #3 See Comment #3 See Comment #3 See Comment #3 See Comment #3
	Szephen Gonzalez	2/37/2023		Business, residential displacement Do not solder, his build Parcial justice Percial justice Percial to 1.30 Do not solder, his build Later, frailuced Dumand Community Alburrantoss	No. 1 No	Sea Comment #53 Sea Comment #5 Sea Comment #5 Sea Comment #5 Sea Comment #5 Sea Comment #5 Sea Comment #5 Sea Comment #5 Sea Comment #5 Sea Comment #58
	Szephen Gonzalez	2/1/2023		Business, residential displacement Do not wider, via build Recital justice Florande to 130 Do not wider, via build Later/Tritical Domaid	New Yorks (a) Supplies finder and I am an add prognount of filled China Tea house and their community services. My reas to Supplies finder and I am an add prognount of filled China Tea house and their community services. If you was a supplies for the only a religious to the community of the community and the compartment of the working of the only a religious to the community. It is good to be form the filled to the community of the community of the community of the community of the community. It is good to search the community of the communit	See Comment #3 See Comment #3 See Comment #3 See Comment #3 See Comment #3 See Comment #3 See Comment #3
	Szephen Gonzalez	2/17/2023		Business, residential displacement Do not solder, his build Parcial justice Percial justice Percial to 1.30 Do not solder, his build Later, frailuced Dumand Community Alburrantoss	This is a Supplied finder and I are an and proposed of Book China Tax house and their commonly services. It is present to the find the Supplied finder and I are an address to the supplied the supplied finder to the supplied find	Sea Comment #53 Sea Comment #5 Sea Comment #5 Sea Comment #5 Sea Comment #5 Sea Comment #5 Sea Comment #5 Sea Comment #5 Sea Comment #5 Sea Comment #58
3076	Stephen Gonzalez Stephen Gonzalez Stephen Granem	\$ 100 mil	VOH	Business, residential displacement Do not editor, rice build Pariot justice Pariot justice Pariot to 130 Do not editor, rice build Laters/ trobused Dominist Laters/ trobused Dominist Laters/ trobused Dominist Lower Speed Links	Note: Suppose fider and are an and proposed of Book Drive Tax house and their commonly services. It is greated to the China Tax from their China Tax house and their commonly services. It is greated to the China Tax from their China Tax fr	See Comment #31 See Comment #3 See Comment #3 See Comment #3 See Comment #3 See Comment #3 See Comment #3 See Comment #48 See Comment #48 See Comment #48 See Comment #48 See Comment #48 See Comment #48
3076	Stephen Gonzalez Stephen Gonzalez Stephen Granem	\$ 100 mil	VOH	Business, residential displacement Do not editor, rice build Pariot justice Pariot justice Pariot to 130 Do not editor, rice build Laters/ trobused Dominist Laters/ trobused Dominist Laters/ trobused Dominist Lower Speed Links	New your property and pass a set proportion of the China Not New York and Part commonly arrivals. We cause the control for this 15 leaves a a very recognitive proposal by the day and and considerate of the solity integer business memory and related to the set of the control of the solity integer business memory and proposal to propose the business part of the control of the solity integer business memory and proposal to propose the business part of the control of the solity integer business memory and proposal to propose the business part of the control of the solity integer business memory and price of solition from expending the business memory and price of solition from expending the proposal to the solition of the solition of the solition from the business memory and the business me	See Comment #31 See Comment #3 See Comment #3 See Comment #3 See Comment #3 See Comment #3 See Comment #3 See Comment #48 See Comment #48 See Comment #48 See Comment #48 See Comment #48 See Comment #48
3076	Stephen Goranies Stephen Graham Stephen Affrey	2/6/2023	VOH Street	Business, residential displacement On not existential displacement Percent justice Percent to 1300 On not existentia build Latter/produced Commind Latter/produced Commind Community Patientials Community Patientia	New your property and pass a set proportion of the China Not New York and Part commonly arrivals. We cause the control for this 15 leaves a a very recognitive proposal by the day and and considerate of the solity integer business memory and related to the set of the control of the solity integer business memory and proposal to propose the business part of the control of the solity integer business memory and proposal to propose the business part of the control of the solity integer business memory and proposal to propose the business part of the control of the solity integer business memory and price of solition from expending the business memory and price of solition from expending the proposal to the solition of the solition of the solition from the business memory and the business me	See Connect #31 See Connect #3 See Connect #3 See Connect #3 See Connect #3 See Connect #4
3076	Stephen Gonzalez Stephen Gonzalez Stephen Granem	\$ 100 mil	VOH	Business, residential displacement Do not editor, rice build Pariot justice Pariot justice Pariot to 130 Do not editor, rice build Laters/ trobused Dominist Laters/ trobused Dominist Laters/ trobused Dominist Lower Speed Links	New your property and pass a set proportion of the China Not New York and Part commonly arrivals. We cause the control for this 15 leaves a a very recognitive proposal by the day and and considerate of the solity integer business memory and related to the set of the control of the solity integer business memory and proposal to propose the business part of the control of the solity integer business memory and proposal to propose the business part of the control of the solity integer business memory and proposal to propose the business part of the control of the solity integer business memory and price of solition from expending the business memory and price of solition from expending the proposal to the solition of the solition of the solition from the business memory and the business me	See Comment #31 See Comment #3 See Comment #3 See Comment #3 See Comment #3 See Comment #3 See Comment #3 See Comment #48 See Comment #48 See Comment #48 See Comment #48 See Comment #48 See Comment #48
3076	Stephen Goranies Stephen Graham Stephen Affrey	2/6/2023	VOH Street	Business, residential displacement On not existential displacement Percent justice Percent to 1300 On not existentia build Latter/produced Commind Latter/produced Commind Community Patientials Community Patientia	New your property and pass a set proportion of the China Not New York and Part commonly arrivals. We cause the control for this 15 leaves a a very recognitive proposal by the day and and considerate of the solity integer business memory and related to the set of the control of the solity integer business memory and proposal to propose the business part of the control of the solity integer business memory and proposal to propose the business part of the control of the solity integer business memory and proposal to propose the business part of the control of the solity integer business memory and price of solition from expending the business memory and price of solition from expending the proposal to the solition of the solition of the solition from the business memory and the business me	See Connect #31 See Connect #3 See Connect #3 See Connect #3 See Connect #3 See Connect #4
3076	Stephen Goranies Stephen Graham Stephen Affrey	2/6/2023	VOH Street	Business, residential displacement On not existential displacement Percent justice Percent to 1300 On not existentia build Latter/produced Commind Latter/produced Commind Community Patientials Community Patientia	This is a Supplement from some of programment of these Christian States and their community services. It is shown as a Supplement from the force of the supplemental states and the supplemental stat	See Connect #31 See Connect #3 See Connect #3 See Connect #3 See Connect #3 See Connect #4
3076	Stephen Goranies Stephen Graham Stephen Affrey	2/6/2023	VOH Street	Business, residential displacement On not existential displacement Percent justice Percent to 1300 On not existentia build Latter/produced Commind Latter/produced Commind Community Patientials Community Patientia	This is a Supplement from some of programment of these Christian States and their community services. It is shown as a Supplement from the force of the supplemental states and the supplemental stat	See Connect #31 See Connect #3 See Connect #3 See Connect #3 See Connect #3 See Connect #4
3076 3077 3078	Gregoten Gorsselau Gregoten Graham Gregoten Arthry Stephen Arthry Stephen Pijler	2/6/2023	VOH Street	Business, residential displacement On not wider, via build Record justice Percord to 330 On not wider, via build Laters, frobused Comment Laters, frobused Comment Community, Political Comment Community, Reference Comment Community, Reference Comment Community, Reference Comment Community, Reference Comment Community, Reference Community Community, Reference Community Community, Reference Community Community, Reference Community Community, Reference Community Community, Reference Community Community, Reference Community Community, Reference Community Community, Reference Community Community, Reference Community Community, Reference Community Community, Reference Community Community, Reference Community Community, Reference Community Community, Reference Community, Reference Community Community, Reference Community, Reference Community Community, Reference Com	New your property and pass a set proportion of the China Not New York and Part commonly arrivals. We cause the control for this 15 leaves a a very recognitive proposal by the day and and considerate of the solity integer business memory and related to the set of the control of the solity integer business memory and proposal to propose the business part of the control of the solity integer business memory and proposal to propose the business part of the control of the solity integer business memory and proposal to propose the business part of the control of the solity integer business memory and price of solition from expending the business memory and price of solition from expending the proposal to the solition of the solition of the solition from the business memory and the business me	See Contract 45
3076 3077 3078	Gregoten Gorsselau Gregoten Graham Gregoten Arthry Stephen Arthry Stephen Pijler	2/6/2023	VOH Street	Business, residential displacement On not wider, via build Record justice Percord to 330 On not wider, via build Laters, frobused Comment Laters, frobused Comment Community, Political Comment Community, Reference Comment Community, Reference Comment Community, Reference Comment Community, Reference Comment Community, Reference Community Community, Reference Community Community, Reference Community Community, Reference Community Community, Reference Community Community, Reference Community Community, Reference Community Community, Reference Community Community, Reference Community Community, Reference Community Community, Reference Community Community, Reference Community Community, Reference Community Community, Reference Community Community, Reference Community, Reference Community Community, Reference Community, Reference Community Community, Reference Com	This is a Supplement from some of programment of these Christian States and their community services. It is shown as a Supplement from the force of the supplemental states and the supplemental stat	See Contract 45
3076 3077 3078	Gregoten Gorsselau Gregoten Graham Gregoten Arthry Stephen Arthry Stephen Pijler	2/6/2023	VOH Street	Business, residential displacement On not water, the build Places Justice Places Justice Places Justice Do not water, the build Later, tracked Damand Connected Damand Lower Seed Limits General Support General Support	No. 10. The control process of the control properties of the Charles for these and their commonly arising. The control process of the control field of the	See Connect #5 See Connect #5 See Connect #5 See Connect #5 See Connect #4 See Connect #4 See Connect #4 See Connect #5 See Connect #4 See Connect #4 See Connect #5 See Connect #5 See Connect #6 See Connect #6
3076 3077 3078	Gregoten Gorsselau Gregoten Graham Gregoten Arthry Stephen Arthry Stephen Pijler	2/6/2023	VOH Street	Business, residential displacement On not water, the build Places Justice Places Justice Places Justice Do not water, the build Later, tracked Damand Connected Damand Lower Seed Limits General Support General Support	This is a Supplement from some of programment of these Christian States and their community services. It is shown as a Supplement from the force of the supplemental states and the supplemental stat	See Contract 45
3076 3077 3078	Gregoten Gorsselau Gregoten Graham Gregoten Arthry Stephen Arthry Stephen Pijler	2/6/2023	VOH Street	Business, residential displacement On not water, the build Places Justice Places Justice Places Justice Do not water, the build Later, tracked Damand Connected Damand Lower Seed Limits General Support General Support	No. 10. The control process of the control properties of the Charles for these and their commonly arising. The control process of the control field of the	See Connect #5 See Connect #5 See Connect #5 See Connect #5 See Connect #4 See Connect #4 See Connect #4 See Connect #5 See Connect #4 See Connect #4 See Connect #5 See Connect #5 See Connect #6 See Connect #6

				Do not widen/no build	To whom it may recover	See Comment #5
					To whom its may concern, This a passionate colour of this city and I deeply care about its wellbeing. If this goes through, you'll all not in half.	
				Racial justice	Expanding a historically racest intentiate that cuts directly through our oily has no benefits whatpoever, will waste taxpayer dollars and cause more harm than good.	See Comment #3
3080	Stephen Troiano	0.00,000		Latent/Induced Demand	To been proces for discussion that depending highways does not allivate buffic and only makes it notes, tentious people to drive instead of laking positio terrals, being or eating and system just going to easily builded in most swift. It is an endies system to require this collection of the consept that they are easily understand. What does that hay shout your tradestor?	Sex Comment #18
				Air quality/noise	The clearly wasting my from hears. Life it is gaing to do this anyway, and winn giving to be the ones who suffer. You won't laten. You never laten. You're listen. You're listen to this mid her responsible for more deaths on the read, may published in an original more tax distins reason.	See Commert #34
3081	Stephenie Martin	3/7/2023	Email	Do Not Widen/No Build	Mobility55 Program Manager Tommy Atrego, bad idea	Sac Connent #5
ID	C N	Da R d	8	Treir		* ^
					Dear Chairman Bugg and Commissioners:	See Commant #8
3082	Steve Ambrose	3/7/2023	Email	General Support	Duc Claims higg and Commissions. It was poll recognition in 25 Though, such in one of the road composite readway appears in the Base of Team. As this services positional readway is within 25 and the State of Team, all Teams should get for ball and decisive season to read an experience to the state of teams and the State of Teams and the Stat	
					Mobility35 Program Munaiger Tommy Abrogo.	See Commant #5
3083	Store Bears			Do Not Welley/file Build Co Not Welley/file Build Community Alternative	The Principal Section 2.5 was not because though a bear of Junior, Junior and Section 2.5 was not been seen to the property of the Section 2.5 was not been seen to the property of the Section 2.5 was not been seen to the property of the Section 2.5 was not been seen to the property of the Section 2.5 was not been seen to the property of the Section 2.5 was not been seen to the seen to the seed of the elevated front personal property of the Section 2.5 was not been seen to the seed of the elevated front personal property of the Section 2.5 was not been seen to the seed of the elevated front personal property of the Section 2.5 was not been seen to the seed of the elevated front personal property of the Section 2.5 was not been seen to the seed of the elevated front personal property of the Section 2.5 was not been seen to the seed of the elevated front personal property of the Section 2.5 was not been seen to the seed of the elevated front personal pers	See Comment of 4.
					Adapting the proposal by theorement. Audin, any new high-leved feeing lives about 5 in on-step through constrown and UT areas, covered over with a concrete and soid opt, with the resulting ground-level assess used for urban mixed development chossing, jiets, puts, potentiare jobass,	
3084	Steve Brewster	1/30/2023	Email	General Support	Our Claims being and Commissioners have just for requiring fault and sold sold and s	See Comment 48
3085	Steve Burch	1/12/2023	Email	General Support	Date Chairmen Bugg and Commissioners: Thesh you for recognising that 155 brough Audin is one of the most compound readway segments in the State of Teass. As this seriously outside of sealed with the seriously outside of the State of Teass. As this seriously outside of the State of Teass. As this seriously outside of the State of Teass. As this seriously outside of the State of Teass. As this seriously outside of the State of Teass. As this seriously outside of the State of Teass. As this seriously outside of the State of Teass. As this seriously outside of the State of Teass. As this seriously outside of the State of Teass. As this seriously outside of the State of Teass. As this seriously outside of the State of Teass. As this seriously outside of the State of Teass. As this seriously outside of the State of Teass. As this seriously outside of the State of Teass. As this seriously outside of the State of Teass. As this seriously outside of Teass.	See Comment 48
3086	Steve Dalbey	3/6/2023	Email	General Support	Due Cleams high get of Commissioners. If the Commissioners were a second of the Commissioners with the Commissioners of the Commission	See Comment #8
3087	Steve Emmeric	3/7/2023	Email	Cla net widen/ha bushd	The street of the stage of the	See Comment #S
3088	Steve Gerson			On red widen, ino build	Taking the Manager Transport Services (Text) and properties of the	See Comment #S
				Reroute to 130	One possible route for the new intendate 35 would be (coming from south to north), the current freeway up to Ben White, taking over 71 going east past the airport, correcting to 130 going north, then connecting to 200 coming Back west to 183, then taking over 183 going rooth to join the present 55.	See Comment #3
				Bury/tunnel	As alternative could be to leave this great bookward on the surface and a bornel understand it with 6 to 8 leveral of high speed traffic, with every to the turneral part comit of Lauly Bird Laula, an entrywel of MLX and notice emprised at Apport, with the cond of the bornel cond of 200 and pagined MLX. But you can be a formed to the surface and be seen proceed to the surface and	See Comment 425

3089	Steve Hall	1/27/2023	Email	General Support	Dear Chairman Bugg and Commissioners: Thank you for recognizing that 1-35 through Austin is one of the most congested readway segments in the State of Texas. As this seriously outstated readway is often collect the Main Street of Texas, all Texass should call for bold and decisive action to transform this critical streeth of infestructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State.	See Comment #8
					Accordingly, I am writing today to express my complete support for the I-SS Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request. Sent from my 6*hone	
					No. I do NOT favor the I 35 croinct as currently crocosed. Find a visit to convert 130 to the 'new' 35. Convert the current I S5 to a business cruze. Research. Stew Hamilett. Sent from my inhone	
3090 3091	Steve Hamlett	2/3/2023	Email	Reroute to 130		See comment #3
3091	Steve Hannigan			Do not wideri/no build	MobilityS Program Managor Tomory Aznego, Yayy Yali Pasas, Kup The 3 St expansion.	See Comment #5
					Present, may are rule superioris.	
				Reroute to 130	Far too many will be displaced and the city will be disfigured.	See Comment #3
				Air quality	If you'd like a proview of how well it'll go, please visit the Kath Freeway any time between 420 and 9M any day. As a Texan of 30 years, I'm all but begging you to stop it.	See Comment 450
3092	Stave Klabnik			Do not widen/no build	MobilitySS Program Manager Tomny Azrego, I nom a condorbat overlooks 3-55. My bestroom window faces the highway, and I hear it overy night as I go to sleep.	See Comment 45
					I own a condo that overlooks 1-35. My bedroom window faces the highway, and I hear it every night as I go to skeep.	
			-	Reroute to 130	Highways should not go through oties. It would be better for everyone, residents, drivers, pedestrians, if the highway was re-routed around the city, and ISS was turned into something like it was before the highway, a boulevand.	See Comment #3
				Air quality	1-35 should not be expanded. If fully oppose the plans for 1-35 and I oppose expansion. Everything about the way this has been conducted has had huge issues: no recognition of induced Demand, no recognition of failures trying this sort of thing in other places (like the Katy Freeway), and the further despering of a historic reddine.	See Comment #559
1D 3093	C N	Da R d	S Fmail	Topic Do not widen (no build	M NOTEON	R p
3093	steve lucies	2/23/2023	tmail	Do not wideri/no build	Mr IDDOT 10001, Step the machiesis, this has never worked, just look at Houston or LA	See Contract #3
3094	Steve Luces			Do not widen/no build	M-TADOT TADOT.	See Comment #5
					t oppose expanding t-35.	
					Experience on scenes desire, or desays dept propriess, recoloring of, water, and rose positions, have dead to expect the scenes desire, or desays dept propriess and reconstructions of the scenes desired and the scenes desired and the scenes desays desired and the scenes desays desired and the scenes desays desired and the scenes desays desired and the scenes desays desired and the scenes desays desired and the scenes desays desired and the scenes desays desired and the scenes desays desired and the scenes desays desays desired and the scenes desays desays desays desays desays desired and the scenes desay	
					Wide polluting buginesys through town are not what I want for Audin. I want sale, pleasant, and waitable and breaths streets.	
				Community alternatives	I want community alternatives to expansion, including Reconnect Austin and Ruthink35, to be fully studied	See Comment #4
3095	Steve Oden	2/7/2023	Email	General Support	Due Chairman Bugg and Commissioners: Their you for recognizing that LSS through Audin is one of the most congested neadway segments in the State of Tessa. At this seriously additional readway is often collect to Made Deered Frees, at Tessas should not for both and accesses action to search on the collect and earth of references are needed by the region and minimises growth was are experiencing in our great State. Accordingly, in writing body to seprense or proceeds support for his SSD collect pages recognized by the process proceedings and for the process.	Sea Comment #S
3096	Steve Rutledge	2/21/2023	VOH	General Support	Delives it is best to support Modified Build Alternative 3 in the LSS Relatings; The advantages to the city will be immerse in so many ways. It will provide great infeative-ture while also correcting parts of two city more effectively. when you must be known and to seeing this impressive project get accomplished.	See Comment #8
					THE I THAN THAN NO MENT OF THE PROPERTY OF THE STATE OF T	
3097	Steve T. Matthews	2/9/2023	McConFy Website .	General Support	IK-SS has been in rise challe for wars. This revised needs to set the crean light in least bridin a movine next in hrinding more husiness to bridin and least husinesses and trade revised forward. Ill rivertime	See Comment #8
			MyCapEx Website - Comment Form		353 has been in dire shalls for years. This project needs to get the green light to keep Audin a moving part in bringing more business to Audin and keep businesses and tools moving forward. All directions strongly Audin and serrounding shortes with 155 for temperature, but This in creaming become more disregences to travel due to the population explosion in Audin and fair to many times has been shut driven because of traffic accordance and travel. Where does now relief and the project disregelent of the project does and the project disregelent of the project does are the project disregelent of the project disregelent of the project does are the project disregelent of the project does are the project disregelent of the project does not be project does not the project does not be project does not be project does not be project does not be project does not be project does not do not be project does not be project does not be project does not be project does not be project does not be project does not be project does not be project does not be project does not be project does not be project does not be project does not be project does not be project does not be project does not be project does not do not be project does not do not be project does not do not be project does not be project does not do not be project does not do not be project does not be project does not be project does not do not be project does not do not be project does not be project does not do not be project does not do not be project does not do not be project do not do	
					As resident of the North Loop neighborhood in Austin, I appreciate the opportunity to provide comments on the dealt Environmental impact Statement for the Capital Express Central Project, Naving carefully considered the alternatives presented in the CES,1 crigs (ECDT) to choose the No Build Shamative because the benefits of Modified Build Attendant 5 would not youtly the costs and impacts on the community. As noted by many well-	See Comment #5
					informed members of our community:	
					NO. The project their grows or a first first through the size along the first distinct demands to the control of the project o	
					 The project healf would worsen traffic and congestion for many years, especially at a time when Austin will be building Project Connect. The project would encourage the use of single-occupancy whicks, promote urban sprawl, and hinder progress toward reaching goals of the Austin Climate and Equity Plan. 	
					 In order to expand the highway, the project would confincte fund from businesses and residenth near the right of way, disproprisionality impacting ismall businesses and minority communities. Middening the highway with the limited connectivity, currently in Modified Build Alternative 3, would prepetuate, expand, and worsen the demographic divide that begain with the city 120 and sample plan. If, however, TAOIT continues to pursue Modified Build Alternative 3, then I ruge TaOIT to sent with the City of Assarts to ensure that the expanded highway include adequate electivest consening, as outlined by the Assarts City Council Resolution 	
3098	Steve W	3/3/2023	Email	Do not widen/no build	It limited. "COST distincts by parts Marked Basic Ministration," by part of the sear with the Cost of the State of the sears with the search of the search o	
					•Work with the North Loop, Ridgetop, and Windsor Park neighborhood associations to evaluate adding another full crossing (automobies, bless, and pedestrian lanes) between 51st and U.S. 200. Revising the project to more closely align with the needs of Austin and its communities who live along 1.35 will result in better outcomes over the decades to corns. Thinky you for your consideration.	
					MobilitySS Program Manager Tommy Abrogo,	See Comment #3
					Maching She Register Manager Tramps, Shrape. My rivers in Statem Anderson, in middle-stating you today as a concerned resistent of Central Audio. The experience of State Audio Stating proposed for the play this congestion and or office in our or the filter or or the filter or or the filter of the play the contract of the stating proposed for the play the companies of the stating proposed for the play the contract of the stating proposed for the play the contract of the play the contract of the play the contract of the play the contract of the play the contract of the play the contract of the play the contract of the play the contract of the play the contract of the play the contract of the play	
					The department of cot as earing prospose to require consistent on the cost of the control of the cost	
				Recial Justice	Then we have the human corporant of the project. The between the project of 100 is a proper of 100 is a pro	
				reader Julyce	The state of contract of the state of the st	
3099	Steven Apodaca				approximate by most dispersional to	
				Air quality/dimate change	Ladity, we also need to be concerned about the environmental restrictations of our actions. If we are promoting more single or limited occupancy transportation we are in turn adding significant emissions to our object and promoting environmental habits.	See Comment #18
					our city, and not promoting environmental health.	
				Community alternatives	Or ofly which is neatried in the heart of hill country, is a beautiful one with significant opportunity to unite and consessively be a city for all-all sects, all visitors, commuters and natives all he. Let's not make it into another concrete jumply and interest retrieves 35 in a way that opportunits transportation and validability that serves all the factor of life that we care about.	See Comment #4
					have Channes Bagg and Commissioners. Priviley in the recognition (Bell 12) Strongly should in our of the record ordinate supers in the Base of Terms. As it is according should confident and section of the section of	See Comment #S
3100	Steven Boice	2/7/2023	Email	General Support	Accordingly, I am writing today to express my complete support for the ISS Capital Express Central design as proposed by TxXXXI. Think you for your consideration of this request. NXXICE: This e-mail message and any attachments are interested solely for the use of the interested recipient, and may contain information that is confidential, privileged and exempt from disclosure under applicable law. If you are not the interested recipient, you are not permitted to read, disclose, reproduced.	
3100	Javen bolos	2/1/2023	CHAI		distribute, use or take any action in reliance upon this message and any attachments, and we request that you promptly notify the sender and immediately delete this message and any attachments as well as any copies thereof. Delivery of this message to an unitempted recipient is not intended to native any right or privilege. Newmark is nother qualified professional advice of your deleter of your deleters. In the professional advice of your deleters.	
3101	Stewen Cox	\$100,0000	Voi	Do not widen (no heitri	housing. Nello, my name is Steven Cox. Hout wanted to have a comment about the potential expansion. It's, it's just not really with we need in broken answer. That's my that's my namentine and I have an all have not one.	See Comment #5
3404			ce mai	and the west of the second	Channing. Mills, my came is Down Cox. Just sented to leave a comment about the potential expension. It's, it's just end really what we need in Austin anyway. That's my, that's my perspective, and I hope you goes will enther how it's girreg to unfold. Dut, anyway, News a good day. Ope	300 MICHAEL VIII VIII VIII VIII VIII VIII VIII VI
			1	Business/residential displacement		See Comment #21
					The recent risk and humanisms, the of the designated Maximum of the experience. Taking it is not 20 flow to humanisms under the designation planting. This most important or not to the presentably in the Configuration of the experience of the expe	
3102		2/6/2023	Email	General Support	obtains to girt on this. And don't don't food fisiplicad businesses to build a bigger highway. Dear Chairman Bugg and Commissioners: Thank you for recognizing that 135 through Audin is one of the most congested readway segments in the Date of Texas. As this seriously outdated readway is often	See Comment #8
3102		2/0/2023	Cital	General Support	Coast Chamman Dogg and commissioners: Trains go us for ecopyrang results in 50 strongs results in one or the mass conguent results yield present in the scale of sease. We see a seriously outstand creatively a creat coaled the Main Street of Feeds all Research Secretary Secret	
					equest.	

3103	Steven Eckhoff	3/4/2023	Ernall	General Support	Manifold Program Manager Trums plangs Lear writing to synowam any appear? In the presence You paid within 'project for 135 in downhow Austin. This project would create large darks over the invested highway to connect the east and west inkine of the oil year of project for 135 in downhow Austin. This project would create large darks over the invested highway to connect the east of the oil year of project for 135 in downhow Austin along create and economic flow are in the connection in the 1350s. The highway has also been a source of compatition, week, pointers, and content for decides. The crumst range of 135 class not cause the original of the connection of the project for the	Sea Comment 43
3104	Steven Knebel	1/12/2023	Email	General Support	Date Chamman Bagg and Commissioners Thank you for recognising that 1.50 through Audin is are of the recognised readings agreed in the Solar of Texas. As this seriously addinised readway is other control of the solar of the sol	Des Connect #5
3105	Steven Knebel	2/8/2023	Email	General Support	Dear Chairman Bust and Commissioners: Thank you for recomming that I-35 through Austin is one of the most consested mades resiments in the State of Topas. As this seriously outsized readway is often	See Comment #8
					her Chemis Big and Commissions have been required part of the Section of the Sect	
3106	Steven Kruse	3/7/2023	MyCapEx Website - Comment Form	Do not widen/no build	Chto Vela is a disease to Audin.	See Comment eS
3107	Steven Marte	3/7/2023	Email	Do not widen/no build	Absoluted Program Manager Formsy designed and the Conference of th	Des Connect #5
3108	Steven McMillan	1/18/2023	Email	General Support	Date Chairman Bugg and Commissioners: Think's you for recognizing that 135 through Justin is one of the most companied readway segments in the State of Teas. As this seriously coldiside readway is often called to Made Street of Teas, at Teas as State of Teas, at Teas as State of Teas, at Teas as Teas	Sie Connect #8
						See Centrelant #8
3109	Steven Meyer	3/7/2023	Email	General support	Dest Dissens Begg and Commissioners	
3110	Steven Ollek	1/19/2023	MyCapEx Website - Comment Form	Regional connectivity	Please include a plan to revive and implement the Lone Star Real project, or something similar, to enable must-enough transit between Stan Actions and Audin. Adding laines is proven never to work, it induces demand and is a person to be added in a new larger tab this or maintain and operate the added consent, pot tobe and incomplicate service regarding year-to-pear. The real could dissease from the operations and maintainence, not the initial build out. That, and not more also expected and in posers the label design the label of the	Secondard 1
ID	C N	Da R d	S	Topic	c	Re
3111	Steven Schelling			Air quality/dimate change	Mobility35 Program Manager Tomery Abrego, I would nather drive in rush hour traffic every time I get in my car than see the environmental and societal impacts that expanding 35 would have on the city of Azatin. I live in Montopolis and drive on I-35 constantly. Have you ever been to	See Commont #18
					About 55 Program Manager Therming States; Lead of sized of early in a few body self-convey from grant get in my car then see the environmental and scondal impacts that expanding \$5 would have on the city of Audion. The in Manager States is self-convey from grant State is frequency and in the entire \$1.50 constantly, have you are there to would be placed in the contract of the self-convey from grant State is frequency and into the entire \$1.50 constantly, have you are the entire \$1.50 constantly, have you are the entire \$1.50 constantly, and into the expension of the entire \$1.50 constantly, have you are the entire \$1.50 constantly, and into the expension of the entire \$1.50 constantly, have you are the entire \$1.50 constantly, and into the expension of the entire \$1.50 constantly, and into the expension of the entire \$1.50 constantly, and into the expension of the entire \$1.50 constantly, and into the expension of the entire \$1.50 constantly, and into the expension of the entire \$1.50 constantly, and into the expension of the entire \$1.50 constantly, and into the expension of t	Sui Dement £20
				Multimodal transportation Community alternatives	I result set this money (by its or many time practic transportation updows, and set the first money (by its or many time practic transportation updows, and the set of the set	See Comment 4/20 See Comment 4/4
					displace Austin residents and long-standing businesses.	
3112	Steven Self			Do not widen/No Build	ModingSS Program Manager Tomny Anages. Made place dusty phases that the expression of highways is only a temporary and abort fixed darkform to congestion problems.	Sea Comment 45
3112	Steven Self			Reroute to 130	All that time and effort (and money) could be better spent on public transportation options and rerouting Austin through-traffic to other roadways	Sec Connect #3
	Steven Self Steven Y Lame	1/29/2023	MyClapEx Website -			Sec Connect #5 Sec Connect #3 Sec Connect #3
3112	Steven T Lane	1/29/2023	MyCapEx Website - Comment Form	Reroute to 130	All that time and effort self-manyly could be better speed on public transportation options and remaining Audit from only the testing transportation options. Only insular Audit manus by maning yet more testing and it is accompaning once application, companion, etc.) through our day. Note that Audit manus by maning yet more testing and it is accompaning once application, companion, etc.) through our day. Note that many others are community and many others are community and house. Audits and Sen Advisor. TOOT's plan to expeed 1.55 should include red beautiful.	Sectionnet #558 Sectionnet #1
3113	Steven William Ecknoff	3/4/2023	MyCagEs Website Commert Form	Remain to 330 Air quality Regional connectivity Regional connectivity General Support	All that time and effect (and many) could be better speed on public transposition organisms stol. 19 leads to make and effect (and many) could be better speed on public transpositions organisms. As 19 leads to make a series of the series of	See Connect #555 See Connect #45 See Connect #46
3113	Steven T Lane Steven T Lane Steven T Lane Steven T Lane Steven William Exhibit			Remarks to 330 An equality Regional connectivity	All that time and effect (and many) could be better speed or public transposition options and remarking Austin through traffic to other readways Out I make Austin make by morting of the read with a source speed of the State o	Sectionnet #558 Sectionnet #1
3114 3116	Steen William Exhibert Shairt	3/4/2023 3/1/2023 2/1/2023	MyCagEx Website- Commune Form UtCagEx Website- Commune Form Email	Remarks to 3.30 An equality Regional connectivity Regional connectivity General Support Connect Support Connect Support	All that time and effect (and many) could be believ speed on public transpositions organisms and invasing Austin through swife to other readways Outs mask Austin make by moring of the read with a contract of the contract	Sea Comment 450 Sea Comment 450 Sea Comment 450 Sea Comment 450 Sea Comment 450 Sea Comment 450 Sea Comment 450 Sea Comment 450 Sea Comment 450
3114	Steen Willen Echold Steen Stee	3/4/2023	MyCagEs Website Commerc Form MyCagEs Website Commerc Form	Remarks to 330 An injustry Regional connectivity Regional connectivity General Support General Support	All that time and effect (and many) could be better speed or public transposition options and remarking Austin through traffic to other readways Out I make Austin make by morting of the read with a source speed of the State o	Sea Comment 4513 Sea Comment 452 Sea Comment 422
3114 3116	Steen William Exhibert Shairt	3/4/2023 3/1/2023 2/1/2023	MyCagEs Website- Communit Form MyCagEs Website Email MyCagEs Website Uniform MyCagEs Website MyCagEs We	Remarks to 3.30 An equality Regional connectivity Regional connectivity General Support Connect Support Connect Support	All studies and effect (self manny) could be better speed on public transportation options and remarking Austin through shall to other readways. Out: I mark Austin marked by maring after our shall be a feet a second or second	Sea Comment 450 Sea Comment 450 Sea Comment 450 Sea Comment 450 Sea Comment 450 Sea Comment 450 Sea Comment 450 Sea Comment 450 Sea Comment 450
3114 3114 3116	Steen William Exhibert Shairt	3/4/2023 3/1/2023 2/1/2023	MyCagEs Website- Communit Form MyCagEs Website Email MyCagEs Website Uniform MyCagEs Website MyCagEs We	Renals to 2.30 An opening Regional connectivity Regional connectivity General Support Connect Support Connect Support	All studies and effect (seed manage) could be better speed on public transpositions organisms, st.) through out it to other readmanp. Out I make Author marke by maring of the readmanp of the state of the collection of the state of the collection of the collection of the state of the collection of t	See Connect #55 See Connect #5 See Connect #5 See Connect #5 See Connect #5 See Connect #5 See Connect #5 See Connect #5 See Connect #5 See Connect #5 See Connect #5 See Connect #5 See Connect #5 See Connect #5 See Connect #5 See Connect #5 See Connect #5 See Connect #5 See Connect #5
3115 3116 3117	Shart Goard Shart Goard Shart Goard	3/4/2023 3/1/2023 2/1/2023	MyCagEs Website- Communit Form MyCagEs Website Email MyCagEs Website Uniform MyCagEs Website MyCagEs We	Remark to 2.30 An opening Regional connectivity Regional connectivity Connect Diagnost Connect Di	All that time and effort und many (could be belief speed or public transpositions and remaining Austin through shall to deal remaining. Onc) mark Austin more by proxing of the more self-could it a sound proxing growing and the country of the cou	See Constant #3 See Constant #4 See Constant #4 See Constant #4 See Constant #4 See Constant #4 See Constant #4 See Constant #4 See Constant #4
3114 3114 3116 3116	States William Exhaul Sharet Share Sharet Shares Sharet Shares	3/4/2023 3/1/2023 2/1/2023	MyCagEs Website- Communit Form MyCagEs Website Email MyCagEs Website Uniform MyCagEs Website MyCagEs We	Remark to 1330 Religional connectivity Regional connectivity General Eugeport General Eugeport Connectivity General Eugeport Connectivity General Eugeport	All that time and effect (and many) could be below speed on public transpositions organisms, stol. Through our tip. Out in teach Author more by moring of the reserve self-could be active and the self-could be active an	See Connect #55 See Connect #5 See Connect #5 See Connect #5 See Connect #5 See Connect #5 See Connect #5 See Connect #5 See Connect #5 See Connect #5 See Connect #5 See Connect #5 See Connect #5 See Connect #5 See Connect #5 See Connect #5 See Connect #5 See Connect #5 See Connect #5
3113 3114 3115 3116 3117	Streen William Earbord Shart Share Shart Share So Jones Suret Guille suret Guille	3/4/2023 3/1/2023 2/1/2023 	MyCapEs Welsole-Commerc Force MyCapEs Welsole-Commerc Force Ernal MyCapEs Welsole-Commerc Force Ernal	Remarks to 2.33 An equality Regional connectivity Regional connectivity General Support General Support General Support An Quality Forms Fernance to 2.30 General Support	All text time and effect (and many) could be better speed or public transpositions organisms and its many and a service of the	See Connect #50 See Connect #6
3114 3114 3116 3116	States William Exhaul Sharet Share Sharet Shares Sharet Shares	3/4/2023 3/1/2023 2/1/2023	MyCagEs Website- Communit Form MyCagEs Website Email MyCagEs Website Uniform MyCagEs Website MyCagEs We	Remark to 2.30 An opening Regional connectivity Regional connectivity Connect Diagnost Connect Di	All that time and effect (and many) could be below speed on public transpositions organisms, stol. Through our tip. Out in teach Author more by moring of the reserve self-could be active and the self-could be active an	See Connect #55 See Connect #5 See Connect #5 See Connect #5 See Connect #5 See Connect #5 See Connect #5 See Connect #5 See Connect #5 See Connect #5 See Connect #5 See Connect #5 See Connect #5 See Connect #5 See Connect #5 See Connect #5 See Connect #5 See Connect #5 See Connect #5

3122	Susan Barr	60600	VOH		The City has the integring with the claims ancient of 13th for exclusion. Descript the filteration colorisphine would not proteined this integring by appeared the upp and sixth financians further cortin and sixth formation that the contract is them contrage flower. Description of these integrings are contracted in an exemptine, page 1 more process and in the contraction of the contraction o	See Comment #5
				Do not widen/no build	Thank you for this opportunity is some my liently's concern. In classing, please do not class the Woodland Are undergoes.	
				Reroute to 130	Please records all of the highway selfs. Dut down not need to be going down the conter of the Coy via 155, to \$151.00, as originally envisioned. Removing the fall from \$151.00 sould release the burden from the seed of this large-less per release as of the congestion from 150. With all of the Audit growth, in does time, \$151.00 will not be that fall and of trans.	Sec Commet 33
					Enul copy: Natio 1::DOT .— Please include the attached memorandum in the official hearing record for the I.35 Capital Express Central Project. Rease reply to confirm receipt. The complete PDF is located in the public hearing summer, appendix F:	See Comment #5
3123	Susan Engelking			Do not widen/no build	This is the incorporate this protected infrastructure for micromobility is before the built environment glob built. With this one act, you can increase the opening of this project and related congestion on the highway-just what you're bying to dis	
				Bike/ped safety	ToOT can incorporate a protected network for micromobility-small electrical vehicles, bioycles, pedestrian-friendly-into the \$5 billion 1-35 project. You can do this sethout adding to the cost of this project.	See Comment #30
3124	Susan Kleinman	3/7/2023	MyCapEx Website -	Multimodal transportation	Regarding future plans for 155, Tol like you to consider having lanes and ramps for bus transportation, so it is efficient and encourages ridership.	See Comment #20
			Comment Form			
3125	Susan Moffat	éarinn		Do not widen/no build	Me hoof hoof; Dear hoof, One writing to express any apposition to the expansion of 355 as currently proposed. A five quick point: *The Autoin community has been unified befored is "brigglive," no wider expansions, which it is still possible to do.	Sea Contract #5
			-	Community alternatives	The proposed underground pedestrian bornel at Alloyor Bookead will be investibly disagreed, sepecially for women waiting allows, and should be scrapped. I storagely upp to you consider community alternatives to expension, including those presented by Procurent Audios and Method SS. Those you for your consideration.	See Connect 44
				East/West Connectivity	Any change to 3.55 should provide east-west crossings every 3,74 mile through a cap and stitch approach.	See Comment #20
3126	Susan Narvaiz	1/27/2023	Email	General Support	Date Chairman Brigg and Commissioners: Thinks you for recognizing that 135 through Austin is one of the most companied making segments in the State of Teas. At this seriously coldisided readway is other collect to that Dever of Teas, at it leases should call for held and decision action to therefore their is collect or their collect or their development of their School processor	See Comment #8
					request.	
				Do not widen/no build	Makind Shippen Marage Tamon Asset Tamon As	Toe Connect #5
3127	Susan Pantell			Public transit/Multime dal transportation	ToOf that the same instead or multi-model agricums, it perfection, it as all in between future and file in American sample of the complete form and sequence projects for an all or stores, the complete form and sequence projects for an all or stores, the complete form and sequence projects for an all or stores, the complete form and sequence projects for an all or stores, the complete form and sequence projects for an all or stores, the complete form and sequence projects for an all or stores, the complete form and sequence projects for an all or stores, the complete form and sequence projects for an all or stores, the complete form and sequence projects for all or stores, the comp	See Contented #13
				Do not widen/no build	MobilitySS Program Munager Tommy Atrago,	See Comment #5
					Moting Services Manager Tramps Region; as a selected from An original complete agreement of the Services for 1.55 and any expension. (secal result) that is an exercise creative thought on this project, it businessed through these would be great.	
				Reroute to 130	Designating another highway the intenstate so that central Austin is not used for that.	See Comment #3
ID	C N	Da R d	S	Topic	c	R.p.
1D 3128	C N Susan Pascoe	Da R d	S	Topic Air quality/noise	They weren competion just look at the KEP presency or make and water publican, subtry issues and more shaffs on a short time. We need to looking at matheds to reduce fulfill, and increase If the shadd to an a project in other looks have done for instead to the contract the whole Chief critical bear emosed their highways and produced looky bookwards and pairs. Asidn needs to do the same, Legac T 100T, Asidn Clip Council, and other representatives to shared up for mr. My representatives need to look to their contributes.	R p No Connect 6N
1D 3128	C N Susian Pascoe	Da R d	\$	Topic Air quality/noise Listers/Induced Demand	load at princip in their cities are due for manufactured that which Chair Collis have memoral that which Chair Collis have memoral that which Chair Collis have memoral that which Chair Collis have memoral that which Chair Collis have memoral that which collis have memoral that which collis have memoral that the collision. The collision of the	R p See Connect EAB See Connect EAB
1D 3128 3128 3129	C N Susan Piscoe Susan Richardson	Da R d	MyCapE+ Widsale - Comment Form		look at projects in other crities on with on for retirement the wheel. Other crities have emmoved their high-ways and produced lovely boolvanish and parks. Audin needs to do the same, I expect ToCIT, Audin City Council, and other representatives to stand up for me. My propresentatives need to stant the contributions. 1 Teins's ToCIT's process on this project of filewest. It grows indicated Demand, construction impacts, particulate matter publisher from the wear, the failure of airmost all highway expensions, and its baffic	
3128	Susian Pascoe		MyCapEx Website -	Latert/friduced Damend Regional connectivity	load at projects in their cities are due to make the second of the secon	des Contract #18

3130		1				
	Susan Somers			Air quality	Dear 1 SS Capital Express Central, Rx 1 SS Capital Express Central, Crit Environmental Impact Statement	See Comment #564
					Dear Covernor Abbott and other Elected Officials, TsDOT Commissioners, Staff, and Consistants,	
					In 15 Copies Expensed Construction Construct	
					Treedom of a safe pedestrain, personal microlisty device (including bençcies), and public trainest based options, but I don't. The trived demand models that only seek to optimize this project to slightly speed by project (slighters safe) processor, but I don't. The trived demand models that only seek to optimize this project to slightly speed by project (slighters safe) processor, but I don't. The trived demand models that only seek to optimize this project to slightly speed by project (slighters safe) processor, but I don't. The trived demand models that only seek to optimize this project to slightly speed by project (slighters safe) project (slighters).	
					The Austin region. The regional growth forecasts that project a future with the vast mejority of residents living in car-dependent sub-orban housing situations is not the future that I want and does not reflect the history of my community or the living that the project and the project and the future that I want and does not reflect the history of my community or the living that the project and t	
					Easily lett. (a read to be. There and if a secularized materia to be date to understand the effects all entirely transportation insolvent converses will provide for selfs, multimodel access for each registration in the Audin region. The should entire the respect to the entire transportation in the Audin region. The should entire the respect to the read to the rea	
					people from each census tract or transportation analysis zone can reach without a half hour by waiting, belong wheelpt a frank, and percentage whether in the contract whether in the contract whether in the contract was a second of the contract whether in the contract was a second of the contract whether in the contract was a second of the contract whether in the contract was a second of the	
					developing analysis for this project. Please optimize any scenario to improve safe, muttimodal access for people across the Austin region for all modes, including cars and trucks, but not limited to the current focus on long distance single occupant whicle trips.	
					Present operation and system to improve safe, multimodal apospie across not separate region for all that TADOT is driving to find correct series and across for present series and across for present series and across for all that TADOT is driving to find for improve safe, multimodal apospie across for all that TADOT is driving to find for improve safe, multimodal apospie across for all that TADOT is driving to find for improve safe, multimodal apospie across for all that TADOT is driving to find for improve safe, multimodal apospie across for all that TADOT is driving to find for improve safe, multimodal apospie across for all that TADOT is driving to find for improve safe, multimodal apospie across for all that TADOT is driving to find for improve safe, multimodal apospie across for all that TADOT is driving to find for improve safe, multimodal apospie across for all that TADOT is driving to find for improve safe, multimodal apospie across for all that TADOT is driving to find for improve safe, multimodal apospie across for all that TADOT is driving to find for improve safe, multimodal apospie across for all that TADOT is driving to find for improve safe, multimodal apospie across for all that TADOT is driving to find for improve safe, multimodal apospie across for all that TADOT is driving to find for improve safe, multimodal apospie across for all that TADOT is driving to find for all that TADOT is driving to find for all that TADOT is driving to find for all that TADOT is driving to find for all that TADOT is driving to find for all that TADOT is driving to find for all that TADOT is driving to find for all that TADOT is driving to find for all that TADOT is driving to find for all that TADOT is driven to find for all that TADOT is driving to find for all that TADOT is driving to find for all that TADOT is driven to find for all that TADOT is driven to find for all that TADOT is driven to find for all that TADOT is driven to find for all that TADOT is driven to find for all that TADOT is driven to find for a	
						Sax Comment #504
					Date 15 Cinguist Express Contract, In this SS Cinguist Express Contract, and the incurrented impact Statement Thinks you for the month of the Institute American Statement Thinks you for the institutement was not are the last several years of the Time Superiment of Timesposition to adopt a suffer yeard several years operated and several years of the Timesposition or to adopt a suffer years of the Institute Statement Thinks you for the Institute Statement of Timesposition or the Institute Statement of Timesposition or the Institute Statement of Timesposition Institute Companion Thinks Statement or Timesposition Institute Statement or Timesposition Institute Statement Institute St	See Comment #984
					Thank you for the transformative work over the last several years at the Texas Department of Transportation to adopt a safe systems operand and seriously work toward the Pool to Zero goal of cutting traffic deaths in half by 2005 and to zero	
					by Cub. Cleaning and interesting the transport of the Cub. Cleaning and Cub. Cleanin	
					mentalizing. The Team Enrichmental Commission Manus Once 11441 dents TOOT Austin to "work toward the good of reducing the number of deaths on Team stoolwys by half by the year 2055 and to zero by the year 2050. The Commission stoolwys are applied in the Section of the Section of the Section Section of the Section Se	
					deaths on Tissas readways by half by the year 2035 and to zero by the year 2050.*	
					I am conserved that the Limit Christomer and in place Sealement does not incude meaning an any service on any operation on a popular development o	
					Into concern that the Dark Theorement Impact Summer date and crucke resumptiful analysis that could require the count this sport to make this sport to the Liver goal. While residing any offer clearly to 250 sell requires an advantage of the country of the sport to	
					NO project before the reservation is reasonable expectation must true project, with result in meaning the reason to zero goal to cut trient cleans in mair by 2005. Intere, you for all that I such its coming area will do in the further development of this project to an office disable.	
		1	1		MobilityS Program Manager Tommy Abrego, The Work of the Secretary Abres (and the Secretary Secre	See Comment #20
3131	Susan Somers	3/7/2023	Email	Multimodal transportation	meet the goals of Austin. We need a plan that is truly no higher and lower. We need options other than highways. We don't need years and years of construction for a project that minimally improves congestion for a couple years. Highway	
					expansions don't work. I'm willing to accept an 1.35 plan that completely buries the highway and stitches our city back together, but this plan isn't it. I ask you to truly left the citizens plan this project.	
3132	Susana Camanza			Do not widen/no build	Harried Darrier Marrier Franchisch	See Comment #5
3132	Science Cementile			Do not wastryno build	Manifold Symptom Manager Investor design. The Outs Consider, which design and participated and allowated means, such as warring, being, etc., and larger asserts fast and Year. That is, designed and off hour the object of an eight on the larger. There is no researce interest to the contract to the con	
					ISS already divides our city. What we need is more ways to reconnect, but TX DOT planned expension will surther separate dark west. That is shameful and with hurt the city and the region in the long run. There is no reason interstate traffic whether in the resemble that have a fire a record Taxon Shaw in interest that the carried that the control that the c	
					live on a high rise on 1-35 in the Rainey Street area. The TX DOT project did not take into account the expected explosing or exeminate. If we on a high rise on 1-35 in the Rainey Street area. The TX DOT project did not take into account the expected explosing growth of Rainey Street in the next few years. Our entire area will have limited access routes (including for emergency)	
					webides) throughout construction. The plans to use areas near the trail as construction staging and later permanent storage facilities will irrepact the large number of users, including Austinities and the growing number of visitors.	
				Latent/Induced Demand	We have seen in many metro areas (e.g. Kety) that adding tienes to a freeway in a metro area does not solve truffic.	See Comment #18
				Public	As a minimum, Lurals you to delive the start of the ordect until Project Connect system can provide more access to devertown during the extended construction period.	See Comment #13
				transit/Multimo	As a minmum, Lurge you to delay the stant of the project cuttle Project Connect system can provide more access to downtown during the extended construction period. But Lurge you to get further. The future of transportations issuit and to be based on cars. Our youth has already been branched you to get further a transportance provides in the standard of the project of the projec	
				transportation	supartices. Please consider internatives, such as recently, or other plans that do not require expending.	
				Reroute to 130	Instead, the solution should include the diversion of non-local traffic to alternate routes (such as SH-190, just East of Austin).	See Comment #3
			My	Do not widen/no build	I Sw in a high rise on ISS, downtown Austin in the Rainey Street neighborhood. I see firsthand how ISS separates the city. The expansion will worsen the separation between the East amd West sides, without	See Comment #5
			Cap	DO HOL WORK ON DOLLO	securing the securing spot to not ignore the voices of our communities and not veste our tax deliance on periodesis expansion.	Jete Contracts 4-2
3133	Susana Camanza		Ex We			
			bsit	Latent/Induced Demand	We have seen from countiess cities that adding lanes only leads to more traffic and does not solve the issue of congestion long term.	See Comment #18
ID	C N	Da R d	ŝ	Topic	c	R p
			Comment Form	Public transit/Multimodal	We also need to deliev any work on the project to allow Project Connect to proceed, providing alternate transportation to ease disruption during (35 construction.	See Comment #13
				transportation		
				Reroute to 130	We need diversion of long haut traffic to existing highways, such as SH130 which will substantially reduce local traffic.	See Comment 33
3134	Susana Prince	3/7/2023	VOH	East/West Connectivity	I would like to see fewer lanes on DS, more ecology and restoration, and emphasis on East / West connection.	See Comment #20
3135	Susanna McBee	2/2/2023	MyCapEx Website -	General information request	Who will be attending the hearings? is it staff only or will the TXDOT Commissioners be present?	
	1	1	Comment Form			General information request
L_	1					General information request
3136						
	Susanna McBee	2/9/2023	VOH	Do not widen/no build	Thank you for your work to solve staffic problems!	General information request See Comment 45
	Susanna McBee	2/9/2023	VOH	Do not widery/no build	These year for your work to saidle staffing positioned your series to saidle staffing positioned your series to saidle staffing positioned your series of the saidle staffing positioned of the saidle staffing positioned of the saidle staffing positioned or saidle staffing posi	
	Susanna McBee	2/9/2023	VOH	Do not widen/no build	Thank you for your work to solve staffic problems!	
3137	Susanna McBee Suzannah Garcia	2/9/2023	VOH	Do not widen/no build Do not widen/no build	The year of your work to sales table policies I have not in four of the convertible. Not done in click with NOV lane, Noution, for example, and an always annualed at loss fee cars three are on these tarned I am often the only our on NOV lanes. Production and bile laines and the "lotther" parened to connect each only each seed, four, are also not necessary, expecuting considering what involved or pushing them. Please retirely parened The contract lain of the only our on NOV lanes. Production and bile laines and the "lotther" parened to connect each only each seed, four the contract lain of the contract lain. The contract lain of the contract lain of the contract lain.	
3137	Susanna McBee Suzannah Garcia	2/9/2023	VOH		Thank you for your work to solve staffic problems!	See Comment 65
3137	Susanna McBee Suzannah Garcia	2/9/2023	VOH	Do not widen/no build	These year for your work to safe traffic political of the	See Connect #5
3137	Susanna McBee	2/9/2023	VOH		These you for your work to sale staffs postured I see not in time of the cover place. Not done in clies with MOV lane, Noution, for exempts, and an always amount of those one show are on these latered in or then the only our on MOV lane. Probabilism and bile laws and the "Notibee" placement to consider an else Monte, we also not received, executing considering what sended in creating them. Please retires your place? Mobility SS Program Manager Transfer Monte or (Inform More) place and the More of the Mo	Sea Connecut #5 Sea Connecut #5 Sea Connecut #5
3137	Susarma McGee	2/9/2023	VOH	Do not wider/no build Percute to 130 Public	Thanks you for your work to some traffic postered cross, with CVI trans. You does not not provide the five cross flow are an those bread in or then the only one on YOV trans. Polaration and this types and the Valcher' among to connect or connect and each facility, and also not accessed, equivalent cross-step darks invalided in creating them. Preserve relative per plant of the connect and and all and an expensive provided in creating them. Preserve relative per plant of the connection of the co	See Connect #5
3137	Susarma McGee	2/9/2023	VOH	Do not wider/no build Percute to 130 Public	These you for your work to sale staffs postured I see not in time of the cover place. Not done in clies with MOV lane, Noution, for exempts, and an always amount of those one show are on these latered in or then the only our on MOV lane. Probabilism and bile laws and the "Notibee" placement to consider an else Monte, we also not received, executing considering what sended in creating them. Please retires your place? Mobility SS Program Manager Transfer Monte or (Inform More) place and the More of the Mo	Sea Connecut #5 Sea Connecut #5 Sea Connecut #5
3137	Susarma McBee	2/9/2023	VOH	Do not wider/no build Pleroute to 130 Public transit/Multim dal transportation	These you for your work to safe testific postered cross, with CVI loans. Notices, for exemple, and are sharp, around at these for any five are as these loaned and when the only see on MOV loans. Reduction and bits loans and the Vitcher' accordance which is considered and an exemple to connect the connect and and accordance, expecially connected an exemple to connect the connected and and accordance, expecially connected and accordance which is not accordance, expecially connected and accordance and accordance which is not accordance and accordance anamed accordance and accordance and accordance and accordance and	See Connect #3 See Connect #3 See Connect #3 See Connect #3
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				Parks		Recommendation: TPVD recommends updating the DSS to bit the Shream Channing BMP with other minimization measures in Section 3.11.12 and adding the field BMP language for these Shream Channing BMP to TCOT's Form "Documentation of Texas Parks and Wildle Nanopapers Parkson". In Septemb Die language Control of the Shream Channing BMP to TCOT's Form "Documentation of Texas Parks and Wildle Nanopapers Parkson". In Septemb Die language Control of the Shream Channing BMP to TCOT's Form "Documentation of Texas Parks and Wildle Nanopapers Parkson". In Septemb Die language Control of the Shream Channing Channing Chan
3140	Suzanne	414,040		and		Management Practices' in Appendix D for Agency Coordination, including:
	Wasn			Quality		- Use sparring singles rather than colverts, where practical Design bringles for adequate vention and horizontal clearnoses under the roadway to allow for terrestrial widdlife to safety pass under the road The properties of the properties
						TxDOT Response: The BMPs issted 3.11.12 (Texas Parks and Wildlife Coordination) will be revised and an updated vension of the "Documentation of Texas Parks and Wildlife Department Blost Management Practices" will be included in Appendix D of the Final Els.
						Recommendation: TPWD recommends updating the DES to list the Invisive Species BMP with other minimization measures in Section 3.1.1.12 and adding the full BMP lenguage for the Invisive Species BMP to TxDDT's Form "Documentation of Tesas
						Photos and Width Department Bull Languagement Processor (Approach Department of the Control of t
						Recommendation: TPMD recommends that compensatory mitigation for impacts to Waters of the U.S. should be listed in all necessary sections. Additionally, TPMD recommends compensatory mitigation for all losses of Waters of the U.S. due to unavoidable impacts from the
						project, including (non-normalization reasonsesse primities). TabOT Reasones: TabOT is exercised with the LA. Army Cores of Engineering on all water resources related permitting. More information on this topic will be available in the Final ES.
						Recommendation: TPMD recommends the placement of energy dissipators to reduce water velocity to minimize ension in the project area. T.XOT Response: TxDOT is planning to incorporate energy dissipation at the drainage turnel outfall into the Colorado River.
					Mobility35 Program Manager Tommy Abrego, 1 am a resident of Audith (District 6) and am writing to express my opposition to TiCOT's proposed plan to expand Intensitate 35 through Austin. It is my belief that this plan is not in the public's best intensit. As more drivers begin to use the	See Contrient #5
					I am a resident of Austin (District 6) and am writing to express my opposition to TxXXV proposed plan to expand inventors the St through Austin. It is my belief that this plan is not in the public these interest. As more drivers being to use the amended hybrid through traffic volumes inventors are inventors and an inventor of the standard inventors are inventors.	
					leading to more congestion and pollution. This means that the proposed plan would only create more congestion and gridlock, which is not a long-term solution to Austin's traffic problems.	
				Do not widen/no build	and the figure of the control of the	
					I hope that you will consider these concerns and reconsider the proposed plan for expanding Intensiste 35.	
3141	SYDNEY BECKNER			Latent/Induced Demand	Equanding highways and adding more laines may seem like a logical studenth or veduors traffic congestion. However, studies have shown that this approach actually leads to increased traffic and congestion in the long for. This phenomenon is brown as included between the contract. When additional laines or result are added to a highway, it could not now provide for cars to more, which should you that in feature has been destinated in the contract and the contract	See Comment #18
					However, this additional capacity util mately attracts more drivers who may have previously excided the highway due to traffic.	
				Business/residential displacement	Additionally, I am deeply concerned about the displacement of homes and businesses that would be caused by this plan. These individuals and femilies have built their fives and livelihoods in these areas, and their fives and scientificant discontine to their fives and invalidation of the caused by this plan. These individuals and femilies have built their fives and invalidation of the caused by this plan.	Sas Germant #21
					and their displacement would close a significant disoption to their lines.	
				Public transit/Multimodal transportation	Therefore, instead of experiong highways and adding more laines, it is essential to invest in sustainable transportation options such as public bankit, biking, and walking infrastructure. These options can promote a more efficient and equitable transportation system, reduce traffic congestion, and mitigate climate change.	See Comment #13
3142	Sydney Briggs			Do not widen/no build	Mr Thort Thort,	See Convenut #5
					To shahm it may conceam, may conceam, an army conceam, an army conceam, and a resident of east Austin's streets a hospitable piace to be. Ramming a highway through the city and curring of the Educations as a terrible choice when it was made and there's no excess for further compounding it.	
					and cutting off the Eastaide was a terrible choice when it was made and there's no excuss for further compounding it.	
				Latent/Induced Demand	Midering the highway will not solve our traffic problems, it will just create more traffic, the new lanes will quickly fif up.	See Comment #18
				Community Alternatives	We need to be seriously studying how to amelionate the damage from that decision through plans like Reconnect Austin and Rethink35.	See Comment #4
					Sincerely,	
				Business/residential displacement	and homes and businesses will have been destroyed for nothing	See Contrast #21
3143	Sydney Kelley	1/31/2023		Buddenst account for	I reculd love to see a regular, inexpensive train from San Anterio to Austini It would be such a great option for our family, better and easier than our car.	See comment # 1
3243	Sjulley Halley	2/32/2023	MyCapEx Website - Comment Form	regular delinearly	T WOOD TOWN OF ME IT TO SEAL TO THE SEAL THE SEA	JATE LANGESTE & A
3144				Do not widen (No Bridd		See Commont #5
3144	Sydney Mabry			Do not widen/No Build	MAXINGS Program Manager Tommy Absequ. Jean a moster of Shooth, Austri, I have right by the White Brill and 1st St. 1 fully oppose the expansion of 1.55. torsasing lames is not the anseer to tellift. More space on the mad, simply yot, means space for more case. The command will just some Shower Shooth and sealed of 2 x 3, loan or understand with you'd coloring to make life worse for the propriet of Austri, of the common is load in white-box felfic. for disn't convene public remarks as in nominin to get propriet of The some Shower Shooth and all and a first a common is load in white-box felfic. for disn't convene public remarks as in nominin to get propriet of The some Shooth and Shooth and of 2 x 3, loan or included and shooth	See Comment #5
					become 5 lanes of saffic instead of 2 or 3.1 don't understand why TADOT is actively choosing to make life worse for the people of Austin. If the concern is local rush-hour traffic, fund and increase public transit as an incentive to get people off the naval I convert about the Thornworth Valent in fire may and it nones about 70 the naval in convert about 70 the naval 7	
				Reroute to 130	sectors or anise or termit criticate or 2 or 3.0 cm or transfer or termination on the section of	See Comment #3
3145	Sylvia Marroquin	2/3/2023	MyCapEx Wetraite -	Noise	lies on the 900 bits of willow \$2.1 don't understand the plan for the end of our street at IH 35. Pleases explain! Also looks as though the highway will be literally at the end of our street. In there to be any noise reduction? This should be underground as being done just north of Colear Chavez.	See Comment #69
			Comment Form		noise reduction? This should be underground as being done just north of Cesar Chavez.	
					Mobility/S Program Manager Tremms Abreain	See Commont &S.
					Mobility\$5 Program Manager Tommy Abrego. Dear Tommy.	See Connect 45
					Mobility 5 Program Manager Tommy Manage. Made Tommy. These Tommy of Stand County of Stand County Stands (Stand County Stand Stand County Stand Stand County Stand Stan	Soc Contract #5
					MobilityS Progress Manager Townry Manage. Count Forms, C	See Comment #5
				Do not wisten (no heidd	Making\$1 Program Manager Tommy Manage. As an excellent of Physic Course (Internet Section 1 and Internet Section	Soc Contract 65
				Do not widen/no build	Midding\$5 Program Navager Tommy Airags. Dear Tomms, or the Control of Transic Control (Nava Control) (Nava Cont	See Connect 45
3146	Syfnia Rzepcsiowski			Do not widen/no build	Making 5 Program Manager Trommy Alongs. An extract of Manusch Sung Program Manager Trommy Alongs. An extract of Manusch Sung Program Manager Trommy Alongs. An extract of Manusch Manager Trommy Manager. An extract of Manusch Manager Trommy Manager. An extract of Manusch Manager Trommy Manager Manusch Manu	for Contract #5
3146	Syfnia Rzepniewski			Do not widen/ino build	Modify\$5 Program Manager Tomers Manage. Also If Tomer. The Tomer Tomer Course (in cape to the special of the course of the cou	Sea Contraval #5
3146	Syfnia Rzepniewski			Do not widen/no build	In an a state of "Theoric Comp (in give the bids of if if having Count Conges, the bids as south of flexics), and allow sever bids as even of CSS. In writing to improve you and your years to mit appoint the second of the secon	
3146	Dybia Rzepniewski			Do not wider, vice build Community alternatives	In an a state of "Theoric Comp (in give the bids of if if having Count Conges, the bids as south of flexics), and allow sever bids as even of CSS. In writing to improve you and your years to mit appoint the second of the secon	Soc Contract #5 Soc Contract #4
3146	Syhvia Rzapniewski				MakingS Program Makagar Trommy Adraga. Les are solicie of Thora Coarp (in grow to block will of hursing South Coargeas, the blocks south of Revends, and allow deven blocks and of Joseph (in grow per land). Les are solicie of Thora Coarp (in grow to block will of hursing South Coargeas, the blocks south of Revends, and allow deven blocks and of South Coargeas, the blocks and the south of the	
3146	Syhria Rzepniowski				In an a state of "Theoric Comp (in give the bids of if if having Count Conges, the bids as south of flexics), and allow sever bids as even of CSS. In writing to improve you and your years to mit appoint the second of the secon	
3146	Syhvia Rzagniowośki	Dh.P. d			In an a state of "Theoric Comp (in give the bids of if if having Count Conges, the bids as south of flexics), and allow sever bids as even of CSS. In writing to improve you and your years to mit appoint the second of the secon	
3146	Syhela Rzagmiewokii C N	De R d	3		In an a state of of Twon Coars (in region (and two coars) for a great process) and process. The bidders and of the state o	
3146	Syhvia Rzegoniewośki C N	Ox Pt d	9		In an a state of of Twon Coars (in region (and two coars) for a great process) and process. The bidders and of the state o	
3146	Syhvia Rzagoniowośki G N	Do R &	5		In an a state of of Twon Coars (in region (and two coars) for a great process) and process. The bidders and of the state o	
31.46	Syhda Rzagoniowakii C N	De R €	5 Enail	Community atternatives Topic	In an a state of "Theoric Comp (in give the bids of if if having Count Conges, the bids as south of flexics), and allow sever bids as even of CSS. In writing to improve you and your years to mit appoint the second of the secon	
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ID	C N	Da ii	S	Community atternatives Topic	In an a state of of Twon Coars (in region (and two coars) for a great process) and process. The bidders and of the state o	
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ID	C N	Da ii	S Ernal	Community alternatives Trapes General Support	Lear a student of Thomac Coars (in the group to the group to the coars (and the group to the coars and of Pression), and allows about the coars (d.S.) In refrigo to improve you and your years that it appeals the coars (and the group to the coars (d.S.) In refresh to the group to the coars (d.S.) In refresh to the group to the coars (d.S.) In refresh to the coars (d.S.)	Soc Contract 44 R - p Soc Contract 48
3147	C N Sylvius Strangelin	3/7/2023	MyCapEx Website -	Community alternatives Trapes General Support	Lear a state of of Twos Coars (in the growth principles and the coarse) and principles of the principles and the coarse of Twos Coars (in the growth principles and the principles and t	Soc Contract 44 R - p Soc Contract 48
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3147	C N Sylvius Strangelin	3/7/2023	MyCapEx Website -	Community alternatives Trapes General Support	Lear a state of of Twos Coars (in the growth principles and the coarse) and principles of the principles and the coarse of Twos Coars (in the growth principles and the principles and t	Soc Contract #4 Soc Contract #4 8 p
3147	C N Sylvius Strangelin	3/7/2023	MyCapEx Website -	Community alternatives Trapes General Support	Lear a state of of Twos Coars (in the growth principles and the coarse) and principles of the principles and the coarse of Twos Coars (in the growth principles and the principles and t	Soc Contract #4 Soc Contract #4 8 p
3147	C N Sylvius Strangelin	3/7/2023	MyCapEx Website -	Community alternatives Trapes General Support	Lear a state of of Twos Coars (in the growth principles and the coarse) and principles of the principles and the coarse of Twos Coars (in the growth principles and the principles and t	Soc Contract 44 R - p Soc Contract 48
3147	C N Sylvius Strangelin	3/7/2023	MyCupEx Website - Commerc Form	Continuating alternatives Trapes General Support Control Support	In an a state of Thoma Coarsy in long them below of the first in the coarse of the coa	The Contract 44 The Contract 45 The Contract 45 The Contract 45
3147	C N Sylvius Strangelin	3/7/2023	MyCapEx Website -	Community alternatives Trapes General Support	Les a stated of Think Cours (in the growth read) and the stated of Think Cours (in the growth read) and the stated of printing 4 significant growth read of printing 4 significant growth read of printing 4 significant growth read of printing 4 significant printing 4 significant growth read of printing 4 significant growth read of printing 4 significant printing 4 significant growth read of the state of the	Soc Contract 44 R - p Soc Contract 48
3147	C N Sylvius Strangelin	3/7/2023	MyCupEx Website - Commerc Form	Continuating alternatives Trapes General Support Control Support	Les a stated of Think Cours (in the growth read) and the stated of Think Cours (in the growth read) and the stated of printing 4 significant growth read of printing 4 significant growth read of printing 4 significant growth read of printing 4 significant printing 4 significant growth read of printing 4 significant growth read of printing 4 significant printing 4 significant growth read of the state of the	The Contract 44 The Contract 45 The Contract 45
3147	C N Sylvius Strangelin	3/7/2023	MyCupEx Website - Commerc Form	Continuating alternatives Trapes General Support Control Support	Les a stated of Think Cours (in the growth read) and the stated of Think Cours (in the growth read) and the stated of printing 4 significant growth read of printing 4 significant growth read of printing 4 significant growth read of printing 4 significant printing 4 significant growth read of printing 4 significant growth read of printing 4 significant printing 4 significant growth read of the state of the	The Contract 44 The Contract 45 The Contract 45
3147	C N Sylvius Strangelin	3/7/2023	MyCupEx Website - Commerc Form	Continuating alternatives Trapes General Support Do not widen (no build Bhar your selling)	In an a state of Thomac Coars, in large that projects will be a state of Thomac Coars, in large that projects will be a state of Thomac Coars, in large that projects will be a state of Thomac Coars, in large that projects will be a state of the state of the state of Thomac Coars, in large that projects will be a state of the sta	The Contract 45 The Contract 45 The Contract 45
3147	C N Sylvius Strangelin	3/7/2023	MyCupEx Website - Commerc Form	Continuating alternatives Trapes General Support Do not widen (no build Bhar your selling)	In an a state of Thomac Coars, in large that projects will be a state of Thomac Coars, in large that projects will be a state of Thomac Coars, in large that projects will be a state of Thomac Coars, in large that projects will be a state of the state of the state of Thomac Coars, in large that projects will be a state of the sta	The Contract 44 The Contract 45 The Contract 45
3147	C N Sylvius Strangelin	3/7/2023	MyCupEx Website - Commerc Form	Continuating alternatives Trapes General Support Do not widen (no build Bhar your selling)	In an a state of Thomac Coars, in large that projects will be a state of Thomac Coars, in large that projects will be a state of Thomac Coars, in large that projects will be a state of Thomac Coars, in large that projects will be a state of the state of the state of Thomac Coars, in large that projects will be a state of the sta	Tax Contract 45 Tax Contract 45 Tax Contract 45
3147 3148 3148	Sylvin Sharpine Spins Sharpine Takese Spend	3/1/2023	MyClagfs Website- Comment Form	Community alternatives Trave Conversi Support Do not wisken him build Disk just solder,	In an a state of Thomas Coarsy in tagg them should will fluing (Sun) Coarses, the biscose must of Message, and allow show below the state of CSC. The reflect is improve and you peem to mit again, and all the state of the state	Tax Contract 45 Tax Contract 45 Tax Contract 45
3147	C N Sylvius Strangelin	3/7/2023	MyCupEx Website - Commerc Form	Continuating alternatives Trapes General Support Do not widen (no build Bhar your selling)	Les a stated of Thank Coarp in tag (the build south off furning South Organs, too blooks and of furning South Organs, too blooks and of furning South Organs, and all the state of the South South Organs and provided and state of the state of furning South Organs and provided and state of the state of furning South Organs and South Organs and Sou	Tax Contract 45 Tax Contract 45 Tax Contract 45
3147 3148 3148	Sylvin Sharpine Spins Sharpine Takese Spend	3/1/2023	MyClagfs Website- Comment Form	Community alternatives Trave Conversi Support Do not wisken him build Disk just solder,	In an a state of Theore Comp (in group to the Comp (in group) the comp (in group) the	Tax Contract 45 Tax Contract 45 Tax Contract 45
3147 3148 3148	Sylvin Sharpine Spins Sharpine Takese Spend	3/1/2023	MyClagfs Website- Comment Form	Community alternatives Trave Conversi Support Do not wisken him build Disk just solder,	Les a stated of Thank Coarp in tag (the build south off furning South Organs, too blooks and of furning South Organs, too blooks and of furning South Organs, and all the state of the South South Organs and provided and state of the state of furning South Organs and provided and state of the state of furning South Organs and South Organs and Sou	Tax Contract 45 Tax Contract 45 Tax Contract 45

0454		1/26/2023	for all	General Support		See Comment #8
3151	Tamara Pielos	1/20/2023	Email	General Support	Date Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested roadway segments in the State of Texas. As this seriously outdated madway is often called the Main Street of Texa, at I Florans should call for bold and decisive action to transfer which or infrastructure into an evaluate year. I accommodate the report and immensing powth was ever experiencing in our great State. According, it is many long bugs by experses an expensive power for an experience powth or conductation of the same. I Florans Residue State Commission of the same of the sam	DAN LOTTERING #G
					Colored State Co	
					Mr TADOT TADOT.	See Comment #34
					halls, I are a Activities, more of a small children and a resident of \$1412 Willion \$20, in East Austin, Town County Precinct 4.1 the just four blocks from \$25 and use the highway overy day, but it is a designous, makes the operation and I town the dependent pile-plays, doesn't not. It concurages more dering on somes competion and counts as grifficant or a, value, and of which appropriationally press in the increase communities on the precinct pile plays, doesn't not not. It concurages more dering on somes competion and counts as grifficant or a, value, and of which the precinct pile plays are as imprecing the pile counts as prefixed as a press and a preparation of the precinct pile plays are as imprecing to pile the pile prefixed. I have been designed to pile counts and a prefixed pile the value of pile pile. I are writing to also you to pass a resident but you in 101 support 10071s 35 expension will they consider alternatives 18 he files high. Please consider endorsing the amendments that was included in Austin Cip Councils 35 resolution, which passed considerating or fine 2.2.	
					dispervises the principle for recording in the installation of the recording of the installation of the recording of the installation of the insta	
				Air Quality/Noise	1 art writing to law, you to plake a feliability in using you will not a support (AUL) is 1-25 expended until the grounder alternatives like networks. Please containing the affectives must result in the property of the pro	
3152	Tamara Waddell					
				Community alternatives	We have a once in a lifetime opportunity to embrace transformative change like that proposed by Rethins 35.	See Comment #4
				Reroute to 130	which aims to make a lasting, permanent hamdomenton of our quality of life in Austin by moving the highway to SH 130 and converting the current I-SS contidor into a mixed transportation boulevand capable of moving more local traffic more efficiently than I-SS does.	See Comment #3
					or moving more occur twent more entrolling must in 35 codes.	
				Multimodal transportation	This project needs to be a future-oriented, hisnest-first project, not acrother 1960-kilyle, outsided infristructure project doomed to fill up with more traffic than we currently have. MOV laines are great, but we could seize this opportunity to do so much more, including incorporating trains, buses, bike laines and other clean-energy, forward-thinking designs aimed at building sustainable cities of the future. Austin should lead, not follow, in building those	See Comment #20
					cities, and we should not squander this once-in-a-generation opportunity.	
					Total Service	See Comment #9
					I twi in the Wilstein Words (- Wellocke 2 Anagogoriemoco in wiseless and code/sect. Infoggin 1 stay and port man and on a part of one part of the part	
					When the Market development was for it, goal efforts were made in the past to mitigate and dop in consider fall (in this bission; might) which the Market development was for it, goal efforts were made in the past to mitigate and dop in consider fall (in this bission; might) when the Market development was for it, goal efforts were made in the past to mitigate and dop in consider fall (in this bission; might) when the Market development was for it is the past to mitigate and dop in consider fall (in this bission; might) when the Market development was for it is the past to mitigate and dop in consider fall (in this bission; might) when the Market development is also you to do that again bytexty also was for its consideration of the past to mitigate and dop in consideration of the size of the past to mitigate and dop in the size of the size of the past to mitigate and dop in the size of the size of the size of the past to mitigate and dop in the size of	
					take with a result of its critical factors (active factors). The factors of the control of the c	
				Witshire	Occasion Lab Contra Quality in an 44th motivar a death county into 1 troughly had not will provide the contra the contra quality of the contra	
3153					and the control of th	
3153	Tamara Withelm					
					Please protect and preserve all of the work that has gone in to make it a packetise and bits friendly neighborhood. Because it is so easy to get to Airport from the feeder. I hope you will see there is no reason to create a cut-frough that must make it apportentially more dangerous, not just for the neighbors, but also for all park go-ers and bits notes. Sincerule, Taxes William Sincerule, Ta	See Comment #30
				Bike/ped safety	Sincerely, Tamare Withsitm	
3154	Tan D. Tran	1/26/2023	MyCapEx Website - Comment Form	General Support	Oser Chairman Bugg and Commissioners: Thank you for your support to address 135 through Austin in a comprehensive mariner. This shetch of highway is nationally ranked as the 15th worst for traffic congestion and 3'd worst in the statist, 155 through Austin is overclosed for improvement to meet the current and future in related of a growing region to service our local and state eccomprise or thrive. I write in support of the 135 Capital Sprease Central designs a perspect of the 105 Capital Sprease Central design as proposed by 105 CTM being a proposed by 10	See Comment #8
					Express Central design as proposed by TxDDT. This is a public transportation project that is MUCH MUCH overdus. Thank you for your dedication to serving the citizens of Texas.	
3155	Tandera Louie			Do not widen/No build	Michilip35 Program Manager Tommy Aznego. Ham a resident of Austin, 1 since 1967 and I oppose bidds plans for 35 expansion because it's been proven this will not decrease traffic and will only ruin given spaces, make traffic worse, cause construction for a long time, and cause more politication.	See Comment 45
					I am for more public-transit for austin residents and don't believe the state has our community in mind. 10 years of construction for just a few years of construction relief is NOT worth it.	
					don't want to use an interstate highwy for my local trips. Lepect TicOT, Austin City Council, and other representatives to stand up for me.	
					request, shoulty, reasons by context, and come in epistemeticates and seal of province. It's ready by lifting that y' all can year based on or facts. Do not build more lightway in the middle of our city. Seriously, what is wrong with you? There is no logic behind it.	
				Air quality/dimate change	Highway expensions DDNT work. They worsen congestion (as we saw with the Xaly Freeway), air noise and water pollution, safety, and transportation options beyond driving.	See Comment #18
				Latent/Induced Demand	TOOT's proces in this project is flaved. It ignores housed Demand, construction impacts, particulate matter pollution from the wear, the failure of almost all highway expansions, the success of freeway removals, and its halfs modeling is flaved.	See Comment #19
					removals, and its traffic modeling is flewed.	
3156	Tanner Powell	3/6/2023	MyCapEx Website -	Bury/tunnel	Would prefer the highway to be in a turned, freeing up the above space. Definitely don't wark it widened without covering it.	See Comment #25
			Comment Form			
3157	Tanya Babitch	3/7/2023	VOH	Do not widen/No Build	Please don't proceed with this measure multi-laine expansion. The evidence simply down't seem there that this will actually improve our buffic. Studies of similar projects don't demonstrate results that would justify the disruption and cost of this project.	See Comment #5
					Loady the concuprior and code or this project.	
3158	Yanya	1/31/2023	MyCapEx Website -	Regional connectivity	Sen Antonio is the largest city without railroad transportation. Building screening for commuters to get to and form Austin and San Antonio would free up 155 and 1804 and would listen emissions on the	See commant #1
	Cazanes- Guajando		Comment			
3159	Yara Jackson				Mobility55 Program Manager Tommy Abrego, I am a resident of Austin and have lived here for 23 years. I strongly oppose TxCOT's 135 expansion plans. Expanding highways is an ineffective short-term solution, it is a vesible of taxpayer dollars and time/effort spent on construction. If this	See Comment #20
				Multimodal transportation	report cit did more forward, where will use be in £0 years as Auditor's population increases substantially? Probably violening it again due to increased congestion. Wildered highways are not only an eye size, but also increases pollution and negatively impact the health of Austinise. Prease put these funds toward a more long-lasting solution to our transportation problems. I'm more frustrated with Austinis car dependency than I am with its traffic, to the point where i'm planning to	
					move ways score.	
				Bike/ped safety	Instead, Austin needs to invest in long-term, more sustainable solutions such as greatly improving public transportation, bike infrastructure, etc.	See Comment #30
3160	Tara Olivare	1/24/2023	MyCapEx Website - Comment Form	Regional connectivity	I demand that TxOOT include a plan to review the Lone Star flail proposal to link Austin and San Antonio with regular commuter rail. Widening roads without improving transit is a waste of money, as it only includes more demand and results in the same traffic and more collusion.	See Comment #S
	Otivare s					
3161	Tara O'Neill	3/7/2023	MyCapEx Website - Comment Form	Do not widen/No Build	Tom't understand why we are talking about widening a highway when history has shown time and again juind again and again) that it doesn't improve traffic. All this project would do is tear down existing suildings, widen the widd that runs through the center of Assin, and lead to even more cars driving slong that route every day.	See Comment #5
					, — — — — — — — — — — — — — — — — — — —	
ID	C N	Da R d	S	Topic	c	**
3162	Tarryn Michelson			Do not widen/No Build	Mobility35 Program Manager Tommy Abrego,	See Comment #5
					14. As a resident of south audin I storagy oppose TDOT expension of 155, it will deathey many businesses and hones and not actually fix the traffic problem. You save traffic by removing case off the road. You remove case off the road by investing in fact, contribute, efficient public transport. I would not be to be alter aught 50 im in to a businessing given appear for the actual residents who live bees. Not trudens, these passing through a people and command 2-100 into the trude between the proposed and trude 2-100 into the trude and the proposed and trude 2-100 into the trudens.	
					those passing through, or people who commute 2 hours from buds.	
				Community alternatives	Rethink35 his a great plan we should most in as an alternative. Think ye, a Austin teas resident	See Comment 3.4
					A south season seldent	
3163	Taryn Feigen		MyCapEx Website -	Do not widen/No Build	I am writing in strong opposition to an I-35 expansion. Austin does not want this plan., displace vital homes and businesses along the corridor, and	See Comment 45
			Comment Form	Latent/Induced Demand	More lanes will generate more traffic through Induced Demand	See Comment #18
				Air quality	reduce air quality in Central Texas.	See Comment #558
				Bury/tunnel	Should the project proceed, I am in support of a substantial cap over the project from downtown to Airport Bhd and I support the redirection of thru truck traffic onto SH 190.	See Commant #25
					Control Expense Control Project - No Built Advanced project - No Built Advanced project - No Built Advanced project - No Built Advanced project - No Built Advanced project - No Built Advanced project - No Built Advanced - No B	See Commant #20
					I'm reservy memensor in the crisis conveniented Impact Statement for the Capital Express Central Project, as a resident of the North Loop/Skyview neighborhood in Austin. Lurge TuDOT to choose the No Build Attenuative. This project would worsen traffic and congestion for many years, especially at a time when Austin will be building Project Connect. It would encourage the use of single-occupancy vehicles, promote urban sprises, and hinder progress toward	
					reacting gots of the Austin Christia and Equity Plan. If, however, TADOT continues to pursue Modified Build Atternative 3, then I urge TxDDT to work with the City of Austin to ensure that the expanded highway includes adequate east-west crossings, as outlined by the Austin City Council Resolution.	
				Multimodal transportation	on 2/23/24/23, no true in some in women't women't the east-west divide in our city. Thank you for your consideration, Tesca Shadh and James Bedner	
3164	Tasca A Shadix		MyCapEx Website - Comment Form			
3164	Tasca A Shadix		MyCapEx Website - Comment Form			
3164	Yasca A Shadix		MyCapEx Website - Comment Form			
3164	Tasca A Shadix		MyCapEx Website - Comment Form	East/West Cornectivity	It would also worsen the east exist divide that has harmed our ofty for decades. This is not what I want to see Nepper to Austria.	See Comment #20
3164	Tation A Shadix Tatum Owens	3/1/2023	MyCapEx Website - Comment Form	East/West Connectivity Do not widen/no build	Availed able senses the east east divide that has berned our only for decades. This is not what I want to see Nagoes to Austin.	See Comment #50 See Comment #5
		3/1/2023			Availed able senses the east east divide that has berned our only for decades. This is not what I want to see Nagoes to Austin.	
		3/1/2023			Transid date seption the word word divide that has harmed our day for decades. This is not what I want to see happen to Austri.	

3106	Towny Vitlain	3/2/2023	Emil	Do not widen/no build	In Scott TOCK All that is been commonly one of a commonly compared to the commonly of the thorn deaths; " Lean Muniform, 1.955 All that is been commonly one of a commonly compared to the commonly of the	So Convent 5
3167	Tavenya Hogan			Bixe/pad safety	Ms (Cod That's) All Cod That's (Assert that the Assert that t	Sea Contented #3/2
				Community alternatives	Community alternatives need to be base into consideration and I kindy was for you all to reconsider the current options as they are not what is best for Audio. Takes you.	Sea Connect #564
				Air quality	Expansion will only make our traffic problem worse, while adding to both roose and air publisher. We must do what we can to protect one of the biggest assets our city offers, beautiful given spaces, springs, and the Gwenbeld.	Sea Comment #558
9168	Taylor Barnett			Do not widen/no build	MobilityS Program Manager Townsy Altrado	See Comment #5
					MARKED STATES THE CONTROL TO THE CON	
				Reroute to 130	More traffic should be using 190 instead and there should be more public transit where I-35 is today instead.	See Correlant #3
3169	Taylor Cook	\$100,000		Do not widers/no build	Tax emborrowing that can have this in discourance_bests for, for our Austrațiane fortions. Nove foliage and besteld and this IS Station mark about, operane, and a Sigrapo in the station wong detector. If we can't have a four nove we should do coding and want for the state to get bester leadership instead of accessing froign up one more for future generations.	Sea Contravel #5
				Regional Connectivity	With central Yeas from Designation to San Antonio quickly becoming a super-egion, we reset fast, related, transportation but does not destroy the environment, consume land that is needed for housing, and destroy our quality of 16s. We need a train. A good forward looking, growth oriented plan would have a train connecting projudation centers around the 135 consider.	Sea comment #1
3170	Taylor Cook			Do not widen/no build	Making Sayam Manager Transp Engine Transp	So. Contractid 5
				Reroute to 130	This is the last part that flees are care up on the frees, and to except projecting QF.5.25 as a removal and printing excepting the career 135 contract for place incomprehensive. Centur Removal Associated to the comprehensive of the career 135 contract for place in the	So Contract #3
				Laters/Induced Demand	Coast 15 Capital Express Correct, As 25 Capital Express Correct, No. 85 Capital Express Correct, No. 85 Capital Express Correct, No. 85 Capital Express Correct, No. 85 Capital Express Correct, No. 85 Capital Express Correct, No. 85 Capital Express Correct Correc	Soc Contracted # 2 Table 2 Tab
				Multimodal transportation	Stangle To Manisor Environmental Products for Engineer SCOT is recognized to contain the Engineer Scot Scot Scot Scot Scot Scot Scot Scot	The Comment #20
				Latent/Induced Demand	Ower 150 Cuptile Express Central. As 150 Cuptile Express Central, Drift Express contract Impact Statement. As 150 Cuptile Express Central, Drift Express central Express 150 Central Express Central Express (150 Central Express 150 Central Express (150 Central Express 150 Central Express (150 Central E	See Connect #15
					Autor its indicated to considerate the PESS and that are discussed projects to any one to incorporate the PES and though an are discussed to the personal projects to the p	See Connect #20
9171	Tirvior Copyright					
ID	C N	Da R d	S	Topic	c	R p
				Multimodal transportation	Data 15 Copied Express Control. 18.1 Secuptial Express Control. And the Americantel Impact Statement 18.2 Secuptial Express Control. And the Americantel Impact Statement 18.2 Secuptial Express Control. And the Americantel Impact Statement 18.2 Secuptial Express Control. And the Americantel Impact Statement 18.2 Secuptial Express Control Impact Statement 18.2 Secuptial Exp	Sea Comment 420:

1			1		Date 1-55 Capital Egress Central, Jan. Rei 155 Capital Egress Central, Jan. Rei 155 Capital Egress Central, Dat Environmental Impact Statement Date Convern Robital and date Behaviol Officials, 16:00'l Commissiones, Staff, and Consultants, Date Convern Robital of date Behaviol Officials, 16:00'l Commissiones, Staff, and Consultants,	See Comment #18
					ne. 1-35 upprat Euprasa. Leutra. L'entre cirvitoristental intipue dississiment. Daniel Cowerne Mobile state d'other Europe d'instalia, Tudori Commissionense, Staff, and Consultants, Daniel Cowerne Mobile state d'other Europe d'instalia, Tudori Commissionense, Staff, and Consultants,	
					Theirs you for the opportunity to comment on the proposed I-35 Draft Environmental impact Statement and for the agrindment processes to delive transportation and puter transit infrastructure currently included in the proposed. The travel demand models that only seek to opinitize this project to slightly speed up long distance single occupant to availed on the processent my needed and desires or the wast region for the eastern that it need safe, multimodal access in	
					the Audin region. The regional growth forecasts that project a future with the veiot majority of nesidents living in cair-dependent sub-urban housing situations is not the future that I want and does not reflect the history of my community or the libesoph that is usen to live.	
					Plase build an analytical model to be able to understand two different alternative transportation investment scenarios will provide for sale, mutimodal access for each neighborhood in the Austin region. This should analyze how many jobs secretify the content for the content of the content o	
					resist data as in an improvement bodies or the state of t	
				Latent/Induced Demand	Developing, insepts for this project, some of the property states of the Austin Section for all modes, including cars and trucks, but not limited to the current focus on long distance single occupant vehicle trips. Then's you for all that ThCOT is doing to improve safe, multimodal access for all.	
					THEORY DO NO AND THE WASHINGTON TO AND THE WASHINGTON THE WASHINGT	
				Multimodal transportation		See Comment #20
				Multimodal transportation	I visih I clid not have to drive as much as I have to drive today. Driving is one of the most dangerous way to travel in Tosas, with riding the bas being the most safe method, and walking being the second most safe way to travel. I wish that I had the freedom of a safe publishman, personal mobility device (including bicycles), and public travel travel options, but I don't.	See Comment #20
3172	Taylor Crownover	3/1/2023	Email	Do not widen/no build	Assets (Express Manager Immore Adequate Temmore Adequate Tempore Adequate	See Comment #5
					was so much more staffic and hornible construction to deal with. It is not worth it to have highway shut downs for the forescenario feature to accommodate one more lained that was a supplication of the forescenario feature to accommodate one more lained that was a supplication of the forescenario feature to accommodate one more lained that the forest that was a supplication of the forest that th	
					body is the many team or not region. On the properties of the prop	
3173	Taylor Lancaster			Do not widen/no build	M-T-POTT-POT	See Comment 45
					If, I'm a local architecture professional and i think the expansion plans for I-SS will have negative impact on not just the Austin community, but it's aesthetic. We don't want to be like Cultius. We like our walkable, blee able, town like city, like care for nature and art. Not more highways.	
			1			
			1	Remote to 130		
			1	Mercute to 130	Its there not a solution to traffic if all sent incubs are required to take the total? We should encourage people to get out of their cars. not spend half their day stuck on the highway. Thanks for your time, and I hope you truly reconsider all options.	SAM CONTRACT #3
		<u></u>	<u> </u>			
3174	Taylor Pearson	\$10,000			Helito, If would like to voice my support for the following issues in the 135 expansion:	See Comment #42
					would like to voice my support for the following issues in the LSS expansion: 1. A fall cap from Lady Birt Lake is to Approximate the arms into a poderzion walkhook 2. Carbor procincia Memory appropriet dor to make also arms into a poderzion walkhook 2. Carbor procincia Memory appropriet procincia to 2003. 2. Carbor procincia Memory appropriet procincia 2003.	
				Caps/Deck Plazas	Autors presume resure suppring respect 0/00 ID 200 J.	
				Reroute to 130	Route trucks to SH 130. I would support a toll of F35 to accomplish this	See comment #3
3175	Taylor Ribar	3/2/2023	Email	Community Alternatives	MobilityS5 Program Manager Tommy Abregio, response Tod plants we peared 355 this would make shalf configencion worse. I am for Publish.55 proposed plan. Taylor Bloar Taylor Bloar	See Correlat #4
					I oppose TuCkst plan to expand I-35 this would make traffic congestion worse. I am for Rethink35 proposed plan. Tastor Ribar.	
3176	Taylor Steed	1/26/2023	MyCapEx Website - Comment Form	General Support	Dear Chairman Bugg and Commissioners: Thank you for your support to address 135 through Austin in a comprehensive manner. This stretch of highway is nationally rainhed as the 15th worst for traffic congestion and 3rd worst in the state. 135 through Austin is overdue for improvements to meet the current and future needs of a growing region to ensure our local and state economy can continue to thrive. I write in support of the 135 Capital	See Comment #8
					Express Central design as proposed by TxDOT. This is a public transportation project that is MUCH MUCH overdue. Thank you for your dedication to serving the critizens of Texas.	
					Dear Chairman Bugg and Commissioners: Thank you for recognizing that 1-35 through Austin is one of the most congested readway segments in the Date of Yeaks. As this seriously outstand readway is often called the Main Street of Yeak, As this seriously outstand readway is often called the Main Street of Yeak, As this seriously outstand readway is often.	See Comment #8
3177	Taylor Steed	2/8/2023	Email	General Support	Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request. Sincerely, Taylor Steed	
3211	Taylor Seeks	2/4/2023	Email	онина зарран	Four! Realty, LLC	
					MobilitySS Program Manager Tommy Abrego,	See Comment #5
						DAN LISTINGT #3
					As Table opposition on an of singuish. It is not to write in the date that is qualter to a great the size of the s	
3178	Taylor Zinke	3/1/2023	Email	Do not widen/no build	don't need to destroy valuable, usable land to construct more of what is already in excess we need to distri investing in a notate in fises to make our only and state a more limited, accessible place. Carrying out this project will not need uson composition from them a few shorty-years, and it carrierly will not help in 1500Ts goal of relationing staffic fastilistics. This day and age, we show what works and does not work, and we know that this type of	
					project does not work. We need public service projects that actually serve all of the public in efficient ways, and this project simply is not it.	
					M-TADOT TADOT.	Sw Comment #5
1			l		In ECOT TOTAL THE PROPERTY REPORTED REPORTED TO THE PROPERTY REPORTED T	
			1		as well as improved readways and interactions and the increase of the learning Section, Economic units of the common areas of	
3179	Teddie Eilenberger	2/23/2023	Email	Do not widen/no build	years (or most) and expanding 1-25 will have an irrepurable effect on those closest to the internative. Further, those businesses are part of what makes Austin special as several are historic. Third, the estimated cost is skely lever than the actual out come. I do not support the use of state and off princes on this project. The distinstine is also unresident can't file project must be stated as a several are historic. Third, the estimated cost is skely lever than the actual out come. I do not support the use of state and off princes will indicessage greatly during the	
			1		profraged construction phises. What is already an unternable truffic industrion will become disastically worse for up to 20 years. This too large of a burden to put on Austin residents as well as commutates from other towns/oties. To summerzin: a traventy appose agreementing 155 and would like the funds to a decreated to public transportation or attempting to put on the put on Austin residents as well as commutates from other towns/oties.	
			1			
3180	Waster Commenter					See Comment #25
3180	Teddy Logan Kinney		MyCapEx Website - Comment Form	Bury/tunnel	We have to get 15 right, and we must not run the neighborhoods reality. Test are quality and runoff. Cap as much as possible, I would like to see it almost as far it as 45th Street. Have cross streets every 6 blocks minimum. Neight times done it is whether can use fewering. It is a support to the control of the control	Saw Contract #25
					Interstate Prigning-Tunining should be mostly federal.	
				Reroute to 130	Send through trucks to 1130.	See Comment #3
				Bike/ped safety	Crizens of Austrinstoutd possibly pay for the parks and pedestrian welloways, maybe blive lanes.	See Comment #30
3181	Tejas Narayanan	3/7/2023	Email	Do not widen/no build	MobilitySS Program Mursager Tommy Abrego,	See Comment 45
			1		I HATE MORE LANES, PLS INVEST IN PUBLIC TRANSPORTATION	
					M-TADOT TADOT.	See Comment #5
					As a resident of the North Loop neighborhood in Austin, I appreciate the opportunity to provide comments on the draft Environmental Impact Statement for the Capital Express Central Project. Having: carefully considered the alternatives	
					As a sedant of the form to an eight before in Austri, in preprint the report to the specific content on the dolf. This recoverant is the August to the Specific Content on the August to	
					years, aspossibly at a firm when Austral mill be building Project Connect. The project would encourage the use of single-occupancy whicks, promote urban spream, and brinder progress breaded reaching goals of the Austin Climate and Equity Plan. It, however, ToO'C continues to pursue Medicine Shalf Amerative 9, 3, when Irigin ToO'I to work with the City of Austin to ensure that the expanded highway includes adequate each executions, as outlined by the Austin City Council Resolution.	
				Do not widen/no build	If, however, TAO'D continues to pursue Modified Build Alternative 3, then I uge TADO'T to work with the City of Austin to ensure that the expanded highway includes adequate each west crossings, as outlined by the Austin City Council Resolution on 2/13/2013, including:	
					on 2/23/2023, including: Ensure that all crossings between 51st and U.S. 290 are at grade.	
3182	Teresa Anderson			Latent/Induced Demand	Expanding the highway would not eliminate congestion due to Induced Demand.	See Comment #15
3.02				Lower Speed Limits	ThDOT can improve highway safety immediately by reducing the speed finite on the highway and access roads.	San Comment # 305
				Business/residential displacement		Sea Contrast #232
				ousiness/residential displacement	In order to expand the highway, the project would confiscate land from businesses and residents near the right of way, disproportionably impacting small businesses and minority communities. Wildering the highway with the limited connectivity, currently in Modified Busid Atternative 3, would perspetuate, expand, and worsen the demographic divide that began with the city 1928 master plan.	508 CONTROL # 2.1
				Bike/ped safety	Work with the North Loop, Ridgetop, and Window Plan's neighborhood associations to evaluate adding another full crossing (automobiles, bikes, and pedestrian lanes) between 51st and U.S. 200. Revising the project to more closely slight with the revision of Austrian dris communities who the king (1-5) will revuit to bother outcomes over the decidate scores. That has you fore your consideration. When Austrian to be made his Berchardow and wile life frozonts. Look of Austrian Austrian to the misses read ordines out demisses and ordines out de	See Comment #30
					The wind purposed to more covery agily wint the reason of vaccina and its communities where the action of the control in covers of controls over the occurrence over the occurrence to communities. The coverage of the control in coverage of the occurrence over the occ	
					AND WITH COME COLOR WITH COME COLOR WITH COL	
ID	C N	Da R d	s	Topic	c	R o

					Les a legis en d'in te legis les programes de la service de la proprieta de la proprieta de la proprieta de la proprieta de la proprieta de la proprieta de la proprieta de la proprieta dela proprieta de la proprieta della proprieta del la proprieta del la proprieta del la proprieta del la proprieta del la proprieta del la proprieta della proprieta della proprieta della proprieta del la proprieta del la proprieta del la proprieta del la p	See Comment #18
					informed members of our community:	
					TADOT's projected traffic growth and commuting times are exagglerated because commuters will change their driving patterns as alternatives become more available or favorable. Expanding the highway would not eliminate congestion due to finduced benefined.	
					The project itself would worsen traffic and congestion for many years, especially at a time when Austin will be building Project Connect. The project hand worsen traffic and congestion for many years, especially at a time when Austin will be building Project Connect. The project hand worsen traffic and congestion for many years, especially at a time when Austin will be building Project Connect. The project hand worsen traffic and congestion for many years, especially at a time when Austin will be building Project Connect. The project hand worsen traffic and congestion for many years, especially at a time when Austin will be building Project Connect. The project hand worsen traffic and congestion for many years, especially at a time when Austin will be building Project Connect. The project hand worsen traffic and congestion for many years, especially at a time when Austin will be building Project Connect. The project hand worsen traffic and congestion for many years, especially at a time when Austin will be building Project Connect. The project hand worsen traffic and congestion for many years, especially at a time when Austin will be building to the project Connect. The project hand worsen traffic and congestion for many years, especially at a time when Austin will be building to the project Connect. The project hand worsen traffic and congestion for many years, especially at a time when Austin will be building to the project Connect. The project hand worsen traffic and congestion for many years, especially at a time when Austin will be building to the project Connect. The project hand worsen traffic and congestion for many years, especially at a time when Austin will be building to the project Connect. The project hand worsen traffic and the project Connect. The project hand worsen traffic and the project Connect. The project hand worsen traffic and the project Connect. The project hand worsen traffic and the project Connect. The project hand worsen traffic and the project Connect traffic and	
					Work with the North Loop, Ridgatop, and Window Park neighborhood associations to evaluate adding sentence full crossing (automobiles, bikes, and padestrian lanes) between 51st and U.S. 290. Revising the project to more closely align with the anode of a funding control and the commerciation with bits observed.	
				Latest (Indused Demond	Induced Demands and several military of comparing for support, expected part of the building flyings Correct. The project marks are several military to the project of the project for the pr	
				Literal House Deliens	Quirang more usess a suppor, out of trains and agent rain for efficient trainscense	
3183	Teresa J Anderson		MyCapEx Website - Comment Form			
			Comment Form			
					TxDOT can improve highway safety immediately by reducing the speed limbs on the highway and access roads.	See Comment #395
					In order to expand the highway, the project would confiscate land from businesses and residents near the right of way, disproportionately impacting small businesses and minority communities.	See Comment #21
				East/West Connectivity	Middering the highway with the limited connectivity, currently in Modified Build Alternative 3, would properturate, expant, and worsen the demographic divised that began with the cty 32'02 maker plan. If, however, TOO continues to pursue Modified Build Alternative 3, then large 31,000 to work with the City of Audits to excure that the expanded highway includes adequate east-event consents, as an offered by the Authors (by count desiration on 2.23/2020) and confided by the Authors (by count desiration on 2.23/2020) and confided by the Authors (by count desiration on 2.23/2020) and confided by the Authors (by count desiration on 2.23/2020) and confided by the Authors (by count desiration on 2.23/2020) and confided by the Authors (by count desiration on 2.23/2020) and confided by the Authors (by count desiration on 2.23/2020) and confided by the Authors (by count desiration on 2.23/2020) and confided by the Authors (by count desiration on 2.23/2020) and confided by the Authors (by count desiration on 2.23/2020) and counter the Authors (by count desiration on 2.23/2020) and counter the Authors (by	See Comment #20
					however, TaDOT confirmate to pursue Modified Basid Atternative 3, then I ungle TaDOT to work with the City of Austin to ensure that the expanded highway includes adequate east-west crossings, as outlined by the Austin City Council Residution on 2/23/2023, including.	
3184	Teresa Sansone		M.Corfe Website	Air quality	No. 195	See Comment #558
3104	Ferguson		MyCapEx Website - Comment Form	At Quarty	About 155 —Bits most greater measurements of air quality during the environmental spokes —Gregoress Boold dealy vays to that the water routil	James Contractive - July - Land - Lan
					-Engineers should study ways to treat the water curoff	
				Multimodal transportation	-We should have direct BUS ONLY on raimps and off ramps so that transit gets a priority over one person one vehicle; -We should have bus only laines	See Comment #20

					The state of the s	
3185	Teresa Sansone		MyCapEx Website -	Air quality	No. 1 (S	See Convent #509
3185	Teresa Sansone Ferguson		MyCapEx Website - Comment Form	Air quility	Stanct 35%. The leading faster misconnents of air quality during the environmental review — Engineers should study ways to treat the water encod?— Intelligence the control of the study plans suggested TROOT would pay for the project. Why do Austin topopers here to foot the bill for the region and the state?	The second secon
1					And last but not leastEarly plans suggested TXDOT would pay for the project. Why do Austin tappayers have to foot the bill for the region and the state?	
1						
		1		Multimodal transportation	We should have direct BUS ONLY on namps and off namps so that transit gets a priority over one person one vehicle,—We should have bus only lanes.—We should have more caps	See Comment #2D
3186	Terri Bolin	2/8/2023	Email	General Support	Dear Chairman Bugg and Commissioners: Then's you for recognizing that 1-35 through Audin is one of the most congested road-way segments in the State of Texas. As this seriously outsided road-way is often	See Comment 48
					Date Passware long and Commissioners: Then you for recipiting that 1-55 strough Audin is one of the most congested makes segment, in the State of Teach. As this seriously obtained readway is when According, it is not strough and the segment of the seriously obtained readway is when a seriously obtained readway is segment or great segment or the 1-55 cignite Surress Central divings as proposed by 1-50°. Then you for your consideration of this reads the consideration of the seriously obtained the serio	
					request. Sincere Regards, Terri Bosin	
1					As COMMITTION WAS ABMANT DOWNSHOWN ACCESS INVIDENCE INVIDENCE AS INVID	Sao Corennest #5
1					Inel@berincods, (b) the Cross of new high rises now being constructed in the Wainey District, (c) East Austin below 8th Street and (d) that majority of Downtown residents and workers which are south of 8th Street will be immultianeously furnished not to the 34 faces of new 155 service roads that can for Clear Chaves of Travel Street of Service and service of the Service of Service and Service of Service and Service of Service of Service and Service of Servic	
					Cesar Chievez Street will also be overwhelmed, particularly during the 6 years of 1.35 construction starting late 2025. During that time frame, TxDOT will routinely close or partly impede traffic at the intersection of 1-35 and Cesar Chievez, as they	
					and the frequency color on these when the legal color of reports of the color of th	
					During the same construction three frames, the many throusances of new reactivests arriving to occupy the multitude of new 40-70 story Naney political buildings now under construction will commance with early throusances of new reactivests arriving to occupy the multitude of new 40-70 story Naney political buildings now under construction will commance with a first an extra story of the new hotels now need political buildings. The Convention Center will undergoing a doubtile in its sileur, underlying the captures of Center Chavitre or Center Chavitre or an on longer control of the new hotels now of Center Chavitre or Center Chavitre or Center Chavitre or Center Chavitre or Center Chavitre or Chavitre Chavitre or Chavitre Chavitre or Chavitre Chavitre or Chavitre Chavitre or Chavitre Chavitre or Chavitre Chavitre or Chavitre Chavitre or Chavitre Chavitre or Chavitre Chavitre or Chavitre Chavitre or Chavitre Chavitre or Chavitre Chavitre or Chavitre Chavitre or Chavitre Chavitre or Chavitre Chavitre or Chavitre Chavitre or Chavitre Chavitre or Chavitre Chavitre or Chavitre or Chavitre Chavitre or Chavitre Chavitre or C	
					soming the material and account some some particles and the source of th	
3187	Terry E	3/4/2023	Email	Do not widen/no build	Clear Chaird Stream. EX. IDCOT's environmental impact statement studies smills almost enterly on 355 fast, with scars consideration to smills change and impacts off sits, or made in surrounding evas. 1007 most consider fault, exhibits which are the impacts to smill from its project or surrounding evas and from grant in surroundi	
					impacts to traffic from its project on surrounding areas and from growth in surrounding areas on its project.	
3188	Terry Mitchell	1/11/2023	Email	General Support	Dear Chairman Bugg and Commissioners: Thank you for recognizing that 1-35 through Austin is one of the most congested readway segments in the State of Texas. All this seriously outdated readway is often called the Main Street of Texas, all Texas should call for bold and decisive action to transform this critical streets of infestructure into a readway that will accommodate the rapid and immense growth we are experiencing in our great State.	See Comment #S
					Cased on Mean Drivet or Lecus, an Lecurs Sercus can for one are decrease accord no distriction this cardiocal process of minastructure from a country that was accommissional thir rapid and immensional grown we are experiencing in our great dates. Accordingly, I am writing today to express my complete support for the 135 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this	
					, requires.	
					Dair Chairman Bugg and Commissioners:	See Comment 48
1					Dear Chairmann Bugg and Commissioners: I have worked for years to seek approachs and funding for the H 55 expansion through Central Austin. As CAMPO boardmember, I voted for this funding. Thank work for recombining that I-55 th brough Justin is one of the most competited readway segments in the State of Teass, As this seriously codified creatway is often called the Main Street of Teass, all Teases should call for bold and decisive	
1					Twee tended by their to seek updays alter familiar for the in 2-s separation trizings (under the 2-s separation trizings), the seek production to the contribution of the seek configuration that is a separation of the seek configuration that is a separation of the seek configuration trizing is seek to the seek of the	
3189	Terry Mitchell	2/13/2023	Email	General Support	The state of completes expect on the code deposit surprise surprise surprise or proposets of 15001. Testing 500 Tet your Contributions of 1500 Tet your Con	
1						
1						
3190	Terry Woodroffe	3/7/2023	MyCapEx Website -	Do not widen/no build	Absolutely opposing this 35 expansion. Categorically do not want any annexing of Walter Beach Park, that is sacred land.	See Comment #5
3200	reny moodalis	3/1/2023	Comment Form	DO INC WORLD DOING	The strain of th	
		4.0				
3191	Tessa Matus	3/7/2023	Email	Do not widen/no build	Mobility35 Program Manager Tommy Abrego, I oppose TsDot plans for 1-35. This is an expensive, cumbersome BANDAID for a problem. As someone who has experienced the diseaser that are the highways in Houston They suck. They do nothing to	Sas Corresest #S
1					better traffic, increase polistion, discourage public transportation, and overall just feit.	
1						
3192	Tessia Lamison			Community Alternatives	Mobility.35 Program Manager Tommy Atrago, I oppose the is 35 expansion plan and support the Retrink35 plan.	See Comment 44
					Toppose the I-35 expansion plan and support the flattimi35 plan.	
				Air quality	We do not need more tanks that are just going to fill up due to induced Demand. We need public transportation. A freeway should not go through the middle of downtown spewing noise and pollution that	See Comment #558
				4,000,0	endangers neighborhoods and non-cut mobility users.	
3193	Theo Howard	3/7/2023	Email	Do not wider/no build	Mathematical Transport Review Design Transport Review Design Transport Review Design Transport Review Design Transport Review Design Transport Review Design Transport Transport Design Transport Design Transport Design Transport Design Transport Design Transport Design Transport Design Transport Design Transport Design Transport Design Transport Design Transport Transport Design Transport Transport Transport Design Transport	Sao Corennest #5
1					people of this city and the world in general you would stop this plant and implement Proper public Issues. Secretiving that gots account the city with speed. And not just to some parts of the city but All Over the city. Since this is to replace a 35 woodnoor starting with a not inself on the world in the city with a proper public issues. A proper public issues a second the city with speed. And not just to some parts of the city but All Over the city. Since this is to replace a 35 woodnoor starting with a not inself on the second or some parts of the city but All Over the city. Since this is to replace a 35 woodnoor starting with a not inself on the second or some parts of the city but All Over the city. Since this is to replace a 35 woodnoor starting with a city and the city with a part of the city but All Over the city. Since this is to replace a 35 woodnoor starting with a city and the city with speed. And not just to some parts of the city but All Over the city. Since this is to replace a 35 woodnoor starting with a city and the city with speed. And not just to some parts of the city but All Over the city. Since this is to replace a 35 woodnoor starting with a city and the city with a part of the city with a city and the city with a city and the city with a city and the city with a city and the city with a city and the city with a city and the city and the city and the city with a city and the ci	
1					Which wouldn't be hand during most of the day.	
3194	Theresa Zelasko	3/6/2023	Email	Do not widen/no build	Table 35 A regime theory from the property from the property from the property of the property from the property of the property of the property from the property of the prop	See Comment 45
					Fam a resident of District 1, Austin TX. 1 OPPOSE TxXXII plans for 1.35 and 1 OPPOSE expansion.	
					am FOR task traffic through the heart of Austin, The Bethriet AS proposal, restring non-local traffic to SH.130 as an interestab, and more public trainportation options and bike large. FORTY amongs in this proper is leader Methrous emongs in DRY and it is a researce presented in an account of the Austin State of the Austin	
					10 years of construction for just a few years of congestion relief is NOT worth it.	
					negger is not arrays cettar and this expansion proposes in a great example of a territor bles. Thank you for your time and consideration.	
3195	Thomas Anderson	3/6/2023	Email	Reroute to 130	Mobility55 Program Marrager Tommy Abrego,	See comment #3
		1			MobilityS Program Manager Tommy Azmigs. The a resident of Sam Aristma who other inches to Austin. Loppose the expansion because of mall-life examples of induced Demand in Tosas (namely, the Yally Freeway). Expansion will not improve traffic nor make Downtown a better place to live. We need to sellow on the highway or residence the highway execute Austin. Why down town-unional traffic need to go through the context of the city?	
3198	Thomas A.L.	5/50 -0000	Email	Output C		See Comment #8
3196	Inomiel Bohustav	1/13/2023	Email	General Support	To the Department of Transportation. In 35 has needed significant improvements for over 30 years. If fully support the departments efforts to expand capacity through additional lanes. Use the funding available to address the needs of the through brilling and local traffic, is support explanenting Attended 3. Thomas Bohustlav	

2107	Thomas Bubustan	1/18/2023	M.Confe Water	General Support	I support the IH 55 CapEx project. The need to add lands has been there for 50 years.	The Common All
3231	IIIdiaa borbaay	2/20/2023	MyCapEx Website - Comment Form	delinia support	т вырост или из до сторых расуров. Тих томо со посто том со том том со доступна.	Jan College Pd
3198	Thomas Elmasri	3/7/2023	Errail	Do not widen/no build	Intelligence Manager Terrory Process. The American Colfforwards bearing through process. The American Colfforwards bearing the special part of the Colfforwards bearing of Internative 65 as antwention from the administration that public connects has to be serviced part for the Colfforwards bearing of Internative 65 as antwention from the administration that public connects have been serviced bearing of Internative 65 as antwention from the administration of the Colfforward Colfforward Colfforward Colfforwards and the Colfforward Colfforward Colfforward Colfforwards Colfforwards and the Colfforwards Colfforwa	See Comment #S
ID	C N	Da R d	S	Topic	0	A P
3199	Thomas Friedman	3/6/2023	Email	Reroute to 130	Making 157 regions Making From young. A second of the control of	Section and Section 12
3200	Thomas Graham	3/7/2023	Email	Bike/ped safety	MobilityS Program Manager Commy Karogis, You'd be removing the marger of Austion it's WAXA-MENTY. We need to build a city for people, not for care.	See Connect #30
3201	Thomas Higginbotham	ą wijecza	VOH	Do not wider/no build Biroule to 130	Tagger that countries (made to be done and the sector of agendance) of ASS As of countries for the first the first plan as presented, ligner that the elevated issues about the encount, is used prefer the entire project be those grade when ever the entire plan (and plan first	Se connect 5
				Heroute to 130	An additional factor within the study weak congesion is the dramatic increase in truck stellin. With the hills in the area, perticularly near the next, teaded trucks are not able to accelerate and maintain pace with other traffic. Nevroling all cargo traffic to 59130 would be a preferred option.	See comment #3
3202	Thomas Jones	2/20/2023	VOH	General Support	Thee heed or 5th and fluid filter, 2 blocks floor of 5.55, or the peat 25 years. I face Seat contracting 1.55.1 am a user of Plant Park, but see the potential for so much more. I stop across 3.55 at the Seatler Plants and much the to see Seat and of their contracting or an agent, inapport haddler that Adversaries 3.	Sec Connect 48
3203	Thomas Kennebeck	3/6/2023	Email	Do not wider/no build	Mobility55 Program Manager Tommy Abrego, I am a resident of Austin and firmly oppose the expansion of highway 55. I do not think this will help advocate traffic concerns.	Sau Comment #5
3204	Thomas Michaels	3/1/2023	Email	Public	Neto	See Comment #23
				transit/Multims dal transportation	Table Travest have from Bollins Min (n. 2017). They completed an allmost destricted project between 1901 and 2006. The wealth were not new what the city had began A. primary viscon was that the city for underestimated the number of pupples who weald storm from. A facility has been a seglicity and a seglicity of pupples of the pupple of the pupples	
3205	Thomas Stephens	500,000	VOH	Bike/ped safety	Widering 135, despite the lowering of the lanes and the wider cross bridges, will only make the corridor loss pediestrien friendly, and increase the divide between east Austin and the rest of the city. The boulevard, in the summer, would be an unbearable place to be outside, and the noise and exhaust from the traffic would make it worse.	See Comment #30
			-	Latent/Induced Demand	Furthermore, Induced Demand would likely mean that traffic on ISS wouldn't improve, anyway.	See Comment #18
			-	Public transit/Multimodal transportation	Austin needs proper mass transit, not wider highways.	San Comment #13
3206	ThomasF	1/30/2023	Email	General Support	have Channel Bag and Commissioners. Noting in the recipioning facility of 15 miles of heart in our of the read completed sealing agreement in the State of Fasos. As it is necessary distinction and the state of the state of Fasos. As it is necessary distinction and the state of	Son Contention of Si
3207	Thu Nguyên			Do not widen/no build	Controlled Stranger between Investigation of April 2015 and COPY plans for 135 and COPY Companies. As contained who communication among other week to and from Sain Anterior (Asside, 1 Notes First not date of your load of the Sain COPY plans for 135 and COPY COPY Companies. As contained who communication among the first to their way pasted of expending COPY.	Sea Convent #5
				Community Alternatives	I support a public transit finst project and Rethink 35's proposal. REASE do not expand 35ft	Saic Connect #4
3208	Tiffany Aguitar	3/7/2023	Email	General Support	MobilitySi Program Manager Commy Arregis, islaise the formfale hardful? The moving to sean merces and other have to drive to austin and the construction on 135 is already bad, i can't imagine what it will be if people go on through the expansion plan.	Sea Contenent #S
3209	Tiffany Holder	3/7/2023	Email	Do not widen/No Build	Abbitish Progress Manager Temory Steep. It are solided of About 60 (1992 E COT) plan for 158 and 1990 E expension. It are foliate about 60 (1992 E COT) plan for 158 and 1990 E expension for the second of the se	Sea Comment 45
3210	Tiffany Palmer	3/7/2023	Voicemail	Reroute to 130	Tiffery Plainer. On the 35 project, the - my opinions are that it's too last to scory about 35. And as much as you want to do something direstic, I don't think it's going to be effective because you already tried to diver truffic using 130, which did not work. So, these projects land to go over budget, over time, and you're also going to displace a lot of businesses and people and probably not value the properties shall they are really worth and pay them the	See comment #3
					They have no fine 32 period. The response are that it is not to be recorded and the response are that it is not to be recorded and the response are the respons	
3211	Tiffany Rivera and Saud Tuvel	2/9/2023	Phy sica I Co	Air Quality/Noise	The six obtained of autono concentration with the first the forested to the contentration of	Sea Comment #34
3212	Tiffany Ting	3/7/2023	Email	Do not widen/no build	statistics Segment Manager Innersy Bossop. The Proposed the NOTO-Western Segment Segment Innersy Bossop. The Report Segment Segment Innersy Bossop Innersy Bossop Innersy Bossop Innersy Inn	See Comment #5
3213	Tiffany Valle	3/7/2023	Email	Do not widen/no build	Statistics Transport Manager Transport Agency Transport Manager Transport Agency Transport Manager Transport Agency Transport Manager Transport Agency Transport Manager Transport Manager Trans	Sea Comment 45
3214	Tim Crowley	1/31/2023	Email	General Support	Date Chairmen Bugg and Commissioners: Thinky you for recigiting that 135 foreign Audit is one of the most composite read-way segments in the Zente of Teams. As this services) outside for selecting the second of t	Sec Connect 48
3215	Tim Crowley	1/30/2023	Email	General Support	State Chemical Register Conference and Tensor State Chemical State	See Comment 48
3216	Tim DeLeon	1/31/2023	MyCapEx Website - Comment Form	General Support	Any effort to reduce vehicles on the needs is worth pursuing.	See Comment #8
3217	Tim Taylor	1/23/2023	Email	General Support	Date Chairman Bugg and Commissioners: Thank you for recognising that 135 through Austin is one of the most congested roadway sugments in the State of Texas. As this seriously outsided roadway is often	Sac Comment #8
					Our Chamme being and Commissioners Thank yo, for recognizing that 135 frough Audin is one of the most congular readowy segments in the State of Teas. As this seriously outlined readowy is their collect to March State of Teas. As this seriously outlined readowy segments in the State of Teas. As this seriously outlined in the regular of immoses goods were segmented in our great State. As this seriously, in the resident policy or separate segments of the regular of immoses goods were segmented in our great State. As the second policy of the segment of the required of the regular of the r	
3218	Tim Taylor	2/7/2023	Email	General Support	Due Channes Belg and Commissions. This is not for recipioning facility intended 25 trough boths is need the next companies includes page many in the State of Fees. The "temperation is not seen and the second page of the second page of Fees." The "temperation is not seen and the second page of the	Sec Connect #8

					·	
3219	Tim Thomas			Do not widen/no build	Making Shippen Makager Temps Apager. And the Control of the Contr	Sac Comment #5
				Public transit/Multim	There is circ district in all of our creates and littering our sidensitis and bits latens. Everyone winto butter public transit, yet TubDOT proposes more highway lanes. Your roads are the desidated in Austin. If you must expand 94.55 we need pedestrain and bits crossings every 1,4 mile. We need a cop. And we need a plan to convent this 55 over to real and active transportation once we are forced to get serious	See Commont #13
				dal transportation	Spot diffuse change.	
3220	Tim Wallace	1/26/2023	MyCapEx Website - Comment Form	General Support	Due Claima Bugg and Commissions. That you for your pupper to address 3.55 frough a facility in a comprehensive memore. This amount in fry pupper a particularly present and the 3.55 money for a pupper and a present and a secondary or representation money for commercial and exist for the representation and a secondary or representation to most its commercial for commercial and exist for the secondary and control to the first in support of the 135 Capital Express Central eleges as proposed by 1001. This is a public transportation project that is MCCH MCH consorted. That key not for your decidation to serving the obtained of feasi.	See Comment 65
3221	Timothy Boomer	3/7/2023	Email	Do not widen/no build	Abstract Fragment Manager Termony Storage. As an arbitrary of any present and a "Description of the Storage S	Se Connect #5
3222	Timothy Cubbison	3/7/2023	Email	Air Quality/Notice	An ELOCITION. The research of CS trange and Audits is if great concern to me and my family, this has in the registrorload of William Whoed, it is a besudeful between CS trange and Audits is if great concern to me and my family, this has in the registrorload of William Whoed, it is a besudeful between complete populated between CS and August Eloc. The contracting all that it contracted in an extracted management on the registrorload and order of all inhals be forms. Additionally, the copy is horisone population generated between the extraction of the anticologic and the contraction of the anticologic and the anticologic and the contraction of the anticologic and the anticologic and the anticologic and the anticologic and the anticologic and the anticologic and the anticologic and the an	Sac Comment #34
ID	C N	Da R d	S	Topic	c c	R p
3223	Timothy Edward Duda		MyCapEx Website - Comment Form	Multimodal transportation	There are imported traces that must be considered concerning the \$1.35 comder, air quality and water nor-off to name tess. Make bowet accommodations about be prioritized althering for but laines as well as or and off range accessibility.	See Comment #10
				Air quality	The environmental impact of largic eccapion vehicles in STELL level grown. ToOT has a responsibility to address the environmental consequences of near status que placement, Cleaner, now efficient allementures are not largin gentley considered. Can we do better? New training efficient or specific intensity. The pupils health and well being even part of the discussion? Assess than questions before making final decisions. Thank you.	See Connect #508
3224	Timothy McCool			Do not widen/no build	Mobility.25 Program Manager Tommy Abrego, I arm writing to express my strong opposition to the proposed plan by TxCOT to spend \$5 billion expanding the intenstate highway that cuts through the middle of downtown Austin. I believe that this project is not in the best interest of our	See Comment #5
					community and if their normance regime consequences for or diff. In the contract of the contr	
				Community alternatives	Instand, I am in foor of something more along the lines of the Rethris S5 proposal	See Comment 44
				Reroute to 130	measus, I am in savor or somerzing more accing one ames or the internets 5 proposals First and foremost, 1 oppose TxDOT's planes for 135 and expansions, which suggests redeslighating another highway such as \$14.120 as an interstate, and instead constructing a boulevard going through town	Date Contrastit 49
				Herodia to 130	This are determined, regional succious parameter 5-50 are expansions, ventor suggests revealighting arrown regimely such as 255-130 as an immensar, who meases construcing a occurrency long modify their succious control of the succious force a civic minded blanch first project.	Set Commun es
				Latent/Induced Demand	The Rethirsk proposal takes into consideration the flaws in TxDOT's process for this project, which ignores induced Demand,	See Comment #18
				Tire wear	construction impacts, particulate matter pollution from tire wear, the failure of almost all highway expansions, the success of freeway removals, and flawed traffic modeling.	See Comment #18
				Public transit/Multimodal transportation	Delines that this infanctive project will make it more difficult for people to get around our city, and will not provide any real solutions to our transportation problems. Inotext, we need to focus on public transit and other unatlanded transportation options that will allow us to more around our dity without velying on care and highways.	Set Commet #13
				Air quality/noise	Rightway expensions have been absent to entire congestion (as we saw with the King Pressury, as noise and water pollution, saling, and transportation options beyond clining. Therefore, 1 strongly believe that this project is not worth the investment. Spending 12 years of construction on this is simply not worth if.	See Connect 834
3225	Timothy Pullovski	Q 40,000	MyCapEx Website - Commerc Form	Capsyldeck pilazas	**Concerns the Perspect of shorting and implement board involves and the security control to warring our sharing. **Dough the "Numbers" (MAN DIP and CM Admission than the first controls as some of the playes of transpers. **Dough the "Numbers" (MAN DIP and CM) and CM and the first controls as some of the playes of transpers. **Dough the species that as appropriate the but as ease and without the faunt of the lightly set, from all order in the size with pursuit ranges. Consider removing ramping that is presenting additional connection, **Dough the species that distribution capes and other as a bed and at a love distribution to legal and the second properties of the pursuit of the units of the un	Sea Comment #42
				Water quality	Redesign water management, including management of stormwater, runoff, and flooding, to ensure that water is filtered and treated before being returned to the Colorado River.	See Comment #125
				Latent/Induced Demand	Reducing any improvements to minimize induced Demand, which miles traveled, and the resulting collusion. This would include a robust study of induced Demand, increased YMF, and a resistion assessment of both current and future pollution and that does not simply assures electric vehicles will solve these issues.	See Comment #18
				Public tränsit/Multim däl tränsportation	or other for reconstructions, withing, or the fively to executivity operar during any of extens the 155 certain, five, from must be additional enterprise place additional enterprise place. In the contract of the contract o	See Contracted 4.3
				Parks	Process additional productions for Audit's parkened and open spaces, including adding parkined and open spaces amention that benefit the observed Audits. Ensure that any parks, which are directly inspected, including the Time Lake Managartan-Park, Native Beach, Clearly Restord S. Park and Native Beach, and Parks Parks, and any urban trains directly inspected, including the Beath reflexed directly and and the Medical Parkson, then improved across and calcidity with this project. The Audit Company of the improved across and calcidity with this project.	See Comment 9130
				Business/residential displacement	Miligate displacement of communities of outer and two income liamilies by minimizing the proposed RVIII. The preferred archerine proposes the RVIII to an extent which places a possible 207 commercial and residential properties at this of displacement, some of which would displace non-white and twee commer populations.	See Comment #22
				Reroute to 130	TuDOT should incentivize traffic to use SH130, which was built as a bypass to I-SS, but is currently not financially structured to encourage long distance drivers to go around central Austin.	See Commont #3
3226	Tina Li	2/8/2023	MyCapEx Website - Comment Form	General Support	As a UT student who commutes, this redesign would help me tremendously as it will not only allow me to get to compus featur but will provide safer driving combitions.	See Commerce 8
3227	Tissie Elliott		MyCapEx Website - Comment Form	Multimodal transportation	Appear from the making of the based on the second of the s	See Comment 920
				Air quality	In addition, this would reduce air pollution. Safe bibe lates are being added in all part of the city and they should also be considered for OS. Again, a quicker commute while improving air quality is a win-win. WIST DOOT be puring for these changes or will Audin tay payers be footing the birt?	Sas Commet #558
3228	Titan Page	2/16/2023	MyCapEx Website - Comment Form	Business/residential displacement	Les metting concerning the expension of 3.55. This would couse one 1.00 businesses to relocate, including one of my fearafite local businesses, his West China Tier House. Please reconsister the project and at the very less growde semple compensation to businesses that it was relocated, relocated to develoating to the West China Tier House, Necesser this agrown to fit the historical busining it is in, and that sort of divariant can not be executable. The Visit of the Vi	Sau Comment #21.

3229	Tobin Abraham	3/7/2023	Ernail	Community afternatives	Data 158 (Quite Expense Contract. In \$15 Cquite Expense Contract	One Controlled 4
3230	Todd Giffillan	2/7/2023	Email	General Support	Our Claiment Bug and Commission: These por for recipioning that 135 inrough Audio is a real film most congested models apagement in the State of Teaus. As this services producted resolvery in different counter of State Street of Teaus, as the services producted in resolvery in different counter of State Street of Teaus, as the services produce and one produced in the services and the services of the services of the services and the services of the services o	See Communit 68
3231	Todd Miller	1/13/2023	Email	General Support	Control Comments Registed of Communication Proceedings of Communication Pr	Se Connect 45
3232	Todd Patch	2/8/2023	Email	General Support	Date Charmon Bogg and Commissioners. These for for recipiting that 1.35 strongly hadron are of the most oraginated models programs in this 2 star of Faces. As this servicely acidistic recipitary or district and the service of the s	See Contract #8
3233	Todd Wellace	2/7/2023	Email	General Support	Date Chairman Bulg and Commissioners. These year for registring facility is a red for most orangened making segment in the bate of East, As this services designed and interest and the second orange of the contract of the second orange of th	See Connect 48
3234	Tom Cartwright	1/18/2023	Email	General Support	Date Chairmer Bugg and Commissioners. Think you for recognizing that 135 through Audin is one of the most congested nashway segments in the State of Feas. As this servously notificated readway is other colored to Main Street of Texas, at Texas should call for hold and decision action to transform that conford orbitated feathers which are larger place with service or properties or properties of the service orbits or the service orbits or the service orbits or the service orbits or the service orbits or the service orbits or the service orbits orbits or the service orbits orbits orbits or the service orbits orbit	Sus Contract #B
3235	Tom Chamberlain			Do not widen/no build	Absolute Progress However, from the progress of the progress and the progress of the progress	See Communit #5
				Latent/Induced Demand	Highway expansions Dort relieve congestion. Just ask the residents of Houston and Atlanta. I grew up in San Antonio and expansion failed there tool They just encourage more auto and semi traffic.	See Comment#18
ID	C N	Da R d	s	Topic	С	R p
				Reroute to 130	Reroute intensiate traffic to sit-130 and turn the former HI 35 through austin into a boulevard with room for public transportation, foot traffic and bikes.	Sae Corrent #3
				Public transit/Multimodal transportation	More highways out of urban areas and motivat those right of ways to trains, bases and surface traffic.	See Comment #13
3236	Tom Morianity			Laters/Induced Demand	In bioDT IDCT. Last TOCT. La	One Controlled # 18
				Reroute to 130	Abamstive routing is in place. The highway 45/120 hopeas and on the east side is measively underside, and is already contracted. Why continue to expand capacity on 155, exposedly for through traffic, when an alternative already exists and is constructed. It would be chapped to they down the bond funding for the 45/130 of road and make if five them to pay the measive costs of wideling 135 yet again.	See Comment 33
				Placial justice	Opportunity on the 4 entires,. These are an artificial construction, could not offer a clinic that of it must be first of the 10th they provide addining fig. Advantage and control of the construction of the 10th they provide addining fig. Advantage and control of the 10th they provide addining fig. Advantage and control of the 10th they provide addining fig. Advantage and control of the 10th they provide a control of the 10th they provide addining fig. Advantage and control of the 10th they provide a	The Communit 43
3237	Yon Schwerdt	3/7/2023	Email	Multimodal transportation	In hoost noor, The Thoo Space or purposes 35 expension in Audio in determinating work operation in a ground inselected for modern, multimodal presportation. It seems entirely forced on individual motor various at the expense of exercises and exercising state. The Thoo Space or purposes and exercising state. The Thought of the Space of the	See Comment #20
3238	Tom Stacy	1/23/2023	Email	General Support	Des Chairman Bogg and Commissioners: Their you for recognizing that 135 through Audin is one of the most congested maching septents in the Solid of Tosas, All this servicely outsided maching is all most control and the Solid and the Solid and advantage and the Solid and the Solid and solid and solid and solid and the Solid and the Solid and solid and solid and solid and the Solid and the Solid and solid and solid and the Solid and solid and solid and solid and solid and the Solid and the	The Communit 48
3239	Tom Stacy	3/7/2023	Email	General Support	Date Obstimes Bogg and Commissioners: Think you for recogning that 35 through Justines are of the most congested resolvey augments in the 20xx of Texas. As this seriously auditional resolvey is other called the Main Street of Texas, all Texas should call for bold and deceive Accordingly, Less writing body to express my complete support for the 135 Capital Doness Central design as proposed by TCOCT. Think you for your consideration of this respect.	Sea Contract #8

32	240			Abstracks temperature	Contract of the Three Resident Section of the Section of Section o	See Communi 420	
				_	Air Quality/Climate Change	Relation the foliagement of the project and Life evaluate and original to environmental and community week large prepare, from the load scale in the global scale. This evaluation should also include an extraction and the second scale in the project. The scale is a scale in the second scale in the scale of the scale in the second scale in the scale is a scale in the scale of the scale in the scale is a scale in the sca	One Controlled # Elli
12	iD C	N	Da R d	s	Topic	c	R p
						Daist 15 Capital Express Central, Paril Environmental Impact Statement Re 135 Capital Express Central, Daist Environmental Impact Statement	See Comment #20
						The SS - Use of Explane Leafly and the SS - Use of Explane And an explane and exercisely over treased in the Blad to be gain of coming in Casalina in the SS - SS - SS - SS - SS - SS - SS - SS	
32	241	2 4 4 4 1 1 1			Materiodal transportation	In the Section of the extractional dates with requirement of the section of the s	Des Comment 420
32 2	244	* * * * * * * * * * * * * * * * * * *			Multimodal	The Control of the Co	The Content 420 The Content 420
	341		M1/2023	Code Code	Muternolal transportation	In 2002 Copulate was reasonably from impropriate that we import in all to displayed and a few point of the depth of the de	See Consense 420

					Dear 1-35 Capital Express Central,	See Comment #20
					No. I-SS Caprilal Exprises Central, Draft Environmental Impact Statement Dear Governor Abbott and other Excited Officials, TADOT Commissioners, Staff, and Consultants,	
					Thank you for the opportunity to comment on the proposed I-35 Draft Environmental Impact Statement and for the significant improvements to active transportation and public transit infrastructure currently included in the proposals.	
					I wan i told not have go ordered as much personal mobility device (including bicycles), and public branch that or the touch public branch that or the freedom of a side pedestrian, personal mobility device (including bicycles), and public branch that or the freedom of a side pedestrian, personal mobility device (including bicycles), and public branch that or the freedom of a side pedestrian, personal mobility device (including bicycles), and public branch that or the freedom of a side pedestrian, personal mobility device (including bicycles), and public branch that or the freedom of a side pedestrian, personal mobility device (including bicycles), and public branch that or the freedom of a side pedestrian, personal mobility device (including bicycles), and public branch that or the freedom of a side pedestrian, personal mobility device (including bicycles), and public branch that or the freedom of a side pedestrian, personal mobility device (including bicycles), and public branch that or the freedom of a side pedestrian, personal mobility device (including bicycles), and public branch that or the freedom of a side pedestrian, personal mobility device (including bicycles), and public branch that or the freedom of a side pedestrian, personal mobility device (including bicycles), and public branch that or the freedom of a side pedestrian, personal mobility device (including bicycles), and public branch that or the freedom of a side pedestrian, personal mobility device (including bicycles), and public branch that or the freedom of a side pedestrian.	
					Over 150 Copial Exempt Centrel. Over 150 Copial Exempt Centrel	
					lifestyle that I want to live.	
		1			The Audit in Audit Chine Service Servi	
		1			Audits scenarios. This analysis should use multiple reasonable future growth scenarios including the equitable Transit-Oriented Development, scenario that was made available to the Texas A&M Transportation Institute when they were inserted the production of the pr	
3243		3/7/2023	Email	Multimodal transportation	tenescoping attemptors on use projects. or use projects. Please optimize any scenario to improve safe, multimodal access for people across the Austin region for all modes, including cars and trucks, but not limited to the current focus on long distance single occupant vehicle trips.	
		1			Thank you for all that TxDOT is doing to improve safe, muttimodal access for all. Sincerely,	
		1				
3244	Tommy Elliott	2/6/2023	Email	General support	Dear Chairman Bugg and Commissioners: Thank you for recognizing that 155 through Audin is one of the most congested markets segments in the State of Texas. As this seriously outsided readway is often collect the Main Street of Texas. As It Texas should call for bold and decisive action to transform this critical stretch of infestructure into a readway that will accommodate the rapid and immense growth we are experiencing in our great State.	See Comment #8
	Elliott				collect the Main Stage of the size through the Collection of the C	
					Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request. Sent from my T-Mobile SQ Device. Get Outlook for Android	
3245	Tommy	1/27/2023	Email	General support	Duer Chairman Bugg and Commissioners: Thank you for recognizing that 135 through Austin is one of the most competited roudway segments in the State of Texas. As this seriously outsized roudway is often collect the Mark Street of Texas, as the time seriously outsized roudway is often collect the Mark Street of Texas, as the time seriously outsized roudway in the most commissioners of the property of the seriously outside the roundway of the most series of influences in the analysis that will accommission the report and immense growth we are experiencing in our great States. According, it is entitly only be segment on properties peoport for series of the relative peoport of the State of the series of the seri	See Comment #8
	PRIO				cased the Asian Sometics of seeks, all seams and cold call for once and occasion accords according according to the Control of	
					request.	
3246	Tommy Vinyard		VOH		By its nature, a highway built for cars is hostle to pedestrians. As a citizen of Austin, who has lived here for 10+ years, I have walked across 05 on overpasses many times. Each time, it is a hostle execution of the pedestrians. The feeling of loud cars traveling at 00+ most below your feel is unsettling. If feels as though any wrong step could lead to attribut hit in fact, this confort through Austin is (and has been) consistently the deadliest corridor for	See Comment #5
				Do not widen/no build	pedestrians in the entire city limits. Why then, would your proposal actually decrease the total number of pedestrian cossings of 35° persons.	
					Systems are a splanger from the course have been presented as a splanger from the course have been presented as a splanger from the course have been presented as a splanger from the course f	
				Reroute to 130	our city has to offer. Thank you! Also, why can't we move 135 to where IH130 currently sits and downsize its current footprint, when the large majority of trips on the central corridor are local?	Sau Comment #3
					Asso, with certified and 150 to writter 8/13/0 Quirnetify sids and downsize its current todgrant when the large majority of trips on the central comidor are local?	
3247	Tony	1/12/2023	Email	General Support	Date Chairman Bugg and Corrensistenars: Thank you for recognizing that L35 through Austin is one of the most congested medway segments in the State of Texas. As this seriously outdined readway is often owner. As the control of the	See Comment #8
1	Attion		1	1	Also, why cart we most 55 to where SEX30 converty sha and deserois in Excent footports when the large required yill replay on the control controls are located. Our Chainman Bugg and Commissioners. Then by not or required put to 155 froming. Audit in our of the most congrated reading significant enables against in the State of Footposition of Footposition on the SEX of the SEX of Too SEX of To	
1		1			nequest.	
L						
					Table, here in touch on preventy printing operations to in gloridate printing of 20% specified printing that distribution 2. The rest book in the first in printing of the printing of 20% specified pr	See Comment #5
					do so is terrible and will accomplish nothing. Every traffic short available talks us that adding more lanes has never done anything efforts composition, from household for floridation to destine. It would be floridation and the following more lanes has never done anything efforts on the composition from the substance in the su	
3248		1/4/2023	Email	Do not widen/no build	removemps constructions processe agginging or converge monitors to fail the size of trainfall is a flation—no one is giving to wain it to wait drawpheters made in numbereds of enough and disnigerous causing giving 60 miles pair from or monitor. It's disnigerous, unsiade, and unprehassed in the size stands the notice operationity generated giving 10 yet 5% in harmenful to burnam healthy, we shouldn'ty presented adding mone lainness will do anything to change the TALM harmon and opportunity to the others. It's budging rouss, unsiade, and a wested of the present of the size of t	
					Supplyer money. Sharmbling forested and	
					The control of the part of the control of the contr	
3249		2/9/2023	VOH	CapMetro	Will there be interim projects procured through CapMetro using the \$9.4M to address maintaining travel service during construction?	1xDOT is coordinationing with Caphildero about maintaining travel service throughout the length of contruction and working with community organizations to provide bus passes to riders when appropriate.
3250	Tony Harrelson			Do not widen/no build	Mobility35 Program Manager Tommy Atrego, I HATE THE EXPANSION OF I-35th It won't help relive traffic and it will destroy the areas around it.	See Comment #5
					I PATE THE EMPAGENT UP 1-3311 It was 1 map helive transc and it, will deathly find aneas around it.	
				Community Alternatives	I support reffinis i 35.	See Comment #4
3251	Tori Vogel	1/13/2023	Email	Do not widen/no build	Dear Chairman Bugg and Commissioners: I am a community member of Austin and I am writing to express concern with the I-35 expansion. Comparable highway expansions have not decreased traffic and so I do not support the plan. If we switched I-35 to be tolled and 183 to be not-folled, that would help redirect the traffic of people passing through Austin to move around the city core rather than through it. I	See Comment #5
					do not support the expansion of I-SS and our neighbors have similar concerns.	
ID.	C N	Da R d	8	Tonic		
IĎ	C N	Da R d	s	Topic	•	R p
ID	C N	Da R d	S	Air quality/noise	C I are able concerned about the increased rose and air publicits.	n p
1D 3252	C N Tony Kasi	Da R d	S		MobilityS Program Manager Tommy Arrego. 19 wand work in Blanco Hills area of Justin. After researching current, proposable loopone the current plans and any plans that involve expanding the highway. Creating more lanes and a bigger highway.	R p Ser Communi 634 Ser Communi 65
1D 3252	C N Torry Kasil	Da R d	s	Air quality/noise	The sales concerned allow the increased moles and any pollution. Associated the concerned allow the increased moles and any pollution. This and the allow this war of should, Nor reasoning current proposals ingoine the current plans and any plans that movine expending the highway. Chanfing more larger and a bigger highway requires a process about the wall for extract the proposals in compared the current plans and any plans that movine expending the highway. On the proposal the proposals are all the proposals in the proposals in a proposal in contract the current plans and any plans that movine expending the highway. On the proposal the proposals are all the proposals in the proposals in the current plans and any plans that movine expending the highway.	
3252	C N Torry Kasi	Da R d	s	Air quality/noise	MobilityS Program Manager Tommy Arrego. 19 wand work in Blanco Hills area of Justin. After researching current, proposable loopone the current plans and any plans that involve expanding the highway. Creating more lanes and a bigger highway.	
3252	C N Torry Kesi	Da R d	s	Air quality/noise Do not widen/no build	Makingsh Manager Tomery Alrego. Has all of all Barriers Has are of Justice. After researching current proposals logouse the current plans and any plans that muchos expanding the highway. Chading more lanes and a bigger highway system in general does not state tradition for click in the State supplies already from.	
1D 3252	C N Tony Kesi	Da R d	s	Air quality/noise Do not widen/no build	MobilityS Program Manager Tommy Arrego. 19 wand work in Blanco Hills area of Justin. After researching current, proposable loopone the current plans and any plans that involve expanding the highway. Creating more lanes and a bigger highway.	See Connect #5
	C N	Da R d	s	Air quality/noise Do not widen/no build	Makingtoh Regiser Tomory Gragis. Making	See Connect #5
3252 3253	C N Tony Kasi	Da R d	s	Air quality/noise Do not widen/no build	Makingtoh Regiser Tomory Gragis. Making	See Connect #5
	C N Tony Kiel Tony Kiel Tousseint Bronds	Da R d	s	Air quality/noise Do not widen/no build	Makingtoh Regiser Tomory Gragis. Making	See Connect #5
	C N Tony Kasi	Da R d	s	Air quality/noise Do not widen/no build	Makingtoh Regiser Tomory Gragis. Making	See Connect #5
	C N Tony Kesi	Da R d	s	Air quality/noise Do not widen/no build	Makingtoh Regiser Tomory Gragis. Making	See Connect #5
	C N Tony Keel Touseaint Blonds	Da R d	5	Air quality/notice Do not wider/no build Public towns/Multim townsportation	Makingsh Manager Tomery Alrego. Has all of all Barriers Has are of Justice. After researching current proposals logouse the current plans and any plans that muchos expanding the highway. Chading more lanes and a bigger highway system in general does not state tradition for click in the State supplies already from.	See Connect #5
	C N Tony Keel Touseairt Bronds	Da R d	5	Air quality/notice Do not wider/no build Public towns/Multim townsportation	Makingtoh Regiser Tomory Gragis. Making	See Connect #5
	C N Tony Keel Tousealet Bronds	Ds ft d	5	Air quality/notice Do not wider/no build Public towns/Multim townsportation	Nation(25) Program Manager Training Arragin. Nation(25) Program Manager Training Arragin. Nation(25) Program Manager Training Arragin Arraging Arragin Arraging Arr	See Connect #5
	C N Tony Real Tony Real Toussaint Scores	Os R d	5	An quality/mobale Do not existen/no-build Passin, Search, Se	Nation(25) Program Manager Training Arragin. Nation(25) Program Manager Training Arragin. Nation(25) Program Manager Training Arragin Arraging Arragin Arraging Arr	See Connect #5
	C N Terry Medi Terry Medi Terry Medi Terry Medi Terry Medi	Do ft d	5	Air quality/notice Do not wider/no build Public towns/Multim townsportation	Makingtoh Regiser Tomory Gragis. Making	See Contract 65 See Contract 63 See Contract 65
	C N Tury Kasi Tury Kasi Troussier Bondi	Di F e	5	As quality/notate Do not wider/no build Do not wider/no build Politic Bernard/Multimate Do not wider/no build Cor not wider/no build Laters/nobuild Laters/nobuild	Admitist Symposis Making in States of Section (A). On reasoning covered proposals i depose the covered plans and any plans that involve expending the highway. Obsoing recess locals and a bigger highway opposite to the control of the covered plans and a bigger highway opposite to the covered plans and the co	See Contract 65 See Contract 63 See Contract 65
	C N Terry Need Terry Need	Da 1 6	5	All quality/indexed Date out widen/into build Date out widen/into build Addition A	Nation(25) Regions Manager Thomas Orange. One researching current proposals i depose the current plans and any plans that involve experting the highway. Chanler consists a bigger highway opposed to the current plans and any plans that involve experting the highway. Chanler consists and a bigger highway opposed to the current plans and any plans that involve experting the highway. Orange consists and a bigger highway opposed to the current plans and the plans of the current plans and the plans of the current plans and the plans of the current plans and the plans of the current plans and t	Sea Contract #5 Sea Contract #5 Sea Contract #5 Sea Contract #5 Sea Contract #5 Sea Contract #5 Sea Contract #5 Sea Contract #5
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	C N Tarry Keel Tarry K	Da F 6	5	All quality/indexed Date out widen/into build Date out widen/into build Addition A	About 55 Projects (Margin Projects (Margin Projects) (Margin Proje	Sea Contract #5 Sea Contract #5 Sea Contract #5 Sea Contract #5 Sea Contract #5 Sea Contract #5 Sea Contract #5 Sea Contract #5
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3253	Toossert Bonds	On 9 6	5	An quality/massa Da not wide/no basid Tradic	About 55 Paging to Missage Tempor Supply. The sear of work in their time and work in their time and search sear and search sear and search	See Comment #3 See Comment #3 See Comment #3 See Comment #4 See Comment #4 See Comment #4 See Comment #4 See Comment #4 See Comment #4 See Comment #4 See Comment #4 See Comment #4 See Comment #4 See Comment #4
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3254 3254 3256	Transplent Street Transp Streetman Transp Streetman Transp Marginia		VOH VOH	An quality/instant Dat not wider/instant The Act of the Control	About 55 Projects for Supplementation of south or Supplementation of the control plans and any plans that involve expending the highway. Chanting rooms increase and a bigger highway opportunity and the control plans and the plans of the control plans are plant to the control plans of the control plans are plant to the control plans are plant to the control plans are plant to the control plans are plant to the control plans are plant to the control plans are plant to the control plans are plant to the control plans are plant to the control plans are plant to the control plans are plant to the control plans are plant to the control plans are plant to the control plans are plant to the control plans are plant to the control plans are plant to the control plant to the control plans are plant to the control plans are plant to the control plans are plant to the control plans are plant to the control plans are plant to the control plans are plant to the control plans are plant to the control plant to the cont	See Content 43 See Content 43 See Content 44 See Content 43 See Content 44 See Content 43 See Content 44 See Content 43 See Content 44 See Content 45
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3254 3254 3256	Transplent Street Transp Streetman Transp Streetman Transp Marginia		VON	An quality/instant Dat not wider/instant The Act of the Control	About 55 To process in this project in force of special process of special properties of the special properties of the special process of the special process of the special process of the special properties of the special process	See Contents 45 See Contents 45
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3253 3254 3256 3256 3256	Trussaint Bosto Tracey Bradhan Tracey Bradhan Trace Mutyuk Trace County 606 Trace County 607	3/2/2003	MyCapEx Website	An quality/indexed Dat not wider/no build Dat not wider/no build Analysis of the second of the se	Absolute To Secretary Design Manager Tensor (April). The same parameters processed in Equation (April) of the control of the c	See Contents 45 See Contents 43 See Contents 43 See Contents 44 See Contents 45
3253 3254 3256 3257	Trunsaint Bonds Tracey Bradhan Tracey Bradhan Trace Mutyuk Trace County 606 Trace County 606 Trace County 606	3/2/2023	MyClapEx Website Comment Form	An quality/indexed Dat not wider/no build Dat not wider/no build Analysis of the property o	Absolute To Secretary Design Manager Tensor (April). The same parameters processed in Equation (April) of the control of the c	See Contents 45 See Contents 423 See Contents 423 See Contents 424 See Contents 425 See Contents 425 See Contents 420 See Contents
3253 3254 3256 3257	Trunsaint Bonds Tracey Bradhan Tracey Bradhan Trace Mutyuk Trace County 606 Trace County 606 Trace County 606	3/2/2023	MyClapEx Website Comment Form	An quality/indexed Dat not wider/no build Dat not wider/no build Analysis of the property o	Additional content of the property of the content of the property of the content	See Contents 45 See Contents 423 See Contents 423 See Contents 424 See Contents 425 See Contents 425 See Contents 420 See Contents

3260	Travis Lee Ratdiff	3/7/2023	MyCapEx Website - Comment Form	Parks	The proposed plain falls to properly address the traffic problems throughout the city, envolves the seizing of parkined doing the mer, and destroys homes and businesses story (15. Furthermore, the increased noise that will be created for communities adjacent to ISS is surely not acceptable. Ligh you to reconsider this plain and work treaseds a better coultion that benefits all of Auditi's residents.	See Comment #150
			Comment Form		communities adjacent to 135 is simply not acceptable. I urge you to reconsider this plan and work towards a better solution that benefits all of Austin's residents.	
3261	Travis Robertson	2/8/2023	Email	General support		See Comment #8
3262	Travis Sawvell	2/8/2023	Email	General support	Our Cleans Ring and Commensures. A strain policy recognition 12 Through, Journal or our of the most congested rinderly approach in the Strain of Teams, in this cannot be strained, adulted reclaims you will be strained by the Mari Strain of Team, at Teams should get for total and decicion to the strain you will be strained by the strain of the strain of Teams and the strain of the strain of Teams and the strain of the	See Connect #8
3263	Travis Stone	2/9/2023	Phy sica I Co mm	Do not widen/no build	energy copiests bettle required to make a final property of the companies of the copiest of the	Sac Commert #5
3264	Travis Stone		ent	Do not widen/no build	MobilitySS Program Manager Tommy Abrego,	See Comment #5
					statis 35 regions binage from place. The properties of the proper	
				East/west connectivity	The expansion would widen the glap between East and West Austin,	See Comment #20
				Public transit/Multimodal transportation	At a time when chies across the country and world are removing freeways and replacing them with housing, parks, mixed one bosinesses, and public beinst, all while seeing improvements in traffic, it would be inescusable for Tesses to go against all modern beet practices by expanding 155.	See Comment #13
				Latent/Induced Demand	Epparding ISS will not work. All data on recent freeway expansions around the country shows this. It will be an enormous waste of our money that could be used to do so much good elsewhere. Reconsistor, for the sales of	See Comment #18
				Reroute to 130	Incoming ThOT to look at other options, including remoting current 135 traffic and Highway 130 and busining a financially productive boulevard with apartments and businesses where 135 used to be, finally allowing East and West Austron to reconnect and hast.	See Comment
			-	Bike/ped safety	High second proposals, light real and most splowns, changing storing level to allow damars, more walkable reagistationable where people aren't forced to drives, building improved blocked infrastructure and officining relatives to these achies do sense, and and to do se in these people aren't forced to drives, building improved blocked on department of the second depart	Sau Comment #30
3265	1	i dell'anna	MyCapEx Website - Comment Form	Air Quality/Noise	These assisted of Trond Green confidencement of if Margins & Dr., seaded in Section 6 of Stories in Confidence of Stories	See Comment #34
			-	Construction	I have yet to be provided with any documentation that neither A) predicts or articipates the expected amount of time the conduction will take, (5) how four the conduction noise would be, nor () at what hours will the construction take place. I demand this information be released.	Saw Comment #178
	· ·		-		I am extremely concerned at the potential noise, total project duration and working hours the project would have by my home at Trivis Green condos on Mariposa Dr I propose that the	See Comment #34
				Air Quality/Noise	In an extension procurement at the potential result of process and	Se Green E3.
				Business/residential displacement	Epropose that TDCDT commit to a financial obligation to compensate those in the affected series (or within a contain vicinity of the project) if the ANY of the terms, in any flashon, of the overall commitment are ever violated. The compensation should not be singular. There should be a commitment to compensate with each violation.	See Comment #21
3266	Trevor Hackett			Do not widen/no build	Helio, I tive near 45th and Red River St, tess than a half mile from ISS.	See Comment #5
					I serve mark or on our over their or and, used and a fast or that into 15.5. 200 West, 291.7 1 in general. The entire premise of the proposed changes to the highway are built on the premise that we should make it easier if to their it is the highway.	
				Multimodal transportation	Given that the population of Audin is set to double in the near term, we should be building a city which encourages waking, bilding, and transit. Audin already has Project Connect to encourage transit and the dry actively works to build policetion and bilding efficiency turns.	See Comment #20
				Public transit/Multime dal transportation	Andre person of this to be only one position in the bit because on two persons on the person of the	See Comment #13
				Bury/turnel	I am in favor of 1x00T removing the upper dock and lowering the highway below grade. But they should not add lance to the highway.	See Comment #25
				Air Quality/Noise	On toy of the proposed changes to US being based on an entirely false pressa, ToOT needs to item printing wateries let indistructure. Religing on single passenger vehicles to more about the city of Asian and or state hear hope entermental impact. Temporation in the 4's some of generous passenger inventors in the date, accounting for \$6's' of 11.5, emissions in 50'0.0 Within temporation, passenger vehicles are the target contribute, accounting for \$5's' of 11.5, emissions in 50'0.0 Within temporation passenger vehicles are the target contribute, accounting for \$5's' of 11.5, emissions in 50'0.0 Within temporation passenger vehicles are the target contribute, accounting for \$5's' of 11.5, emissions in 50'0.0 Within temporation passenger vehicles are the target contribute, accounting for \$5's' of 11.5, emissions in 50'0.0 Within temporation passenger vehicles are the target contribute, accounting for \$5's' of 11.5, emissions in 50'0.0 Within temporation passenger vehicles are the support of 11.5, emissions in 50'0.0 Within temporation passenger vehicles are the support of 11.5, emissions in 50'0.0 Within temporation passenger vehicles are the support of 11.5, emissions in 50'0.0 Within temporation passenger vehicles are the support of 11.5, emissions in 50'0.0 Within temporation passenger vehicles are the support of 11.5, emissions in 50'0.0 Within temporation passenger vehicles are the support of 11.5, emissions in 50'0.0 Within temporation passenger vehicles are the support of 11.5, emissions in 50'0.0 Within temporation passenger vehicles are the support of 11.5, emissions in 50'0.0 Within temporation passenger vehicles are the support of 11.5, emissions in 50'0.0 Within temporation passenger vehicles are the support of 11.5, emissions in 50'0.0 Within temporation passenger vehicles are the support of 11.5, emissions in 50'0.0 Within temporation passenger vehicles are the support of 11.5, emissions in 50'0.0 Within temporation passenger vehicles are the support of 11.5, emissions in 50'0.0 Within temporation pa	See Comment #34
			-	Latent/Induced Demand	Widering the highway might make chining easer in the altest term, but in the long term chining demand will rise to meet the increased highway capacity meaning more people are going to be stilling in the same amount of halfs. This is called beload Demand.	Se Comment #13
			MyCapEx Website - Comment Form	Do not widen/no build	Helito, This more districted from those those those in hell sold from the This more districted from the helitogram in hell sold from the This more districted from the helitogram in hell sold from the This more districted from the helitogram is not This more districted from the helitogra	See Comment #5
			Committee		Pallot. It has not 45th and filed flow 5t, least them a half mile from US. I have not 45th and 45th flow 5t, least them a half mile from US. I have been given been benefited of 35 from US 200 float to US 20	
				Multimodal transportation	Given that the population of Austin is set to double in the near term, we should be building a city which encourages vashing, bitting, and tennal. Austin already has Project Connect to encourage triansl and that of setting works to build protections and to bring infrastructure.	Set Commer 820
			ŀ	Public transit/Multim	Author personnel of data to and intro-procedure is that because more people are moneing for Austin, we need the read disfractions to support the olivers while will be covering in. Book followed with ToOT and that 25% of which the last of the people is an element of the contract of the people is an element of	See Comment #33
3267	Trevor Hackett			dal transportation		
			ļ	Latent/Induced Demand	Middering the highway might make driving easier in the about term, but in the long term driving domand-will rise to meet the increased highway capacity meaning more people are going to be atting in the same amount of buffic. This is called induced Domand.	Sea Comment #13
			ŀ	Air Quality/Noise	On top of the proposed changes to ISS being based on an entirely false premise. ToOf needs to start priorition gustainable infrastructure. Rejning on single passenger vehicles to move about the city of Audio and our start has a huge environmental impact. Transportation in the 41 source of generators give emissions in the United Status, accounting for 20% of all U.S. emissions in 2019. Within transportation, passenger vehicles are the	Su Comment #34
					largest contribute, according for SRs of transportation emissions. We need to be moving these framit via sait, and of 1000T doesn't prioritise real infrastructure was may cause invested disnage to the environment.	
L		<u></u>		Bury/tunnel	I am in favor of TxXXT removing the upper deck and lowering the highway below grade. But they should not add lanse to the highway.	See Comment #25
3268	Trevor Ibarra	1/31/2023	MyCapEx Website - Comment Form	Regional Connectivity	Helia. I thirk making a rall between Audin and San Antonis woold be a fantation class. Not only would it nonesse tourism in San Antonis from these in Audin who want a break from the bury ofty life, but also would get a receive from the bury ofty life, but also would get a receive from the bury ofty life, but also would get a receive from the bury often from the bury ofty life, but also would get a receive from the bury often from the bury ofty life, but also would get a receive from the bury often from the bury ofty life, but also would get a receive from the bury often from the bury ofty life, but also would get a receive from the bury often from the bury ofty life, but also would get a receive from the bury often from the bury ofty life, but also would get a receive from the bury often from the bury ofty life, but also would get a receive from the bury often from the bury ofty life, but also would get a receive from the bury often from the bury ofty life, but also would get a receive from the bury often from the bury ofty life, but also would get a receive from the bury often from the bury ofty life, but also would get a receive from the bury ofty life, but also would get a receive from the bury ofty life, but also would get a receive from the bury ofty life, but also would get a receive from the bury ofty life, but also would get a receive from the bury ofty life, but also would get a receive from the bury ofty life, but also would get a receive from the bury ofty life, but also would get a receive from the bury ofty life, but also would get a receive from the bury ofty life, but also would get a receive from the bury ofty life, but also would get a receive from the bury ofty life, but also would get a receive from the bury ofty life, but also would get a receive from the bury ofty life, but also would get a receive from the bury ofty life, but also would get a receive from the bury ofty life, but also would get a receive from the bury ofty life, but also would get a receive from the bury ofty life, but also	See comment 41
ID.	C N	Da R d	s	Yopic	С	R p
3269	Trevor Lazar			Do not widen/no build	Making Sharp Manager Temps Program Are a resident of Anni Article And Engineer Temps Program For a resident of Anni Article And Engineer Temps Program Anni Article Anni Article Anni Article Anni Engineer Engineer Temps Programma Temps Anni Article A	See Commert #S
			ŀ	Reroute to 130	Installed of expanding 35, invest in public transit and reroute iSS along 594 130.	Six Comment #3
			ŀ	Community Alternatives	For the salve of our community, (25 expansion plans should be cancelled in favor of a boulevant-style replacement. Rethink 25's plan is the path the City of Austin and TuDOT should follow.	Sue Comment #4
3270	Trevor Robinson			Do not wider/no build	MobilityS5 Program Manager Tommy Atrago. This 20 year-resident of the Delecod 2 neighborhood in Austin. I live one block away from I-35 and see it out my living room and office windows all day every day. Therefore it should be no surprise that I storagly oppose Tx00T's current plans for	Sue Comment #5
					3-56 separation. This finds 10 jump of contribution impacts and billions of collain for just a few years of congotion relat. The Xon Freeze year on environmental and quality of life diseaser that does not need to be replicated in Assets.	

				Public transit/Multimodal transportation	Lat's replace 155 with a transit and pedestrian friendly Great Streets bouleviers, similar to the original East Avenue that it replaced. Or if 135 clannot be removed, lat's depress ALL lanes through the entire CapEs Central consists, so it can be capped and stiched.	See Comment #13
				Latent/Induced Demand	The current proposal is flawed and harmful for many reasons. It ignores induced Demand and relies on flawed traffic modeling.	Sea Comment #18
				Air Quality/Noise	The current proposal a nawoo and nammu no many vasacna. It grozes induced betterid and resea on maked trains moderng. Like most highway expansions, it will worsen long-term congestion and air, water, and noise pollution.	Jase Comment 426
				Reroute to 130	There are other highway options for non-incust traffic to go around Austin, and like many Austin residents, I don't want to use an intendate highway for my incust trips. Let's designate a highway that doesn't go through this haird of Austin, such as 95+130, as an intendate.	See Comment 43
				Recial justice	The current i 35 is a concrete embodiment of the racial and economic divides of 1930s Austin, and nearly 100 years later, this is a long overdue opportunity reduce rather than expand those divides.	See Comment 43
				Community Alternatives	Instead of 1-35 expansion, I support proposals like those from Retrins1.55 and Reconnect Austin.	See Comment #4
3271	Trey Farmer	3/7/2023	MyCapEx Website - Comment Form	Air Quality	We need greater measurements of an quality string this "environmental" review. Fortileses shared strink value for the leader medit removes that forced this active FIRS DIM Yes rames and off cames so that forced this active force FIRS DIM Yes rames and off cames so that forced this active force FIRS DIM Yes rames and off cames so that forced this active force FIRS DIM Yes rames and off cames so that forced this active force FIRS DIM Yes rames and off cames so that forced this active force FIRS DIM Yes rames and off cames so that forced this active force FIRS DIM Yes rames and off cames so that forced this active force FIRS DIM Yes rames and off cames so that forced this active force FIRS DIM Yes rames and off cames so that forced this active force FIRS DIM Yes rames and off cames so that forced this active force FIRS DIM Yes rames and off cames so that forced this active force FIRS DIM Yes rames and off cames so that forced this active force FIRS DIM Yes rames and off cames so that forced this active force FIRS DIM Yes rames and off cames so that forced this active force FIRS DIM Yes rames and off cames so that force FIRS DIM Yes rames and off cames so that forced this active force FIRS DIM Yes rames and off cames so that force FIRS DIM Yes rames and off cames so that force FIRS DIM Yes rames and off cames so that force FIRS DIM Yes rames and off cames so that force FIRS DIM Yes rames and off cames so that force FIRS DIM Yes rames and off cames so that force FIRS DIM Yes rames and off cames so that force FIRS DIM Yes rames and off cames so that force FIRS DIM Yes rames and off cames so that force FIRS DIM Yes rames and off cames so that force FIRS DIM Yes rames and off cames so that force FIRS DIM Yes rames and off cames so that force FIRS DIM Yes rames and off cames so that force FIRS DIM Yes rames and off cames so that force FIRS DIM Yes rames and off cames so that force FIRS DIM Yes rames and off cames so that force FIRS DIM Yes rames and off cames so that force FIRS DIM Yes rames and off cames so that force	See Comment #558
			Comment		We need greater measurements of an equality counting this "environmental" review. Engineers should be you got to treat the water mental (currently in gas decired, before halle- our drinking water source). We should have direct BUS ONLY on range and off ramps so that trained gots a priority over one person one vehicle; We should have bus only tares (god forbid TXOOT actually plan for rail here—that would be truly assessme) - but we need PREFERED trained options. We should have more caps (bury the freeway in longer segments so we truly create connections).	
					between each and west) Early plans suggested TXDOT would pay for the project. Why do Austin Sapayers have to foct the bill for the region and the state?	
3272	Trey Webb	2/7/2023	Email	General support	Due Chairman Bugg and Commissioners: Their you for recipring that 1-55 through Audio is one of the most congested makesy segment in the 20sts of Texas. As this seriously addited makes you obtained makes you offer the country of the seriously addited makes you obtained makes you offer the 155 country of the control of the makes that is maked you are elemented as the regular of mineral yours we are experiencing in our great State. Assuming it, an intelligible to your and propriets support for the 155 Copics Express Centers design as yrequest by ToOT. These you for your consideration of this request. Toy Wide Tours Suppose You was a supposed by ToOT. These you for your consideration of this request. Toy Wide Tours Suppose You was a supposed by ToOT. These you for your consideration of this request.	See Comment #8
					Accordingly, I am writing fooling to express my complete support for the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request. Trey Webb Clean Scapes	
3273	Triana Ramon	2/2/2023	MyCapEx Website - Comment Form	Regional Connectivity	Rapid rail would allow fast movement between the nearby cities of Austin and Dallas, thus benefiting all individuals working in the area.	See comment #1
3274	Tricia Voetkel	2/7/2023	Email	General support	Dear Chairmen Bugg and Commissioners: Thain's you for recognizing that 155 through Assists is one of the most congested readway segments in the State of Texas. As this seriously conditiond readway is often called the Main Storet of Texas, all Texass should call for bold and decisive action to transform this critical stretch of infrastructure into a readway that will accommodate the rapid and immense growth we are experiencing in our great State.	See Comment #8
					Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request. Tricial Vosfiked	
3275	Trishta Nguyen	2/11/2023	MyCapEx Website - Comment Form	Do not widen/no build	11	See Comment #5
		<u> </u>				
3276	Trishta Nguyen	2/11/2023	MyCapEx Website - Comment Form	Do not widen/no build	Don't expand I-35 and displace the his house	See Comment #5
3277	Troy Gilbert			Do not widen/no build	MobilitySS Program Munager Tommy Atrego, Hs Tim a resident of Hyde Plark, Austin Teass. Their proposal is the best for our city and I DON'T support Teas DOT's ISS sepansion plan. ISS has been a hombly gisen through our city.	See Commant #5
					Please critise the PortfriridS crossess for US.	
				Community Alternatives		See Comment 44
3278	Trudie Redding	2/9/2023		Latent/Induced Demand Lower Speed Limits	It is a well-established fact that expanding highways through cries only makes congestion worse, not better. Texas DOT needs to move in to this century with their thinking and solutions.	See Comment #35 See Comment #395
3278	Trudie Medding	2/9/2023	Physica	Lower Speed Limits	I would like to see a minimal amount of added acrospy to the feeeing system in Audin. One what is there. See the speed. Set lames itse for communing times. Use lighted signings for lames. You may be signing set the speed by a part there comes in the merit of the case of the case of the speed by a part the comes in the merit of the case of t	See Comment #305
			Co		projects. Stagger work flours for feaths control. Keep the land, the trees, etc. in fact and plant more trees.	
			ent			
					Day Chartiman bugg and Commissioners: Thinking but or requiring that 155 brough Austin is one of the most congested read-way segments in the State of Teass. As this seriously custained read-way is often called the Main Street of Teass, All Teams should call for bold and decisive	See Comment 48
3279	Tucker Rice	2/8/2023	Email	General support	Our Claims high get of Commissions: If the property of the pr	
3280			McConfr Website .	Do not wirken inn heidd	I do not support the current plan for the I-35 Calottal Express Central Redesign.	No Comment &
3280	Turner Kerr		Comment Form	Do not wider/no build	To not support the current plan for the I-35 Capital Express Central Redesign. The project in it's current form further widens the scar through Central Austin, reduces Austin's tax revenue from existing properties, and deepens the divide between East Austin and Central Austin.	See Comment 45
				Macail justice Bury/tunnel		See Comment #3 See Comment #25
3281	Twita Willis			Do not widen/no build	Please consider burying 135, reducing the total number of added larner, and allowing the copped portions of the freeway to be developed (thus increasing basele properly value for the city and state).	aas comment 45
3281	Twos Willis			Do not widen/no build	we are NCF had are way and of this degrees highests. Highest yellowise destriction do NCF work. We are parties from the parties and the second of the secon	See Comment #5
					singues. Contain mit valent to the advicable state of the contained to the highiness or the definition of the contained the highiness or initial additionally invest too. Never for local trips.	
				Community Albumotion	National Program Massacra Transp. Street.	
				Community Alternatives	Making 35 Program Manager Training Aranges, Planes primes planes. 2007 this plan indexions plan in oil and swet I.	See connect #4
				Community Alternatives	Makings5 Program Manager Tenney Alongs. Places please james	See comment 64
					RETHONAS III	
				Community Albernatives Latent/Induced Demand	Modition Shappers Moranger Trainmy Alongia. Passes planted planted. 2007 this gains electrosic plant in oil and search is. Reference by the search of the search planted oil and search is. Reference by the search oil and	See comment # 18
					RETHINGS SET 10073 proces in this project in fixed it ignores indused Devent, construction impacts, particulate mater publisher from the way. The failure of almost all highesy operations, the success of financy.	
3282	Ty Pleaman			Latent/Induced Demand	ABSTMANUSS SET 1.0073 process in this project in flawed it ignoves indused Demand, construction impacts, perfoliate matter pollution from the wear, file failure of almost all highway expansions, the accious of freeway removals, and its buffer modeling is filewed. Can the large-upon use 1 file 100 for free and problet them from using 1357	See Connect #18
3282	Ty Reeman			Latert/Induced Demand Reroute to 130	METHOWAS sit 16070 sproces in this project is flowed it ignows induced Demand, construction impacts, particulate matter policion from the wear, the failure of almost all highway apparatures, the success of ferency removals, and its buffer modeling is fireast.	See Comment #33 See Comment #3
3282	Ty Floornan			Latert/Induced Demand Reroute to 130	METHOWAS SET 1607N process in this project is flowed it ignows included Demand, construction impairs, particulate matter polution from the wear, the failure of almost all lightway opportunes, the success of feeney revenue, and in faulti-moving splanes. Curn the large frozia set and 130 for fees and product them from using 1339? Curn the large frozia set and 130 for fees and product them from using 1339? Let an a resolute of Audits and 100700E (2007) planes for 155 and 100900E equations. I am FORe public transit for project.	See Comment #33 See Comment #3
3282	Ty Floornan			Laters/induced Demand Persons to 130 Do not widen/no build	ABSTMANUSS SET 1.0073 process in this project in flawed it ignoves indused Demand, construction impacts, perfoliate matter pollution from the wear, file failure of almost all highway expansions, the accious of freeway removals, and its buffer modeling is filewed. Can the large-upon use 1 file 100 for free and problet them from using 1357	See Comment 4.3 See Comment 4.3 See Comment 4.5
3282	Ty Reeman			Laters/induced Demand Persons to 130 Do not widen/no build	ACT reverses in the pupil is fixed it gives bound Demand, construction impacts, particulate matter patholis from the sear. The follow of almost all highway equivarians, the success of feeting received from the sear of the sear patholis from the sear of the sear patholis from the sear of the sear patholis from the sear of the sear patholis from the search patholis from the search from the sear	See Comment 4.3 See Comment 4.3 See Comment 4.5
3082	Ty Reeman			Laters/Induced Demand Plerovie to 130 Do not widow, vio build Laters/Induced Demand	METHOWAS SET 1607N process in this project is flowed it ignows included Demand, construction impairs, particulate matter polution from the wear, the failure of almost all lightway opportunes, the success of feeney revenue, and in faulti-moving splanes. Curn the large frozia set and 130 for fees and product them from using 1339? Curn the large frozia set and 130 for fees and product them from using 1339? Let an a resolute of Audits and 100700E (2007) planes for 155 and 100900E equations. I am FORe public transit for project.	See Comment #33 See Comment #3 See Comment #3 See Comment #3 See Comment #3
3282	Ty Floornan			Laters/Induced Demand Plerovie to 130 Do not widow, vio build Laters/Induced Demand	HETOMS SET TACOTY process in this project is flewed it grows include Demand, construction impacts, particulate matter pollution from the wear. the failure of almost all highway equamous, the success of feerony searches, and in high construction impacts, particulate matter pollution from the wear. The failure of almost all highway equamous, the success of feerony searches, and the high could use if as 120 for fee and profess them from using 1357 Can the laig foods use if as 120 for fee and profess them from using 1357 (Les as selected Audion and OPPOSE TOTOS passes in 135 and 1009005 equamous, i.e. in 1968 a policy toward for project. Les as selected Audion and OPPOSE TOTOS passes in 135 and 1009005 equamous, i.e. in 1968 a policy toward for project. TACOTY process in this project is faward it grows include Demand, construction impacts, particulate matter politions from the wear, the failure of almost all highway equamous, the success of feerony reservation, such that success in the project is failured. TACOTY process in this project is failured. TACOTY process in this project is failured. TACOTY process in this project is failured glower. TACOTY process in this project is failured. TACOTY process in this project is failured. TACOTY process in this project is failured. TACOTY process in this project is failured. TACOTY process in this project is failured. TACOTY process in this project is failured. TACOTY process in this project is failured. TACOTY process in this project is failured. TACOTY process in this project is failured. TACOTY process in this project is failured. TACOTY process in this project is failured. TACOTY process in this project is failured. TACOTY process in this project is failured. TACOTY process in this project is failured. TACOTY process in this project is failured. TACOTY process in this project is failured. TACOTY process in this project is failured. TACOTY process in this project is failured. TACOTY process in this project is failured. TACOTY process in this pr	See Comment #33 See Comment #3 See Comment #3 See Comment #3 See Comment #3
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3285 3286 3286 3286	Tyler Davis Tyler Espera Tyler Grooms Tyler Huntey	1/31/2023 2/1/2023	MyCapEx Webster Community Form Ernal MyCapEx Webster MyCapEx Webster	Laters, frotuned Demand Revolute to 230 Do not wider, frot build Laters/frotuned Demand Art Quelling/frotine General report Do not wider, frotuned Demand Laters/frotuned Demand Laters/frotuned Demand Laters/frotuned Demand Laters/frotuned Demand Art Quelling/frotine Laters/frotuned Demand Art Quelling/frotine	His Transista, set in Security in Research I gigment in Security (Security of Security of	See Comment 6.3 See Comment 6.3
3283 3384 1285	Tyler Davis Tyler Expiro Tyler Grocess	1/31/2023 2/1/2023	MyCapEx Webster Community Form Ernal MyCapEx Webster MyCapEx Webster	Laters, frotuned Demand Revolute to 230 Do not wider, frot build Laters/frotuned Demand Art Quelling/frotine General report Do not wider, frotuned Demand Laters/frotuned Demand Laters/frotuned Demand Laters/frotuned Demand Laters/frotuned Demand Art Quelling/frotine Laters/frotuned Demand Art Quelling/frotine	His Transista, set in Security in Research I gigment in Security (Security of Security of	See Comment 623 See Comment 63 See Comment 63 See Comment 63 See Comment 63 See Comment 63 See Comment 63 See Comment 63 See Comment 63 See Comment 63 See Comment 63 See Comment 63 See Comment 63 See Comment 63 See Comment 63 See Comment 63 See Comment 63 See Comment 63 See Comment 63
3285 3286 3286 3286	Tyler Davis Tyler Espera Tyler Grooms Tyler Huntey	1/31/2023 2/1/2023	MyCapEx Webster Community Form Ernal MyCapEx Webster MyCapEx Webster	Laters, frotuned Demand Revolute to 230 Do not wider, frot build Laters/frotuned Demand Art Quelling/frotine General report Do not wider, frotuned Demand Laters/frotuned Demand Laters/frotuned Demand Laters/frotuned Demand Laters/frotuned Demand Art Quelling/frotine Laters/frotuned Demand Art Quelling/frotine	Activities as the propriet is formed agreement former and production reports, particulate replicate from the sease, the follow of almost all highway separations, the automate of freezesy removals, and the softing of formers. Come to the greates were formers about the come of production from sanger 3.55? Come to the greates were from the product from them sanger 3.55? Come to the greates were from the product from them sanger 3.55? Come to the greates were from the product from them sanger 3.55? Come to the greates were from the product from the sanger 3.55? Come to the greates were from the production of the sanger 3.55? Come to the greates were from the production of the sanger 3.55? Come to the greates were from the production of the sanger 3.55? Come to the greates were from the production of the sanger 3.55? Come to the production of the sanger 3.55? Come to the greates were from the production of the sanger 3.55? Come to the greates were from the production of the sanger 3.55? Come to the greates of the production of the sanger 3.55? Come to the greates of the production of the sanger 3.55? Come to the greates of the production of the sanger 3.55? Come to the greates of the production of the sanger 3.55? Come to the greates of the production of the sanger 3.55? Come to the greates of the production of the sanger 3.55? Come to the greates of the production of the sanger 3.55? Come to the greates of the production of the sanger 3.55? Come to the greates of the production of the sanger 3.55? Come to the greates of the greatest of the greatest of the greatest of the greatest of the greatest of the greatest of the greatest of the greatest of the greatest of the greatest of the greatest of the gr	See Comment 6.3 See Comment 6.3
3285 3286 3286 3286	Tyler Davis Tyler Espera Tyler Grooms Tyler Huntey	1/31/2023 2/1/2023	MyCapEx Webster Community Form Ernal MyCapEx Webster MyCapEx Webster	Laker/Indused Demand Broads to 230 Do not wider, the build Laker/Indused Demand Art Quality/Indused Demand Art Quality/Indused Demand Central support Do not wider, the build Laker/Indused Demand Art Quality/Indused Laker/Indused Demand Art Quality/Indused Do not wider, the build Laker/Indused Demand Art Quality/Indused Do not wider/Indused Demand Support	His Tributish St. Etc. The CPUT process in this proof in Recent if grows beload Demand, construction reports, particulate nature paths for how the way, the follows of finding of finded. Care thing tracks and fall 1300 for fine and problet from time using 1337 Care thing tracks and fall 1300 for fine and problet from time using 1337 Care thing tracks are fall 1300 for fine and problet from time using 1337 Care thing tracks are fall 1300 for fine and problet from time using 1337 Care thing tracks are fall 1300 for fine and problet from time using 1337 Care thing tracks are fall 1300 for fine and problet from time using 1337 Care thing tracks are fall 1300 for fine and problet from time using 1337 Care thing tracks are fall 1300 for fine and problet for this paths are fall 1300 for fine and problet for the using 1300 for fine and problet for this paths are fall 1300 for fine and problet for this paths are fall 1300 for fine and problet for this paths are fall 1300 for fine and problet for this path are fall 1300 for fine and problet for this path are fall 1300 for fine and problet for fine and probl	New Commons 4 23
3285 3286 3286 3286	Tyler Davis Tyler Espera Tyler Grooms Tyler Huntey	1/31/2023 2/1/2023	MyCapEx Webster Community Form Ernal MyCapEx Webster MyCapEx Webster	Laker/Indused Demand Broads to 230 Do not wider, the build Laker/Indused Demand Art Quality/Indused Demand Art Quality/Indused Demand Central support Do not wider, the build Laker/Indused Demand Art Quality/Indused Laker/Indused Demand Art Quality/Indused Do not wider, the build Laker/Indused Demand Art Quality/Indused Do not wider/Indused Demand Support	His Transista, set in Security in Research I gigment in Security (Security of Security of	Teal Comment #13

				Latent/Induced Demand	ToOTh proces in this project is fawed: It ignows induced Demand, construction repaids, particulate matter polition from tree wast, the failure of almost all highway expensions, the success of feeway resource, and its stuffic modeling is fareed.	Das Comment #18
				Air Quality/Noise	Rightway requiresions CONT work. They worser conglision (as we saw with the Killy Freeway), air noise and water pollution, salifely, and transportation options beyond driving. 20 years of construction for joins a few years of congestion relief in NCS worth it.	Sec Comment #25
3289	Tyler Pursch	1,00,000	MyCapEx Website - Comment Form	Do not widen/no build	As a citizen of a growing San Antonio and someone who cares deeply about future generation's health, I demand that a plan be included up revier the Lone Star Rail proposal.	See Comment #5
			Comment Form	Regional Connectivity	More tax dollars to repair infrastructure on decades long timescales that are perpetually in need of maintenance. It's time to look forward. Texas could ploneer and be the example for High Speed Rail instead of investing our morely into a project that series only a short-term purpose. Texas want high speed rail, not more pollution and appliat.	See Comment #1
				Latent/induced demand	Expanded highways have predictable results: it induces more demand, more of the same traffic, and more pollution.	See Comment #18
3290	Tyler Stern	3/7/2023	Ernait	Do not widen/no build		San Comment #5;
	,				Mobility55 Program Manager Tommy Anego, Mobility55 Program Manager Tommy Anego, Mobility as The State of program to make traffic, pollution, contrivution, maintenance costs, and accident rates all increase 1 Waste of resource that disregards, Audit nesidents like myself and our health, safety, and comfort introngly organise the proposed antiformation of the safety and our health, safety, and comfort introngly	
3291	Tyra Grant	Amines	My	Do not widen/no build	Widering I35 only causes more demand and the same amount of traffic,	See Comment #5
			Ex We	Regional Connectivity	revive the rainroad system plan between San Antonio and Austin.	See Comment #1
3292	Uday Raj	1/30/2023	Email	General support	Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested readway segments in the State of Texas. As this seriously outstand readway is often called the Main Street of Texas, all Yesans should call for bold and decisive action to transform this critical stretch of infrastructure into a roadway that will accommodate the rapid and immense growth we are experiencing in our great State.	San Commant #8
					Our Clamme May good Commissioners Thesk policy for registring that 135 through Audios is one of the most congessed readway segments in the State of East. As this sertically coldized molebuly as shows contributed from the State of East. As this sertical producted molebuly as shows contributed from the State of East. As this sertical producted from the State of East. As this sertical producted from the State of East. As this sertical producted from the State of East. As this sertical producted from the state of East. As the State of East. As this sertical producted from the specific	
1D	C N	Da R d	s	Topic	c	K p
3293	Uel Trejo	1/20/2023	MyCapEx Website - Comment Form	Do not widen/no build	Stop adding more lanes. Stop formeding energy into stupid can influstructure that is sid and coddeted, but because gos companies and instructive the general public than they used, was also know people would be much happer if they had a fast learn most of male such fixed and projects. Make or codes more website. Cor accorders are so deadly and every single day in this state someone of its learn bear in a large confidence of the state of the sta	See Comment #5
3294	Upayan Mathkari					See Comment #5
2.5	Lyayan masinan			DO THE WINDS (THE SCHOOL	Making 30 from Manage Terms rivery, and a second se	
				Multimodal transportation	lets create a more walkable Austin by replacing I-35 with boulevard that allows for multimodal transportation.	Sie comment #20
				Community alternatives	It think Rethink 35 offers a much more coheave and all-encompassing solution.	See Correlant #4
				Air Quality/Noise	Instaud of increasing pollution and traffic by expanding the highway inducing more car demand,	See Comment #34
					Dear 1/20/1, We are the Rethini-SS student group at The University of Texas at Audin and we are writing to voice our concerns regarding the proposed I-35 expansion. We recently held a raily on our campus and the turnout proved that opposition to the	See Comment #5
					expansion is list not only within the city but particularly armong elaborats. During the raily, many students expressed various dejections to the proposed project. As studenth, was well not all generation and generation and use we the cross with on all bear the consequences and make amends if this colastrophic decision is made.	
				Do not widen/no build	As students, we are the next generation and we are the ones who will bear the consequences and make amends if this catastrophic decision is made.	
				Community Alternatives	We urge you to reconsider this expansion with our welfare in	Sus Comment #4
					As very part to increase the expection with the welfare. The expection of the expection will not welfare. The expection of the expection of the expection of the expection of the annual content of the expection of the expectio	
					I'm Unwithins.co causeit Group	
				Bike/ped safety	The expansion will make public transit, walking, bleng, and other alternative transit options incredibly dangerous.	Sue Comment #30
				2.11		Sue correrant #13
3295	UT Rethink35			transit/Multimo dal	Since students who do not have or central afford a cur must reserve to these alternative forms of transportation, postocomensisty dead-betraged students will be imported the must.	Data Certifient #13
				transportation		
					The construction project and expansion will only reconstruction project and e	See comment #34
					The connection project and expension will not expension will not be connected as a second of the connection of the conne	
				Air Quality/Noise	to reduce traffic.	
			}		UT Austin pricks itself on the fact that students are able to use the	See comment #51
					About process and of the feet that desired is not set to the terminal of the control of the cont	
				Climate change	university mas supply ca. Interview, it would be a outsign or our values to support an expansion that will contribute more to pollution and climate change.	
3296	Valarie Gold			Do not widen/no build	Mobility,35 Program Maragor Tommy Abrego, Lam is born and raised Austrate and a current resident in 78745. Loppose TxXOT's plans for 135 and Loppose the current plan for expansion. The current TxXOT plan is not an effective way to address our	Six Comment #5
					Term and a more reserved and a Content resource or 10-10-1 oppose model a partie on 1-00 and oppose on Content pain on Apparent on Content, pain on the apparent of the Content pain on the apparent of the Content pain on the apparent of the Content pain on the apparent of the Content pain of the Content pa	
				Public transit/Multimodal transportation	Austin needs to prioritize public transit such as the Captillatio Project Connect instead of highway expansion that destroys several long-standing Austin businesses and housing.	See Comment #13
				Reroute to 130	Induct, I suggest TADOT loaks into reclaiging \$9:120 as an internation. Legact TADOT, Austin Cty, Council, and other representatives to stand up for myself and other Austrinos who live with the ever changing traffic and population of Austrino on a day-to-day-basis. Legorocaley our laking public comments such during my men into consideration.	See Comment #3
					changing traffic and population of Austin on a day-to-day basis. I appreciate you taking public comments such as my own into consideration.	
3297	Valerie Champion	Konionen	My	Do not widen/no build	The I-35 separation project is a weater of money.	Sea Correnant #5
			Ex We	Regional Connectivity	Consider high speed rail transit. It would be so much easier to travel between cities. Please.	See Comment #1
3298	Valerie Durham	1/11/2023	Email	General support	Duer Chairmen Bugg and Commissioners: Thank you for recognizing flast 155 through Audits is one of the most complaind roadway segments in the State of Texas. As this seriously additional roadway is often coaled in the Miss Devel of Texas, all Texas and solution till not be and deceive action to beneform this critical sheets of inflastractive into a roadway that will accommodate the reput and imminise growth we are optionizing in one growt State. In the commodate of the state of th	See Comment #S
					are experienting in our great State.	
					Dear Chairman Rust and Commissionus	See Comment #8
				General support	Our Columnian begins of Commissioners: If the property of the	James Augustations and
3299	Valerie Durham	2/14/2023	Email	General support	Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by 15:001. Thank you for your consideration of this request.	
				Do not widen/no build	To Whom it May Concern. I all with mental to submit my comments regarding the LSS Cupital Express Central Project from US 200 East to US 200 West/SH 71. I'm opposed to this plan because it is too expensive and too disruptive	See Comment #5;
3300	Valerie Menard			East/West Connectivity	and doesn't show that it will reduce traffic conglistion but rather make crossing from exist to west of doesntown exists for pedestrians and cyclists. Total should have a mine with convected externior time See between with 500 000 more existence, that have not invade and ten before to manage traffic. Conversely, but in high register had an extension with a single control of the second of th	See Comment #20
					and diseased here that a set indicates the diseased properties for extreme companies to the contract of the co	
3301	Valerie Sims	3/1/2023	Email	Community Alternatives	No ThOOT THOOT, Ex an Justin resident who went reader to historia or walk to repositations. I would like to see more started alternations to the recognision of 1,95. Recognisis and Rething 95 was two conscious which because conscious and an advantage of the recognision of 1,95. Recognisis and Rething 95 was two conscious which because conscious an advantage of the recognision of 1,95. Recognisis and Rething 95 was two conscious and an advantage of the recognision of 1,95. Recognision of	See Comment #4
					In 2001 TLOS. As a feet and the preference to word prefer to bright or with a destination, in must like to see more analysed destination to the proposed expension of 1.55. Recovered, Audits and Publish 55 are to or approximation which have presented possible southorn to the control the preference to make the preference to the preference to the preference to the preference to the preference to the preference to the preference to the preference to the preference to the preference to the preference to the preference to the preference to the preference to the preference to the preference to the preference to the preference to the preferen	
					than solving any problems. Thank you for considering other community needs and wishes.	
		1			I.	I

3302	Valerie Wilson	3/7/2023	Email	Do not widen/no build	Nation(55 Pregion Manager Terrory Arrags. Law S Team Related and Flequenth (Soviety). The analysis of the condition of the support the condition of the support the condition of the support the condition of the support the condition of the support the condition of the support the s	See Commert 45;
3303	Van Vo		MyCapEx Website - Comment Form	Water quality	This road grader measurement of air quality futing this femiorements review. Enginees should study way to treat the water road? (currently agoes directly into the lake- our directing water scorce).	See Comment #225
				Public transit/Multims	the should have direct (5.5 CNLY on ramps and of framps, so that transit, girls, a priority over one person one website, we should have box only lawss gipd shorts TXCOT actually plan for mit here - that would be truly assessmed. but we need PREFERRED transit options. We should have more usign (buy the flewway in longer segments so we truly create connections.	See Comment #13
				dal transportation	between each and wold) Early plans suggested TXDOT would pay for the project. Why do Austin taxpayers have to foot the bill for the region and the state?	
					Make a finite proper between twenty many format proper pro	Sea Connect #20
3304	Vaness a Monyme ribelt	3/2/2023	Email	Bine/pad safety	connected the systact community. Let 3 be forms all the part of the systact community. Let 3 be forms all the part of the systact forms and the part of the systact forms, and the part of the systact forms and the part of the systact forms and the part of the systact forms and the sys	
3305		1/12/2023	Email	General support	Not Charme high and Commissioners have just for recipioning fact at 25 through softs in see of the notice register causive agreement in the State of Years. As in an invasion obtained making as when the second of the second in the second of the second of Years. As it is not record on the second of the second o	Sas Comment of Si
1D 2200	C N	Da R d	S	Topic	C Made of Record Manage Tenner Livers	R p
3306	VATYESSA RETZTABI	3/1/2/23	Crisia	nations 62.50	Making Singhors Manager Transp storage. The are solicated Audio, The are solicated Audio, The are solicated Audio, The are solicated Audio, The Audio	ou contents
3307	Varinder Singh	3/6/2023	Email	Do not widen/no build	Maching55 Program Manager Timony Abregis. Highways and, They lead to unframely proper close, Wishability gets rained. Make it under the ground and cop it.	See Commet 45
3308	Verkat Sadineni	1/30/2023	Email	General support	Our Cleanment high part Commissioners have just for engagining facility 35 strongs busines in our of the most companied scaleby against the 50 stor of Seas. As it is invested underside containing and admission of the seas of the season of t	See Comment #8
3309	Veronica Castro de Barrera	3/7/2023	Email	Do not widen/to build	Towers of the Teach Point Of the Teach Point Of the Teach Point Of the Teach Point Of the Teach Point Of the Teach Point Of the Teach Point Of the Teach Point Of the Teach Point Of the Teach Point Of the Teach Point Of the Teach Point Of the Teach Point Of the Teach Point Of the	Sea Community 5
3310	Veronica Gonzales	3/6/2023	Email	Do not wider/no build	Material Progress Manager Terrory design. Material Terror and Control	See Comment #S
3311	Veronica Schleiss		MyCapEx Website - Comment Form	Air quality	Ten writing because I care about the faces and the development of GS through Austin-Loth people's the environment. His need gheater measurements of air quality during this "univornmental" review Engineers should salely treat the water round. It is easy to cut of our takes.	See Communit #558
				Multimodal transportation	No need direct 85.0 NAY on range and off ramps so that transit gets a printity over one person one vehicle; We should have box only lesses tigod forbid 15007 actually plain for rail here. that would be buly assessment but we need PREFERED transit options.	Das Comment 20
				Bury/tunnel	Was should have more spain bury the freezesy in longer segments are set why create szereschoto-between seed and weed) TDOOT needs to pay for the project - 1007 Audion topolyses.	See Comment #25
3312	Veronic a Wolfer	3/1/2023	Email	Do not widen/no build	MakingSS Region Manager Trainsy Kingsi. 1,090025 NoOTh plans for 35 and 1,09002 expansion.	Sectionwest 65
3313	man .	3/2/2023	Email	Do not widen/no build	Managed Program Manage Transport Services (Managed Transport Services) (Ma	Sectioners 5
3314	Veronique Placke			Air Quality/Noise	We have forced. In warming to you begin to express any opposition to 150 appearance, Empirical anchero assigned that calling rows leves to highways only shacks more can and reach to more congration. This increases can be added to the contract of the con	The Communit #14
				Community Alternatives	Tripling you to insent in a remargined force when community alternative are accessible, effortable, and over preferable to individual car use. We need community alternatives to equinsum, including Reconnect Austin and Rec	
3315	vianey hernandez	1/12/2023	Email	General support	Not Cleaned beginned Commissioners. Note his year for recognizing due to 25 through which is new of the recommissioner souther agreement in the State of Flame, As his networks indicated containing and which is not the recommissioner to the state of Flame, As in the recommission of the state of Flame, As in the secondary of the recommission of the secondary of the recommission of the secondary of the recommission of the secondary of the recommission of the secondary of the recommission of the secondary of the recommission of the secondary of the recommission of the secondary of the recommission of the secondary of the recommission of the secondary of the recommission of the secondary of the recommission of the secondary of the recommission of the secondary of the secondary of the recommission of the secondary of	See Comment #S

3316	Vickie Korenek	2/1/2023	Email	General support	Date Chairman Bulg and Commissioners. These yes for registric place (a) \$5 mines, feature in ord for most orapided indicates required in the Basic of East, as \$10 mines and possible or an extraction of the second contraction o	Sac Comment #8
3317	Victor Butcher	2/23/2023	MyCapEx Website - Comment Form	Do not widen/no build	This pass will cause service havin to the puople of Aution. It will not read to self-to before. It to be git, "to ough," too ready people are gain git of de an it is no modifier from you design. All you'd god puople are gain git of de an it is no modifier from you design. All you'd god puople are self-to before you design, but the puople are gain git of de an it is no modifier from you design. All you'd god puople are self-to before you design, and the puople are self-to before you design. All you'd god god god god god god god god god go	See Comment #5
3318	Victor Castano	1/31/2023	MyCapEx Website - Comment Form	Regional Connectivity	It is completely indications and unaccopsisted that this system has not been created yet. There ahould be a neil appear from Novation to Seek Actions to Susten to Dates. I know we are a trig state but overploody the has seem to figure this out. Servicing Treas.	Seconnet 41
3319	Victor Guajardo	1/31/2023	MyCapEx Website - Comment Form	Regional Connectivity	I could benefit monetarily from a rail system.	See connect #1
3320	Victor J Cardona	1/31/2023	MyCapEx Website - Comment Form	Regional Connectivity	Please make a comfor that extends to Sain Antonio. The convenience and economic benefit it would bring to both crises would be immerse.	Saw comment #1
3321	Victor Yrac	2/23/2023	Email	Removale to 130	In Today Code, As a resident of a registration that is only a fee block-front 355, itemagy oppose the expension of 355. This is a hugh, coding project that will be extensify damption to the entire ofly with questionable bourflis. Expension will worse traffic and many damption, including on, we waive, and rouse publicant health impacts, that liked impacts, and coastus, offer again to make which an 155 soft like and revenuely companied with the entire only a feet and the entire of the past in the like which also \$5 soft like and the entire consequence of exacts. Offer again to make which also \$5 soft like and revenuely companied with entire control consequence of the soft like and the s	Sea contrient 35
3322	Victor Ude	3/7/2023	MyCapEx Website - Comment Form	multimodal transportation	Trans. no lipinos. Ball at storic. Pringit to som. Only long, wasted, Only long, wasted,	See General 420
ID	C N	Da R d	s	Topic	e e	R p
3323	Victoria Nelson	3/7/2023	Email	Do not wider/no build	Admitisty Regions Missager Remarks (Amplitude). Regions that 1.56 agents with 1.56 agents remarks (Amplitude). Regions that 1.56 agents remarks (Amplitude). Regions that 1.56 agents remarks (Amplitude). Regions that 1.56 agents (Amplitude). Region	Sec Comment #S
3324	Victoria Rodriguez	1/31/2023	MyCapEx Website - Comment Form	Regional Connectivity	I'm strongly supportive of a high speed rail between Austin and San Antonio. Please make this happen and releve the traffic from 1-351	See connect #1
3325	Victoria Salazar	3/1/2023	Email	Regional Cornectivity	Assembly Program Monager Terminy Survey. 1 and The State Of Conference of Conference or Conference or National State of Conference or National State or Conference or National State or Conference or National State or Conferenc	Se connect 61
3326	Vidal Bajar-Padilla	3/8/2023	Email	Community Alternatives	Association Program Minorger Terminy Society (Con- y). To Termin, and the program of the control	See Comment of 4
3327	Vince Trevino	2/13/2023	Email	General support	Data Chairman Rogg and Commissionary. The pay pair recognition 15th 25 Strongth Audits is one of the most congession rose-levy argenters in the State of Resea. As this sectionary scalable resolvery is often unliked the Mini Street of Team, all Teams should not for bold and decisive Accordingly, I are writing tolery to express my compute support for the 135 Capital Express. Certification of the Commissionary of the Accordingly, I are writing tolery to express my compute support for the 135 Capital Express. Certification of the Accordingly.	See Connect 48
3328	Vincent Calzone		Phy sica I Cn	Public transit/Multimodal transportation	Based on the diagram of the proposed changes to 15%, it takes like this will be an insignificant improvement to the highway, and will only put Austin in the same position it's currently in. 100T should be focused on briging transportation into the 21st century by transporting people, not care.	Se Connect #13
			mm ent	Reroute to 130	Epanding 135 will only further enteron. Austin's dependability on care, at the expense of other forms of public transportations, I would be willing to support a proposal to divert 135 around the othy can reclaim the land currently used by 05 and use if for more productive transportation.	Se connect 43
3329	Vincent Natiello	2/24/2023	VOH	Caps/deck plazas	While the preferred alternative is a large improvement over the writind versions of this plan, it still down't, go anywher close to far enough in reconnecting the parts of the oily that are spirit by 155. As tensione will be already to be a large improvement or equally off life if the bear amond them. The same will think, however, in that the ability to connect case plantable in limitable to the large improvement in equality off life if the amond them. The same will think have been admitted to the large improvement in equality of life in the large improvement in equality of life in the large improvement in equality of life in the large improvement in equality of life in the large improvement in equality of life in the large improvement in equality of life in the large improvement in equality of life in the large improvement in equality of life in the large improvement in equality of life in the large improvement in equality of life in the large improvement in equality of life in the large improvement in equality of life in earth of 150 days and it is being placed. The addition of life improvement in equality of life in the large improvement in equality of life in earth of 150 days and it is being placed. The addition of life improvement in equality of life in the large improvement in equality of life in earth of 150 days and it is being placed. The addition of life improvement in equality of life improvement in equality of life in earth of 150 days and life in earth of 150 days are large improvement in equality of life improvement in equality of life in earth of 150 days are large in equality of life in earth of 150 days are large in equality of life in earth of 150 days are large in equality of life in earth of 150 days are large in equality of life in earth of 150 days are large in equality of life in earth of 150 days are large in equality of life in earth of 150 days are large in equality of life in earth of 150 days are large in equality of life in earth of 150 days are large in equality of life in equalit	See Comment #42
3330	Virginia Hemstreet	3/6/2023	Ernait	Reroute to 130	AbodySt Progres Montger Comp (see progres). September 1000 years and 1000 years	Sea contract 6.3
3331	Vishal Jani	1/27/2023	Email	General support	Date Comments Bugg and Comment and Comment of Comments and Comment of Comments and Comment of Comments and Co	See Connect #8
3332	Vivian Abagiu	3/7/2023	VOH	Air quality	I am concerned that this plan will only make our build; and publish worse. Expending the highway will add more whiche to Austria hand. Widering ferency women serious and limit shelfs creates, air publics, roble and carbon emissions, all of which disproportionally impact tow-income communities of only. You plan does them to our community and of one support it.	See Comment et SSB
3333	Viviano Solan	3/6/2023	Email	Community alternatives	In ECOT TOOS, All I are writer (5 to you take) to sepree my appointer to 1.5% expension. Empirical enderine suggests that adding more larners to highway, only others, more can and leads to more congulation. This increased use leads to more a rend noise publication, reviews have all sent in just aircumpt from a more congulation. This increased use leads to more a rend noise publication. As an Asset medical, from transit to low account time or commands, organized highway. We seed received in the form of temporation such in public backs, time, being public up released, and in which medical expensions are consistent or commands. Congulated highway, the seed received in the form of temporation such in public backs, time, being guille, or devised, and in which medical expensions are contained to a more consistent or commands. Congulated highway, the seed received in the form of temporation such in applicable, such organized to the public backs time, being guille, or devised, and in which the purpless or either received in the public backs time, being guille, or devised, and in which the purpless or either consistent are submitted or or devised, and or devised, and or devised and or devised, and or devised a	See Comment 64

					W-BOOT TOOT.	See Comment #4
					Net PLOOT TADOT, NetRoll. Lam writing to you today to express my opposition to 1-35 explansion. Empirical evidence suggests that adding more lares to highways only attracts more cars and leads to more congestion. This increased use leads to more air and noise pollution,	See Comment #4
					I am writing to you today to express my opposition to 1-35 expansion. Empirical evidence suggests that adding more lanes to highways only attracts more cars and leads to more congestion. This increased use leads to more air and noise pollution, creates best stands for an entireshor hor encount of this increased use leads to more air and noise pollution.	
					Road expansion is the only solution that has been proposed despite proven failures across the state.	
3334	Vivienne Miller	3/6/2023	Email		cases has laided in an intendy for exemply only, and has already the recognition in the community. And exemposin in the roll which the form the form of the property of the p	
3334	VINETING MILLER	3,0,2023	Email	Community Assirtatives	proposed expansion. It implose you to invest in a reimagined future where community alternatives are accessible, effordable, and even preferable to individual car use. We need community elternatives to expansion, including Reconnect Austin and Rethink 25, to be	
					pappage (agreement). It purposes not to invest on a minimigened future where community alternatives are accessible, affordable, and even preferable to individual car use. We read community alternatives to eparason, including Recovered Austra and Retain 355, to be fully address and invested in. This shop, the community alternatives to eparason, including Recovered Austra and Retain 355, to be fully and invested in. This shop, the community alternatives to eparason, including Recovered Austra and Retain 355, to be fully and invested in. This shop, the community alternatives to eparason, including Recovered Austra and Retain 355, to be fully and invested in. This shop, the community alternatives to eparason, including Recovered Austra and Retain 355, to be fully and invested in the community alternatives to eparason, including Recovered Austra and Retain 355, to be fully and invested in the community alternatives to eparason, including Recovered Austra and Retain 355, to be fully and invested in the community alternatives to eparason, including Recovered Austra and Retain 355, to be fully and invested in the community alternatives to eparason, including Recovered Austra and Retain 355, to be fully and invested in the community alternatives to eparason, including Recovered Austra and Retain 355, to be fully alternatives to eparason, including Recovered Austra and Recovere	
3335	Viad Marom	2/8/2023	MyCapEx Website - Comment Form	General support	Date Chairman Bugg and Commissioners: Their you for your support to address 155 through Austin in a comprehensive manner. This stretch of trighway is nationally rainted as the 15th worst for tradition congestion and between in the salest 3.55 through Austin in overclock for improvements in the national state excessing one certains at the first. I write in support of the 155 Capital Express Cartiol sleeps are proposed by TOC. This hay only our or admission to severing the oclaims of Tessas.	See Comment #8
					Express Central design as proposed by 1xD01. Thank you for your dedication to serving the citizens of Yexas.	
3336	Vladislav Marom	1/26/2023	MyCapEx Wetraite -	General support	Dear Chairman Bugg and Commissioners: Thank you for your support to address I-SS through Assist in a comprehensive manner. This shetch of highway is nationally ranked as the 15th worst for stellic congadors and 3rd worst in the status. I-SS through Assist in a coverage for improvements to make the current and future needs of a growing region to ensure our local and state economy one continue to thrive. I write in support of the I-SS Capital	See Connenant #8
			Comment Form		congession and 3rd worst in the state. 158 through Austin is overdue for improvements to meet the current and future needs of a growing region to ensure our local and state economy can certificate to thrive. I write in support of the 1-35 Capital Express Central design as proposed by TaDOT. Thanky you for your designation to serving the orbitant of Events.	
					Days Philipped Butt and September 200	See Comment 48
					Dear Chairman Bugg and Commissioners: Thank you for your support to address 135 through Austin in a comprehensive manner. This stretch of highway is nationally ranked as the 15th worst for traffic congestion and 3rd worst in the state. 135 through Austin is overdue for	Jan Controllin #G
					improvements to meet the current and future needs of a greeing region to ensure our local and state economy can continue to thrive. I write in support of the I-35 Capital Express Central design as proposed by TxOOT. Thank you for your dedication to serving the citizens of Tesss.	
3337	Vladislav Marom	3/6/2023	MyCapEx Website - Comment Form	General Support		
3338	Walker Jones	1/31/2023	MyCapEx Website -	Regional Connectivity	Please implement a rail public transportation system through the state of Yeas and its crise. The growth of our state (and crises) populations and communing as a result will further overburden reads that already need updating. The costs incurred will return greater productively of businesses, better quality of life for teapyers, and reduce economic, productively, and life loss from over-congested readways.	See contrast #1
			Comment Form		already need updating. The costs incurred will return greater productivity for businesses, better quality of life for tappayers, and reduce economic; productivity, and life loss from over-congested roadways.	
3339	Wallis Goodman	3/3/2023	Email	Air Quality/Climate Change	Modified's Program Manager Transis Abrasia	See Comment #18
3339	wans 4000man	3/3/2023	Stati	An Quanty Citrate Charge	Mobility55 Program Manager Tommy Arrago. Do people understand that "climate leadings in the existencial threat of this and future generations" YPT The goals of the current plan for the expansion of 1.55 "does not prioritize our need to address climate changes" And there are also nocial information control or degreened or Ansatz, and the fact that "through buffic can always take the total mad consider of toms". Why can't we have a compact, faultie oby, with hely postative	
					pollution that will accompany any expansion of the freeway, * restardless of whether some pedestrian connecting overpasses are	
		1			created.	
3340	Wally Vog	1/14/2023	Email	General support	Date Chairman Bugg and Commissioners: Their you for recogniting that 155 through Audin is one of the most congested modeway augments in the State of Teass. As this seriously outdined modeway is offered contained by the State of Teass. As this seriously outdined modeway is offered contained to the State of Teass. As this seriously outdined modeway is offered contained to the State of Teass. As this seriously outdined modeway is offered contained to the State of Teass. As this seriously outdined modeway is offered to the State of Teass. As this seriously outdined modeway is offered to the State of Teass. As this seriously outdined modeway is offered to the State of Teass. As this seriously outdined modeway is offered to the State of Teass. As this seriously outdined modeway is offered to the State of Teass. As this seriously outdined modeway is offered to the State of Teass. As this seriously outdined modeway is offered to the State of Teass. As this seriously outdined modeway is offered to the State of Teass. As this seriously outdined modeway is offered to the State of Teass. As this seriously outdined modeway is offered to the State of Teass. As this seriously outdined modeway is offered to the State of Teass. As this seriously outdined modeway is offered to the State of Teass. As this seriously outdined modeway is offered to the State of Teass. As this seriously outdined modeway is offered to the State of Teass. As this seriously outdined modeway is offered to the State of Teass. As this seriously outdined modeway is offered to the State of Teass. As this seriously outdined modeway is offered to the State of Teass. As this seriously outdined from the State of Teass. As this seriously outdined from the State of Teass. As this seriously outdined from the State of Teass. As this seriously outdined from the State of Teass. As this seriously outdined from the State of Teass. As this seriously outdined from the State of Teass. As this seriously outdined from the State of Teass. As this seriously outdined from the S	See Commant #8
3341	Walt Ferguson	1/12/2023	Email	General support	Due Charmen beg and Commencers Then you for recogning that 35 Smooth, Audin is not set than not compound readway segments in the State of Team. As this seriously soldinate readway is then care that the State of Team. As this seriously soldinate readway is the commencer of the seriously soldinate readway is the care that the State of Team. As this seriously soldinate readway is the commencer of the seriously contained to the seriously soldinate readway is the commencer of the seriously contained to the	See Comment #S
					Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by Iv.DOT. Thank you for your consideration of this recesses. Shoreful.	
		1				
3342	Wayne Decker		VOH	Do not widen/no build	Midwing I35 is a homble idea. Studies have shown that bigger roads quickly fill up with more traffic, making them just as crowded as before the widening,	See Correlat #5
					Construction delays would fead to even worse traffic Leave I-35 alone!	
				Business/residential displacement	Destruction of existing homes and businesses would be terrible.	Sec Comment #21
				Reroute to 130	Persuade drivers, especially truckers, to use 130.	Sas correnat #3
					Date Chairman Bugg and Commissioners: Tables unifor representation 12-5 through Justicin is one of the most compositor representations extend the most compositor than 12-5 through Justicin is one of the most compositor th	See Comment #8
3343	Wende Parks	3/6/2023	Email	General support	New Continues Long and Continues Long Audits is one of the most congested readway segments in the State of Texas. As this seriously continued readway is other cultion the Main Street of Texas, all Texas should call for bodd and decisive action to benefit in critical start of inflationation into a relative term of the start of th	
3344	Wendy	1/31/2023	MyCapEx Website -	Regional connectivity	light nall system between existin and sain antitroin more people in one cart dufates the usual single commuter of one cart that takes up a good churk of space on our highway system, people want fast, adding lanes where everyone in trying to get off around the same area is not a solution when it creates more congestion.	See comment #1
			Comment Form		tanes where everyone is trying to get off around the same area is not a solution when it creates more congestion.	
3345	Wendy Alston	2/8/2023	Email	General support		See Comment #8
3345	Welldy Assort	2/0/2023	Errial	General support	Date Chairman Bugg and Commissioners: Think you for recognizing that 1.55 through Audin is one of the most congested madway segments in the State of Taxos. As this seriously addited readway is offer coaled by New Date of Taxos. As this seriously addited readway is offer coaled by New Date of Taxos. As this seriously addited readway is offer coaled by Taxos States (Institution of the Coaled and Institution of the Coaled and	Sali Commant #6
					Accordingly, I am writing today to express my complete support for the I-35 Capital Express Central design as proposed by TxDOT. Thank you for your consideration of this request. Wendy Alaton ,	
ID	C N	Da R d	s	Yopic	Accordingly, I am writing flooling to express my compiles support for the 135 Capital Express Central design as proposed by TaCOT. There's you for your consideration of this request. Windy Alaton, C	**
ID 3346	C N	Da R d	S MyCapEs Website -	Topic Do not wider/no build	c	# p
ID 3346	C N Wendy Kaithoff Lerner	Da R d	S MyCapEx Website - Comment Form	Topic Do not widen/no build	According), I am writing fiside to express my complete support for the 155 Capital Express Central design as proposed by TaCOT. These year for your consideration of this request. World Abbox. 5. 5. 5. 5. 6. 6. 6. 6. 6. 6	R p Sea Connect 45
1D 3346			S MyCapEx Website - Comment Form		My concern in that we are growing too face, and the new 94 35 plan will make it so that people will be on the intensidate for a long time.	to Consent #5
3346 3347	C N Wendy Kalthoff Lerner Wendy Todd	Da R d 3/7/2023 2/18/2023	S MyCapEx Website - Comment Form VOH	Topic Do not widen/no build Woodland	My concern in that we are growing too face, and the new 94 35 plan will make it so that people will be on the intensidate for a long time.	See Connect #3:
3346 3347			S MyCagEx Website - Comment Form VOH		c	See Connect #3 See Connect #238
3346 3347			S MyCapEx Website - Comment Form VOH		My concern in that we are growing too face, and the new 94 35 plan will make it so that people will be on the intensidate for a long time.	In Connect #5:
3346 3347 3348			S MyCapEx Website - Commert Form VOH Ernall		By concern is that we are growing face fact, and the new 61.55 plan will make it to that people will be not the intendate for a long time. The set officer and prices are growing face for the new 61.55 plan will make it to that people will be not the intendate for a long time. The set officer and prices are growing face for the new 61.55 plan will make it to that people will be not the intendate for a long time. The set officer and prices are growing face for the new face face for the new face for the new face for the new face for the new face for the new face face for the new face face for the new face face face for the new face face face face face face face face	See Connect #3 See Connect #238 See Connect #28
3346 3347 3348	Wendy Todd	2/18/2023	Comment Form VOH	Woodland	My concern in that we are growing too face, and the new 94 35 plan will make it so that people will be on the intensidate for a long time.	
3346 3347 3348	Wendy Todd	2/18/2023	Comment Form VOH	Woodland	As concerns that we are growing too fast, and the new MT 35 plan will make it as that pumple will be in the interested for a long free. As an officer and action mendor of a mightorhood association that extends a some the enterested between Transaction The and Set William to pumple administration of change (Wordland and adding a settle and action are some that the settle and action are some that the settle and action are some that the settle and action are some that the settle and action are some that the settle and action are some that the settle and action are some that the settle and action are some that the settle action are some that the settle action are some that the settle action are some that the settle action are some that the settle action are some that the settle action are some that the settle action are some that the settle action are some that the settle action are some that are some that action are some that ar	See Connect #8
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3349 3350 3351	Wardy Todd Wardy Taves Wee Youngstood Wester Roof Wester Roof	2/16/2023 2/16/2023 2/16/2023 3/2/2023 3/7/2023	Commer Form VOH Email Email Email	Woodland General support General support Facility Service Addition University Do not widen to build	As an officer and action remote of a neighborhood association that seconds are similar to be the present of the similar to a long time. As an officer and action remote of a neighborhood association that seconds are similar to be the present of the similar to t	See Connect #8 See Connect #8 See Connect #3 See Connect #3
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3330	Will Branch	500,000		Reroute to 130	We facility Text (1997) the facility of the total readily and the second of the total readily and the second of the total readily and the read	See comment #3
					restoring East Aversue as a central boulevard through the city. Move the traffic, the noise, the pollution outside the central city,	
				East/West Connectivity	and heal the divide between East and West Austin.	See Comment #20
		2/7/2023				to Council St.
3357	Will Chiselli	2/1/2023	Email	General support	Dear Chairman Bugg and Commissioners: Thank you for recognizing that 1-35 through Austin is one of the most congested readway segments in the State of Texas. As this seriously outlated readway is often called the Main Street of Texas, all Texas should call for bold and decisive action to transform this critical stretch of infristructure into a readway that will accommodate the rapid and immense growth we are experiencing in our great State.	See Comment #8
					Accordingly, I am writing today to express my complete support for the I-SS Capital Express Central design as proposed by TxDDT. Thank you for your consideration of this request. Will Chiselli Investment Analyst Stonelake Capital Pantners	
3358	Wil Marvell			East/west connectivity	Tube:	See Comment #20
					I am writing as an individual citizen to support the efforts of Safe Streets Austin. I feel strongly that I-35 should not be expanded. I believe: - I oppose expanding I-35.	
					- Suppose transmissing structed be at heast every 1/4 mile. - East-west consonings should be at heast every 1/4 mile.	
				Lower Speed Limits	All non-high speed readways in Austin should be designed for 25mph and be safe for all read users.	See Comment #395
				Air Quality/Noise	Epainsion will worsen traffic and many other problems, including air, water, and noise poliution; health impacts; heat sidend impacts; and cossives.	See Comment #34
				Bike/ped safety	I don't want to travel around Austin on an intensiate highway, whether in a car or by walking or bicycling, I want safe, pleasant, and walkable and bikeable streets.	Saw Comment #30
				Community Alternatives	I want community alternatives to expansion, including Reconnect Austin and Rethink35, to be fully studied.	See Corresent #4
3359	Will Mederski	1/5/2023	Email	Business/residential displacement	Notice there were started of Charge-proof has called in the Listenbeau and properties are in this of discription have finish been readily been readily palled, yet is an rodalist of the 125% houseseas and househous rever inclination and properties are in the Charge-properties are in the Listenbeau and analysis are in the 1255 contained and allows from any other intervention and in the 1255 contained and allows from any other intervention and in the 1255 contained and allows from any other intervention and in the 1255 contained and allows from any other intervention and any other int	See Comment #21
					and replacing reason homes in surrounding neighborhoods, what options are their for those displaced by the highway expansion? I'd like to see this directly addressed, most of these displaced folks are renters, so while the property owner will cash out, entering will be forced into one of the most compositive markets in the country, will madesial	
3360	Will Thomas	2/7/2023	For all	General support		See Comment #8
3380	Will Thomas	2/1/2023	Email	General support	Dair Chairmin Bugg and Corrensioners. Think you for ecologium gitted 1-30 through Audits in on it of the most congested making segments with the State of teachers that the State of teachers that the segment of the se	See Comment #8
					Accordingly, I am writing today to express my compates support for the I-SS Capital Express Central design as proposed by TxDUT. Thank you for your consideration of this request. Will Thomas Leasing Agent, Address: Austral Lands Audiess: Austral Lands Audiess: Austral Lands Audiess:	
					Duer Chairmen Bugg and Commissioners: Thank you for recigning that 155 through Audin is one of the most congulate makesy suppress in the State of Texas. As this surroundy additiond readway is when contribe that the State of Texas. As the surroundy additional readway is when contribe that the State of Texas and a street of the Industriant in the State of Texas and a street of the Industriant in the State of Texas and a street of the Industriant in the Industriant in the Industriant in the Industriant in the Industriant in the Industriant in the Industriant in the Industriant in the Industriant in the Industriant in the Industriant in Industriant in Industriant in Industriant in Industriant in Industriant in Industriant in Industriant in Industriant in Industriant in Industriant in Industriant in Industriant in Industriant in Industriant in Industriant in Industriant in Industriant I	
3361	Wil Thomas	2/8/2023	Email	General support	Dear Chairman Bugg and Commissioners: Thank you for recognizing that I-35 through Austin is one of the most congested readway segments in the State of Texas. As this seriously outdated readway is often	See Commant #8
	1		1		Date Chairman Bugg and Commissioners: Thank you for recognizing that 135 through Austin is one of the most congested madesy segments in the State of Texas. At this seriously outsided readway in other control than the State of Texas, at this seriously outsided readway in other control than the State of Texas, as the seriously outsided readway in other control than the State of Texas, as the seriously outsided readway in other control than the seriously of the seriously of the seriously of the seriously of the seriously as expensed by Texas (Texas, State of State St	
	1		1			
3362	Willia Staats	3/7/2023	Email	Do not widen/no build	Calculated Surgery belongs from the part of the part o	See Comment #S
					noty marine as creases, a name areast a marine state areas of the state of the stat	
					Please, please, retirins your plans to repaind. I do not want to do batise, daily, with sent rouds. We are quite literally dying on this highway while trying to buy groomies, go to the gym, visit friends. Please be kind to the recibilities of Austin. Floase. Advances containing the plant of the property of the growth of Austin. Floase.	
3363	William Abshire	3/7/2023	VOH	Latent/Induced Demand	I am against the expansion. More larnes does not mean less traffic. Aust more people driving through our only with the same congestion.	See Comment # 15
					Now may (if it was string in left in the out of the proposal delimentary as the search is pair to inflament, will require and thought, out of a pair appear in the inflament of 19.5.3.1. As the formal to the contract of th	See Comment #8
					appeales local concerns in some areas and respects while disregarding them in others. As to the benefits, field that the means of providing for cup-an-sistin, sportaches procedure for cup-an-sistin, sportaches and overly concrete and a south of the confidence of	
					glass filled urban rusiance. I appreciate the relatively minimal impacts this will have on Town Lake per the design - it will look much better excitationally than the bridge over the Brazos in Waco. From a transportation engineering perspective, this will remarks underfrantly hatter enablish through this horizonic has the remaining that the relative than the relative th	
				General support	substantially.	
				German aupport	indicated large of bandwide the days are set. The energy print of the large in the set of the contract and the set of the contract and the con	
					received much in the way of alternatives beyond a stonewalling 'this is the only option' response that lacks in rationalizations thereof. I feel the public deserves a more detailed explanation of why more can't be done to provide a more asstrationally pleasing and community-focused approach here.	
					Two other critiques that I have are a) the choice of high-occupancy restrictions as the managed lane policy and b) the limited considerations that have gone into some locations' pedestrian and bicycle facility designs.	Sae Comment #305
3364			VOH		As for HOV as the menaged laines policy, research has shown time and time again that they are difficult to enforce, provide limited direct financial incentive, and are frequently abused by single-occupancy drivers. An easy example of this is the North Central Enroseower rootset, in Dallas, it is constitution in Dallas, it is constitution in Dallas, it is constitution in Dallas, it is constitution in Dallas, it is constitution in Dallas, it is constitution in Section (and in Central	
3304	William Avelander		vun	Managed Lanes	approach would be to use a variable tolling approach similar to those employed by the MoRac Express Lance, I understand our state executive leadership is a gained this, but, withdranding their nubbornness, there are no good reasons that this behavior of the control of the con	
					the future, the locations of entrances and onto to the managed lame facility we product by dependent on traffic modeling above the control of	
					The control of the co	
					My final nitpick is this: Audin is a very biking/walking contric city, I personally have enthusiasm about the opportunities for green space arising from the downtown cap and stitch projects. But I larment that	See Comment #30
					there are locations in the project schematic where possestion and blve facilities seem to have been given little thought. The largest problem exists in the areas between MLK and 15th 5th, where there are design choices made for the shared use nath which is also ment for an interfer between the accessor size of 15th 5th, the Month of 15th 5th Month of 15th 15th May 15th Month of 15th 15th May 15th Month of 15th 15th May 15t	
					as well as compusing general. Additionally, given the high bicycle usage in this area, find diseased to see sharp 150 degree curves engineered into the ramps up to SEP bridges which will cause beaded has for bixers. While it is writisely that	
				Bike/ped safety	as well as companin general. Additionally, given the high blooks saage in this area, in disappointed to see about 250 origine crows engineed into the company to 50°P prings which will counter hands then for blooks. Which is surfailed that the seed of the counter that the caps and stitches are built, designed which all counters all counters counter that the coun	
				Bike/ped safety	as well as a compan in present. Additionally, join the high bright seape in the reason. If subspected the sea where \$2.00 degree comes we greated that the semple is \$1.00 \$2.00 degree in the second to the company of the second to the company of the second to the secon	
				Bike/ped safety	As four again, their, during a very single gradinal general control, or just present just present present the present present the present pres	
th.	C N	Da R d	8	Sike/ped safety	as well as a company in present. Additionally, given the high brooks seage in the seas, if it disposedned to the season produce of the season produced to the se	
ID O	C N		S	Bixe/ped safety Topic	c	**
1D 3365	C N William Bradley	Da R d	S	Bike/ped safety Topic Businese/residential displacement	C The heart so concern on the impact to the other fregisters inherentive colours that is through these in the last oils, it is notable that DEG statisl and DET (increncity, marked as vacant) statisl serve this assemble community schemally will be not thing this colours beginner. The historic relative of these structures would not be seally replicated, but alone the time, except, and energy, the projection has put not goined (these locations currently income.)	A p
1D 3365	C N William Bradley	2/11/2023	S VOH	Bital ped safety Topic Duliness/residential displacement	C The heart so concern on the impact to the other fregisters inherentive colours that is through these in the last oils, it is notable that DEG statisl and DET (increncity, marked as vacant) statisl serve this assemble community schemally will be not thing this colours beginner. The historic relative of these structures would not be seally replicated, but alone the time, except, and energy, the projection has put not goined (these locations currently income.)	d p See Connect #25
3365 3366	C N William Bradley William Brooks		S VOH Email	Bike/ped safety Topic Bourness/residential displacement Public	C The heart so concern on the impact to the other fregisters inherentive colours that is through these in the last oils, it is notable that DEG statisl and DET (increncity, marked as vacant) statisl serve this assemble community schemally will be not thing this colours beginner. The historic relative of these structures would not be seally replicated, but alone the time, except, and energy, the projection has put not goined (these locations currently income.)	8 p Sea Communi #21. Sea Communi #23.
3365 3366	C N William Bradley William Brooks	2/11/2023	S VOH Email	Bita/pad safety Topic Bosiness/residential displacement Public bosin(Multimed)	C The heart so concern on the impact to the other fregisters inherentive colours that is through these in the last oils, it is notable that DEG statisl and DET (increncity, marked as vacant) statisl serve this assemble community schemally will be not thing this colours beginner. The historic relative of these structures would not be seally replicated, but alone the time, except, and energy, the projection has put not goined (these locations currently income.)	Ton Contract #33
3386	Witiam Brooks	2/11/2023 3/6/2023		Topic Business/residential displacement Public transit/Multim dat transportation	The test is valid a concern in the impact to the whole fragitions alternative colours that is through here in the last oils, it is include that 0.66 shall and 0.67 (convently weeked as security received serve this administration of the properties of the properties have been served. The served that is a contractive colours are received, the projection has yet of the price for the served that is a contractive colours are received, the projection has yet of the price for the served that is a contractive colour and the price of the served colours are received, the price of the contractive colours are received. The price of the contractive colours are received, the served colours are received to extract the colours are received to the colours are received to the colours are received to the colours are received to the colours are received to the colours are received to the colours are received to the colours are received to the colours are received to the colours are received to the colours are received to the colours are received to the colours and to the colours are received to the colours and to the colours are received to the colours are received to the colours and to the colours are received to the colours and the colours are received to the colours and the colours are received to the colours and the colours are received to the colours and the colours are received to the colours and the colours are received to the colours and the colours are received to the colours are received to the colours are received to the colours and the colours are received to the colours are received to the colours are received to the colours and the colours are received to the colours are received to the colours are received to the colours are received to the colours are received to the colours are received to the colours are received to the colours are received to the colours are received to the colours are received to the colours are received to the colours are received to the colours are received to the colours are received to the c	The Comment #13
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3386	Witiam Brooks	2/11/2023 3/6/2023		Topic Business/residential displacement Public transit/Multim dat transportation	The first transport to the program to the program and the property of the program	The Comment #13
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3366 3367	William Brooks William Curbs william davis	2/11/2023 3/8/2023 3/7/2023	Email	Business/restorful displacement Business/restorful displacement Policy bees (Mulders) del bees (Mulders) bees (Mulders) Business/restorful displacement Business/restorful displacement	The fives to vote according on the impact to the other longitime absensible colors that is through their in the lot of, it is evaluable that D-66 state and D-61 incorrectly marked as warned intell same this. In the lot of the colors of the impact to the other longitime absensible colors that is through the incorrect intell same the longitude of the vester cannot be colored and the longitude of the vester cannot per color the longitude of the vester cannot per color the longitude of the vester cannot per color the longitude of the vester cannot per color the longitude of the vester cannot per color the longitude of the vester cannot per color that the longitude of the longitude	See Connect #13 See Connect #23 See connect #23
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3366 3367	William Brooks William Curbs william davis	2/11/2023 3/8/2023 3/7/2023	Email	Business/restorful displacement Business/restorful displacement Policy bees (Mulders) del bees (Mulders) bees (Mulders) Business/restorful displacement Business/restorful displacement	The fives to vote according on the impact to the other longitime absensible colors that is through their in the lot of, it is evaluable that D-66 state and D-61 incorrectly marked as warned intell same this. In the lot of the colors of the impact to the other longitime absensible colors that is through the incorrect intell same the longitude of the vester cannot be colored and the longitude of the vester cannot per color the longitude of the vester cannot per color the longitude of the vester cannot per color the longitude of the vester cannot per color the longitude of the vester cannot per color the longitude of the vester cannot per color that the longitude of the longitude	See Connect #13 See Connect #23 See connect #23
3366 3367 3368	William Brooks William Curbs william davis	2/11/2023 3/8/2023 3/7/2023	Email	Business, residential displacement Business, residential displacement Business, residential displacement business residential displacement Business, residential displacement Business, residential Bu	The two to various concern on the inspect to the other forgotions allowanders shall all strong have in the ball city, it is variable that D46 stated and D47 (incremelly marked as vacant) read same this act has been been been been been been been bee	See Connected #33 See Connected #33 See connected #3 See connected #3 See Connected #30
3366 3367 3368 3369	William Brooks William Curtis William Curtis william davis William Forbes	2/11/2023 3/6/2023 3/7/2023 1/5/2023	Ernel MyCapEx Website Comment Form	Business, "residential displacement," Business, "residential displacement," Princial Security Marianess, Secur	The fines to votes according on the impact to the other longitudes absentiates colours that is through their in the last city, it is evaluable that D-66 statel and D-67 incorrectly marked as wount? Intell serve this incorrect intell serve this incorrect this incorrect intell serve this incorrect t	See Connect #3 See Connect #3 See Connect #3 See Connect #4 See connect #4 See connect #4
3366 3367 3368 3369	William Brooks William Brooks William Curtis william davis William Forbes William Coe William Coe William Coe	2/11/2023 3/6/2023 3/7/2023 1/8/2023	Ernail MyCapEx Widnite Comment Form	Trees Business, Vesidential displacement Finate transcriptions Finate transcriptions Finate transcriptions Finate transcriptions Finate transcriptions Finate transcriptions Finate transcriptions Finate transcriptions Finate	The fines to votes according on the impact to the other longitudes absentiates colours that is through their in the last city, it is evaluable that D-66 statel and D-67 incorrectly marked as wount? Intell serve this incorrect intell serve this incorrect this incorrect intell serve this incorrect t	See Comment #33 See Comment #35 See Comment #35 See Comment #35 See Comment #36
3366 3367 3368 3369	William Brooks William Curtis William Curtis william davis William Forbes	2/11/2023 3/6/2023 3/7/2023 1/5/2023	Ernail MyCapEx Website Comment Form Ernail MyCapEx Website Ernail	Business, "residential displacement," Business, "residential displacement," Princial Security Marianess, Secur	The fines to votes according on the impact to the other longitudes absentiates colours that is through their in the last city, it is evaluable that D-66 statel and D-67 incorrectly marked as wount? Intell serve this incorrect intell serve this incorrect this incorrect intell serve this incorrect t	See Connect #3 See Connect #3 See Connect #3 See Connect #4 See connect #4 See connect #4
3366 3367 3368 3369	William Brooks William Brooks William Curtis william davis William Forbes William Coe William Coe William Coe	2/11/2023 3/6/2023 3/7/2023 1/5/2023	Ernail MyCapEx Website Comment Form Ernail MyCapEx Website Ernail	Business, Vesidential displacement Business, Vesidential displacement Finish teanus (Multiple teanus (Multiple teanus (Multiple teanus (Multiple teanus (Multiple teanus (Multiple teanus tea	The text to the control of the properties the other highly. The control of the properties of the control of the properties of the properti	See Connect #3 See Connect #3 See Connect #3 See Connect #4 See connect #4 See connect #4
3366 3367 3368 3369	William Brooks William Brooks William Curtis william davis William Forbes William Coe William Coe William Coe	2/11/2023 3/6/2023 3/7/2023 1/5/2023	Ernall MyCayE, Webste A Commert Form Ernall MyCayE, Webste A Ernall	Business, Vesidential displacement Business, Vesidential displacement Finish teanus (Multiple teanus (Multiple teanus (Multiple teanus (Multiple teanus (Multiple teanus (Multiple teanus tea	The text to the control of the properties the other highly. The control of the properties of the control of the properties of the properti	See Connect #3 See Connect #3 See Connect #3 See Connect #4 See connect #4 See connect #4
3366 3367 3368 3369 3370 3371	William Brooks William Brooks William Curtis william davis William Forbes William Coe William Coe William Coe	2/11/2023 3/6/2023 3/7/2023 1/5/2023	Ernail MyCapEx Website Comment Form Ernail MyCapEx Website Ernail	Business, Vesidential displacement Business, Vesidential displacement Finish teanus (Multiple teanus (Multiple teanus (Multiple teanus (Multiple teanus (Multiple teanus (Multiple teanus teanus teanus teanus teanus teanus teanus teanus teanus teanus teanus t	The fines to votes according on the impact to the other longitudes absentiates colours that is through their in the last city, it is evaluable that D-66 statel and D-67 incorrectly marked as wount? Intell serve this incorrect intell serve this incorrect this incorrect intell serve this incorrect t	Sec Comment #3 Sec Comment #4 Sec Comment #4 Sec Comment #4 Sec Comment #4 Sec Comment #4 Sec Comment #4 Sec Comment #4 Sec Comment #4 Sec Comment #4 Sec Comment #4
3368 3367 3368 3369 3370 3371	William Brooks William Brooks William Curtis william davis William Forbes William Coe William Coe William Coe	2/11/2023 3/6/2023 3/7/2023 1/5/2023	Ernall MyCayE, Webste A Commert Form Ernall MyCayE, Webste A Ernall	Business, Vesidential displacement Business, Vesidential displacement Finish teanus (Multiple teanus (Multiple teanus (Multiple teanus (Multiple teanus (Multiple teanus (Multiple teanus teanus teanus teanus teanus teanus teanus teanus teanus teanus teanus t	The first is twice concern on the regard to the other languages adamendate coulses that is forwing their in the fact dy, it is evaluate food 50 feet and and 50 ff concretity marked as security could have the security of the fact of th	Sea Comment #3 Sea Comment #3 Sea Comment #3 Sea Comment #3 Sea Comment #4 Sea Comment #4 Sea Comment #4 Sea Comment #4 Sea Comment #4 Sea Comment #4 Sea Comment #4 Sea Comment #4 Sea Comment #4 Sea Comment #4
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3368 3367 3368 3369 3370 3371	William Brooks William Brooks William Curtis william davis William Forbes William Coe William Coe William Coe	2/11/2023 3/6/2023 3/7/2023 1/5/2023	Ernall MyCayE, Webste A Commert Form Ernall MyCayE, Webste A Ernall	Business, Vesidential displacement Business, Vesidential displacement Finish teanus (Multiple teanus (Multiple teanus (Multiple teanus (Multiple teanus (Multiple teanus (Multiple teanus teanus teanus teanus teanus teanus teanus teanus teanus teanus teanus t	The first is twice concern on the regard to the other languages adamendate coulses that is forwing their in the fact dy, it is evaluate food 50 feet and and 50 ff concretity marked as security could have the security of the fact of th	Sea Comment #3 Sea Comment #3 Sea Comment #3 Sea Comment #3 Sea Comment #4 Sea Comment #4 Sea Comment #4 Sea Comment #4 Sea Comment #4 Sea Comment #4 Sea Comment #4 Sea Comment #4 Sea Comment #4 Sea Comment #4
3368 3367 3368 3369 3370 3371	William Brooks William Brooks William Curtis william davis William Forbes William Coe William Coe William Coe	2/11/2023 3/6/2023 3/7/2023 1/5/2023	Ernall MyCayE, Webste A Commert Form Ernall MyCayE, Webste A Ernall	Business, Vesidential displacement Business, Vesidential displacement Finish teanus (Multiple teanus (Multiple teanus (Multiple teanus (Multiple teanus (Multiple teanus (Multiple teanus teanus teanus teanus teanus teanus teanus teanus teanus teanus teanus t	The text to the control of the properties the other highly. The control of the properties of the control of the properties of the properti	Sea Comment #3 Sea Comment #3 Sea Comment #3 Sea Comment #3 Sea Comment #4 Sea Comment #4 Sea Comment #4 Sea Comment #4 Sea Comment #4 Sea Comment #4 Sea Comment #4 Sea Comment #4 Sea Comment #4 Sea Comment #4
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3366 3367 3368 3369 3370 3371	William Drodes William Curtis william Grants William Furins William Furins William Furins William Furins	2/11/2023 3/0/2023 3/1/2023 3/1/2023 3/1/2023	Ernall MyCapt's Website Ernall MyCapt's Website Commert Form MyCapt's Website Commert Form MyCapt's Website Commert Form	Business, 'residential displacement Business, 'residential displacement Finish straturul (Marian Finish straturul (Marian Business, 'residential displacement Business, 'residential displacement Business, 'residential displacement Business, 'residential displacement Commonly Alternation General to 1300 Copy, 'deat, plasses Copy, 'deat, plasses Deneral vession', 'residential straturul to 1300 Copy, 'deat, plasses Copy, 'deat, plasses Deneral vession', 'residential straturul to 1300 Copy, 'deat, plasses Deneral vession', 'residential straturul to 1300 Copy, 'deat, plasses Deneral vession', 'residential straturul to 1300 Copy, 'deat, plasses Deneral vession', 'residential straturul to 1300 Copy, 'deat, plasses Deneral vession', 'residential straturul to 1300 Copy, 'deat, plasses Deneral vession', 'residential straturul to 1300 Copy, 'deat, plasses Deneral vession', 'residential straturul to 1300 Copy, 'deat, plasses Deneral vession', 'residential straturul to 1300 Copy, 'deat, plasses Deneral vession', 'residential straturul to 1300 Copy, 'deat, plasses Deneral vession', 'residential straturul to 1300 Copy, 'deat, plasses Deneral vession', 'residential straturul to 1300 Copy, 'deat, plasses Deneral vession', 'residential straturul to 1300 Copy, 'deat, plasses Copy, 'deat,	The lost is selective to the copyright to the other spaper. The property of the other spaper. The copyright contribution of th	See Comment #33 See Comment #35 See Comment #45 See Comment #45 See Comment #45 See Comment #45 See Comment #45 See Comment #45 See Comment #45 See Comment #45 See Comment #45 See Comment #45 See Comment #45
3366 3367 3368 3369 3370 3371	William Drodes William Curtis william Grants William Furins William Furins William Furins William Furins	2/11/2023 3/0/2023 3/1/2023 3/1/2023 3/1/2023	Ernall MyCapE, Website Ernall MyCapE, Website Commert Form MyCapE, Website Commert Form MyCapE, Website MyCapE, Websi	Business, 'residential displacement Business, 'residential displacement Finish straturul (Marian Finish straturul (Marian Business, 'residential displacement Business, 'residential displacement Business, 'residential displacement Business, 'residential displacement Commonly Alternation General to 1300 Copy, 'deat, plasses Copy, 'deat, plasses Deneral vession', 'residential straturul to 1300 Copy, 'deat, plasses Copy, 'deat, plasses Deneral vession', 'residential straturul to 1300 Copy, 'deat, plasses Deneral vession', 'residential straturul to 1300 Copy, 'deat, plasses Deneral vession', 'residential straturul to 1300 Copy, 'deat, plasses Deneral vession', 'residential straturul to 1300 Copy, 'deat, plasses Deneral vession', 'residential straturul to 1300 Copy, 'deat, plasses Deneral vession', 'residential straturul to 1300 Copy, 'deat, plasses Deneral vession', 'residential straturul to 1300 Copy, 'deat, plasses Deneral vession', 'residential straturul to 1300 Copy, 'deat, plasses Deneral vession', 'residential straturul to 1300 Copy, 'deat, plasses Deneral vession', 'residential straturul to 1300 Copy, 'deat, plasses Deneral vession', 'residential straturul to 1300 Copy, 'deat, plasses Deneral vession', 'residential straturul to 1300 Copy, 'deat, plasses Copy, 'deat,	The lost is selective to the copyright to the other spaper. The property of the other spaper. The copyright contribution of th	See Comment #33 See Comment #35 See Comment #45 See Comment #45 See Comment #45 See Comment #45 See Comment #45 See Comment #45 See Comment #45 See Comment #45 See Comment #45 See Comment #45 See Comment #45
3366 3367 3368 3369 3370 3371	William Drodes William Curtis william Grants William Furins William Furins William Furins William Furins	2/11/2023 3/0/2023 3/1/2023 3/1/2023 3/1/2023	Ernall MyCapE, Website Ernall MyCapE, Website Commert Form MyCapE, Website Commert Form MyCapE, Website MyCapE, Websi	Business, 'residential displacement Business, 'residential displacement Finish straturul (Marian Finish straturul (Marian Business, 'residential displacement Business, 'residential displacement Business, 'residential displacement Business, 'residential displacement Commonly Alternation General to 1300 Copy, 'deat, plasses Copy, 'deat, plasses Deneral vession', 'residential straturul to 1300 Copy, 'deat, plasses Copy, 'deat, plasses Deneral vession', 'residential straturul to 1300 Copy, 'deat, plasses Deneral vession', 'residential straturul to 1300 Copy, 'deat, plasses Deneral vession', 'residential straturul to 1300 Copy, 'deat, plasses Deneral vession', 'residential straturul to 1300 Copy, 'deat, plasses Deneral vession', 'residential straturul to 1300 Copy, 'deat, plasses Deneral vession', 'residential straturul to 1300 Copy, 'deat, plasses Deneral vession', 'residential straturul to 1300 Copy, 'deat, plasses Deneral vession', 'residential straturul to 1300 Copy, 'deat, plasses Deneral vession', 'residential straturul to 1300 Copy, 'deat, plasses Deneral vession', 'residential straturul to 1300 Copy, 'deat, plasses Deneral vession', 'residential straturul to 1300 Copy, 'deat, plasses Deneral vession', 'residential straturul to 1300 Copy, 'deat, plasses Copy, 'deat,	The best to the control of the property to the other happins of the control applies. The third is the control of the control applies to the control applies. The third is the control of the control applies to the control applies. The third is the control of the control applies to the control applies. The control applies to the control applies	See Comment #13 See Comment #25 See Comment #25 See Comment #25 See Comment #25 See Comment #25 See Comment #25 See Comment #25 See Comment #25 See Comment #25 See Comment #25 See Comment #25 See Comment #25

3375	William Medaille			Reroute to 190	Making 15 Program Marrage Training Streep. See 1607. In an a 1600 of grown and marriage Training Streep. In an a 1600 of grown and married of dataset, in which to oppose 1600? years to oppose 1535 through Certail Tone and Audion opportunity, Decelede of research have demonstrated that highlyway oppositions do not send in order, appearably given 1 and 2001 of the opposition of the contract of the opposition of the opposi	Sectioner(4)
			-	Community Alternatives	Fernincing on this eggs, with highes SS and other book groups whice was eggsped with the residents and understand their resols well. Dainy "your of the water" will not solve our problems, now is the time for control washington.	See Connect 44
3376	William Merriman	3/7/2023	VOH	General support	Les concrete doubt the base of enait businesses that are as important to our resignation(c), an also concrete about increased further, herevoy, i.e. huggs to see that the treesey will be below goald in our resignation(c), which should substantially indicate creak.	See Comment #4
3377	William Moore		Physica	Do not widen/no build	To disable associating with Gry if Association and Puper Connect (Equilibria) state in the possibility of substantial reads prosping within Associa 7.125 were revined placed 200x of the Septic substant 200x of the Septic subst	Sus Connect #5
			Co mm ent	Reroute to 130	Informed planner/halfic regineer/proposentation reads not to me via email to discuss this. It is a regine overaglic considering the enterman scape of this project. In reference to 2.1.1 of the Environmental Impact Statement, concerning the redesignation of 91 130 as 135, vity select This Select Service Selection and Vision of the State Springer Selection of the State Springer Se	Second 43
				Do not widen/no build	I disapprove of this project and any expension of 355 through, Audin. Numerous studies have shown that highway expensions induce more demand and worsen traffic overtime. There was no indication to me today that there was any consideration of rendering 15% onto what is currently stilled, 452,750, but this nick is improvided that this is considered. No more displacement.	See Connect #5
				Reroute to 130	Auto-would be more connected, expublish, and all around a bother only without 3.55 among through 6. The world blast dotes for surrounded hereapy on the stigs of motor areas or go amond them not through them. COST just on an amended, given the record history of urban freeway projects in the LSS, including that of 3.55 in Auton. Abstractive transpositions will never be visible as long as we control to below joined as an ordinationate.	Se connect 63
3378	William Tetrod	2/9/2023	Phy sica	Do not widen/no build	Equality (IR interesy in the model of a distriction area in an incredible work of states and will not advanted and only not advanted by problem in the company companies and traffic. It as advanted pass the company of	See Connect #5
3379	Willie D		l Co	Air quality/Noise	The urban synder which has make placed but As or difficult to get amount in. Don't term Audin into another LA. Note the plan really sucks for padelinisms. It is a belg plan. Do not expend. Mobility 55 Program Manager Termy America. Mobility 55 Program Manager Termy America. Mobility 55 Program Manager Termy America. Program Mobility 10 Program Manager Termy America. Program Mobility 10 Program Manager Termy America. Program Mobility 10 Program Manager Termy America. Program Mobility 10 Program	San Comment #34
				Public transit/Multimodal transportation	its not worth it. Invest in meas starred, cycling infrastructure, and density. This will not improve anything long term and will only be a waste of money and resources while bewening quality of life.	Sea Comment #13
3380	Willy Woods	2/7/2023	Email	General support	Our Clasmont higg and Commissioners: These you for exappling that 130 energy hands in one of the most congained markets page and in the State of Tream. As to an arrival you distinct contribution of the state of the most congruent contribution of the state of the most congruent contribution of the state of the most of the state of the most congruent contribution of the state of the most of the state of the	Sea Connect #8
9381						Na Company &
3381	Win Smith	2/7/2023	Email	General support	Out of State May be State of States, and State of States And State	See Communi 48
3382	Witt Featherston	3/7/2023	MyCapEx Website - Comment Form	General support	Assest recovered recovered from Notific Section 1 and	So Communit #3
3383	Wolfgang Burst	2/28/2023	VOH	Do not widen/no build	As a security for the factor of the CDP and the CDP an	The Communit 45
3384	Wyatt Beere			Community alternatives	MakingS Pingram Manager Tramsy Strags. MakingS Pingram Manager Tramsy Strags. 15 IROSAN OPPOSE SCOTE pass to 15 S and 10 PROSE expansion. 15 IROSAN OPPOSE SCOTE pass to 15 S and 10 PROSE expansion. 15 IROSAN OPPOSE SCOTE pass to 15 S and 10 PROSE expansion.	Sas Committ 44
				Reroute to 130	edited too host fortic search the city. Please review their proposition for full distalls. It has been any lives that rightness questions can be of our and excess proposition for full distalls. It has been any lives that rightness questions can be of our and excess proposition for distalls. It has been any lives that rightness questions can be of our and excess proposition for distall as a well as a long rearr that Rightness, Speaking of I live rear a sentent of 35 that will foce experience under 1,0005 proposit, and I continued to the continued of the continued to the conti	To connect #3
					The oth oil good west to see as a a commonly set or complete for what infrastructure should bok like. A backward in place of 35 will disablish provises washability, improve the quality of life for an many Automatic, and make and only over more beautiful.	
				Bike/ped safety	Additionally we ought to be expending policis transportation, bishability, walkability, end modelly for those with disabilities. NOT EXPRICE THE HIGHERY. Lespect the city of Austin to expressed my interests, and stand up for me and what's best for the city by expecting 55 expansion. We do not need to make Austin uglity.	See Commun #50
3385	Wyett Cornell	3/7/2023	Email	Community Alternatives	salkation Shappers Manager Tomory Monty. And The Manager Tomory Monty or Monty or Manager Tomory Monty or Mont	Se Commune #4
3386	Xavier Tatley	3/6/2023	Email	Business/residential displacement	On years a State Table 2 compared to reduction of this several residence and business that will began if this curved prepared powers instead of an alternative. Also this begans about of all he made and by selecting feathers are online and continued. An about the reside with business the senders in a city counter residence are onlined as the continued and the curved proposed. Made haven instead or sender to the residence proposed feathers are continued as the continued and the curved proposed. Made haven instead or sender to the residence proposed feathers are continued as the continued and the curved proposed feathers are continued as the continued and the curved proposed feathers are continued as the continued and the curved proposed feathers are continued as the continued and the curved proposed feathers are continued as the continued and the curved proposed feathers are continued as the continued and the curved proposed feathers are continued as the continued and the curved proposed feathers are continued as the continued and the curved proposed feathers are continued as the continued and the curved proposed feathers are continued as the continued and the curved proposed feathers are continued as the continued and the curved proposed feathers are continued as the continued and the curved proposed feathers are continued as the continued are continued as the continued and the curved proposed feathers are continued as the continued are continued as the continued and the continued are continued as the continued are continued as the continued are continued as the continued are continued as the continued are continued as the continued are continued as the continued are continued as the continued are continued as the continued are continued as the continued are continued as the continued are continued as the continued are continued as the continued are continued as the continued are continued as the continued are continued as the continued are continued as the continued are continued as the continued are continued	Sus Connect #25
3387	Ya Ma	3/2/2023	Email	Do not widen/no build	Making Share Manager Transm Army Share Sha	Sas Comment #5
3388	Yader Gomez			Reroute to 130	MARINGS Program Manager Tomany Juragis. Lear a resident of Austin and OPPOCE ECOLOTY plants for 155 and OPPOCE Ecopations, I am in laser of Matthink 25's proposal to retired highway halfic around the city and not through it. The current partial of 35' thorough Audion should be conserved to a device with public formation and maritim desirally included.	Secondet 43
				Tire Wear	160Th process in the project in Bawell it giorns induced Demant, construction impacts, particular matter publican from the wait, the failure of almost all highway expensions, the success of feeway removals, and it is build mortaling a finance. This wait for some anything that did more conjection and fromtonistics. (soft was to bear anything to be for the success of feeway removals, and it is build mortaling a finance. This wait of the size of properties with the success of feeway removals, and the success of feeway for the success of feeway for the success of feeway for the success of feeway for the success of feeway for the success of feeway for the success of feeway for the success of feeway feeway for the success of feeway for the success of feeway fees feet feet feet feet feet feet feet	Se Comment #18
3389	Yasmin Yasmin	3/7/2023	Email	Public transit/Medime	Madinity Sheppine Manager Tenny Avago, My family care to Audinity America (Section Liver this object fore cell it my fore.	See Comment #13
				dal transportation	satisfied Symptom between Enternal Storage. See the Conference of	
1D 3390	C N Yasmin e Ben-	Da R d	S Email	Fopic Public Propriet Mustaline	C Makking Shippon Manager Tomory, Arong, Tean apprint of America the Child Mill Manage.	R p Ton Comment #13
	Brahim			dal transportation	Making35 Program Narrager Trammy Acregs. Law a makined of Austin in the Clast Ha laws. (CMPCME FACUTY, passes for 1.55 and 16 MPCME expansion. The construction on 1.35 has give on too long with barrely any relief. There needs to be more effort put into public transportation methods like bails and business.	
3391	Yma Luis	1/20/2023	MyCapEx Website - Comment Form	Regional Connectivity	ten not support the expension of GS and GD support a real line between San Antonio and Austin.	The connect #1
3392	Yorgos Economos			Woodland	Note: The purple represents a measure appreciate of activities before in a ground present for finite against a finite or finite against a finite and approximately according to the purple of the activities and approximately according to the activities and according to the activities and according to the activities and according to the activities and according to the activities and according to according to according to according to a controllated exchange at it filterants for the well according to according to according to a controllated exchange at a filterants for the well according to according	Sec Comment #238

				Business/residential displacement	The bolisment industrial are equipolate across to mile and of across such that of miles and provides across the miles and across such that of miles and provides across such that of miles are destroys such that are destroys and the miles	Das Comment #21
3393	Yorgos Economos	1/28/2023	Email	Reroute to 130	Into from against pocurent designs and plans for 35 through Audit. Most exold be haden served to buy out the balls from 150 and designate that as 35. Then we need to see one options where 35 is a morning facility in currently like in out support as requires from the ball and you are destinating our only in typing. At this your two the Ball option is the best out of the options TSO/I buy reserved. Ball, Toppia.	Se connect 43
3394	Yongos Economos			East/west correctivity	Label 25 The groups belongs from the group of the group o	The Comment #20
				Reroute to 130	Name of several to mosting spill, on entiring individual case. Did not described by the property and 26. Cold contained prices are given the exception of the price of the prices of th	Set tomant 43
3395	Yoya Nass	3/7/2023	Email	Community Alternatives	Mobility35 Program Marager Commy Arrego. Liam a resident of the state Michigan and LOPPOSE T-COT's plans for LSS and LOPPOSE expansion, as I believe it wouldn't work plus is not worth the pollution. Instead, I am for the Rethink35 proposal	See Comment 44
3396	Yuliia Korabelska			East/west connectivity	Address from process transport forming from process. The process of 15th A separate the east option of distribution parts of toom creating enter profession in the process and/or your of processes and/or your of	Sec Communit #20
				Bike/ped safety	I would much profer to cycle or use public transit to commute to work.	See Contract #30
3397	Yvette Ruiz	3/7/2023	Email	General support	Does Chairman thing and Commissioners. Amount I am of the control	See Contract #8
3398	Yvonne Campos	3/7/2023	Email	Renade to 130	Making Shipmen Manager Tramps Origin. I are a related of Those Chick, god Assists. (1970) Ed. Rohl, years for 155 and 1970/05 (expension. (Sections (4)
3399	Ziech Allen			Do not widen/no build	Managed for the proper forming from proper for	Se Comment #5
				Public transit/Multimo dal transportation	Facility of the same fire money, we would have to save seem the fact 153 preparation of a periodiction findingues—same for continuing to expend and improve one evalency golds transport, or adding to the finance of the fire continuing to expend and improve one evalency golds transport, or adding to the finance of the fire continues or or continued for the continues to the fire continues to the	Sec Comment # 23
3400	Zach Beresin	3/7/2023	Email	Do not widers/no build	Madibig\$5 Program Manager Tonomy Abrego; 1 appoise the ficBOT plant	Sec Connect 45
3401	Zach Davis	3/7/2023	Email	Do not wider/no build	Makini SS Program Managar Temmy Abrega, Tau dursh, end of kary Bo	See Commert 65
3402	Zech Faddis			Bury/turnel Reroute to 130	Mobility 55 regions biological frames force; the control of the co	See Comment #5
					Taggar pu dendish Eurif reagn one of the smilet highway you have aurounding our dry. Such as 150 or 900. Please do not adject our dry to your highway expension. It will early against our mobility, dorsals, and malesture gain.	
3403	Zach Velky	1/28/2023	Email	Do not wider/no build	This piece is expected CSD gave appearing point growing. Clean about on the health present on the text in the plant to passe amount or an obsequence. This was altered by another passed which are not considerable of the second of the plant to passed the plant to the plant to passed the plant to the plant to plant to the plant to plant to the plant to plant to the plant to plant to the plant to plant to the plant to plant to the plant to plant to the plant to plant to the plant to plant	See Connect #S
3404	Zach Waldis	1/31/2023	MyCapEx Website - Comment Form	Regional Connectivity	Please add set to this plan. It would do so much more for our trips between SATX and Audin. Also, the sidewalk on the sides looks like a miserabile area for productions.	Se connect#1
3405	Zachary Dunn	3/7/2023	VOH	Burgyturmel	Assess to you do mare this readward growing or the contract of	Sec Comment 425
3406	Zachary Michalka	3/2/2023	Email		Manipular Manager Termina Ringer, the private Homes Brown, or of This car of Green, This size on your your eard indicate your things you through not day. All every, you should be consisting a green upon and in Dallah last, eithering the private Homes Brown and the Consistent of Co	See Comment #42
3407	Zachary Stockton			Air Quality	No SCORT TAX DEC. (CARSON INCLUDED TO ACCUSE AND ACCUSED TO ACCUSE AND ACCUSED TO ACCUSE AND ACCUSED TO ACCUSE AND ACCUSED TO ACCUSED TO ACCUSE AND ACCUSED TO ACCUSED TO ACCUSE AND ACCUSED TO ACCUSE	Se Comment 658
				Public transit/Multimodal transportation	6. This shouldness have digit set there are well as more billing poths. This will make our objustle and more explicits. Proposals from Reconnect Austra and Retries 25 are before proposals than a consequence that will give a not benefits.	See Comment #13

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Accordingly, fam writing tayle sequence on groups as proposed by 2-00. Thanks you far your consideration of this sequence of the sequence of t
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Midwaring this highway self in some & disvergent the local community, Do part research placed 3412 Zenes Margen 3417 Zenes Margen 3412 Ze
1 COMODE COOTINg plans for 135 and 1 COMODE expension and 1 appoint the reflected \$5 plan. Traffic will never go away until we have before transportations, those letters transportations on undiff 3417 Zone Frost 3,721,2022 MiCoyEr, Website. Copynionis planta. We should cop more of this for more parks and a more published brendly environment. See Comment 642
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343 2 An Petalos 3/1/2023 Ensal Benacia 1s 20 0 admitigible Program Manager Enrope Rospe, Service and August and Equipped Linguish (and Service August and Expended Linguish Linguish (and Service August and Expended Linguish Ling
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